

February 11, 2013

TO: Members of the MAG Regional Council Executive Committee

FROM: Mayor Marie Lopez Rogers, City of Avondale, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA FOR
THE MAG REGIONAL COUNCIL EXECUTIVE COMMITTEE

Tuesday, February 19, 2013- 12:00 noon
MAG Office, Suite 200 - Ironwood Room
302 North 1st Avenue, Phoenix

A meeting of the MAG Regional Council Executive Committee has been scheduled for the time and place noted above. Members of the Committee may attend the meeting either in person or by telephone conference.

Please park in the garage under the building. Bring your ticket to the meeting, parking will be validated. For those using transit, the Regional Public Transportation Authority will provide transit tickets for your trip. For those using bicycles, please lock your bicycle in the bike rack in the garage.

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admissions to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Denise McClafferty at the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

If you have any questions regarding the Executive Committee agenda items, please contact me at 623-333-1613. For MAG staff, please contact Dennis Smith, MAG Executive Director, at (602) 254-6300.

MAG EXECUTIVE COMMITTEE
TENTATIVE AGENDA
FEBRUARY 19, 2013

COMMITTEE ACTION REQUESTED

1. Call to Order

The meeting of the Executive Committee will be called to order.

2. Call to the Audience

An opportunity will be provided to members of the public to address the Executive Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Members of the public will be requested not to exceed a three-minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Executive Committee requests an exception to this limit. Please note that those wishing to comment on action agenda items will be given an opportunity at the time the item is heard.

2. Information and discussion.

ITEMS PROPOSED FOR CONSENT*
BY THE EXECUTIVE COMMITTEE

*3A. Approval of the January 22, 2013 Executive Committee Meeting minutes

3A. Approval of the January 22, 2013 Executive Committee meeting minutes.

*3B. Appointment of the MAG Economic Development Committee Maricopa County Member Position

3B. Recommendation to approve the appointment of Supervisor Steve Chucri as the Maricopa County representative on the MAG Economic Development Committee (EDC).

On October 27, 2010, the MAG Regional Council approved the composition of the MAG Economic Development Committee (EDC). The composition includes fourteen MAG member agency positions that have one-year terms with possible reappointment by recommendation of the Executive Committee and approval of the MAG Regional Council. On January 29, 2013, a letter was received from the Maricopa County Board of Supervisors Chairman recommending Supervisor Steve Chucri serve as the Maricopa County representative on the EDC. The

Executive Committee is requested to recommend the Maricopa County EDC member position. It is anticipated that the Regional Council will approve this recommendation at its February 27, 2013 meeting. Please refer to the enclosed material.

*3C. Appointment of the MAG Economic Development Committee West Valley Position

The composition of the Economic Development Committee (EDC) was approved by the MAG Regional Council on October 27, 2010. On January 15, 2013, a West Valley seat on the EDC became vacant. Mayor Elaine Scruggs left elected office after 22 years of service in the City of Glendale. According to the MAG Committee Operating Policies and Procedures, the MAG Regional Council Executive Committee recommends to the Regional Council a new West Valley elected official to fill this seat.

On January 17, 2013, a memorandum was sent to the MAG Regional Council, Management Committee and Intergovernmental Representatives soliciting interest for the West Valley seat. Two letters of interest were received; one from Mayor Georgia Lord, City of Goodyear, and a second from Councilmember Cathy Carlat, City of Peoria. Since that time, MAG staff received notification that the City of Peoria rescinded their letter of interest and is supporting Mayor Lord for the EDC West Valley seat. The City of Peoria expressed interest in serving in the future. The Executive Committee is requested to recommend Mayor Georgia Lord for the EDC West Valley member position. It is anticipated that the Regional Council will approve this recommendation at its February 27, 2013 meeting. Please refer to the enclosed material.

*3D. Amendment of the FY 2013 Unified Planning Work Program and Annual Budget to Provide Additional Funding for the Northwest Valley Local Transit System Contract

3C. Recommendation to approve the appointment of Mayor Georgia Lord, City of Goodyear, to the MAG Economic Development Committee (EDC).

3D. Approve amending the FY 2013 Unified Planning Work Program and Annual Budget to Provide additional funding of \$25,000 for the Northwest Valley Local Transit System Study contract.

In September 2011, the MAG Regional Council approved an amendment to the MAG FY 2012 Unified Planning Work Program (UPWP) and Annual Budget to add the Northwest Valley Local Transit System Study Project. An additional \$25,000 is requested for a total contract amount of \$254,981.59 to support additional stakeholder and community meetings related to the recommendations of the Study. Amendments to the FY 2013 UPWP and the Northwest Valley Local Transit System Study contract are requested. This item is on the February 13, 2013 Management Committee agenda for recommendation to approve. Please refer to the enclosed material.

*3E. Development of the FY 2014 MAG Unified Planning Work Program and Annual Budget

Each year, the MAG Unified Planning Work Program and Annual Budget is developed in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies in April and approved by the Regional Council in May. To provide an early start in developing the Work Program and Budget, this presentation is an overview of MAG's draft proposed new projects for the FY 2014 Work Program. The updated draft budget timeline, the invitation for the Budget Webinar presentation on February 22, 2013, at 1:30 P.M. in the MAG Palo Verde Room, and estimated dues and assessments are included with the budget documents. Please refer to the enclosed material.

3E. Information and input on the development of the Fiscal Year (FY) 2014 MAG Unified Planning Work Program and Annual Budget.

ITEMS PROPOSED TO BE HEARD
BY THE EXECUTIVE COMMITTEE

4. MAG Bicycle and Pedestrian Committee Vice Chair Appointment

On July 22, 2009, the MAG Regional Council approved the MAG Committee Operating Policies and Procedures. Officer appointments for technical and other policy committees, with

4. Approval of a new vice chair for the MAG Bicycle and Pedestrian Committee to complete the remainder of the previous vice chair's two-year term.

exception of the MAG Regional Council, Transportation Policy Committee, and Management Committee, will be made by the MAG Executive Committee and are eligible for two-year terms.

In December 2012, the position of vice chair of the Bicycle and Pedestrian Committee became vacant. According to the MAG Committee Operating Policies and Procedures, the MAG Regional Council Executive Committee will appoint a new vice chair to complete the remainder of the two-year term. MAG staff sent a notice to the Management Committee, the Bicycle and Pedestrian Committee and the Intergovernmental Representatives to solicit letters of interest for the vice chair position. Copies of the letters received and a table identifying individuals requesting consideration for the vice chair position have been included. Please refer to the enclosed material.

5. Metropolitan Planning Area Boundary Adjustment

At the January 22, 2013 Executive Committee meeting, the possible MAG Planning Area (MPA) boundary adjustments were reviewed. The MAG MPA boundary needs to be adjusted due to new urbanized areas defined by the 2010 Census which include portions in Pinal County. The new boundary is also to include those areas that are projected to be urbanized over the next 20 years. In addition to the new urbanized area based on the 2010 Census, the City of Maricopa passed a resolution on December 18, 2012 to join MAG. The City of Casa Grande is moving forward to form a Metropolitan Planning Organization since this urbanized area reached the 50,000 population threshold that requires the area to be in an Metropolitan Planning Organization (MPO). The Executive Committee suggested a Subcommittee of the Executive Committee be formed to review what governance changes and MAG By-Laws

5. Information, discussion and possible action regarding the suggested governance changes and By-Laws amendments regarding the MPA boundary and new members joining MAG.

amendments would be needed regarding a new MPA boundary and possible new members. The Subcommittee met on February 4, 2013. Suggestions were made for possible changes to the MAG By-Laws to provide for the City of Maricopa and Pinal County joining MAG. The MAG General Counsel is preparing a draft revision to the By-Laws. Further discussion by the Governance Subcommittee is expected. It is anticipated that the amendment to the draft By-Laws would be available at the February Regional Council meeting to be considered for approval at the March Regional Council meeting. An update on the suggested governance changes regarding the MPA boundary will be provided to the Executive Committee.

6. Maricopa Association of Governments Agency Performance Review Questionnaire

On November 19, 2012, the Executive Committee discussed the benefit of an agency questionnaire to provide input on the performance of MAG as an agency. It was suggested that this survey would provide input from other agencies, such as state and nonprofit agencies, on how they view MAG as an organization. Staff prepared a questionnaire to be reviewed by the Executive Committee. Please refer to the enclosed material.

7. Review of MAG FY 2012 Goals and Results and Discussion of Proposed Draft FY 2013 Goals/Work Emphasis Areas

Each year, as part of the Executive Director's evaluation, current year (FY 2012-2013) goals and results are presented. This information was sent to the Regional Council and Executive Committee with the performance survey. The proposed goals/work emphasis areas for FY 2013 are being presented for input. Please refer to the enclosed material.

6. Information, discussion and input.

7. Review of MAG FY 2012 Goals and Results and discussion/input into the Draft FY 2013 Goals/Work Emphasis Areas.

8. Annual Performance Review of the MAG Executive Director

The employment agreement entered into with the MAG Executive Director in January 2003 provided that the Executive Committee conduct an annual performance review in consultation with the Regional Council. On November 19, 2012, the Executive Committee agreed to move forward with the evaluation survey for the MAG Executive Director's performance review.

On November 28, 2012, the survey and Major Regional Goals and Results for FY 2012-2013 were sent to members of the Regional Council to receive their input on the review. This information was also sent to the members of the Executive Committee. The results of the completed surveys were summarized and will be discussed by the members of the Executive Committee. This information will be sent separately.

The Executive Committee may vote to recess the meeting and go into executive session to discuss personnel matters relating to the MAG Executive Director's review and salary. The authority for such an executive session is A.R.S. § 38-431.03(A)(1).

9. Possible Action on the Annual Performance Review of the MAG Executive Director

The Executive Committee may reconvene the regular meeting to take action regarding the annual performance review and make a salary determination. It is anticipated that the action of the Executive Committee would be presented to the Regional Council for ratification.

8. Information, discussion and possible action to recess the meeting to conduct an executive session to discuss personnel matters relating to the MAG Executive Director's review and salary. The authority for such an executive session is A.R.S. § 38-431.03(A)(1).

9. Information, discussion and possible action on the review and salary of the MAG Executive Director.

10. Request for Future Agenda Items

Topics or issues of interest that the Executive Committee would like to have considered for discussion at a future meeting will be requested.

11. Comments from the Committee

An opportunity will be provided for the Executive Committee members to present a brief summary of current events. The Executive Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

Adjournment

10. Information and discussion.

11. Information.

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
MAG REGIONAL COUNCIL EXECUTIVE COMMITTEE

January 22, 2013

MAG Offices, Ironwood Room
302 N. 1st Avenue, Phoenix, Arizona

MEMBERS ATTENDING

*Mayor Marie Lopez Rogers, Avondale, Chair
Mayor Scott Smith, Mesa, Vice Chair
Mayor Michael LeVault, Youngtown, Treasurer
Mayor Gail Barney, Queen Creek

Mayor W. J. “Jim” Lane, Scottsdale
Mayor Thomas L. Schoaf, Litchfield Park
*Mayor Greg Stanton, Phoenix

* Not present

Participated by video or telephone conference call

1. Call to Order

The Executive Committee meeting was called to order by Vice Chair Smith at 12:03 p.m. Vice Chair stated that Chair Lopez Rogers and Mayor Stanton are attending the Presidential Inauguration.

Vice Chair Smith stated that public comment cards were available for those members of the public who wish to comment. Transit tickets were available from Valley Metro for those using transit to come to the meeting. Parking validation was available from MAG staff for those who parked in the parking garage.

Vice Chair Smith stated a “Save the Date” flyer was at each members place. Denise McClafferty stated as a result of the Economic Development committee meeting on December 4, 2012, MAG received an invitation from the Nogales, Sonora elected officials to attend a Bi-National Economic Forum on March 22, 2013. Ms. McClafferty introduced Samantha Santaella Wolfe to provide details on the event. Ms. Santaella Wolfe stated the Bi-National Economic Forum will take place in Nogales, Sonora , Mexico on Friday, March 22, 2012 and that the purpose of this event is to provide an opportunity to exchange ideas, find answers to questions regarding international trade, and participate in a regional economic strategy. She noted this forum will focus on the commercial and industrial manufacturing sectors.

Ms. Santaella Wolfe stated the Secretary of Economy in Nogales, Sonora has requested Maricopa Association of Governments (MAG) to coordinate and extend the invitation to elected officials and business leaders in the MAG region. She added some of the speakers for this event include the Mayor of Nogales Sonora, the Mayor of Phoenix and Mayor of Avondale, the Secretary of Economy for the State of Sonora, the Director of ProMexico, and the Administrator

of Mexican Customs, among others.

She stated the event will include a tour of a Maquila in Nogales for our Mayors and noted this event will also have the participation of ProMexico, which is the Mexican Government institution that supports the export activity of companies established in Mexico and is in charge of strengthening Mexico's participation in the international economy. Other participants include COPRESON, the Economic Development Council for the State of Sonora, and Canaco, which is Mexico's National Chamber of Commerce, the Maquila Association, and TV Azteca, which is one of the main TV stations in Mexico, as well as several newspapers.

Vice Chair Smith thanked Ms. Wolfe for her report. Hestated information regarding the March 6 , 2013 Sun Corridor Retreat was also at their place.

2. Call to the Audience

Vice Chair Smith stated that according to the MAG public comment process, members of the audience who wish to speak are requested to fill out the public comment cards. She stated that there is a three-minute time limit. Public comment is provided at the beginning of the meeting for items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. Vice Chair Smith noted that one public comment card had been received. Vice Chair called on Benjamin Bitter.

Mr. Bitter stated he was from the City of Casa Grande and wanted to publicly thank Dennis Smith and MAG as the City of Casa Grande goes through the process of creating their Metropolitan Planning Organization (MPO). He added he was attending this meeting for informational purposes only and he would like to include any last minute discussions at their council meeting and study session that was taking place that evening. He also offered to answer any questions. Vice Chair Smith thanked him for his comments.

3. Approval of Executive Committee Consent Agenda

Vice Chair Smith noted that prior to action on the consent agenda, members of the audience are provided an opportunity to comment on consent items that are being presented for action. Following the comment period, committee members may request that an item be removed from the consent agenda.

Vice Chair Smith requested a motion to approve the consent agenda. Mayor Barney moved to approve items #3A through #3D. Mayor Schoaf seconded the motion and the motion carried unanimously.

3A. Approval of the November 19, 2012 Executive Committee Meeting Minutes

The Regional Council Executive Committee, by consent, approved the November 19, 2012 Executive Committee meeting minutes.

3B. Amendment to the FY 2013 MAG Unified Planning Work Program and Annual Budget to Add Two FTE Positions

The Regional Council Executive Committee, by consent, approved to amend the FY 2013 budget to add two FTE positions. The FY 2013 MAG Unified Planning Work Program and Annual Budget (UPWP) was approved on May 23, 2012. Since that time, MAG Information Services Division has taken on a number of new projects. These include providing mapping and analysis support for Human Services projects, developing customized interactive mapping tools, maintaining the Greater Phoenix Rising website, providing employment database analysis and ongoing GIS support to member agencies. MAG currently has a GIS Associate position in the FY 2013 UPWP. It will be a more efficient use of resources to change this GIS Associate position to a full-time position. In addition, as a result of the current work with the Economic Development Committee and Mexico, MAG is requesting to convert the temporary full-time position of International Economic Development Analyst to a permanent full-time position. This position could also act as an extension of the member agencies staff in working with Mexico.

3C. MAG Standard Specifications and Details Committee Vice Chair Appointment

The Regional Council Executive Committee, by consent, approved Jim Badowich, City of Avondale, to serve as the vice chair for the Standard Specifications and Details Committee. On July 22, 2009, the MAG Regional Council approved the MAG Committee Operating Policies and Procedures. Officer appointments for technical and other policy committees, with exception of the MAG Regional Council, Transportation Policy Committee, and Management Committee, will be made by the MAG Executive Committee and are eligible for two-year terms. In December 2012, the Chair of the Standard Specifications and Details Committee stepped down and the current vice chair, Thomas Wilhite from the City of Tempe, ascended to chair. According to the MAG Committee Operating Policies and Procedures, the MAG Regional Council Executive Committee appoints a new vice chair. MAG staff sent a notice to the Management Committee, the Standard Specifications and Details Committee and the Intergovernmental Representatives to solicit letters of interest for the vice chair position. One letter of interest was received for the vice chair position.

3D. FHWA - Ex-Officio Non-Voting Members on Committees

The Regional Council Executive Committee, by consent, approved to change the status of the FHWA staff on MAG committees from voting to non-voting and to approve the other committee appointments requested by the FHWA. For several years, staff from the Federal Highway Administration (FHWA) have served on MAG committees. Recently, MAG received a request from FHWA to change the status of their representatives from voting to non-voting status and to have members of their staff appointed to additional MAG committees. Due to some of the previous committee structures determined by MAG, the changes are being brought to the

Executive Committee for consideration. Staff is in support of the FHWA request.

4. Discussion of the Development of the FY 2014 MAG Unified Planning Work Program and Annual Budget

Becky Kimbrough, Fiscal Services Manager, stated the draft budget discussions and presentations begin each January and additional budget information is brought to the committee incrementally as it is developed each month. She added staff begins with the presentations on the draft MAG budget early in the year to allow for thorough discussions and input. Ms. Kimbrough stated the FY 2014 draft dues and assessments are presented with an increase up to the 75 percent level from the 2009 dues and assessments totals. The CPI-U average over a 3 year period (using calendar years 2010 through 2012) has been applied. She noted dues and assessments were first reduced by 50 percent in FY 2010 due to the downturn in the economy. Being cognizant of the continuing economic conditions for our members, MAG continued to implement a 50 percent decrease to dues and assessments over the past four year period.

Ms. Kimbrough added current approved population numbers are used to calculate the dues and assessments and the amounts calculated for each member's dues and assessments change slightly each year due to shifts in the population between the members and application of the Consumer Price Index for all Urban consumers. She noted the footnotes located on the draft dues and assessments further explain the details of these calculations. Also on the draft dues and assessments page is the comparison between the proposed amount and last year.

Ms. Kimbrough stated the draft time line for presentation and production of the draft MAG budget for FY 2014 summarizes the draft budget development chronologically and draft dues and assessments are presented this month. She added new projects under consideration are initially presented in February; and in March, a draft budget which is generally about 80 percent complete is sent. Throughout March and April the draft budget is continuously updated and changes are presented to the committee as recommendations are implemented. The Intermodal Planning Group review of the draft budget, which is a review by Federal Highway, FTA, and other partners, is scheduled for April 3, 2013. She stated the final draft budget is presented in May when they ask the committee for a recommendation of approval.

Vice Chair Smith thanked Ms. Kimbrough and asked if there were any questions or comments from the committee members.

Mayor Schoaf stated it is really important for this committee to appreciate that raising the dues back to 75 percent and then eventually 100 percent is required if MAG is going to continue on a sustainable path. He added when looking at last year's financial reports MAG is using funds from reserve accounts and it is critical to make this adjustment as we go forward.

Mayor LeVault moved to recommend acceptance of the audit opinion issued on the MAG Comprehensive Annual Financial Report and Single Audit report for the year ended June 30, 2012. Mayor Barney seconded the motion the motion carried unanimously.

5. Metropolitan Planning Area Boundary Adjustment

Dennis Smith, Executive Director of MAG, stated he was invited to Pinal Partnership to meet with a panel that included Mayor Rankin, City of Florence, Mayor Price, City of Maricopa, Mayor Jackson, City of Casa Grande, and Al Larson from Central Arizona Governments. Mr. Smith provided a recap on the possible MAG Planning Area (MPA) boundary adjustment due to the new urbanized areas defined by the 2010 Census and also identified what the urbanized areas will look like in 2030. During his presentation, Mr. Smith stated the MAG 2012 Traffic Analysis Zone System indicated that approximately 285,000 vehicles cross the boundary on a average weekday, which shows that we are already connected. Mr. Smith stated the real goal is to align MAG with our partners in the Sun Corridor and throughout the state.

Mayor Price thanked the committee for the opportunity to provide an update on what has taken place in the City of Maricopa. He noted the City of Maricopa has grown over 4,000 percent and in the last decade was the fastest growing city in the country. He added over seventy-five percent of the people leave the city to commute into Maricopa County every week day. When looking at the statistics and issues that the city wants to tackle they had to determine what was right for their residents. He added they only had about a month to make their decision and it was a very tough decision for the council. Mayor Price stated the decision was a 4-3 vote that the City of Maricopa join MAG.

Mr. Smith stated at the last meeting Mayor Lopez Rogers stated a subcommittee would need to be formed. She requested Mayor Smith, Mayor Stanton and Mayor Schoaf be on the committee and a meeting to discuss changes of the By-Laws will take place on February 4, 2013. Vice Chair Smith asked if there were any additional comments or questions. There were none.

6. Update on the MAG 2012 Five Percent Plan for PM-10 and Exceptional Events Issues

Lindy Bauer, MAG Environmental Director, stated at the last meeting, the Regional Council Executive Committee requested that staff contact the Arizona Department of Environmental Quality (ADEQ) to inquire about the schedule for completing the exceptional event documentation in time for the Environmental Protection Agency (EPA) to approve the MAG 2012 Five Percent Plan for PM-10. Ms. Bauer stated she was pleased to report that the ADEQ did a schedule on November 27, 2012 and sent it to EPA indicating that all packages would be available for public review beginning January 14, 2013. She noted the remaining packages were in fact completed by deadline and available on January 14, 2013 for a thirty day public comment period.

Ms. Bauer stated comments were received from the Arizona Center for Law in the Public Interest on January 16, 2013 and a response to comments will be prepared and submitted to EPA. She added she is hopeful that by February 14, 2013, EPA will propose approval of the plan. Vice Chair Smith asked what were some of the comments from the Arizona Center for Law in the Public Interest. Ms. Bauer stated the comments from the Arizona Center for Law in the Public Interest included repairing some of the links in the ADEQ packages prepared by the

consultants, which did not work, additional modeling to be done that is not required by EPA, and they also expressed concern over only a thirty day public comment period. ADEQ responded that there is no set time limit for public comments in the EPA Exceptional Event rules, but it is ADEQ's policy to provide thirty days. Ms. Bauer stated the tenor of the discussion was to be critical of the exceptional events, however, ADEQ indicated that these were not difficult to respond to. She wanted to advise the committee that it is apparent from the comments that there is some type of technical assistance that the Arizona Center for Law in the Public Interest has in reviewing the exceptional event package.

Mayor Lane asked what were the costs associated with meeting these requirements and are we faced with added staffing requirements. Ms. Bauer stated MAG is fortunate to have Matt Poppen on staff, who has provided technical expertise and has been providing assistance to the ADEQ. She added MAG prepared five of the 17 packages of the exceptional events and MAG is not anticipating any additional staff. She added MAG also has air quality technical consultant assistance on call. Mayor Lane asked if staff has stayed within the confines of the cost that was anticipated. Ms. Bauer stated it is an expensive proposition and MAG had to reorganize staff responsibilities so they could assist the State. Mr. Smith added ADEQ spent \$500,000 on consultant assistance. Ms. Bauer stated they have been working with their Washington special legal counsel on some draft language in case it is needed. This language would prohibit EPA from disapproving a plan under a condition where a state has indicated that the data is clean and the exceedances were due to exceptional events.

Ms. Bauer stated at the last meeting, this committee asked if the comments we had at the EPA guidance were in sync with other areas. Ms. Bauer provided comments to the committee from the Western States Air Resources Council, ADEQ, Maricopa County, Associated General Contractors and Congressman Flake's office. She stated on December 6, 2012 there was a Arizona Highways Users luncheon in the Phoenix area and there was some discussion on the exceptional event issues and on Congressman Flake's CLEER Act. She added there was interest expressed by the Arizona Farm Bureau, Senator Biggs's office and Representative Tobin's office. Staff transmitted information to them and Senator Biggs has requested a briefing on this issue on Thursday, January 24, 2013.

Vice Chair Smith asked if there were any additional questions or comments from the committee members. There were none.

7. Status Update on the June 30, 2012 Single Audit and Management Letter Comments, MAG's Comprehensive Annual Financial Report and OMB Circular A-133 Reports (i.e., "Single Audit") for the Fiscal Year Ended June 30, 2012

Becky Kimbrough, Fiscal Services Manager, stated on the Comprehensive Annual Financial Report the fund balance reduced significantly from the result of the remodel that was done and also as a result of an adjustment to the indirect cost plan during FY2012; fund balance also reduced because of the 50 percent reduction of the dues and assessments. She stated that MAG Fiscal Services anticipates making this up rapidly in the indirect cost plan rate for FY 2013 and

will recapture other funds through depreciation on the capital side. She added the deferred revenue increase on the balance sheet is due to the sales tax funding that is received each fiscal year. It is recorded as deferred revenue attributable to projects. This money is programmed for certain projects and we record the revenue and expenditures against sales tax as they occur.

Ms. Kimbrough stated the accounting firm of CliftonLarsonAllen, has completed the audit of MAG's Comprehensive Annual Financial Report (CAFR) and Single Audit for the fiscal year ended June 30, 2012 and introduced Dennis Osuch from CliftonLarsonAllen. Mr. Osuch stated there were no reportable conditions in MAG's internal control over financial reporting considered to be material weaknesses, no instances of noncompliance considered to be material and no questioned costs and the Single Audit report had no new or repeat findings. Mr. Osuch stated the CAFR financial statements and related footnotes were prepared in accordance with the Government Finance Officers Association's (GFOA) standards for the Certificate of Achievement for Excellence in Financial Reporting awards program. Mr. Osuch stated they do provide an opinion on the OMB Circular A-133 Reports and they are issuing an unqualified opinion and stated there are no deficiencies and no reportable conditions in MAG's internal controls for the fiscal year. Mr. Osuch stated they intend to submit the June 30, 2012 CAFR to the GFOA awards program for review, which he fully expects will be awarded.

Vice Chair Smith asked if there were any questions or comments from the committee members.

Mayor Lane asked who is ultimately accountable and responsible if an exception is found. Mr. Osuch stated that the question is difficult to answer. He noted if CliftonLarsonAllen does due diligence and does what is required by the accounting standards, there would be less liability on their part. He added that their job as auditors is not to detect fraud, however, if they did detect fraud they would report it. Ultimately, the organization has the responsibility for ensuring that internal controls are in place. Mr. Smith stated MAG is very conservative when it comes to fiscal matters and most Councils of Governments do not follow GFOA standards. He added only three other Councils of Governments out of approximately 2,300 follow the GFOA standards and MAG has ultimate transparency.

Mayor Smith stated the nature of auditing is to confirm that a system is functioning properly and if the system is functioning properly, then you have assurance that the results of the system works and provides reasonable assurance. Fredda Bisman, MAG Legal Counsel, stated that the determination where the liability lies is very fact specific, depending on the facts, and MAG also carries liability insurance for members of the committee that is intended, in part, to address these kinds of issues. Mayor Schoaf stated that we hire the auditors to test to see if the system functions, but also to see if the system has a series of checks and balances that control the movement of funds and the recording of those funds. He added that the committee's responsibility is to ensure that those controls are there, and so they rely on the auditors and their expertise to make sure the controls are in place so that if something is done incorrectly, there will be a red flag.

Vice Chair Smith asked if there were any additional questions or comments from the committee

members. There were none.

8. MAG Domestic Violence Council Vice Chair Appointment

Denise McClafferty stated on December 31, 2012, the position of Vice Chair of the Domestic Violence Council became vacant. Police Chief Jerald Monahan from the City of Apache Junction stepped down after one-year of the Vice Chair's two-year term. She noted according to the MAG Committee Operating Policies and Procedures, the MAG Regional Council Executive Committee will appoint a new Vice Chair to complete the remainder of the two-year term. MAG staff sent a notice to the Management Committee, the Domestic Violence Council, and the Intergovernmental Representatives to solicit letters of interest for the Vice Chair position. MAG received a letter of interest from Steven Campbell, Chief of Police, City of El Mirage and also from John Belatti, City Prosecutor, City of Chandler. Staff is requesting the committee approve a vice chair for the MAG Domestic Violence Council.

Vice Chair Smith asked if there were any questions or comments from the committee members. Mayor Barney asked if either of the candidates were in the audience. They were not. Mayor LeVault stated that he would have complete confidence in either of these individuals, but from his perspective he would rather see a law enforcement individual become the Vice Chair because they are normally the first to respond when there is a domestic violence issue.

Mayor LeVault moved to approve Steven Campbell, Chief of Police, City of El Mirage to Vice Chair of the MAG Domestic Violence Council. Mayor Schoaf seconded the motion and the motion carried unanimously.

9. Legislative Update

Nathan Pryor, MAG Government Relations Manager, provided an update on federal and state legislation. He stated in October 2012 this committee signed onto a letter to the Arizona Congressional Delegation, as well as the White House, requesting that Congress and the Administration take timely action to address the fiscal cliff issue that was pending on January 1, 2013. He stated that on January 2, 2013, the American Taxpayer Relief Act of 2102 was enacted and largely addressed the revenue side of the fiscal cliff situation created by the Budget Control Act of 2011. He added Congress and the Administration now have until March 1, 2013 to address looming spending cuts.

Mr. Pryor stated MAG staff is developing analysis of the pending spending reductions by utilizing existing reports and analysis from Congress, the Administration, academic research institutions and national associations. He added staff intends to develop a picture of programmatic impacts and how employment and services might be affected. He noted staff intends to have a presentation ready for discussion in the coming weeks.

Mr. Pryor stated HB 2005 and HB 2006 have been introduced in this legislative session. HB 2005 would require public entities to comply with provisions of the open meeting law and public

records act. MAG has been in substantial compliance with these provisions although archiving provisions may need to be met. Mr. Pryor stated HB 2006 would change the eligibility of public entities such as MAG to be members of the Arizona State Retirement System. New members of MAG would no longer be eligible to be members of the ASRS, along with fourteen other political subdivision within the state that would be impacted.. He added the actuary is predicting that total ASRS contributions will increase by approximately \$27.6 million in present value over thirty years, which would be paid by the remaining employees and employers of ASRS. He noted this equates to a contribution rate increase of about 0.03% in most years. He noted MAG is 99.995% publically funded and the work that MAG does is all in support of government.

Vice Chair Smith asked if there were any questions or comments from the committee members.

Mr. Smith stated MAG has been in compliance with HB2005. He stated if HB2006 passed, it would really hurt recruiting numbers. Mayor Schoaf asked if MAG is taking any action concerning lobbying on HB2006. Mr. Smith stated MAG would testify against the bill. He added he has spoken with Alan Maguire and Mr. Maguire is willing to represent all the council of governments at no charge. Mayor LeVault asked who were sponsors of HB2006. Mr. Pryor stated Representative Ugenti is the primary sponsor of this bill.

Fredda Bisman, MAG legal counsel, stated in regards to HB2005, because members of the Regional Council are all elected officials and Management committee members are appointed officials, MAG is subject to the Open Meeting Law and MAG is always very careful and conservative. Vice Chair Smith asked if there were any additional comments or questions. There were none.

10. Request for Future Agenda Items

Vice Chair Smith asked if there were any requests for future agendas items. There were none.

11. Comments from the Committee

Vice Chair Smith asked if there were any requests for future agendas items. There were none.

Adjournment

Mayor Lane moved to adjourn the Executive Committee meeting. Mayor Schoaf seconded the motion and the motion carried unanimously. There being no further business, the Executive Committee adjourned at 1:08 p.m.

Chair

Secretary



Maricopa County

ANDY KUNASEK, CHAIRMAN
Board of Supervisors, District 3

301 West Jefferson Street
10th Floor
Phoenix, AZ 85003-2143
Phone: 602-506-7349
www.maricopa.gov

January 29, 2013

The Honorable Mayor Marie Lopez Rogers
Chair, Regional Council
Maricopa Association of Governments
302 North First Avenue, Suite 300
Phoenix, Arizona 85003

Dear Mayor Lopez Rogers:

I am writing to recommend Supervisor Steve Chucri to serve as the Maricopa County representative on the MAG Economic Development Committee. Supervisor Chucri's experience and dedication to our community are well-known and will allow him to bring valuable insight to the committee's efforts.

Sincerely,

A handwritten signature in black ink, appearing to read "Andy Kunasek", written over a horizontal line.

Andy Kunasek, Chairman
Maricopa County Board of Supervisors



January 23, 2013

Mayor Marie Lopez-Rogers
Chair
Maricopa Association of Governments
302 N. 1st Ave, Suite 300
Phoenix, AZ 85003

Dear Mayor Lopez-Rogers:

Please accept this letter as my official request to be appointed to the Maricopa Association of Governments Economic Development Committee

My dedicated service to the City of Goodyear started in 2005, when I was elected to serve as a Goodyear council member, followed by my appointment to Vice Mayor in 2009. I became acting Mayor in November 2010, shortly before resigning my seat to run, successfully, for Mayor.

I represent Goodyear on the Board of Directors of the Greater Phoenix Economic Council (GPEC) and the GPEC International Leadership Council, and I am chair of the GPEC Ambassadors Steering Committee. I am active on several regional boards and committees, including Maricopa County Association of Governments Regional Council and Transportation Policy Committee, the WESTMARC Board of Directors and Executive Committee, and the West-MEC Bond Committee. I am also a member of the Arizona Mayor's Education Roundtable and previously served as Vice Chair of the Arizona Municipal Tax Code Commission.

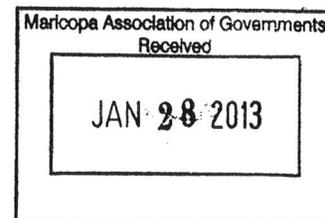
I am also actively involved in Luke West Valley Council, West Valley Partners and the Luke Forward Campaign, which played a key role in bringing the F-35 Mission to Luke Air Force Base. I currently serve on the US Conference of Mayors' Defense Transition Task Force.

As Mayor, one of my priorities is the economic vitality of our region and state. In addition, I want to assist MAG's efforts as we work to promote the economic development interests of all cities in our region.

I would be honored to represent the City of Goodyear and the entire West Valley as a member of the Economic Development Committee. I appreciate your favorable consideration of this request.

Sincerely,

Georgia Lord
Mayor





Office of the City Council

January 28, 2013

Mayor Marie Lopez-Rogers
Chair - MAG Regional Council
302 N 1st Avenue, Suite 300
Phoenix, AZ 85003

RE: MAG Economic Development Committee West Valley Vacancy

Dear Chair Lopez-Rogers:

Thank you for the opportunity to express my interest in serving on the MAG Economic Development Committee. For the past eight years, I have served on the City of Peoria Council and have made economic development a priority for our community. I have championed for economic development opportunities and can proudly say that our city is moving forward in achieving our goals in transforming our community as a West Valley destination and hub for business attraction.

As part of the MAG region, I understand the common goals we share to make Arizona a thriving state, especially through the Sun Corridor. Integrating the right transportation infrastructure and the right transportation options provides mobility and creates an economic advantage for the region.

I am prepared to serve on the committee and eager to share my thoughts, experience and most of all, lend my voice. The MAG regional governance structure has dedicated participants with the desire to achieve great things. Through this collaborative effort, this region will be on the map to compete beyond our region's borders. I am willing and prepared to dedicate my time and energy in helping achieve MAG's Economic Development goals.

Sincerely,

A handwritten signature in cursive script that reads "Cathy Caflat".

Cathy Caflat
Councilmember, Mesquite District

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 11, 2013

SUBJECT:

Amendment of the FY 2013 Unified Planning Work Program and Annual Budget to Provide Additional Funding for the Northwest Valley Local Transit System Contract

SUMMARY:

In September 2011, the Regional Council approved an amendment to the Fiscal Year (FY) 2012 MAG Unified Planning Work Program and Annual Budget, for the Northwest Valley Local Transit System Study. Additionally, the Regional Council Executive Committee approved an amendment to the MAG FY 2012 Work Program and Annual Budget to include the Northwest Valley Local Transit System Study. The Study was awarded by MAG to Moore & Associates, Inc., in April 2012 for the amount of \$229,981.59.

Since the fall of 2012, due to the overwhelming enthusiasm for the Study, public meeting requests initiated by the general public, stakeholders and the six cities/county involved in the study, the meeting allocation budget originally projected within the contract and scope has more than tripled. Therefore, the goals and expectations of the project management team have changed subsequent to the development and submittal of the original proposal and the following changes to the scope of work and project cost are necessary for the purpose of addressing increased community outreach, public involvement and travel budget costs for Tasks 2 and 6 (Public Involvement and Northwest Valley Plan; respectively).

It is requested that \$25,000 is added to contract #495 with Moore & Associates, Inc for continuing additional community meetings and stakeholder outreach work to complete the NWVLTSS. This funding will support more than 20 additional stakeholder and community meetings related to the findings and recommendations of the Study (two amounts of \$12,500 would be dispersed equally to both Task 2 and Task 6). This will increase the contract to \$254,981.59 from \$229,981.59.

PUBLIC INPUT:

No public input has been received concerning the specific requested change.

PROS & CONS:

PROS: This study is developing a short, mid, and long range local transit plan that suits the specific characteristics and travel needs in the Northwest Valley and is developing a transit service network that complements and supports regional transit improvements. The study area includes participation from the City of Glendale, City of Peoria, City of El Mirage, Town of Youngtown, City of Surprise (and Sun City Grand), Sun City and Sun City West (the unincorporated communities of Maricopa County) and the Town of Buckeye's Sun City Festival community.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The study will provide planning tools to assist local jurisdictions in preparing a short, mid, and long range local transit plan.

POLICY: None.

ACTION NEEDED:

Approval to amend the FY 2013 Unified Planning Work Program and Annual Budget to provide additional funding of \$25,000 for the Northwest Valley Local Transit System Study contract.

PRIOR COMMITTEE ACTIONS:

This item is on the February 13, 2013 Management Committee agenda for recommendation to approve.

CONTACT PERSON:

Marc Pearsall, Transit Planner III, 602-254-6300.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 11, 2013

SUBJECT:

Development of the FY 2014 MAG Unified Planning Work Program and Annual Budget

SUMMARY:

Each year, staff develops the MAG Unified Planning Work Program and Annual Budget. The Work Program is reviewed each year by the federal agencies and approved by the Regional Council in May. A review of the detailed draft Work Program and Budget is tentatively scheduled for the beginning of April. This presentation is an overview of MAG's early FY 2014 proposed projects for the FY 2014 Work Program.

The Budget Workshop, which will also be available via Webinar, is scheduled for Friday, February 22, 2013, at 1:30 p.m. in the MAG Palo Verde Room. The invitation to the Budget Workshop is attached.

The rate for the draft Dues and Assessments each fiscal year prior to FY 2010 has been calculated by applying the average CPI-U from the prior calendar year. This calculated rate was approved by the MAG Regional Council on May 24, 2006. In FY 2010, due to the downturn in the economy, the Dues and Assessments were reduced to 50 percent of the FY 2009 amount. This 50 percent reduction in Dues and Assessments for the members was maintained each fiscal year through FY 2013. Expenses in excess of the Dues and Assessments for the year have been paid out of MAG's fund balance. Last month MAG staff proposed that draft Dues and Assessments be set at 75 percent of the FY 2009 Dues and Assessments amount for FY 2014 with the average CPI-U change of 2.29 percent from calendar year 2009 through 2012 applied to this overall amount. Changes in dues and assessments for individual members are due to population shifts and the application of the CPI-U. The application of a minimum dues and assessments amount of \$350 affects two members and is discussed in footnote (d).

Information for this presentation of the developing budget is included for your early review and input. Enclosed for your information are the following documents:

- ▶ Attachment A is the timeline for budget development.
- ▶ Attachment B is the draft Dues and Assessments for FY 2014.
- ▶ Attachment C is the Budget Workshop invitation scheduled for Friday, February 22, 2013.
- ▶ Attachment D is the Proposed New Projects for FY 2014.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: MAG is presenting a review of the proposed new projects associated estimated costs for FY 2014. This will provide for an incremental review of key budget proposed projects in February and a review of the more complete draft budget and work program in March of 2013.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: None.

POLICY: None.

ACTION NEEDED:

Information and input on the development of the Fiscal Year (FY) 2014 MAG Unified Planning Work Program and Annual Budget.

PRIOR COMMITTEE ACTIONS:

This item is on the February 13, 2013 MAG Management Committee agenda for information and input.

This item was on the January 29, 2013, Regional Council agenda for information and input.

MEMBERS ATTENDING

- Mayor Marie Lopez Rogers, Avondale, Chair
- Mayor Scott Smith, Mesa, Vice Chair
- # Councilwoman Robin Barker, Apache Junction
- Mayor Jackie Meck, Buckeye
- # Mayor David Schwan, Carefree
- # Councilman Dick Esser, Cave Creek
- Mayor Jay Tibshraeny, Chandler
- Mayor Lana Mook, El Mirage
- * President Clinton Pattea, Fort McDowell Yavapai Nation
- Mayor Linda Kavanagh, Fountain Hills
- * Mayor Ron Henry, Gila Bend
- * Governor Gregory Mendoza, Gila River Indian Community
- Mayor John Lewis, Gilbert
- Mayor Jerry Weiers, Glendale
- Mayor Georgia Lord, Goodyear
- * Mayor Yolanda Solarez, Guadalupe
- Mayor Thomas Schoaf, Litchfield Park
- * Supervisor Steve Chucuri, Maricopa Co.
- Mayor Scott LeMarr, Paradise Valley
- * Mayor Bob Barrett, Peoria
- Mayor Greg Stanton, Phoenix
- Mayor Gail Barney, Queen Creek
- * President Diane Enos, Salt River Pima-Maricopa Indian Community
- Mayor W. J. "Jim" Lane, Scottsdale
- Mayor Sharon Wolcott, Surprise
- Mayor Mark Mitchell, Tempe
- * Mayor Adolfo Gamez, Tolleson
- Mayor John Cook, Wickenburg
- Mayor Michael LeVault, Youngtown
- Victor Flores, State Transportation Board
- Joseph La Rue, State Transportation Board
- Roc Arnett, Citizens Transportation Oversight Committee

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference

This item was on the January 22, 2013, Regional Council Executive Committee agenda for information and input.

MEMBERS ATTENDING

- * Mayor Marie Lopez Rogers, Avondale, Chair
- Mayor Scott Smith, Mesa, Vice Chair
- Mayor Michael LeVault, Youngtown, Treasurer
- Mayor Gail Barney, Queen Creek
- Mayor W. J. "Jim" Lane, Scottsdale
- Mayor Thomas L. Schoaf, Litchfield Park
- * Mayor Greg Stanton, Phoenix

* Not present

Participated by video or telephone conference call

This item was on the January 16, 2013 MAG Management Committee for information and input.

MEMBERS ATTENDING

- | | |
|--|--|
| David Cavazos, Phoenix, Chair | Christopher Brady, Mesa |
| Dr. Spencer Isom, El Mirage, Vice Chair | * Jim Bacon, Paradise Valley |
| # George Hoffman, Apache Junction | Carl Swenson, Peoria |
| Charlie McClendon, Avondale | # Wendy Kaserman for John Kross, Queen Creek |
| * Stephen Cleveland, Buckeye | * Bryan Meyers, Salt River Pima-Maricopa Indian Community |
| # Gary Neiss, Carefree | Dan Worth, Scottsdale |
| * Usama Abujbarah, Cave Creek | # Chris Hillman, Surprise |
| Rich Dlugas, Chandler | Charlie Meyer, Tempe |
| Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation | Reyes Medrano, Tolleson |
| Ken Buchanan, Fountain Hills | Joshua Wright, Wickenburg |
| Rick Buss, Gila Bend | Lloyce Robinson, Youngtown |
| * David White, Gila River Indian Community | Floyd Roehrich for John Halikowski, ADOT |
| Patrick Banger, Gilbert | John Hauskins for Tom Manos, Maricopa Co. |
| Horatio Skeete, Glendale | JymeSue McLaren for Steve Banta, Valley Metro/RPTA |
| Jim Rumpeltes for Brian Dalke, Goodyear | |
| * Bill Hernandez, Guadalupe | |
| Darryl Crossman, Litchfield Park | |

* Those members neither present nor represented by proxy.

Participated by telephone conference call. + Participated by videoconference call.

CONTACT PERSON:

Rebecca Kimbrough, MAG Fiscal Services Manager, (602) 452-5051

Maricopa Association of Governments
Fiscal Year 2014
DRAFT February 5, 2013
Work Program and Annual Budget Proposed Timeline

Attachment A

| | | |
|----------|-----------|---|
| 01/10/13 | Thursday | Intergovernmental Meeting |
| 01/16/13 | Wednesday | Management Committee Meeting-dues/assessments; timeline |
| 01/22/13 | Tuesday | Regional Council Executive Committee Meeting-dues/assessments; timeline |
| 01/30/13 | Wednesday | Regional Council-dues/assessments; timeline |
| 02/07/13 | Thursday | Intergovernmental Meeting |
| 02/13/13 | Wednesday | Management Committee Meeting- present new projects; presentation of summary budget documents |
| 02/19/13 | Tuesday | Regional Council Executive Committee Meeting- present new projects; presentation of summary budget documents |
| 02/22/13 | Friday | Budget Workshop-webinar 1:00 p.m. Palo Verde Room, 2nd Floor, MAG Building |
| 02/27/13 | Wednesday | Regional Council Meeting- present new projects; presentation of summary budget documents |
| 03/07/13 | Thursday | Intergovernmental Meeting |
| 03/13/13 | Wednesday | Management Committee Meeting- information and review of draft budget documents |
| 03/18/13 | Monday | Regional Council Executive Committee Meeting- information and review of draft budget documents |
| 03/27/13 | Wednesday | Regional Council Meeting- information and review of draft budget documents |
| 04/03/13 | Wednesday | IPG meeting with FHWA, FTA, ADOT and others |
| 04/04/13 | Thursday | Intergovernmental Meeting |
| 04/10/13 | Wednesday | Management Committee Meeting- information and review of draft budget documents |
| 04/15/13 | Monday | Regional Council Executive Committee Meeting- information and review of draft budget documents |
| 04/24/13 | Wednesday | Regional Council Meeting- information and review of draft budget documents |
| April | | Changes in draft budget projects and/or any changes in budgeted staff will be brought to the Executive Committee, Management Committee and Regional Council in their April meetings if needed (TBD) |
| 05/02/13 | Thursday | Intergovernmental Meeting |
| 05/08/13 | Wednesday | Management Committee meeting - present draft Budget for recommendation of approval |
| 05/13/13 | Monday | Regional Council Executive Committee meeting - present draft Budget for recommendation of approval |
| 05/22/13 | Wednesday | Regional Council meeting - present draft Budget for approval |

**Maricopa Association of Governments
Fiscal Year 2014**

Attachment B

Draft Dues And Assessments

| Jurisdiction | FY 2012 Budget (a) Population Totals | MAG Member Dues | Solid Waste Planning Assessment | Water Quality Planning Assessment | 9-1-1 (b) Planning Assessment | Human Services Planning Assessment | Homeless (c) Prevention Assessment | Total (d) FY 2014 Estimated Dues & Assessments | Total FY 2013 Dues & Assessments | Dues/Assess Change 2014-2013 Over (Under) | 2014-2013 % Chg |
|--------------------------------------|--|-----------------------|---------------------------------------|---|--------------------------------------|--|--|--|--|---|--------------------|
| Apache Junction (f) | 36,928 | \$1,462 | \$72 | \$848 | \$1,659 | \$522 | | \$4,563 | \$2,937 | \$1,626 | 55.36% |
| Avondale | 76,870 | \$3,043 | \$150 | \$1,765 | \$3,453 | \$1,086 | \$982 | \$10,479 | \$6,892 | \$3,587 | 52.05% |
| Buckeye | 54,102 | \$2,142 | \$106 | \$1,242 | \$2,430 | \$764 | | \$6,684 | \$4,169 | \$2,515 | 60.33% |
| Carefree | 3,388 | \$134 | \$7 | \$78 | \$152 | \$48 | | \$419 | \$350 | \$69 | 19.71% |
| Cave Creek | 5,110 | \$203 | \$10 | \$117 | \$230 | \$72 | | \$632 | \$411 | \$221 | 53.77% |
| Chandler | 241,214 | \$9,551 | \$472 | \$5,538 | \$10,835 | \$3,408 | \$3,082 | \$32,886 | \$21,345 | \$11,541 | 54.07% |
| El Mirage | 32,067 | \$1,270 | \$63 | \$736 | \$1,440 | \$453 | | \$3,962 | \$2,605 | \$1,357 | 52.09% |
| Fort McDowell Yavapai Nation (d) (h) | 976 | \$268 | \$2 | \$22 | \$44 | \$14 | | \$350 | \$350 | \$0 | 0.00% |
| Fountain Hills | 22,695 | \$899 | \$44 | \$521 | \$1,019 | \$321 | | \$2,804 | \$1,843 | \$961 | 52.14% |
| Gila Bend (d) | 1,932 | \$188 | \$4 | \$44 | \$87 | \$27 | | \$350 | \$350 | \$0 | 0.00% |
| Gila River Indian Community (h) | 3,010 | \$119 | \$6 | \$69 | \$135 | \$43 | | \$372 | \$350 | \$22 | 6.29% |
| Gilbert | 219,666 | \$8,698 | \$430 | \$5,044 | \$9,867 | \$3,104 | \$2,807 | \$29,950 | \$18,844 | \$11,106 | 58.94% |
| Glendale | 229,008 | \$9,068 | \$448 | \$5,258 | \$10,287 | \$3,236 | \$2,926 | \$31,223 | \$20,495 | \$10,728 | 52.34% |
| Goodyear | 69,018 | \$2,733 | \$135 | \$1,585 | \$3,100 | \$975 | | \$8,528 | \$5,348 | \$3,180 | 59.46% |
| Guadalupe | 5,943 | \$235 | \$12 | \$136 | \$267 | \$84 | | \$734 | \$452 | \$282 | 62.39% |
| Litchfield Park | 5,621 | \$223 | \$11 | \$129 | \$252 | \$79 | | \$694 | \$448 | \$246 | 54.91% |
| Maricopa County (e) | 276,634 | \$10,954 | \$541 | \$6,352 | \$12,426 | \$3,909 | \$3,535 | \$37,717 | \$24,785 | \$12,932 | 52.18% |
| Mesa | 444,856 | \$17,615 | \$870 | \$10,214 | \$19,984 | \$6,286 | \$5,685 | \$60,654 | \$39,693 | \$20,961 | 52.81% |
| Paradise Valley | 13,106 | \$519 | \$26 | \$301 | \$589 | \$185 | | \$1,620 | \$1,050 | \$570 | 54.29% |
| Peoria (g) | 157,660 | \$6,243 | \$308 | \$3,620 | \$7,082 | \$2,228 | \$2,015 | \$21,496 | \$13,928 | \$7,568 | 54.34% |
| Phoenix | 1,464,727 | \$57,999 | \$2,864 | \$33,633 | | \$20,698 | \$18,718 | \$133,912 | \$87,494 | \$46,418 | 53.05% |
| Queen Creek (f) | 27,708 | \$1,098 | \$54 | \$636 | \$1,245 | \$392 | | \$3,425 | \$2,161 | \$1,264 | 58.49% |
| Salt River Pima-Maricopa (h) | 6,437 | \$254 | \$13 | \$148 | \$289 | \$91 | | \$795 | \$516 | \$279 | 54.07% |
| Scottsdale | 219,713 | \$8,700 | \$430 | \$5,045 | \$9,870 | \$3,105 | \$2,808 | \$29,958 | \$19,653 | \$10,305 | 52.43% |
| Surprise | 119,530 | \$4,733 | \$234 | \$2,744 | \$5,369 | \$1,689 | \$1,527 | \$16,296 | \$10,624 | \$5,672 | 53.39% |
| Tempe | 164,659 | \$6,520 | \$322 | \$3,781 | \$7,397 | \$2,327 | \$2,104 | \$22,451 | \$14,620 | \$7,831 | 53.56% |
| Tolleson | 6,579 | \$260 | \$13 | \$151 | \$296 | \$93 | | \$813 | \$536 | \$277 | 51.68% |
| Wickenburg (g) | 6,476 | \$256 | \$13 | \$149 | \$291 | \$92 | | \$801 | \$522 | \$279 | 53.45% |
| Youngtown | 6,188 | \$245 | \$12 | \$142 | \$278 | \$87 | | \$764 | \$505 | \$259 | 51.29% |
| TOTALS | 3,921,821 | \$155,632 | \$7,672 | \$90,048 | \$110,373 | \$55,418 | \$46,189 | \$465,332 | \$303,276 | \$162,056 | |

| | | | | | | | |
|--|--|-----------|-----------|-----------|-----------|-----------|-----------|
| FY 2013 Total Costs Based on Population | | \$101,432 | \$5,000 | \$58,688 | \$71,935 | \$36,118 | \$30,103 |
| Per Capita Cost | | \$0.04011 | \$0.00198 | \$0.02321 | \$0.02845 | \$0.01428 | \$0.01190 |

Each year, the MAG annual Dues and Assessments are apportioned according to per capita populations and the CPI-U from the prior calendar year is applied to the Dues and Assessments. From FY 2010 through FY 2013, Dues and Assessments were reduced by 50% from the FY 2009 amount and this overall lower amount was held constant due to economic conditions. The FY 2014 estimated Dues and Assessments are increased to 75% of the FY 2009 amount and the CPI-U average from calendar year 2009 to the present of 2.29% has been applied. Changes in population and application of the 3-year average CPI-U account for the individual member differences between the FY 2013 and FY 2014 Dues and Assessments totals .

- (a) MAG July 1, 2012 Approved Population. These population updates are needed by the State Economic Estimates Commission by December 15th of each year and are the final estimates.
- (b) The 9-1-1 assessment is apportioned according to per capita populations excluding the City of Phoenix.
- (c) The Homeless Prevention assessment is only charged to cities who are CDBG recipients and have populations over 50,000 and to Maricopa County.
- (d) Total Dues and Assessments minimum at \$350 per member results in an overall increase for these members and a slight adjustment for the other members.
- (e) The Maricopa County portion of the dues and assessments includes the balance of the county, excluding Gila River Indian Community, the Fort McDowell Yavapai Nation, and the Salt River Pima-Maricopa Indian Community (except when calculating the Homeless Prevention assessment).
- (f) Maricopa and Pinal County portions.
- (g) Maricopa and Yavapai County portions.
- (h) Maricopa County portion only.

MAG WEBINAR PRESENTATION ON THE DEVELOPMENT OF THE
FY 2014 UNIFIED PLANNING WORK PROGRAM AND ANNUAL BUDGET

Friday, February 22, 2012 at 1:30 p.m.
MAG Office, Suite 200, Palo Verde Room
302 North 1st Avenue, Phoenix, AZ

In an effort to get early input into the FY 2014 MAG Budget and to provide information about the proposed budget for our member agencies, we will hold a budget workshop on Friday, February 22 at 1:30 p.m. The budget workshop will include an overview of MAG's proposed dues and assessments and proposed projects for the FY 2014 Work Program.

If you are attending in person, please park in the garage underneath the building and bring your ticket to the meeting, parking will be validated.

If you would like to attend this meeting by web and/or phone please contact Imelda Lopez-Worley for log in information at (602) 452-5068.

If you have any questions or need additional information regarding new projects or dues and assessments, please contact Becky Kimbrough at (602) 254-6300.

Draft MAG FY 2014 Work Program
Proposed New Projects

Environmental Division

Air Quality Technical Assistance On-Call

Total Resources Required: \$130,000. 1

2014 MAG Air Quality Associate

Total Resources Required: \$130,000. 3

Human Services Division

HUD Application Support

Total Resources Required: \$2,500. 5

Communications Division

Don't Trash Arizona Litter Prevention and Education Program

Total Resources Required: \$300,000. 6

Disability Outreach Associate

Total Resources Required: \$18,000. 8

Video Outreach Associate

Total Resources Required: \$70,000. 9

Transportation Division

MAG Transportation Performance Dashboard Platform

Total Resources Required: \$120,000. 10

MAG Regional Transportation Plan 2016

Total Resources Required: \$500,000. 11

Naming and Wayfinding Off-Street Bicycle and Pedestrian Network

Total Resources Required: \$75,000. 12

Pedestrian and Bicycle Facilities Design Assistance Program On-Call

Total Resources Required: \$300,000. 13

Best Practices Review of Emergency Vehicle Preemption at Signalized Intersections and Potential Areas for Unified Operations On-Call

Total Resources Required: \$60,000. 14

Traffic Signal Optimization Program Associate

Total Resources Required: \$40,000. 15

Traffic Signal Optimization Program On-Call

Total Resources Required: \$300,000. 16

Road Safety Assessments, Project Assessments and Design Concept Reports On-Call

Total Resources Required: \$300,000. 17

Travel Surveys and Travel Data Application and Management On-Call and Associate Contract

Total Resources Required: \$4,500,000 over a 3 year period.. . . . 18

Draft MAG FY 2014 Work Program
Proposed New Projects

Environmental Division

Project Name: Air Quality Technical Assistance On-Call

Brief Description: As the designated Regional Air Quality Planning Agency for the Maricopa area, the Maricopa Association of Governments conducts air quality modeling and prepares air quality plans to attain and maintain the National Ambient Air Quality Standards. The MAG 2012 Five Percent Plan for PM-10 contains a variety of existing committed control measures and projects that have been implemented to reduce PM-10 and a new measure designed to reduce PM-10 when high risk conditions, including high winds, are forecasted by the Arizona Department of Environmental Quality. On July 20, 2012, the Environmental Protection Agency (EPA) issued a completeness finding for the plan. EPA is required to take action on the plan by February 14, 2013. Supplemental technical analyses and information may need to be provided to EPA. For the eight-hour ozone standard of 0.075 parts per million, EPA published a final rule on May 21, 2012 to designate the Maricopa nonattainment area as a Marginal Area with a December 31, 2015 attainment date. Planning guidance from EPA will be forthcoming and a new Eight-Hour Ozone Plan will be required. On May 16, 2012, EPA published a final rule indicating that Onboard Refueling Vapor Recovery on passenger vehicles was in widespread use nationwide. States may now evaluate the removal of Stage II vapor recovery at gas stations, since they are redundant systems. The MAG 2009 Eight-Hour Ozone Maintenance Plan may need to be revised to remove Stage II vapor recovery. New versions of the EPA MOVES model will need to be integrated into the MAG air quality modeling and analyses. Consultant expertise will be needed in the following technical air quality areas: air quality modeling; air quality monitoring and meteorology; exceptional events; traffic surveys and emissions inventories; dirt road inventories and tracking progress made to pave dirt roads; statistical analysis of data; analysis of control measures; air quality plan preparation; CMAQ evaluation methodologies; and transportation conformity. Consultant expertise may also include an analysis of greenhouse gas requirements and emissions. While the level of activity on Climate Change by Congress has slowed dramatically since 2009, there may be renewed interest due to the damage caused by Hurricane Sandy in 2012.

Requested by: This project is recommended by MAG staff, in order to meet the requirements in the Clean Air Act and follow through with the direction given by the MAG Regional Council.

Mission/Goal Statement: Perform data collection, analysis, modeling, and planning necessary to meet the National Ambient Air Quality Standards and the Clean Air Act requirements for the criteria pollutants and conformity.

Total Resources Required: \$130,000

Approximate time frame for project completion: July 2013-June 2014

Expected Outcome: On May 21, 2012, EPA published a final rule to designate the Maricopa nonattainment area as a Marginal Area for the eight-hour ozone standard of 0.075 parts per million, with a December 31, 2015 attainment date. Planning guidance from EPA will be forthcoming and a new Eight-Hour Ozone Plan will be required. On May 16, 2012, EPA published a final rule indicating that Onboard Refueling Vapor Recovery on passenger vehicles was in widespread use nationwide. States may now evaluate the removal of Stage II vapor recovery at gas stations, since they are redundant systems. The MAG 2009 Eight-Hour Ozone Maintenance Plan may need to be revised to remove Stage II vapor recovery. The MAG 2012 Five Percent Plan for PM-10 contains a variety of existing committed control measures and projects that have been implemented to reduce PM-10 and a new measure designed to reduce PM-10 when high risk conditions, including high winds, are forecasted by the Arizona Department of Environmental Quality. On July 20, 2012, the Environmental Protection Agency issued a completeness finding for the plan. EPA is required to take action on the plan by February 14, 2013. Supplemental technical analyses and information may need to be provided to EPA. Tracking the progress made to pave dirt roads will contribute to attainment of the PM-10 standard and cleaner air for the citizenry.

Benefit to MAG Member Agencies: Attainment of the 2008 eight-hour ozone standard (0.075 parts per million) would reflect positively on the region. Timely implementation of committed control measures in the MAG 2012 Five Percent Plan for PM-10 will assist the region in meeting the Clean Air Act requirements for PM-10 and avoid more onerous control measures, the withholding

Draft MAG FY 2014 Work Program
Proposed New Projects

of federal highway funds, and a conformity lapse. Updating the CMAQ methodologies and assumptions used to quantify the air quality benefits of the CMAQ projects will incorporate the latest research results and technical approaches. This will ensure that the projects submitted by the MAG member agencies for CMAQ funds are fairly and equitably evaluated. An analysis of greenhouse gas requirements and emissions may be beneficial to the MAG member agencies for complying with potential future mandates.

Benefit to the Public: Timely implementation of committed measures in the MAG 2012 Five Percent Plan for PM-10 will assist the region in attaining the PM-10 standard and protecting public health throughout the region. Tracking the progress made to pave dirt roads will also contribute to attainment of the PM-10 standard and cleaner air for the citizenry. Improved methodologies for CMAQ project evaluation will provide more accurate emissions reductions for proposed projects that will be used in prioritizing the projects for funding and implementation in accordance with the multi-modal theme in the Regional Transportation Plan.

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Environmental Division

Project Name: 2014 MAG Air Quality Associate

Brief Description: As the designated Regional Air Quality Planning Agency for the Maricopa area, the Maricopa Association of Governments conducts air quality modeling and prepares air quality plans to attain and maintain the National Ambient Air Quality Standards. Technical assistance from a MAG Associate will be needed in the following technical air quality areas: air quality modeling; air quality monitoring and meteorology; exceptional events; traffic surveys and emissions inventories; dirt road inventories and tracking progress made to pave dirt roads; statistical analysis of data; analysis of control measures; air quality plan preparation; CMAQ evaluation methodologies; and transportation conformity. The MAG 2012 Five Percent Plan for PM-10 contains a variety of existing committed control measures and projects that have been implemented to reduce PM-10 and a new measure designed to reduce PM-10 when high risk conditions, including high winds, are forecasted by the Arizona Department of Environmental Quality. On July 20, 2012, the Environmental Protection Agency (EPA) issued a completeness finding for the plan. EPA is required to take action on the plan by February 14, 2013. Supplemental technical analyses and information may need to be provided to EPA. For the eight-hour ozone standard of 0.075 parts per million, EPA published a final rule on May 21, 2012 to designate the Maricopa nonattainment area as a Marginal Area with a December 31, 2015 attainment date. Planning guidance from EPA will be forthcoming and a new Eight-Hour Ozone Plan will be required. On May 16, 2012, EPA published a final rule indicating that Onboard Refueling Vapor Recovery on passenger vehicles was in widespread use nationwide. States may now evaluate the removal of Stage II vapor recovery at gas stations, since they are redundant systems. The MAG 2009 Eight-Hour Ozone Maintenance Plan may need to be revised to remove Stage II vapor recovery. New versions of the EPA MOVES model will need to be integrated into the MAG air quality modeling and analyses. Technical assistance may also include an analysis of greenhouse gas requirements and emissions. While the level of activity on Climate Change by Congress has slowed dramatically since 2009, there may be renewed interest due to the damage caused by Hurricane Sandy in 2012.

Requested by: This project is recommended by MAG staff, in order to meet the requirements in the Clean Air Act and follow through with the direction given by the MAG Regional Council.

Mission/Goal Statement: Perform data collection, analysis, modeling, and planning necessary to meet the National Ambient Air Quality Standards and the Clean Air Act requirements for the criteria pollutants and conformity.

Total Resources Required: \$130,000

Approximate time frame for project completion: July 2013-June 2014

Expected Outcome: On May 21, 2012, EPA published a final rule to designate the Maricopa nonattainment area as a Marginal Area for the eight-hour ozone standard of 0.075 parts per million, with a December 31, 2015 attainment date. Planning guidance from EPA will be forthcoming and a new Eight-Hour Ozone Plan will be required. On May 16, 2012, EPA published a final rule indicating that Onboard Refueling Vapor Recovery on passenger vehicles was in widespread use nationwide. States may now evaluate the removal of Stage II vapor recovery at gas stations, since they are redundant systems. The MAG 2009 Eight-Hour Ozone Maintenance Plan may need to be revised to remove Stage II vapor recovery. The MAG 2012 Five Percent Plan for PM-10 contains a variety of existing committed control measures and projects that have been implemented to reduce PM-10 and a new measure designed to reduce PM-10 when high risk conditions, including high winds, are forecasted by the Arizona Department of Environmental Quality. On July 20, 2012, the Environmental Protection Agency issued a completeness finding for the plan. EPA is required to take action on the plan by February 14, 2013. Supplemental technical analyses and information may need to be provided to EPA. Tracking the progress made to pave dirt roads will contribute to attainment of the PM-10 standard and cleaner air for the citizenry.

Benefit to MAG Member Agencies: Attainment of the 2008 eight-hour ozone standard (0.075 parts per million) would reflect positively on the region. Timely implementation of committed control measures in the MAG 2012 Five Percent Plan for PM-10 will assist the region in meeting the Clean Air Act requirements for PM-10 and avoid more onerous control measures, the withholding

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of federal highway funds, and a conformity lapse. Updating the CMAQ methodologies and assumptions used to quantify the air quality benefits of the CMAQ projects will incorporate the latest research results and technical approaches. This will ensure that the projects submitted by the MAG member agencies for CMAQ funds are fairly and equitably evaluated. An analysis of greenhouse gas requirements and emissions may be beneficial to the MAG member agencies for complying with potential future mandates.

Benefit to the Public: Timely implementation of committed measures in the MAG 2012 Five Percent Plan for PM-10 will assist the region in attaining the PM-10 standard and protecting public health throughout the region. Tracking the progress made to pave dirt roads will also contribute to attainment of the PM-10 standard and cleaner air for the citizenry. Improved methodologies for CMAQ project evaluation will provide more accurate emissions reductions for proposed projects that will be used in prioritizing the projects for funding and implementation in accordance with the multi-modal theme in the Regional Transportation Plan.

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Human Services Division

Project Name: HUD Application Support

Brief Description: John Epler and Associates will provide assistance on the region's consolidated application to the United States Department of Housing and Urban Development (HUD) to support homeless assistance programs.

Requested by: This project is recommended by MAG staff, and the MAG Continuum of Care Regional Committee on Homelessness.

Mission/Goal Statement: This project will provide assistance to homeless agencies and the public they serve. It will also develop a competitive application to provide funding to homeless assistance programs in the region.

Total Resources Required: \$2,500

Approximate time frame for project completion: July 2013-June 2014

Expected Outcome: Provide the assistance homeless agencies need to receive funding and provide transitional housing, permanent supportive housing, and supportive services to people experiencing homelessness.

Benefit to MAG Member Agencies: MAG member agencies will receive the benefit of having a coordinated, regional response to homelessness that provides services to people experiencing homelessness in their communities.

Benefit to the Public: The public benefits from the services supported by the consolidated funding application.

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Communications Division

Project Name: Don't Trash Arizona Litter Prevention and Education Program

Brief Description: Concern over ugly freeway litter led elected officials to cite litter education and prevention as an important component of the Regional Transportation Plan. Don't Trash Arizona is a joint effort between the Maricopa Association of Governments and the Arizona Department of Transportation to address the economic, safety, and health impacts of freeway litter along regional and state highways. The program is funded through Proposition 400, which was approved by voters in 2004. That funding encompasses litter pickup, sweeping, and landscape maintenance, as well as litter education and prevention. Don't Trash Arizona seeks to change attitudes, awareness, and most importantly, behavior, when it comes to roadway littering.

In 2006, litter prevention and education efforts were begun by MAG and ADOT to address roadway litter. The slogan Don't Trash Arizona is used cooperatively by both agencies to increase public awareness of the roadway litter condition.

In October 2011, the Regional Council action approved the selection of a consultant to develop the FY 2012 litter prevention and education program. The action included a provision that the base contract period shall be a one-year term but that MAG may, at its option, offer to extend the period of this agreement up to a maximum of two (2), one (1) year options, based on consultant performance and funding availability. The available extension options were utilized, carrying the project through November 30, 2013. Approval of FY2014 funding for the Don't Trash Arizona program will enable MAG to continue building on its partnership with ADOT in litter prevention and education efforts in Maricopa County.

Recommended by: This project is recommended by MAG staff, the Transportation Policy Committee, Regional Council in 2003, a resolution passed by the MAG Regional Council and State Transportation Board on December 3, 2003, citing litter education as a high priority for the Regional Transportation Plan, approval of consultant by Regional Council Executive Committee on October 13, 2011.

Mission/Goal Statement: The goal of the litter prevention and education program conducted in cooperation with the Arizona Department of Transportation is to reduce litter along state and Valley freeways, to improve visual aesthetics along the MAG Regional Freeway System, enhance tourism and economic development prospects, and ultimately reduce the cost of freeway maintenance.

Total Resources Required: \$300,000

Approximate time frame for project completion: December 2013-November 2014

Expected Outcome: The consultant will develop and implement a strategy to increase public awareness as a way to reduce litter on the regional freeway system in the MAG Region and will establish an evaluative process to measure the success of the program. The consultant will use an array of communication services, including public education and outreach efforts that are designed to increase awareness of the freeway litter problem in the MAG region in an effort to lead to measurable changes in behavior among offenders. The consultant will provide services that include public relations, marketing, advertising and the development of partnerships with businesses, organizations or other entities that may provide additional value in promoting litter control efforts.

Benefit to MAG Member Agencies: It costs our region about \$3 million and nearly 150,000 labor hours each year to pick up 1.6 million pounds of litter along Valley freeways. Unsightly litter also impacts our economy when tourists and prospective businesses choose not to come back to our state due to a poor impression. Litter is not only unsightly, it is unsanitary and can cause environmental and health problems. Cigarette butts, for example, contain toxic chemicals that can end up in storm drains and contaminate our water systems. Trash and other items falling from unsecured loads can cause serious traffic accidents. Debris on roadways nationwide causes 25,000 accidents each year and more than 80 fatalities. Accidents and slow-downs due to roadway debris increase the time we spend stuck in traffic and results in lost productivity. The litter prevention and education campaign will help mitigate these impacts to local communities.

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Benefit to the Public: Along with the benefits referenced above, reducing the amount of freeway litter through public education will help the region address the economic, safety and health impacts of litter to residents and improve our regional quality of life. It will improve visual aesthetics along the MAG Regional Freeway System, enhance tourism and economic development prospects, and ultimately reduce the cost of freeway maintenance.

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Proposed New Projects

Communications Division

Project Name: Disability Outreach Associate

Brief Description: Federal transportation law requires that environmental justice be part of any transportation plan to prevent discrimination and to ensure the full and fair participation of minority populations and low-income populations in the transportation decision-making process. MAG implemented the Associate Outreach program in 2001 to provide targeted outreach to Title VI communities, including the disability community. The Disability Outreach Associate serves as a liaison between MAG and the disability community, developing methods to engage the community in the transportation planning process, while achieving high levels of participation from the community and securing participation and promoting activity in the planning and programming process.

Recommended by: This project is recommended by MAG staff, SAFETEA-LU/MAP-21 Federal Transportation Law.

Mission/Goal Statement: To develop a regional transportation plan that ensures the full and fair participation of all potentially affected communities in the transportation decision-making process, and to ensure that the plan identifies and addresses, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on protected populations, such as the disability community.

Total Resources Required: \$18,000

Approximate time frame for project completion: July 2013-June 2014

Expected Outcome: The Associate will work as a liaison between MAG and members of the disability community to provide information and collect feedback to be used in the update of the Regional Transportation Plan. The Plan is designed to develop systems, services and solutions that meet the needs of the public, including disability communities. Input from the disability community leads to better transportation decisions that meet the needs of all people and the creation of transportation facilities that fit harmoniously into communities.

Benefit to MAG Member Agencies: Active public involvement by all affected stakeholders helps strengthen community-based partnerships; helps develop transportation facilities that fit harmoniously into communities; and provides populations with opportunities to learn about and improve the quality and usefulness of transportation in their lives.

Benefit to the Public: Regional transportation solutions that ensure safety and mobility for all while avoiding, minimizing or mitigating disproportionately high and adverse human health and environmental effects, including social and economic effects, on Title VI and other protected populations, such as people with disabilities.

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Proposed New Projects

Communications Division

Project Name: Video Outreach Associate

Brief Description: Associate assists in implementing the MAG Video Outreach Program by providing writing, direction, preproduction, production, and post production services along with project management. Approximately five videos would be produced within a 12-month time frame.

Recommended by: This project is recommended by MAG staff.

Mission/Goal Statement: Surveys have found that an overwhelming majority of Americans get their news and information through the medium of television over all other forms of media. Through the use of television production equipment and facilities, MAG utilizes its Video Outreach Program to help inform Valley residents of MAG's role and responsibilities in the region and to encourage public participation in the development of MAG plans and programs. These video segments are posted to the MAG website and affiliated sites, YouTube, and distributed to air on city cable channels and other broadcast outlets in order to reach the broadest possible community.

Total Resources Required: \$70,000

Approximate time frame for project completion: July 2013-June 2014

Expected Outcome: The MAG Communications Division began its Video Outreach Program in 2007 with the purchase of television production equipment and staff training. Since that time, the program has evolved into a robust outreach program with numerous successful videos produced, resulting in a better informed citizenry regarding MAG's roles and responsibilities in the region. It is anticipated that the continuation of the MAG Video Outreach Program, through the assistance of the MAG Associate, will continue to increase awareness and encourage public participation in the development of MAG plans and programs.

Benefit to MAG Member Agencies: As members of the MAG organization, member agencies play a key role in developing regional policies. The Video Outreach Program provides positive exposure regarding this role and increases the public understanding of local governments' regional responsibilities and accomplishments.

Benefit to the Public: The MAG Video Outreach Program performs an important public service by communicating information about air quality, transportation, and human services issues to the general public, encouraging public participation in the development of MAG plans and programs, and resulting in a better informed and active citizenry.

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Proposed New Projects

Transportation Division

Project Name: MAG Transportation Performance Dashboard Platform

Brief Description: The MAG Transportation Dashboard Platform is intended to be a strategic, web-based portal and data repository of multimodal transportation performance information for the region. The platform will enable a dashboard interface to communicate with archived and real-time data from multiple public and private sources available. The main focus for the development of the Dashboard Platform will be visual communication products and tools to simplify complex information and make it available in a user-friendly and relevant format. These tools will enable policymakers, officials, and the public to assess the effectiveness and efficiency of the multiple investments in the regional transportation system.

Recommended by: This project is recommended by MAG staff.

Mission/Goal Statement: The MAG Dashboard Platform will allow for seamless management of vast amounts of archived and real-time, as available, traffic data, as well as provide the user with high-quality visualization, animation and data mining tools on-line to create customized queries.

Total Resources Required: \$120,000

Approximate time frame for project completion: July 2013-June 2014

Expected Outcome: At the end of the contract period, the platform's information engine will have the capability to fuse, process and analyze dynamic databases from a variety of sources and formats, thus offering the ability to coordinate and integrate the decision making process at the operational, planning and programming levels. Speed, congestion, travel time, bottleneck, incident and extent of congestion information will be accessible from a unified location. By combining sensitivity analysis, trend reporting and network evaluation tools in a single functional location, this platform will integrate data sources thus further facilitating Regional Transportation Plan (RTP) partner agency coordination in reporting and documenting outcomes and standards.

Benefit to MAG Member Agencies: In collaboration with MAG member agencies, performance measurement and management functions at MAG were initiated in 2007 with the development and publication of a multimodal Performance Framework Report. Additionally, in order to integrate performance measures with the Congestion Management Process a working group representing seven member jurisdictions was formed and a Congestion Management Update Report was developed. Since 2009, performance information, analysis and results is updated continuously on the MAG website, available to all MAG partners and stakeholders. The proposed project would enhance reporting capabilities as well as act as a platform for information sharing among member agencies.

Benefit to the Public: Besides enabling policymakers, officials and the public in general to assess the effectiveness and efficiency of the multiple investments in the regional transportation system, the proposed Dashboard Platform would create an efficient and simple tool to understand the status of the transportation system and thus enhance accountability and transparency in the decision making process. The new MAP-21 Transportation Act authorized earlier this year creates a number of performance-based programs and requirements that would benefit from consistent and flexible tools to assist in the decision making and prioritization process, as well as providing a reporting mechanism in a coordinated fashion. A unified Dashboard Platform such as the one in the proposed project would create a cost effective and timely solution to the complexity of understanding and reporting on compliance.

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Proposed New Projects

Transportation Division

Project Name: MAG Regional Transportation Plan 2016

Brief Description: The next Regional Transportation Plan update represents the next generation and refresh of this important document since its current edition that was adopted by the MAG Regional Council in November 2003. Although there have been updates to the Plan in 2005, 2006, 2008, 2010 and 2013, there has been considerable change in the available funding for regional transportation facilities, greater demands for better transit integration (based upon the successes of light rail transportation), a larger transportation planning area related to expanding MAG's boundaries into Pinal County, designation of Interstate 11 as a new northwest-southeast corridor for the region providing connections throughout the Intermountain West, and new federal policies significantly expanding the role of performance-based and scenario planning into a region's transportation planning process. New land use and socioeconomic data forecasts have also been identified for the region for the 2040 horizon prompting the need to evaluate this growth on the regional transportation system to determine future needs. As part of this effort, a new tool such as Metroquest will be used to enhance the public involvement aspects of the plan. Given these factors, the multi-year planning for the next generation of the MAG Regional Transportation Plan is proposed to begin in FY 2014.

Recommended by: This project is recommended by MAG staff.

Mission/Goal Statement: Establish the next generation of the MAG Regional Transportation Plan for adoption by the MAG Regional Council in FY 2016 through a continuing, comprehensive, and collaborative process.

Total Resources Required: \$500,000

Approximate time frame for project completion: July 2013-December 2015.

Expected Outcome: During FY2014, the initial phases for developing the next generation of the MAG Regional Transportation Plan (RTP) will be completed. Tasks include developing the project management plan; identifying and implementing new tasks to supplement MAG's continuing public consent and outreach process; establishing the RTP Vision, Goals, and Measures; and completing the data collection and analysis of the following elements: demographic/socioeconomic data; system performance inventory; congestion management process/strategies; environmental justice; environmental mitigation process; freight; pedestrian/bicycle planning; safety; regional studies summary; system preservation, maintenance, and rehabilitation; and revenue forecasts. In FY 2015 and FY 2016, the next generation of the Regional Transportation Plan will complete alternatives analyses based upon a project identification/prioritization process following recommendations from the Congestion Management Plan, the final report, and the adoption process through the MAG Regional Council.

Benefit to MAG Member Agencies: Member agencies rely upon the Regional Transportation Plan and its collective goals and visions to identify their future plans for meeting travel demand within their communities or within the purview of their agencies. A reliable and reasonably funded transportation system permits all agencies to benefit economically in meeting their general plan's goals and objectives. The document also provides Valley Metro/RPTA, the Arizona Department of Transportation, and federal agencies within the U.S. Department of Transportation a vision for the future of the transportation system within the MAG region, as well the anticipated performance of that system to meet the forecasted travel demand.

Benefit to the Public: The MAG Regional Transportation Plan is the cornerstone of transportation planning for the agency. A refreshed, next generation document will reflect the current thinking by the region about the regional transportation system and through a scenario process that considers multiple congestion mitigation methods, modes of travel, and revenue possibilities based upon land-use and socioeconomic data forecasted through 2040. As this process is collaborative, the public will have opportunities to provide thoughts, ideas, and comments in developing the new RTP. Following adoption, the public will have access to documents, identifying and prioritizing future transportation facilities to assist them with their personal mobility planning.

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Proposed New Projects

Transportation Division

Project Name: Naming and Wayfinding Off-Street Bicycle and Pedestrian Network

Brief Description: To develop a comprehensive naming, numbering and wayfinding signage guidance for the off-street bicycle and pedestrian network.

Requested by: This project is recommended by MAG staff and the MAG Bicycle and Pedestrian Committee.

Mission/Goal Statement: The goal of the project is to identify all the major bikeways to be included in a network that can be referred to by name and/or number. This will help in promoting the facilities to the public, funding request by jurisdictions, and creating a sense of place.

Total Resources Required: \$75,000

Approximate time frame for project completion: July 2013-June 2014

Expected Outcome: This project will develop guidelines detailing a comprehensive naming, numbering, and wayfinding system for the off-street bike and pedestrian network. This document would provide guidance to jurisdictions on how to incorporate regional wayfinding practices into their off-street paths as a supplement to local wayfinding and signage procedures. This project will also result in a regional off-street bicycle and pedestrian system map.

Benefit to MAG Member Agencies: Providing a unified system for the off-street network will allow jurisdictions to more easily coordinate planning and construction efforts for off-street facilities. Having this system in place gives MAG member agencies a more competitive position in the federal funding process, as their projects would be part of a well-defined and connected regional network.

Benefit to the Public: There are 181 miles of canal paths plus many more miles of off-street paths. It would be beneficial to have names and wayfinding signage between the paths and from the paths to desired destinations. With a regional wayfinding and naming convention to supplement local efforts, members of the public will know how to use the system to reach destinations all over the region and know where in the system they are at any given time.

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Transportation Division

Project Name: Pedestrian and Bicycle Facilities Design Assistance Program On-Call

Brief Description: The Pedestrian and Bicycle Facilities Design Assistance program was initiated in 1996 to encourage the development of designs for bicycle and pedestrian facilities according to the MAG Pedestrian Policies and Design Guidelines and the MAG Regional Bikeway Masterplan. The intent of the program is to stimulate integration of bicycle and pedestrian facilities into the transportation infrastructure. MAG will issue a new Request for Qualifications to develop an on-call consultant list.

Requested by: This project is recommended by MAG staff and the MAG Bicycle and Pedestrian Committee.

Mission/Goal Statement: Funding the design of bicycle and pedestrian projects in MAG member agencies fits into MAG's mission as stated in the Regional Transportation Plan to promote the development and expansion of all modes of transportation.

Total Resources Required: \$300,000

Approximate time frame for project completion: August 2013-September 2014

Expected Outcome: Up to four projects submitted by MAG member agencies will be designed by professional consultants using the MAG Pedestrian Policies and Design Guidelines and the MAG Regional Bikeway Masterplan.

Benefit to MAG Member Agencies: MAG member agencies obtain planning and design assistance for bicycle and pedestrian projects and designing projects in accordance with the Guidelines informs member agency staff and community stakeholders about best practices in design. Designing projects through this program leverages additional funding for the construction of the bicycle and pedestrian facilities.

Benefit to the Public: Designing bicycle and pedestrian facilities in accordance with the Guidelines results in safe, comfortable and desirable facilities. Providing appropriate facilities encourages people to walk and bike, which reduce the negative impacts of motorized travel on air quality and congestion, while simultaneously creating more economically viable and healthy communities.

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Transportation Division

Project Name: Best Practices Review of Emergency Vehicle Preemption at Signalized Intersections and Potential Areas for Unified Operations On-Call

Brief Description: Across the MAG region there are more than 3,000 signalized traffic signals maintained and operated by 30 jurisdictions. Some jurisdictions have installed Emergency Vehicle Preemption (EVP) equipment at signalized intersections and also inside emergency vehicles to enable these vehicles to safely negotiate the street network with the least delay during medical emergencies.

This study will document the prevailing EVP practices in the MAG region and also document the best practices from across the nation. The study will identify any proven approaches for standardized EVP operations across a large metropolitan region made up of multiple jurisdictions. This will take into account the currently installed EVP systems that still have useful services lives but are from different vendors. The study will identify recent advances in EVP technology and how local agencies in the region could take advantage of these features. The study will review the current practice of using confirmation lights and estimate what it might cost to implement standardized confirmation lights across the entire MAG region.

Requested by: This project is recommended by MAG staff and the MAG ITS Committee.

Mission/Goal Statement: The goal of this study is to inform local agencies on the best available options for using EVP technology to minimize the conflicts and crashes between emergency vehicles and other vehicles.

Total Resources Required: \$60,000

Approximate time frame for project completion: July 2013-June 2014

Expected Outcome: The key expected outcomes from this study are review of EVP technology; feasibility of unified EVP operations in the region; feasibility of using standardized confirmation lights.

Benefit to MAG Member Agencies: (1) Opportunity to learn about EVP practices across the MAG region; (2) Information on areas for potential unified EVP operations, and the likely implementation cost.

Benefit to the Public: The state of the practice review and the feasibility of unified EVP operations will assist local agencies with planning ahead for EVP or improved EVP in their communities. This would directly translate into reduced intersection crashes with emergency vehicles.

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Transportation Division

Project Name: Traffic Signal Optimization Program Associate

Brief Description: The MAG Traffic Signal Optimization Program (TSOP) has successfully completed nearly 100 projects and has provided services to many MAG jurisdictions. Projects launched through this program provide technical assistance to member agencies for improving traffic signal coordination, optimization and review of operations through simulation modeling. Assistance is provided by local consultants that are hired by MAG through an on-call services contract. The MAG Associate for this project would assist MAG staff coordinate TSOP projects with local agencies and would also provide technical assistance during implementation. The Associate would be a person well experienced in local agency traffic signal operations.

Requested by: This project is recommended by MAG staff.

Mission/Goal Statement: The MAG Associate would help MAG reach the goal of ensuring that the traffic signal operations in the region are efficient, safe, and have minimal the impact on the environment.

Total Resources Required: \$40,000

Approximate time frame for project completion: July 2013-June 2014

Expected Outcome: The key outcomes from TSOP projects include improved traffic operations and reduced vehicular emissions. Some improvements to traffic operations also lead to secondary benefits in terms of safety improvements. National studies have found that signal optimization projects such as these produce benefit to cost ratios as high as 40 to 1.

Benefits to MAG Member Agencies: (1) Ability to adjust signal timing to keep up with changes in traffic patterns due to new developments and traffic growth; (2) Ability to delay the need for costly long-term road capacity improvements by improving traffic flow and reducing congestion through fine adjustments to traffic signal operations.

Benefit to the Public: Reduced motorist frustration and unsafe driving by reducing overall stops and delay. Improved traffic flow through a group of signals, thereby reducing overall emissions and fuel consumption.

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Transportation Division

Project Name: Traffic Signal Optimization Program On-Call

Brief Description: The MAG Traffic Signal Optimization Program (TSOP) has successfully completed nearly 100 projects and has provided services to many MAG jurisdictions. Projects launched through this program provide technical assistance to member agencies for improving traffic signal coordination, optimization and review of operations through simulation modeling. Assistance is provided by local consultants hired by MAG through an on-call services contract.

This project has been championed by the MAG Intelligent Transportation Systems (ITS) Program to provide traffic engineering assistance for refining signal operations across the MAG region. It is also one of the strategies identified in the MAG Regional Concept of Transportation Operations. A selected number of these projects will be evaluated through "before" and "after" travel time studies.

Requested by: This project is recommended by MAG staff, and the MAG ITS Committee.

Mission/Goal Statement: The goal of this program is to ensure that the traffic signal operations in the region are efficient and safe and have minimal the impact on the environment, and fit well within the overall goals of the MAG Regional Transportation Plan.

Total Resources Required: \$300,000

Approximate time frame for project completion: July 2013-June 2014

Expected Outcome: The key outcomes from TSOP projects are improved traffic operations and reduced vehicular emissions. Some improvements to traffic operations also lead to secondary benefits in terms of safety improvements. National studies have found that signal optimization projects such as these produce benefit to cost ratios as high as 40 to 1.

Benefit to MAG Member Agencies: (1) Ability to adjust signal timing to keep up with changes in traffic patterns due to new developments and traffic growth; (2) Ability to delay the need for costly long-term road capacity improvements by improving traffic flow and reducing congestion through fine adjustments to traffic signal operations.

Benefit to the Public: Reduced motorist frustration and unsafe driving by reducing overall stops and delay. Improved traffic flow through a group of signals, thereby reducing overall emissions and fuel consumption.

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Transportation Division

Project Name: Road Safety Assessments, Project Assessments and Design Concept Reports On-Call

Brief Description: A select number of Road Safety Assessments (RSAs), Project Assessments (PAs) and Design Concept Reports (DCRs) will be developed for intersections and arterial corridors that experience high crash occurrences. These locations will be identified both through a comprehensive network screening process that includes a review of three years of crashes on the road network, and will also be based on recommendations by the related local agencies.

Requested by: This project is recommended by MAG staff and the MAG Transportation Safety Committee.

Mission/Goal Statement: The goals of performing Road Safety Assessments and developing Project Assessments or Design Concept Reports are: To provide technical assistance to local agencies in identifying potential safety countermeasures that could be implemented at locations that experience high crash occurrence or at sites where the safety of road users is an agency concern; and, to help local agencies further develop safety countermeasures into projects that qualify for federal Highway Safety Improvement Program funds.

Total Resources Required: \$300,000

Approximate time frame for project completion: July 2013-December 2014

Expected Outcome: The performance of RSAs will identify low cost road safety improvements that local agencies can address within a short time. The PAs and DCRs will develop detailed infrastructure improvements, based on recommendations in previous MAG or agency funded RSAs, that would position these as candidate projects to compete for statewide Highway Safety Improvement Program (HSIP) funds.

Benefit to MAG Member Agencies: Assistance to MAG member agencies in the identification of road safety issues. Preparation of projects for high priority road safety improvements that could compete for HSIP funds.

Benefit to the Public: Road safety improvements and the resulting reductions in crashes, injuries and deaths.

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Transportation Division

Project Name: Travel Surveys and Travel Data Application and Management On-Call and Associate Contract

Brief Description: The main purpose of the on-call contracts will be to collect regional travel data by conducting household and establishment travel surveys. Travel surveys are the main data source for the development and update of the regional transportation forecasting models. They also are the only source of the detailed travel demand and travel behavior information for the region. Complementary areas of expertise will include management and application of the collected data sets. The project is designed to ensure relevancy of the regional travel forecast for ongoing and future planning work and provide data sets necessary for maintaining updated travel forecasting models and relevant transportation system analyses. The travel survey data are fundamental for fulfilling applicable regulatory obligations, providing the best possible service to MAG member agencies, Federal and local planning authorities, the professional community, and the general public at large.

Regional travel surveys require extensive preparation. Pre-tests and pilot surveys are normally conducted prior to the main survey effort to test survey technologies, finalize survey instruments and sample designs. It will require close collaboration between MAG staff, consultants, and a multi-jurisdictional technical advisory team. Total duration of the project is planned for 36 months including 12 to 18 months dedicated to data collection (2014-2015 calendar years) and 18 to 24 months required for survey preparations, data processing, data analysis and data application. Technical project tasks are closely intertwined and in many instances will have to be conducted in parallel by different consultants (for example, survey instrument design based on the MAG models structure and requirements will have to be developed, tested and adjusted through the pilot surveys). Timing of the survey is determined by the validity and relevance of the previous survey data, as well as timing of the Decennial Censuses, model development plans and regional planning needs (previous data was collected mostly in 2008 and reflected conditions of the economic downturn in the region).

Requested by: This project is recommended by MAG staff.

Mission/Goal Statement: The mission of the Transportation System Analysis Program is to provide state-of-the-art travel forecast and analysis for the regional transportation planning process by continuously advancing forecasting and analytical tools and data, as well as internal business processes.

The goal of the project is to collect regional household and establishment travel data and apply it for the purposes of regional travel forecasting and analysis. The project deliverables will provide critical data sets for the regional transportation planning and travel demand forecasting.

Total Resources Required: \$4,500,000 over a 3 year period.

Approximate time frame for project completion: November 2013-November 2016

Expected Outcome: The outcome of the project will include the following deliverables:

- 2014-2015 Regional Household Travel Survey Data Sets. The data will be used to analyze regional travel patterns and regional travel behavior, to develop and update regional transportation forecasts and to provide main data input for the regional planning studies. The data also will be applied for the purposes of performance measurement, data requests from MAG member agencies and the professional community at large.
- 2014-2015 Regional Establishment Survey Data Sets. Commercial vehicles travel survey data will be a part of the deliverables. The data will be used in the regional travel forecasting models, including truck models and forecasts development and update.

Draft MAG FY 2014 Work Program
Proposed New Projects

Complimentary origin-destination travel data, socioeconomic data and traffic data will be collected in order to validate or expand survey data, validate updated models and perform transportation system analysis. MAG regional travel demand forecasting models will be updated and recalibrated. Transportation system analysis and regional transportation forecast will be updated.

Benefit to MAG Member Agencies: New enhanced regional travel data that will allow detailed analysis of the travel patterns and travel behavior in the region. Updated regional transportation models will provide relevant quantitative input for regional, state and local planning projects. New data sets will allow identification and analysis of current regional travel trends and application of the results of the analysis in the transportation planning efforts. The project will provide important data foundation for upcoming Regional Transportation Plans and forecasts.

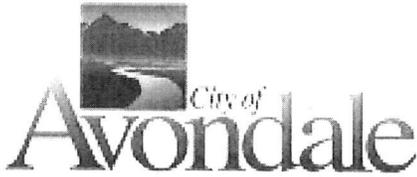
Benefit to the Public: The data and model updates will ensure that the MAG region continues to be competitive in terms of infrastructure planning decisions and required federal funding and provides relevant travel forecasts for regional planning purposes. The project will provide better information to decision makers, planners and engineers. Detailed systemwide travel information about regional travel patterns and regional travel behavior that can be utilized by general public and businesses will be developed.

Summary of Project: The project deliverables provide critical data sets for the regional transportation planning, travel demand forecasting and transportation system analysis. Project tasks will include planning for coordinated household and establishment travel surveys; surveys sample design and surveys sampling frame development; survey instruments and survey technologies development, including relevant software development; pre-test and pilot surveys; survey data analysis, data processing, data cleaning, data expansion; data management tasks; survey data application for regional travel demand forecasting and transportation system analysis.

MAG Bicycle and Pedestrian Committee

| <u>Vice Chair</u> | <u>Agency</u> |
|---------------------------------|------------------|
| Tracy Stevens, Planning Manager | City of Avondale |
| Katherine Coles, Planner | City of Phoenix |
| | |
| | |

Current Chair of the MAG Bicycle and Pedestrian Committee - Reed Kempton, Scottsdale



January 8, 2013

Mayor Marie Lopez Rogers
Chair, MAG Regional Council
Maricopa Association of Governments
302 North 1st Ave, Suite 300
Phoenix, AZ 85003

RE: Letter of Interest for Bicycle and Pedestrian Committee

Dear Mayor Rogers:

The City of Avondale would like to submit **Tracy Stevens** for consideration as the Vice-Chair of the MAG Bicycle and Pedestrian Committee. Tracy was recently appointed to sit on the committee as the City of Avondale representative and would like the opportunity to serve as the Vice-Chair.

In addition to her duties as the Planning Manager she coordinates all private development projects in the Development Services Department and throughout the City. She also plans for public opens spaces, amenities, and multi-modal facilities that lend themselves to pedestrian and bicycle activities. She represents the City at the MAG Planner Stakeholders Working Group and has been involved in the preparation of the MAG Sustainable Transportation Land Use Integration Study. She has established relationships with other departments such as police and fire, who play an important role in the safety of the walking and biking public as well as the Parks and Recreation Department who work to enhance the City's trail system. We feel her years of experience, advocacy and prior experience serving on this committee, makes her a unique candidate for this committees Vice Chair position.

If you have any questions, please contact me at 623-333-1000. Thank you for your consideration.

Sincerely,

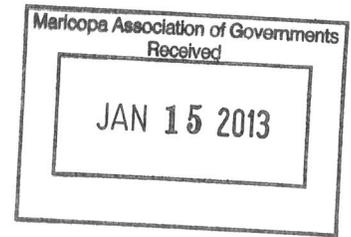
Charles P. McClendon
City Manager

Administration

11465 W. Civic Center Drive • Avondale, AZ 85323
Phone: (623) 333-1000 • Fax: (623) 333-0100 • TDD: (623) 333-0010
www.avondale.org



City of Phoenix
PLANNING & DEVELOPMENT DEPARTMENT



January 14, 2013

The Honorable Marie Lopez Rogers
Chair, Maricopa Association of Governments
302 N First Avenue, Suite 300
Phoenix, AZ 85003

RE: Vice Chair Position, Maricopa Association of Governments (MAG) Bicycle and Pedestrian Committee

Dear Mayor Rogers,

I am writing to indicate my interest in being appointed to the Vice Chair position on the Maricopa Association of Governments' Bicycle and Pedestrian Committee. I have represented the city of Phoenix for pedestrian and bicycle related matters on the committee for the past 10 years. During that time I have served on various working groups which include: selection committees for on-call consultant selection, establishment of qualitative measures for air quality projects, and selection of consultants for MAG-initiated studies. I also serve as the Bicycle and Pedestrian Committee's ex-officio representative on the MAG Transportation Review Committee and I have served as a member and Vice Chair of the Enhancements Peer Review Group.

My experience, interest and tenure will bring a substantive leadership contribution as Vice Chair of the MAG Bicycle and Pedestrian Committee, if selected.

I have enclosed my résumé for your review.

Thank you for your consideration.

Respectfully,

Katherine J. Coles

Enclosure

c: Reed Kempton, Chair, MAG Bicycle and Pedestrian Committee

KATHERINE J COLES

Katherine.coles@phoenix.gov
City of Phoenix – Planning & Development Department
200 W Washington St, 3rd Fl
Phoenix, AZ 85003
602-256-5648

OBJECTIVE

Provide professional land use, transportation and development advice and services within a regulatory environment while contributing to positive and efficient outcomes.

EDUCATION

| | |
|---|---------|
| Master of Environmental Planning – Arizona State University | 05/2003 |
| Bachelor of Arts – University of Iowa | 05/1983 |

EXPERIENCE

| | | |
|--------------------------------|---|---------------------|
| Planner II/ Village Planner | City of Phoenix Planning and Development Department | 03/1997 – Currently |
|--------------------------------|---|---------------------|

Oversee and staff the monthly scheduling and meeting of two Village Planning Committees. Coordinate planning and development activities with City Council, staff and other City departments. Serve as the city's representative on the Maricopa Association of Governments (MAG) Bicycle and Pedestrian Committee, providing input to the region's multi-modal transportation facilities and making recommendations for Federal funding expenditures. Serve as the MAG Bicycle and Pedestrian Committee's representative on the MAG Transportation Review Committee and on the MAG Enhancement Peer Review Group. Manage long range planning projects, such as the North Mountain Industrial and Commercial Area Study, the Squaw Peak Heights Special Planning District Plan, the Arcadia Camelback Special Planning District Plan and the Camelback East Primary Core Specific Plan. Responsible for key activities for the update of the General Plan and for administration and application of the Downtown Code. Prepare analysis and recommendations for rezoning and General Plan amendment applications. Make presentations to neighborhood groups, Village Planning Committees, Planning Commission and City Council. Initiate policy recommendations for interdepartmental efficiency. Conduct research and due diligence for land use law related matters with the Law Department. Prepared numerous bicycle and pedestrian project applications and secured funds for design assistance, enhancements and CMAQ (air quality mitigation). Responsible for key activities related to land use with the Reinvent PHX project, a federally-funded grant for planning of the areas around the city's light rail corridor. Supervised planning interns.

| | | |
|-------------|-------------------------------------|------------------|
| Planner III | City of Phoenix Planning Department | 11/2002 – 4/2003 |
|-------------|-------------------------------------|------------------|

In this temporary rotation, coordinated Zoning Ordinance text amendment process, including research and presentation of amendments to Planning Commission and City Council. Coordinated and prepared major revisions to commercial districts for large scale retail commercial development and citywide design guidelines. Responsible for supervision of two Planner I positions in current planning.

| | | |
|-----------|-------------------------------------|-------------------|
| Planner I | City of Phoenix Planning Department | 12/1995 – 03/1997 |
|-----------|-------------------------------------|-------------------|

Prepared rezoning and annexation reports. Identified and implemented strategy for annexing county islands for capture of impact fees for city services. Researched, prepared and implemented the Carefree Highway Scenic Corridor policy. Prepared and presented staff recommendations to the Planning Commission.

| | | |
|---------------------------|---|--------------------------|
| Planning Intern | City of Phoenix Planning Department Staffed the zoning counter and processed applications. Assisted planners in development review activities. Provided zoning and hearing process information to the public and city departments. Prepared various reports and studies. Gathered and analyzed data. | 11/1994 – 12/1995 |
| Planning Assistant | BRW, Inc. Assisted with report and proposal research, writing, editing and coordination including: Camelback Corridor Light Rail Transit (LRT) Feasibility Analysis, Paradise Freeway alignment and design, VALTRANS route feasibility analysis, MAG Urban Form Study, CALTRANS (various LRT projects) and freeway corridor condemnation case research. Provided research support for numerous affordable housing studies, community plans and redevelopment initiatives. Supervised phone bank in support of the VALTRANS (Proposition 300) proposal. Hired, supervised and evaluated staff. | 11/1988 – 08/1994 |

LEADERSHIP

| | |
|---|-------------------------|
| Member – Bicycle and Pedestrian Committee, Maricopa Association of Governments (MAG) | 1/2003 – Present |
| Ex-Officio Member – Transportation Review Committee, MAG | 2/2011 - Present |
| Member and Vice Chair – Enhancements Peer Review Group, MAG | 2009 - 2012 |
| North Central Section Director – Arizona Planning Association | 2000 – 2001 |
| Member – Arizona Planning Association, American Planning Association | 1995 – Present |
| Member – Association of Pedestrian and Bicycle Professionals | 2011 - Present |
| Member – Committee for Bike Racks on Buses, City of Phoenix Transit Department | 1991 |

INSTRUCTION

| | |
|---|-------------------------------|
| Leader, Mobile Tour/Field Demonstration – Transit Oriented Development: Leveraging Transit Investments for Economic Growth ICMA Annual Conference | 10/2012 |
| Presenter, Streets as Public Space: Street Modifications That Stimulate Social Gathering American Society of Landscape Architects, National Annual Conference | 9/2012 |
| Presenter, Planned Unit Development Workshop CLE International Annual Mixed Use Development Conference | 11/2008 |
| Panel Member, Disability Awareness Workshop City of Phoenix Transit Department | Fall 2003 |
| Speaker, Disability Awareness Training ATC Transit Operators, various sessions | Summer & Fall 2003 |

AWARDS/RECOGNITION

| | |
|---|----------------|
| City Manager Letter of Appreciation 24 th Street and Camelback Road Water Infrastructure Improvement Project | 07/2011 |
| Camelback East Village Planning Committee Recognition 10+ Years of Service as Village Planner | 03/2009 |
| City of Phoenix Planning Department, Director’s Team Excellence Award Camelback East Primary Core Plan Update | 06/2006 |
| Arizona Planning Association, Student Project Award City of Goodyear Employment Corridor Plan | 09/2003 |
| Public Technology, Inc., Technology Achievement Award (Special Mention) Bike Racks on Buses: A Wheels-on-Wheels Program | 12/1991 |

2012 Maricopa Association of Governments (MAG) Agency Performance Review Questionnaire

Interaction with MAG

The Maricopa Association of Governments (MAG) is interested in receiving feedback on the performance of MAG as an agency. This survey has 33 questions that focus on MAG's program areas, communication, fiscal considerations and quality of data.

Please visit the MAG website at http://www.azmag.gov/administration/About_Us/Terms_of_Use_Policy.asp to view our privacy policy.

If you have any questions, please contact us at mag@azmag.gov or call 602-254-6300. Thank you for taking the time to respond to the MAG Agency Performance Questionnaire for 2012.

1. How would you describe your primary involvement with MAG?

- Policy
- Management
- Intergovernmental
- Technical/Data

2012 Maricopa Association of Governments (MAG) Agency Performance Review Questionnaire

Organizational Effectiveness

4. Has MAG been effective in evolving its programs and services to meet the region's changing needs and opportunities?

Strong Yes

Yes

Neutral

No

Strong No

No Opinion/Undecided

5. Is MAG effective in its collaboration with other statewide, regional, and local entities and leaders?

Strong Yes

Yes

Neutral

No

Strong No

No Opinion/Undecided

6. Is MAG an effective primary convener and forum for public officials and other stakeholders to work on regional issues?

Strong Yes

Yes

Neutral

No

Strong No

No Opinion/Undecided

2012 Maricopa Association of Governments (MAG) Agency Performance Review Questionnaire

Organizational Responsiveness

10. Is MAG receptive to new ideas originated by its member agencies?

Strong Yes

Yes

Neutral

No

Strong No

No Opinion/Undecided

11. Is MAG responsive to requests for assistance from its member jurisdictions?

Strong Yes

Yes

Neutral

No

Strong No

No Opinion/Undecided

12. Does MAG appear to take seriously stakeholder perceptions of the organization?

Strong Yes

Yes

Neutral

No

Strong No

No Opinion/Undecided

13. Does MAG amend its processes and procedures over time to adjust to lessons learned, changes in the political environment, and new federal, state or local requirements?

Strong Yes

Yes

Neutral

No

Strong No

No Opinion/Undecided

2012 Maricopa Association of Governments (MAG) Agency Performance Review Questionnaire

Reputation

17. Do you perceive MAG as an important resource in the region?

Strong Yes

Yes

Neutral

No

Strong No

No Opinion/Undecided

18. Has MAG earned a positive reputation as an important partner in regional issues?

Strong Yes

Yes

Neutral

No

Strong No

No Opinion/Undecided

19. Does MAG make it clear by virtue of its actions, that it understands that accurate information is a primary source of its credibility and influence?

Strong Yes

Yes

Neutral

No

Strong No

No Opinion/Undecided

2012 Maricopa Association of Governments (MAG) Agency Performance Review Questionnaire

Fiscal Considerations

20. Has MAG been successful in seeking out program support from non-governmental sources, including foundations, the private sector, individuals, or nonprofit organizations?

Strong Yes

Yes

Neutral

No

Strong No

No Opinion/Undecided

21. Does MAG reach out regularly to funding partners to communicate, evaluate progress and performance, and explore opportunities for additional funding and projects?

Strong Yes

Yes

Neutral

No

Strong No

No Opinion/Undecided

22. Has MAG been successful in containing the cost of its services?

Strong Yes

Yes

Neutral

No

Strong No

No Opinion/Undecided

2012 Maricopa Association of Governments (MAG) Agency Performance Review Questionnaire

Regional Leadership

27. MAG often finds itself facilitating a solution between member jurisdictions on one hand and state and/or federal agencies on the other. How would you rate MAG's effectiveness in this capacity?

Very High

High

Neutral

Low

Very Low

No Opinion/Undecided

28. Does MAG show an appropriate level of initiative in becoming involved in new issues and in developing new programs and services?

- About right
- Needs to show more initiative
- Needs to show less initiative
- No opinion

29. What is the prime motivation behind MAG developing new programs or expanding or extending current ones?

- Needs identified on the regional or local level
- Federal, state or foundation grant or contract availability
- A mix, but more weighted on the side of needs identified on the regional or local level
- A mix, but more weighted on the side of federal, state or foundation grant or contract availability
- No Opinion

2012 Maricopa Association of Governments (MAG) Agency Performance Review Questionnaire

Organizational Leadership

30. Which of the following do you believe best describes MAG (choose one or more)?

- Board Driven
- Customer Driven
- Staff Driven
- Program Driven
- Grant Driven
- No Opinion

Other (please specify)

31. How would you rate the leadership of MAG as an organization?

Excellent

Good

Neutral

Poor

Very Poor

No Opinion/Undecided

2012 Maricopa Association of Governments (MAG) Agency Performance Review Questionnaire

Wrap-up

32. Overall, how would you rate MAG's effectiveness at serving the region as a council of governments and metropolitan planning organization?

Excellent



Good



Neutral



Poor



Very Poor



No Opinion/Undecided



33. Please indicate any area of improvement, activity or comment for the MAG organization that has not been addressed by this questionnaire.

DRAFT MAJOR REGIONAL GOALS AND RESULTS FY 2013

Transportation:

A-1. Continue to Implement Proposition 400

MAG will continue to provide guidance and policy direction for the implementation of Proposition 400. During FY 2013, the focus will be on implementation of the appropriate recommendations of the Proposition 400 Performance Audit that was completed in December 2011. This includes the development of a project report card that provides the current status information on Proposition 400 projects and the continued development and implementation of the MAG Performance Measurement program. This effort will involve continued coordination with the Regional Transportation Plan (RTP) Partners, which comprises the directors of MAG, Arizona Department of Transportation, Valley Metro, and Valley Metro Rail. In addition, system planning, life cycle program management, facility design, and project implementation will be discussed on a regular basis with the staff of the implementing agencies.

Result: Close coordination with the RTP Partners (Arizona Department of Transportation, Valley Metro, and Valley Metro Rail) was maintained and leadership was provided regarding corridor environmental studies, facility design concepts, and life cycle program priorities. Extensive work was done on implementing recommendations from the Proposition 400 Performance Audit.

- A Draft 2035 Regional Transportation Plan (RTP) and Draft 2014-2018 Transportation Improvement Program were under preparation, which will provide a blueprint for the continuing implementation of Proposition 400 projects. It is anticipated that the plan and program will be considered for approval by the MAG Regional Council in August 2013. These documents were developed in close coordination with the RTP Partners.
- Close coordination was maintained with the RTP Partners during the preparation of the 2012 Annual Report on the Status of the Implementation of Proposition 400, which was the eighth report in the series. Common data and forecasts from the agencies were incorporated into the report, and a joint public hearing on the study results was held.
- MAG staff participated in the Risk Analysis Process conducted by the Arizona Department of Transportation to develop cost and revenue estimates that are utilized by the RTP Partners in the regional transportation planning process. Input was provided regarding variables used to produce forecasts, as well as the forecast results.
- Continuing coordination was maintained with the Arizona Department of Transportation, the Federal Highway Administration, and the Gila River Indian Community to facilitate completion of the draft stage of the Environmental Impact

Statement process for the State Route (SR) 202L/South Mountain Freeway corridor, which is expected to be released during FY 2013.

- MAG staff worked closely with the Arizona Department of Transportation and the Federal Highway Administration on the ongoing Environmental Impact Statement process for I-10 and I-17, resulting in a redirection of the focus of those studies. A discussion of new options for improvements to these facilities was led by MAG staff and produced strong agreement on a revised approach to future planning for these corridors.
- MAG staff participated in ongoing preliminary engineering studies for segments of Loop 303 and State Route 30. In addition, MAG is conducting a Corridor Optimization/Access Management System Study on Grand Avenue (US-60), which will establish a consensus regarding future infrastructure investments in the corridor.
- The Arterial Life Cycle Program (ALCP) was reprogrammed through close coordination with MAG local governments to address a \$40 million revenue deficit through FY 2026, which was caused by lower long-term revenue forecasts. A rebalanced ALCP was approved by the Regional Council in September 2012.
- MAG staff participated in the Regional Public Transportation Authority (RPTA)/Valley Metro Transit Life Cycle Program (TLCP) working group, which addresses the balance between long-term revenue forecasts and TLCP funding requirements.
- MAG staff coordinated the RTP Partners' response to the Proposition 400 Performance Audit, providing progress reports on actions by the RTP Partners to implement specific recommendations. As part of MAG's implementation efforts, a project report card was developed to provide a review of current Proposition 400 project status. (See item A.2 below.) Other MAG responses included the preparation of a MAG Public Participation Guide.

A-2. Continue to Measure the Performance of the Regional Transportation Plan (RTP)

MAG has developed a set of measures that are used to communicate how the regional transportation system is performing. The Proposition 400 Performance Audit recommended continued development of the program with an emphasis on integrating the performance framework into the planning process. During FY 2013, an emphasis will be placed on issuing an updated Performance Measurement Report, enhancing the web-based performance tool, and integrating performance concepts into transportation framework studies, the long-range plan, and transportation improvement program.

Result: Progress continued on developing performance monitoring techniques, enhancing reporting methods, and applying performance measurement methods and capabilities to the transportation planning and programming process.

- As an outcome of the Proposition 400 Audit recommendations, MAG is implementing enhanced methodologies for performance analysis and reporting. An interactive web-based Dashboard and Project Status Cards have been created to document and communicate results in a user-friendly format. Additional metrics and factors have been implemented as part of the coordination efforts with the RTP Partners.
- The Performance Measurement Report continues to be updated with the most recent freeway and arterial observed data available. Reporting includes archived ADOT Freeway Management System data as well as intersection blue-tooth data and speed data for all Valley freeways and arterials from private sector sources.
- Speed and volume data continue to be acquired from private sector vendors to calculate levels of service and intersection congestion for peak periods. The data are available for all arterial intersections and freeway ramps.
- Performance measurement parameters and concepts were integrated into the Congestion Management Process (CMP) used for selection of multimodal Congestion Mitigation and Air Quality (CMAQ) funded projects. This programming process is currently underway. In addition, performance level-of-service measures were applied in Freeway Life Cycle Program rebalancing efforts.
- Follow-up information on system performance data and other performance factors was provided to the auditing consulting firm conducting the Proposition 400 Audit, which was released in December 2011.

A-3. Passenger Rail Development Planning

Through its membership on the Western High Speed Rail Alliance, MAG will continue to participate in high speed rail development planning in the Intermountain and Sun Corridor regions. In 2011, it was announced that the Federal Railroad Administration, in cooperation with the Alliance, will study the corridor feasibility of high speed rail that would connect the Phoenix, Las Vegas and Los Angeles regions together. In addition, MAG will continue its participation in the study efforts led by the Arizona Department of Transportation on the intercity rail service between the Phoenix and Tucson metropolitan areas. MAG also will continue to search for opportunities to restore passenger rail service by AMTRAK to the Phoenix metropolitan region.

Result: Numerous activities aimed at possible commuter, intercity, and high speed rail for the MAG region and the Intermountain West were pursued.

- MAG continued to work with the newly revised Western Regional Alliance (formerly Western High Speed Rail Alliance) to promote high speed intercity passenger rail in the Intermountain West. The renewed focus of the Alliance is to promote all modes of the transportation, connectivity and economic development in the Intermountain West. MAG staff also attended the Western Regional Alliance Conference in Denver in October 2012.

- Due to the success of the tour conducted in 2011, MAG participated and co-hosted another Salt Lake City multimodal transit delegation tour with the Utah Transit Authority. Various stakeholders from the MAG region attended the peer city transit tour, to gain a greater understanding of the various aspects that were necessary to build a successful multimodal transportation system that generates economic and transit oriented development activity. The tour took place on September 28, 2012.
- MAG cooperated with the Federal Railroad Administration (FRA) in a test-case for creating a national toolkit for conceptual planning of high-speed intercity passenger rail networks at the multi-state and mega-regional levels. The FRA will now proceed with making the case for funding of a study for a passenger rail corridor between the Phoenix and Los Angeles areas in the future. MAG will continue to participate as those efforts move forward.

A-4. Define Transit Roles and Responsibilities and Implement Organizational Changes

During 2011, the regional transit planning and programming responsibilities, which were consolidated at MAG, were integrated into the MAG transportation planning and committee process. The full range of MAG transit roles and responsibilities include: developing the regional transit plan; programming regional transit funds; conducting transit corridor, subregional and system studies; reviewing and approving recommendations of alternatives analyses, design concept reports and other project scoping documents; coordinating sustainability and transit oriented development issues; and maintaining the MAG Transit Committee. During FY 2013, additional clarifications will be considered and if necessary, the Memorandum of Understanding between MAG and the transit partners may be amended. Refinement and further clarification of the roles and responsibilities was a recommendation from the Proposition 400 Performance Audit.

Result: The integration of regional transit planning into the MAG transportation planning process continued with the activities of the MAG Transit Committee, as well as MAG staff planning functions addressing commuter rail and the preparation of transit elements of the 2035 Regional Transportation Plan.

- Recommendations of the Proposition 400 Performance Audit regarding transit roles and responsibilities continued to be taken into account. The current Memorandum of Understanding (MOU) between MAG and the transit partners was adopted in the spring of 2010 to guide transit planning in the MAG region. In February 2011, provisions of the MOU related to Alternatives Analysis were clarified through a memorandum. As other aspects of coordination need clarification in the future, appropriate action will be followed to either amend the MOU or provide clarification through implementation.
- The MAG Transit Committee addressed a range of federal funds programming issues, including: (1) transit prioritization guidelines for formula federal funds, (2) Federal Transit Administration discretionary grant processes, and (3) transit programming

guidelines for preventive maintenance, and (4) prioritization of federal funds projects for FY 2013-2015,

- Surveys were completed for the first MAG Transit Service Inventory Report and data were compiled into a final report document. This inventory will serve as a detailed information resource for programming transit projects and evaluating transit operations in the MAG region. In addition, it will provide a basis for estimating transit costs and revenues in the Regional Transportation Plan.
- A financial model for use in estimating long-range bus operating and capital costs was prepared by MAG staff, for application in the development of the Regional Transportation Plan (RTP). This capability will be used in conjunction with the Transit Life Cycle Program prepared by the Regional Public Transportation Authority to assess the financial outlook for the long-range bus network included in the RTP. MAG transit planning staff will also prepare the transit chapter in the 2035 RTP.

A-5. Continue to Determine the Feasibility and Development of Policies Related to Public-Private Partnerships

The Arizona Legislature passed new legislation that substantially changes and improves the provisions in state law that allows for public - private partnerships (P3s) to build and/or operate transportation projects. It is anticipated that the MAG region has the potential for one or more 3P projects. A Managed Lane Feasibility Phase I Study, which examines opportunities related to managed lanes, was started in 2011. If the initial analysis concludes that there are feasible opportunities, then Phase II would be initiated.

Result: The potential for public-private-partnership (P3) opportunities in the MAG region continued to be assessed with the analysis of managed lane concepts for the regional freeway system.

- The Managed Lanes Network Development Strategy - Phase I project was completed. This study investigated options where high occupancy (HOV) lanes could be operated as high occupancy toll (HOT) lanes, as part of an overall managed lanes strategy. The study concluded that managed lane applications appear to be feasible for certain elements of the regional freeway system, contingent on policy decisions from MAG committees.
- Managed Lanes Network Development Strategy - Phase II will address the details of implementing specific managed lane projects on designated segments of the regional freeway system. Phase II would be initiated based on guidance from MAG policy committees.

A-6. Livability, Community Development and Transportation

The Sustainable Transportation and Land Use Integration Study will be completed during 2012 and will develop strategies for transit corridors identified from the Commuter Rail System Study and the Regional Transit Framework Study. The study will provide "best practice"

recommendations in the following areas: (1) overall strategies necessary to promote sustainable transportation and to enhance the land use/transportation connection; (2) development patterns and densities necessary to support high capacity transit service options; and (3) economic viability of implementing alternative land use scenarios along the targeted transit corridors. During FY 2013, efforts will focus on providing resource materials and education on the strategies, providing viable strategies to MAG member agencies to improve transportation mobility through increased transit ridership and to enhance economic opportunities through public and private investments around transit station areas. In addition, options for incorporating sustainable transportation and land use concepts into the long-range transportation planning process will be identified.

Result: The assessment of livability, community development and transportation continued, leading to the identification of best practices and methodologies for integrating land use and transportation elements.

- Study materials on best practices, transit demand and land use factors for the Sustainable Transportation and Land Use Integration Study were completed, building upon two public and business forums that were held during FY 2012. These forums addressed the implications of today's transportation investment decisions for the long-term competitiveness and quality of life in the MAG area, as well as concepts and tools for supporting transit-oriented development and making smart transit investment choices.
- A Pathway Planning Tool was completed that provides information on how to assess transportation and land use planning based on sustainable transportation and land use factors, helping communities to move to a future with more transportation options. This includes methods that enable local agencies and their community stakeholders to understand how changes in their communities can support more attractive ways to get around by walking, biking, and transit.

A-7. Revised Federal Fund Programming Policies and Procedures

Federal programs provide significant funding for highway and transit projects in the MAG region. During FY 2012, the revised federal fund programming policies and procedures were adopted by MAG. During FY 2013, the new policies and procedures will be used to manage the federal fund program that involves the programming of Congestion Mitigation and Air Quality (CMAQ) and MAG Surface Transportation Program (STP) funds. As the new policies and procedures are applied, needed changes to refine them will be noted as well as the overall success of maximizing the obligation of federal funds.

Result: The MAG Federal Fund Programming Guidelines that were approved by the MAG Regional Council in FY 2012 were applied to manage federal funds programs.

- As called for by the guidelines approved in FY 2012, federal project status reports were provided to MAG technical and policy committees on a continuing basis. These reports provided a frequent assessment of project status and enabled schedule issues

or other problem areas to be identified early in the project development process. As a result, efficiencies in the use of federal funds were greatly improved.

- Procedures regarding schedule milestones, project deferral and deletion measures, project change requests, and project review parameters were applied to ensure orderly progress of projects through the federal funding process. Congestion management process (CMP) procedures were applied by the applicable MAG modal committees to establish project priorities for the federal aid programming process.

A-8 Freight Transportation Framework Study

The Freight Transportation Framework Study, which is examining freight and multimodal opportunities in the Sun Corridor, will be completed during 2012. The Freight Transportation Framework Study will describe the movement of goods (truck, rail, air, and pipeline) through the study area, identify possible network deficiencies to the safe and efficient flow of goods in, out, through and within the region, and propose strategies to improve the transportation network that will enhance regional mobility for freight. The study will also prepare a commodity flow summary and develop an inland port market assessment that will identify freight related economic development opportunities in the study area. Specific study objectives are to: (1) develop a commodity flow summary, (2) identify freight railroad border crossing opportunities that will accommodate anticipated freight flows from the proposed Punta Colonet Port and/or other Mexican freight interests to the Sun Corridor, (3) develop an inland port market assessment addressing the economic impact and benefits an inland port would have on economic clusters in the Sun Corridor, (4) identify improvements to the existing and future freight infrastructure (road, rail, air, and pipeline) that will provide regional connections to promote and support economic development throughout the region, and (5) describe the range of funding sources and opportunities that may be available, both today and in the future, to help implement the recommended framework.

For FY 2013, the proposed Freight Transportation Plan will use the recommendations from the Freight Transportation Framework Study and analyze the existing freight corridors (including major corridors and subsystem corridors) throughout Maricopa County. The plan will evaluate roadways, railways, airport access, bridges, traffic operations, etc. The study will model the flow of goods (truck, train, air and pipeline) and identify bottlenecks and other barriers. The plan will identify hazardous cargo routes, existing and future freight corridors, evaluate the impact of overweight vehicles and bridge capacities, conduct a bridge and roadway life cycle cost analysis of all existing and proposed freight corridors, and identify projects that will enhance the flow of goods in the MAG region and complement the projects identified in the Regional Transportation Plan.

Result: Freight and goods movement studies continued with an emphasis on opportunities for development of freight facilities and goods movement capabilities, within the larger context of economic development and enhancement of regional freight mobility in the Sun Corridor.

- Phase I of the Freight Transportation Framework Study was completed, including study components addressing: commodity flows, border crossing opportunities, inland

port/freight focus areas, and policy issues addressing the economic impact and benefits of the freight network in the Sun Corridor. As part of the study process, extensive stakeholder outreach was conducted and Phase I study recommendations were presented at the Sun Corridor Economic Development Retreat.

- Phase II of the Freight Transportation Framework Study will be initiated and address freight facility characteristics, bottlenecks and other potential barriers to efficient goods movement, hazardous cargo routes, future freight corridors, overweight vehicles and bridge capacities, life cycle cost existing and proposed freight corridors, and projects or other strategies that will enhance the flow of goods in, out, through and within the region the MAG region.

Environment:

B-1. Continue to Ensure that the MAG Region Grows Clean Through Environmental Planning

- a. Five Percent Plan for PM-10: On January 25, 2011, the Arizona Department of Environmental Quality (ADEQ) voluntarily withdrew the MAG 2007 Five Percent Plan for PM-10 to include new information, including the new equation for paved road dust emissions issued by the Environmental Protection Agency (EPA). While the plan was withdrawn, the measures continued to be implemented to reduce PM-10. Since that time, a new 2008 emissions inventory was prepared to serve as the foundation for the MAG 2012 Five Percent Plan for PM-10. On July 8, 2011, EPA indicated that the region may take emissions reductions credit for the PM-10 measures that have already been implemented since 2007. Consequently, the new MAG 2012 Five Percent Plan for PM-10 contains a variety of existing control measures and projects that have been implemented to reduce PM-10 and a new measure designed to reduce PM-10 when high risk conditions, including high winds, are forecasted by the ADEQ. It also includes five percent reductions in emissions through 2012 and demonstrates attainment in 2012. In FY 2013, supplemental technical analyses and information may need to be provided to the EPA. On a parallel track, the aggressive activities to prevent exceedances at the monitors and throughout the region will be continued. The region needs three years of clean data as measured by the monitors in order for EPA to determine that the standard has been met. In addition, MAG will continue to coordinate with the ADEQ to pursue the recommended clarifications to the flawed EPA Exceptional Events Rule. Correcting the rule is critical to ensure that areas do not face continual, reoccurring nonattainment due to exceptional events beyond their control. MAG will continue to provide technical assistance to ADEQ for the documentation of exceptional events. Efforts will continue to track the progress made to pave dirt roads in the PM-10 nonattainment area in 2013.

Result: On May 23, 2012, the MAG Regional Council adopted the MAG 2012 Five Percent Plan for PM-10 for the Maricopa County Nonattainment Area. The new plan contains a wide variety of existing control measures and projects that have been implemented to reduce PM-10 and a new measure designed to reduce PM-10 during

high risk conditions, including high winds. While the 2007 Five Percent Plan was withdrawn to include new information, a wide range of control measures continue to be implemented and were resubmitted. The plan demonstrates that the measures will reduce emissions by five percent per year and results in attainment by December 31, 2012. As required by the Clean Air Act, the 2012 Five Percent Plan also includes contingency measures, which achieve emissions reductions beyond those relied upon for the five percent reductions and attainment of the standard.

- On July 20, 2012, the Environmental Protection Agency issued a completeness finding for the MAG 2012 Five Percent Plan for PM-10. The finding stopped the sanctions clocks that were triggered when the prior Five Percent Plan was withdrawn.
- On a parallel track, MAG continued the aggressive efforts designed to prevent PM-10 exceedances at the monitors and throughout the region. With funding provided by MAG, the project was completed to upgrade the Maricopa County air pollution monitoring Data Acquisition System to provide automated, "near real-time" notification of elevated air monitoring concentrations. MAG also conducted a workshop on preventing exceedances of the PM-10 standard with the member agencies.
- On July 6, 2012, EPA published Draft Guidance to Implement Requirements for the Treatment of Air Quality Monitoring Data Influenced by Exceptional Events and associated attachments. MAG staff reviewed the guidance documents, coordinated with MAG special legal counsel, and submitted extensive comments. While some improvements were made, the revised guidance includes additional requirements and the documentation required remains extensive. In the comments, MAG also developed a form that could be completed by state and local air agencies for high wind dust events to assist EPA in streamlining the documentation.
- MAG staff continued to provide technical assistance to the Arizona Department of Environmental Quality for the documentation of the 21 exceptional event days in 2011 and the 10 exceptional event days in 2012. The documentation for the first package of exceptional events for July 2-8, 2011 was submitted to EPA in March 2012 and was approved by EPA on September 6, 2012. MAG is providing technical assistance to ADEQ and its consultants for the remaining 26 exceptional event days.
- The Final 2011 Inventory of Unpaved Roads was completed in August 2012 to ensure that the inventory remained current. Collectively, there are 1,436 miles of unpaved roads in the Maricopa County PM-10 Nonattainment Area. Of this total, there are 461 miles of public unpaved roads and 975 miles of private unpaved roads. The results for the Final 2011 Inventory indicate a reduction of 448 miles of unpaved roads when compared with the 1,884 miles of unpaved roads in the 2009 Inventory.

- The MAG region needs at least three years of clean data as measured by the air quality monitors for attainment of the PM-10 standard (2010, 2011, and 2012). In 2010, there were no violations of the PM-10 standard. The documentation for the remaining 26 exceptional event days in 2011 and 2012 needs to be completed and submitted to EPA for review and concurrence in order for EPA to approve the MAG 2012 Five Percent Plan for PM-10 by February 14, 2013.
 - MAG staff worked with special legal counsel to analyze draft legislation called, "The Commonsense Legislative Exceptional Events Reform Act of 2012" (The CLEER Act of 2012), which involved exceptional events reform introduced by Representative Flake. While the legislation did streamline the EPA approval process, it did not streamline the documentation that states have to submit for exceptional events. The MAG legal counsel provided suggestions, which included statutory definitions of natural and high wind events, the need for EPA to take into account that some areas receive very little rain and have stagnant conditions and dust storms, and to also make it clear that the streamlining also applies to the documentation itself. A redline of the CLEER Act was then prepared.
- b. New Eight-Hour Ozone Plan: On September 2, 2011, President Obama directed the EPA to withdraw its proposed new eight-hour ozone standards and delay any new rules until at least 2013, when the standard is next due for a formal review. On September 22, 2011, EPA issued a memorandum indicating that the agency will proceed with the initial designations under the 2008 standard of 0.075 parts per million starting with the recommendations made in 2009 and updating them with the most current, certified air quality data. On December 9, 2011, EPA sent a letter to the Governor that proposed the nonattainment area boundary for the 2008 standard that would expand the current boundary to the west and southwest where new power plants are located. EPA expects to finalize the designations by May 31, 2012. EPA plans to issue the planning guidance in 2012 also. The planning effort will be initiated to prepare an Eight-Hour Ozone Plan designed to meet the 0.075 parts per million standard. This involves the preparation of the modeling protocol, updating the mobile source portion of the emissions inventory if appropriate, conducting technical analyses, and conducting complex air quality modeling designed to demonstrate attainment of the standard. In 2011, there were 18 monitors with no violations and one monitor with a violation of the 0.075 parts per million standard in the nonattainment area.

Result: On May 21, 2012, the Environmental Protection Agency published a final rule to designate the Maricopa nonattainment area as a Marginal Area for the 0.075 parts per million eight-hour ozone standard. As a Marginal Area, the region will have a December 31, 2015 attainment date. The boundaries of the ozone nonattainment area were also expanded slightly to the west and south to include new power plants. Planning guidance from EPA will be forthcoming.

- The planning effort will be initiated to prepare an Eight-Hour Ozone Plan designed to meet the 0.075 parts per million standard. This involves the preparation of the modeling protocol, updating the mobile source portion of the emissions inventory if appropriate, conducting technical analyses, and conducting complex air quality modeling designed to demonstrate attainment of the standard.
 - On June 13, 2012, EPA published a final notice to approve the MAG 2007 Eight-Hour Ozone Plan for the 0.08 parts per million standard. The plan demonstrated attainment by June 15, 2008. There have been no violations of this ozone standard since 2004.
 - In 2012, there were ten monitors with no violations of the 0.075 parts per million standard and nine monitors with a violation. The region will need at least three years of clean data as measured by the air quality monitors for attainment of this ozone standard (2013, 2014, and 2015).
- c. Conformity: A conformity analysis for the Transportation Improvement Program and Regional Transportation Plan Update will be prepared to ensure that transportation activities do not cause violations of the air quality standards. A conformity finding by the U.S. Department of Transportation is necessary for transportation projects to be built.

Result: Conformity analyses for two major amendments for the FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update were completed and approved by the U.S. Department of Transportation on March 15, 2012 and August 22, 2012. Conformity consultation on various projects was conducted throughout the year.

- d. Greenhouse Gas Emissions: The National Association of Regional Councils and Association of Metropolitan Planning Organizations have indicated that greenhouse gas requirements for metropolitan planning organizations may be mandated in the upcoming transportation reauthorization legislation being considered by Congress. These efforts, along with the activities of the EPA, will be closely monitored to determine the implications for the MAG region. It may become necessary to conduct an analysis of greenhouse gas requirements and emissions.

Result: In FY 2013, MAG staff continued to monitor the Climate Change legislation that had been under consideration by Congress previously. To date, the level of activity on Climate Change by Congress has slowed dramatically. The National Greenhouse Gas and Fuel Economy Standards for Vehicles issued by the Environmental Protection Agency in 2010 was monitored. The new transportation legislation, Moving Ahead for Progress in the 21st Century Act (MAP-21), was signed into law by the President on July 6, 2012. The legislation did not include greenhouse gas requirements for metropolitan planning organizations.

- e. Water Quality: Technical assistance will continue to be provided to the MAG member agencies for 208 Water Quality Management Plan amendments and small plant

reviews and approvals in order to accommodate wastewater treatment needs in a growing region. Also, MAG staff will maintain the integrity of the MAG 208 Water Quality Management Plan, which preserves local government authority. MAG staff will continue the preparation of a revision to the MAG 208 Plan to incorporate the thirty-five wastewater treatment plants that have been approved by the MAG Regional Council since the October 2002 Update of the MAG 208 Water Quality Management Plan.

Result: The integrity of the MAG 208 Water Quality Management Plan was maintained. MAG staff continued the preparation of a revision to the MAG 208 Plan to incorporate the thirty-five wastewater treatment plants that have been approved by the MAG Regional Council since the October 2002 Update of the MAG 208 Water Quality Management Plan. The Point Source Section Update was substantially completed. The 2007 MAG socioeconomic projections and Municipal Planning Areas approved by MAG in 2007 were also used in updating the plan. Due to the 2010 Census results and the economic downturn, the last set of projections are out of date. MAG is in the process of preparing new projections based on the 2010 Census. The next set of projections are anticipated to be completed in 2013. Once these projections are approved by the MAG Regional Council, the plan will be updated to include the new projections. Technical assistance was also provided to MAG member agencies on water quality issues.

- f. Solid Waste: The integrity of the MAG Regional Solid Waste Management Plan will be maintained, which preserves local government authority. The plan includes 11 landfills, 21 transfer stations and combined materials recovery/transfer facilities, and seven material recovery facilities in the MAG region. Maricopa County has been evaluating its solid waste management facilities and their performance as well as other solid waste issues and would like to discuss these matters with the MAG Solid Waste Advisory Committee. In addition, ideas on best management practices will be compiled and shared with the jurisdictions.

Result: The integrity of the MAG Regional Solid Waste Management Plan was maintained. During FY 2013, no additional facilities were proposed. The MAG Solid Waste Advisory Committee heard several presentations on successful solid waste projects and programs occurring within the region. In October 2012, a report on the Solid Waste Best Practices in the MAG Region was prepared. The report highlights the solid waste projects and programs submitted by the MAG member agencies as best practices. It identifies best practices that cover several aspects of the solid waste industry. The report discusses regional issues and the array of opportunities to address them. There are also a number of programs to prevent improper disposal of household hazardous waste. In addition, a variety of recycling programs designed to increase recycling participation among residents and divert materials from the landfills are identified.

Efforts were also initiated to obtain regional solid waste management statistics and produce a recycling video. The MAG Solid Waste Advisory Committee was interested in updated information on solid waste facilities and programs, recycling tonnage and

acceptable materials, solid waste rates, and diversion rates. The recycling video would be designed to showcase the MAG member agencies and provide public education and outreach.

Communications:

C-1. Continue Implementation/Enhancement of Public Participation Plan and Title VI Outreach

MAG will continue to implement strategies outlined in its Public Participation Plan to provide Valley residents increased opportunities for involvement and comment in regard to the implementation of the Regional Transportation Plan and other programs. In addition, MAG will continue to implement the Environmental Justice Title VI Plan. MAG will also continue to work with its partner agencies, including the Arizona Department of Transportation, Valley Metro, City of Phoenix Public Transit Department, and Valley Metro Rail, in a cooperative, coordinated public participation process. MAG's public participation process seeks to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process, and provides targeted outreach to Title VI communities. MAG also will work to implement recommendations contained in the Regional Transportation Plan Performance Audit, including the development of a "citizen's guide" for public participation.

Result: MAG continued to conduct its adopted four-phase public input process in FY 2013 via targeted mailings, staffed information booths at special events, small and large group presentations and one-on-one correspondence via telephone, website and e-mail. In addition, MAG coordinated efforts with the Arizona Department of Transportation (ADOT), Valley Metro and the City of Phoenix Public Transit Department in the form of public hearings for the Annual Report and the Mid Phase Input Opportunity. MAG also produced a user-friendly "MAG Public Participation Guide," which serves as a roadmap for Valley residents on how to provide input to decision makers during the development of regional transportation plans and programs. During the input process, MAG made special efforts to engage the Title VI and Environmental Justice populations via special events, meetings and presentations. The MAG Community Outreach Associate to the Disability Community scheduled a number of presentation where input was received from the disability community and communicated to decision makers during policy committee meetings. MAG also participated in events such as Tempe Tardeada, Hispanic Women's Conference, Martin Luther King Jr. Day, and the Arizona Disability Expo. Input received from these activities was also made part of the formal record and communicated to decision makers in the form of input opportunity reports during the early, mid and final phase input opportunities.

C-2. Enhance Regional Communication and Outreach Efforts

As technology evolves, MAG consistently seeks innovative methods for communicating with Valley residents to ensure the greatest participation possible in MAG plans and programs. In order to increase awareness and understanding of MAG within the region, MAG will continue to implement a number of innovative communication strategies, including producing videos outlining MAG plans and programs through its Video Outreach Program and conducting its Social Media Program to reach new groups, such as younger demographics, that would otherwise not be engaged by MAG. MAG will continue to enhance applications to

accommodate the use of electronic hand-held devices for accessing meeting materials. Additionally, MAG will elicit input through more formal public participation surveys and focus groups that will capture the priorities and preferences of Arizona residents.

Result: MAG's video outreach program helped residents become more informed and engaged on a variety of topics ranging from domestic violence to transportation. A new focus was put on videos designed specifically for the web, primarily videos produced for the landing pages of the GreaterPhoenixRising.com website. Videos were televised on city cable channels, on the MAG website, and during presentations and meetings.

MAG continued increasing its virtual presence through the use of social media, including Twitter and Facebook. The use of social media allowed MAG to communicate to a broader audience regarding its programs and services, with the goal of ensuring greater public participation and access to information. In addition, the communications team began to utilize the video program to interview residents during large and small community events as part of a video survey. The interviews will be made part of future presentations to policy committees by the public involvement team. This is being done to give the community a chance to be seen and heard by decision makers without having to attend meetings after typical work hours to provide input.

A goal this year was to enhance applications to accommodate the use of electronic hand-held devices for accessing meeting materials. Currently, MAG maintains a comprehensive File Transfer Protocol (FTP) Internet site that enables users of touch pads and other hand held devices to access all MAG meeting and event materials. The MAG FTP site is typically used in conjunction with cloud storage services such as Dropbox that enable users of hand held devices to access personalized collections of files anywhere there is a reliable Internet connection, including WiFi. Mobile applications were also developed for the GreaterPhoenixRising.com site.

C-3. Continue Implementation of Litter Prevention and Education Program

MAG will continue to implement an integrated prevention and education campaign that combines elements of advertising, public relations, Web outreach, and special events, resulting in broad awareness by the public about the Don't Trash Arizona program, as measured by media coverage, Web analytics, surveys, and/or audience impressions. Roadway litter is ugly, unhealthy, and, when it comes to dangerous roadway debris, unsafe. The Regional Transportation Plan (RTP) includes funding for the freeway maintenance program, including litter control. In November 2003, MAG and the Arizona Department of Transportation signed a joint resolution that included a commitment to develop a long-term litter prevention program to help reduce freeway litter and defray pickup costs. In 2006, MAG, in cooperation with ADOT, began the implementation of Don't Trash Arizona!, a litter prevention and education program designed to change the behavior of offenders, improve visual aesthetics along the MAG Regional Freeway System, enhance tourism and economic development prospects, and ultimately reduce the cost of freeway maintenance. An evaluation survey conducted in August 2010 found the Don't Trash Arizona program has resulted in significant increase in awareness about litter issues and some changes in behavior among the most common offenders. With budget cuts expected to make landscape maintenance and litter

pickup additionally challenging, ongoing education is critical for maintaining the momentum of the program in changing littering behavior.

Result: MAG continued its litter prevention and education program utilizing a new consultant that implemented a logo redesign and new messaging emphasizing some of the most frequently tossed trash items on freeways: beverage containers and cigarette butts. A scientific telephone survey was conducted recently to evaluate the effectiveness of the campaign. The results prove that the new message, "No cups, cans or butts! Don't Trash Arizona!" is working to change the behavior of litterers. The percentage of residents that admit to littering soda cans, bottles and cigarette butts decreased by half from the previous year. Only four percent of smokers indicated they toss cigarette butts out of vehicle windows, a 69 percent decrease in mentions. While males between the ages of 18 and 34 are still the primary litterers, their numbers fell by five percentage points, or nine percent. Half (51 percent) of smokers surveyed reported that they use an ashtray in their vehicles, reversing a decline seen between 2010 and 2011 (53 percent down to 43 percent). Approximately 16 percent of smokers indicated that they do not smoke in the car at all, representing a 700 percent increase from the previous year (2 percent). In addition to new campaign elements, MAG continued promoting the messaging of "Safe Loads = Safe Roads." This messaging was aimed at reducing dangerous road debris from unsecured loads.

Information Services:

D-1. Support MAG Member Agencies and the General Public with Information on Census 2010, the American Community Survey, and Other Census Products and Surveys to Ensure That Member Agencies Have the Information Needed to Make Informed Decisions

The 2010 Decennial Census took place on April 1, 2010. The U.S. Constitution mandates a count of every person living in the United States every 10 years. Approximately \$400 billion in federal funding is distributed annually to states based on population. In addition, more than one billion dollars in state-shared revenue is distributed to Arizona communities each year based on population. Since census numbers stand for 10 years, communities with undercounted populations risk losing millions of dollars in federal funding.

- a. MAG will continue to assist member agencies in their review of the Census numbers and provide research as needed for the Census Count Question Resolution program.
- b. The U.S. Census Bureau conducts ongoing surveys, such as the American Community Survey (ACS), which provide additional information to complement the Decennial Census. MAG will continue to inform member agencies of data available from the Census Bureau as well as assist with data analysis needs as they arise.
- c. MAG will host workshops for MAG member agency staff to provide analysis and expert training on utilizing Census and other socioeconomic data.

Result: MAG staff continues to assist member agencies in the review of their Census Counts. MAG has distributed a detailed block-level analysis of Census 2010 results

compared to data on residential completions, apartments, mobile homes and major group quarter facilities. An extensive housing inventory based upon secondary data sources like the County Assessor's data sets continues to be maintained to assist in this analysis. Reports based on the analysis were presented to the MAG Population Technical Advisory Committee (POPTAC). MAG staff also continues to assist and advise member agencies on questions related to the process for requesting a Census 2010 review through the Census Bureau's Count Question Resolution program. The Census Bureau also conducts ongoing surveys, such as the American Community Survey, which provide additional information to complement the Decennial Census. MAG staff has compiled reports, maps and database tables using this data to give member agencies additional statistics on the population, such as income, educational attainment and employment. MAG staff prepared a demographic profile for each member agency and made it available through the POPTAC as well as on the MAGCensus.com website. MAG staff also continues to maintain the online demographic mapping and reporting tool. This tool provides easy access to developing custom analysis and maps utilizing the latest available Census data.

MAG staff will host a workshop in early 2013 for MAG member agency staff to provide analysis on Census and other MAG housing data sets and tools.

D-2. Create Partnerships With Others to Enhance the Quality of Planning for MAG, MAG Member Agencies and Other Regions to Ensure Efficient and Effective Responses to Future Growth Challenges

The success of many plans and programs is dependent on the partnerships of data providers, peer and expert support for reviewing and improving the methodologies employed, and the comment and feedback from data users and decision makers in the public and private sectors. To that end, MAG will continue to encourage the following partnerships:

- a. AZ-SMART: MAG will continue to work with the Arizona Councils of Governments, the Metropolitan Planning Organizations, the Arizona Department of Transportation, the Arizona State Land Department and other Arizona state agencies to create a common socioeconomic modeling suite, AZ-SMART (Arizona's Socioeconomic Modeling, Analysis and Reporting Toolbox.) This socioeconomic modeling suite not only will support socioeconomic activities at the Maricopa Association of Governments (MAG), the Pima Association of Governments (PAG) and the Central Arizona of Governments (CAG), but also elsewhere throughout the State. This modeling suite will be a platform on which to build, calibrate, run, and analyze socioeconomic projections and projection models. It also will seamlessly incorporate local and national models at different levels of geography, with expanded model boundaries, in order to adequately support the transportation and regional planning activities at MAG and elsewhere. In 2012, AZ-SMART will be used by MAG for the next set of socioeconomic projections. After that, MAG will specifically work with the COGs and MPOs to help them gather the data necessary for AZ-SMART to be used in their regions.

Result: Continued to work with Arizona Councils of Governments (COGs) and Metropolitan Planning Organizations (MPOs) to develop a statewide socioeconomic data collection and modeling strategy. Successfully implemented model systems in Arizona Socioeconomic Modeling including sub-models for special population like group-quarters and non-resident populations . Numerous system enhancements contributed by MAG staff are now part of the UrbanSim/OPUS modeling tool being used nationally. Enhancements to the system include demographic evolution including household formation and dissolution, household income, workers, and school enrollment models. The models are currently being utilized to develop the first draft of the next set of socioeconomic projections for review by MAG member agencies. Presentations on AZ-SMART were made at national conferences and to peer MPOs and COGs including Central Arizona Governments (CAG), Pima Association of Governments (PAG), Wasatch Front Regional Council in Salt Lake City, and Mid-Region Council of Governments in Albuquerque.

MAG staff has been working with the Central Arizona Association of Governments staff to assist in the development of data sets needed for AZ-SMART. MAG models and methods will be utilized in developing socioeconomic projections for Pinal County.

- b. Socioeconomic Projections 2012: MAG staff will work with the State Demographers Office and the Council for Technical Solutions (currently housed at the Arizona Department of Administration) in the development of population projections for Maricopa County and Arizona. These projections will be utilized by MAG in the development of an updated set of subarea socioeconomic projections for Maricopa County. Projections of population, housing units, and employment are developed using the latest decennial or special census as the base. These projections will be developed at three levels of subregional geography: Municipal Planning Area (MPA), Regional Analysis Zone (RAZ), and Socioeconomic Analysis Zone (SAZ). The projections are used by the MAG transportation and air quality models to produce traffic and emissions forecasts. In addition, they are used for a wide variety of other regional planning programs.

Result: MAG staff has been working with the State Demographers Office and the Council for Technical Solutions in the development of population projection control totals for Maricopa County and Arizona. Numerous meetings and presentations were provided to Arizona Department of Administration staff, MAG committees and regional economists to get input into the draft numbers circulated by the State Demographers Office. Employment projection control totals consistent with the population projections were developed and are currently being reviewed by MAG committees. These control totals shall be utilized in the development of sub-regional socioeconomic projections at three levels of subregional geography: Municipal Planning Area (MPA), Regional Analysis Zone (RAZ), and Socioeconomic Analysis Zone (SAZ). Three model systems have been developed and tested on the new MAG socioeconomic model (AZ-SMART). The MAG Population Technical Advisory Committee (POPTAC) has reviewed and approved all model methods and assumptions for the next set of socioeconomic projections. The first draft set of

projections is currently under development and will be circulated to MAG POPTAC for review in December 2012. The projections are expected to be finalized by May 2013.

- c. COG/MPO Socioeconomic Modeling Group: MAG will continue to organize an annual day and a half seminar on all socioeconomic modeling methods of importance to COGs and MPOs. Discussions at this seminar have focused on the pros and cons of numerous socioeconomic models, data collection techniques and geographic analysis. In previous years, this seminar has attracted as many as 50 people representing greater than 20 different COGs and MPOs. In addition, UrbanSim/OPUS is rapidly becoming the national socioeconomic model of choice for many COGs and MPOs and AZ-SMART is building on the UrbanSim/OPUS framework. COGs and MPOs have specific needs of their socioeconomic models to produce official projections for the area. These needs may be quite different from the needs of universities, consultants or the general public. Therefore, MAG also will sponsor an annual meeting of a COG/MPO UrbanSim/OPUS Users Group to identify what we as COGs and MPOs think the future direction of this suite of socioeconomic models should be.

Result: MAG staff organized its annual day and a half seminar on all socioeconomic modeling methods of importance to COGs and MPOs. This year the seminar was attended by 34 people representing 20 different COGs, MPOs and other interested agencies. Topics included discussions of OPUS/UrbanSim software enhancements and current implementations, scenario tools and socioeconomic models being utilized in mid-sized regions, regional econometric models, and the American Community Survey data, results, and analysis. MAG staff also continues to organize quarterly webinars attended by socioeconomic modeling staff from COGs and MPOs. These online meetings provide an opportunity for information sharing, discussion on current projects and recent advances. In addition, MAG plans on co-sponsoring a multi-day UrbanSim/OPUS Users Group conference in order to get more COGs and MPOs actively involved in the process. UrbanSim/OPUS is rapidly becoming the national socioeconomic model of choice for many COGs and MPOs and AZ-SMART has built on the UrbanSim/OPUS framework.

- d. Data dissemination and mapping: MAG implemented online mapping and reporting tools for demographic and employment data in the MAG region. MAG staff will continue to work on enhancing the tools based on input received from users. Additional mapping and reporting tools for land use and landmark inventories also will be developed. After the development of the application for Maricopa County, MAG staff also will implement an enhanced statewide data viewer. This will enable MAG and others to easily access regional data and study interrelationships of the larger area.

Result: Implemented two new online mapping and reporting tools for land use, and buildings and landmarks in the MAG region. The land use viewer provides planners with data and analysis on existing and future land use and the building and landmark viewer provides access to major landmarks including education institutions, entertainment, and civic facilities. The demographic and employment viewers

developed in FY2012 continue to be maintained and are widely utilized by MAG member agency staff. Currently, MAG staff is implementing a bikeways viewer that also has mobile capabilities.

Technology:

E-1. Provide Technology Support to MAG Divisions, the Director and the Member Agencies

Providing appropriate and timely technology support will enable the agency to meet scheduled planning and modeling commitments. Through continuing provision of computing resources, database design and support, programming, application support and telecommunication services, Information Technology will ensure that modeling and planning activities are supported; ensure that member agencies have a forum for the exchange of technological information; and facilitate collaborative policy and technical meetings. The major processes in Information Technology that are targeted for FY 2013 include the following:

- a. Promote participation in and communication about the MAG process through technology: Information Technology will continue to support the use of GovDelivery and the Communities of Practice site as communication tools. Information Technology will support the continued expansion of the MAG web sites and the possible creation of additional portals for Performance Measurement and data access. Additionally, Information Technology will continue to support the technology needs of MAG.

Result: GovDelivery subscribership continues to be an important venue for communication with MAG member agencies and the public. So far in 2012, 1,449 subscribers were added to the system for a total enrollment of 5,851 subscribers. This is an increase of almost 33 percent. In conjunction with the Communications Division, Information Technology supported the successful development of interactive dashboarding websites to support Performance Measurement and Project Card reporting, a mobile version of the Greater Phoenix Rising website and a significant improvement to the search capabilities of the MAG website. This development effort created a number of reusable modules and tools that will be available for future sites. The Communities of Practice site is still available, but is primarily being used for specific projects.

Information Technology also completed the following projects to support the technology needs of MAG:

- Expansion of the storage infrastructure to increase reliability and capacity
- Expansion of data center capacity to accommodate additional storage and virtualization resources
- Expansion of support for remote e-mail and calendaring functionality

Finally, Information Technology continued to meet the technology requirements of the other divisions through custom application development, database design and development, software and hardware deployment, meeting support and end-user training and support.

- b. Support the enhancement of interagency communications and technological cooperation: Information Technology will work with the Transportation Division to ensure the successful support of the Regional Community Network (RCN) and to evaluate opportunities for expansion. Information Technology also will continue to promote agency involvement in the Technology Advisory Group as a venue for regional education and collaboration. Finally, Information Technology will support the evaluation and possible development of a Regional 3-1-1 System.

Result: MAG has hired a full time network manager for the RCN to increase network reliability through active management. The RCN Program Manager has visited the currently participating sites to ensure end-user satisfaction and has actively worked to address any communications issues. Additionally, the RCN Program Manager has assisted agencies in testing fiber to identify breaks, installing and troubleshooting Camera Cameleon, and troubleshooting traffic cameras. RCN participants continue to exchange video images from traffic cameras and participate in videoconferences using the network. The Regional 9-1-1 System is running communications over the RCN at four locations and is actively working to increase the number of participating sites. A project is underway to add or upgrade RCN connectivity to a number of East Valley locations including: Mesa, Phoenix-Mesa Gateway Airport, Queen Creek, Scottsdale and Tempe. Additional projects are under evaluation to expand connectivity to Avondale and Goodyear. The RCN Program Manager is continuing to visit agencies to identify opportunities for expansion.

The Technology Advisory Group continues to support the RCN and is also evaluating opportunities for shared resources and collaboration. One such project is the creation of a site to share code and resources related to SharePoint development.

Information Technology is also supporting the new 3-1-1 Business Plan Committee, which is evaluating the introduction of 3-1-1 dialing to ease citizen access to government, increase government efficiency and reduce the volume of non-emergency calls made to 9-1-1.

Finally, Information Technology partnered with a number of smaller agencies to enter into an Enterprise License Agreement with ESRI. This agreement provides those agencies with a cost effective means to access Geographic Information Systems (GIS) software and training.

Human Services/Environmental Justice:

F-1. Improve Coordination of Mobility Options for Transportation Disadvantaged People

Update the MAG Human Services Coordination Transportation Plan to reflect emerging needs and new opportunities to benefit older adults, people with disabilities, and people with low incomes. The plan will offer an inventory of available services, an assessment of the gaps

and resources, and prioritized strategies to best meet these needs. The plan will be presented to the MAG Regional Council for approval in the third quarter of FY 2013.

Result: Efforts to update the MAG Human Services Coordination Transportation Plan are underway with an anticipated completion date in the third quarter of FY 2013. The plan will include the required elements as noted above in addition to an inventory of past Section 5310 awards; maps with overlays of population density for older adults, senior centers, and transit; the process to integrate feedback from the public with support from MAG member agencies; and voices from the community.

F-2. Improve Criminal Justice Response to Domestic Violence

Implement the next phase of the MAG Protocol Evaluation Project with support from the Governor's Office and 20 project partners. This will include delivery of training in person and through a video and a Webinar. The result will be that victims are safer and abusers are held accountable through the criminal justice system. This will be documented by an evaluation of the project and a survey of the stakeholders supporting the work by the second quarter of FY 2013.

Result: The second phase of the MAG Protocol Evaluation Project is being implemented with support from the Governor's Office and 20 project partners. To date, the regional misdemeanor protocol model has been revised to reflect lessons learned in addressing domestic violence through the criminal justice system. An in-person training was hosted for 130 law enforcement, prosecutors, victim advocates, shelters, and community stakeholders. Plans to host a webinar are under development. The project features a new relationship with the O'Connor House with a focus on how to better support victim advocates. This partnership has yielded very positive results with a new map of victim advocacy services for the region, a mobile application for the map, a provider inventory for the services listed in the map, and a survey of victim advocates. The map has been recognized with a statewide award and plans are underway to expand the map statewide in response to numerous requests from entities outside the county. Development of a training video for law enforcement and other stakeholders is underway. Best practice research and data analysis continue to inform the project.

F-3. Increase the Region's Supply of Permanent Supportive Housing

Increase the U.S. Department of Housing and Urban Development (HUD) award by \$1 million for permanent supportive housing by facilitating activities to submit a consolidated Stuart B. McKinney application to HUD for homeless assistance funding through the fourth quarter of FY 2012. This includes conducting an annual count of homeless persons, a gaps analysis, application training and review process for agencies, and completion of HUD Exhibit One materials. The impact will be that people experiencing homelessness will have consistent access to transitional housing, permanent supportive housing, and supportive services needed to end homelessness.

Result: Activities to develop the consolidated application for the U.S. Department of Housing and Urban Development are underway. The Continuum of Care will be applying for

\$1,327,737 in new project funding for one or more permanent supportive housing projects to house chronically homeless individuals and families. The Point-In-Time Homeless Street and Shelter Count is planned for January 29, 2013 utilizing a new methodology based on best practice research. A gaps analysis process was completed and identified the need for 2,000 additional permanent housing beds to house homeless individuals and families throughout the region. New and renewal project applicants will be trained on completing the local and federal Project Application for the Continuum of Care Program Competition on November 29, 2012.

F-4. Ensure Equitable Treatment of Disadvantaged Populations

Monitor implementation of the Environmental Justice Title VI Plan and make refinements indicated by public feedback and committee recommendation as needed. Continue to reach out to communities of concern through public involvement activities and integrate feedback from communities of concern into the planning process as appropriate. Achievement of these activities will be demonstrated by the fourth quarter of FY 2012 through a report to the MAG Transportation Review Committee.

Result: Implementation of the approved MAG Environmental Justice and Title VI Plan is being monitored. Liaisons in the agency have received training materials and public notices have been posted. Community input continues to be solicited through public forums and outreach activities, particularly in communities of concern. The FY 2012 Annual Report on Title VI activities includes numerous efforts in the following categories: planning activities, community presentations, outreach events, collaboration activities, translation services, public hearings, and training. An update will be provided to the Transportation Review Committee in the fourth quarter as planned.

F-5. Municipal Aging Services

Implement an aging services menu of options that local governments can use when supporting services for older adults. The model will be developed from data gathered through best practice research and community engagement. The impact will be that the needs of older adults can be met in the most effective, cost efficient manner.

Result: The MAG Municipal Aging Services Project resulted in the development of a toolkit to be used by local governments when meeting the needs of older adults. The toolkit was approved by the MAG Regional Council in June 2012. The action steps in the toolkit were based on extensive best practice research and community engagement with more than 1,300 people. The work is being carried forward by the region's participation in two aging in place initiatives, the City Leaders Institute on Aging in Place and the Age-Friendly Cities Initiative. As a result of the success of the MAG Municipal Aging Services Project, the region's efforts in planning for the needs of older adults have been nationally recognized three times in FY 2013. The region has been invited to participate as one of five in the country for two initiatives, the City Leaders Institute on Aging in Place through the MetLife Foundation and the Enhancing Age-Friendly Cities Initiative through the Pfizer Foundation and Grantmakers in Aging. Both initiatives are assisting regions to improve the way they meet the needs of older adults. In addition, MAG representatives attended the first White House Forum on Urban Innovation on

the basis of regional planning efforts in aging. This event gathered approximately 100 of the country's best innovators to advise the federal government on opportunities to improve service delivery.

Fiscal Services:

G-1. Provide Fiscal Support to All MAG Divisions, the Director and the Members

The main goal of the Fiscal Services Division is to produce accurate, reliable and timely financial information for MAG. Financial administration at MAG requires expertise and the efficient performance of many, varied duties and activities by the Fiscal Services Division. In addition to the General Fund, which is the operating fund at MAG, the Fiscal Services Division also performs all accounting functions for nine special revenue funds, the capital account and debt account. Providing appropriate and timely fiscal support will enable the agency to make well-informed fiscal decisions and meet scheduled commitments. Through continuing implementation of the accounting policies and standards of MAG, fiscal services will ensure material compliance with governmental accounting standards; provide a fiscal program within the context of MAG's short- and long-range planning utilizing approved management techniques; and, provide fiscal information in a timely and accurate manner. The major processes in Fiscal Services that are targeted for FY 2013 include the following:

- a. Accounting, Auditing and Financial Reporting: The Fiscal Services Division is committed to continuing staff training and review of accounting procedures in order to meet the requirements of relevant standards, including, but not limited to, federal, local, and governmental accounting; researching and implementing new pronouncements from the Governmental Accounting Standards Board; approving, reconciling and monitoring financial information; monitoring cash flow to determine billing schedules to maintain an adequate cash balance; and, testing and implementing ongoing updates to the financial management system (AXIUM).

Result: The Fiscal Services staff is committed to providing accurate and timely fiscal support and meeting scheduled commitments. The Fiscal Services goal includes administering MAG's accounting and internal control functions in an accurate and timely manner (in accordance with generally accepted accounting principles, contracts, regulatory and grantor requirements) and maintaining accounting records that reflect accurate information on MAG's financial statements. The Fiscal Services Division reviews and complies with federal, state, and local laws, statutes, and regulations of a financial nature; oversees the annual and single audits of MAG's financial and grants records; prepares the Comprehensive Annual Financial Report (CAFR) and Single Audit Reports; tests and implements the ongoing, periodic updates to the current financial management system (AXIUM). The search for new accounting software was completed in September 2012 and this new software, Microsoft Dynamics AX 2012, is being implemented throughout FY 2013 in preparation of moving onto the new accounting system on July 1, 2013. During FY 2012 approximately 4,708 disbursement checks (including payroll) were processed, which is an increase of about 2,000 checks from the prior year or 174 percent increase. There have not been any

significant deficiencies identified at MAG during a financial audit or single audit in the past twelve years.

- b. Budgetary and Financial Management: Examine the annual budgeting process and determine methods of streamlining the budget preparation process including analysis and recommendation of budget production on an annual vs. biannual basis. There should be no loss in quality of the budget project or adverse financial impacts as a result of changing any procedures. Continue to produce a balanced budget whereby all expenditures are supported by revenues. Continue to ensure compliance with federal and state laws and related agreements using the budget amendment process that has been agreed upon between MAG and its cognizant agency for the Federal Highway Administration and Federal Transit Administration funding agreements. Ensure that the draft budget review is thorough and complete by all interested parties and that the draft budget review procedure is transparent for a timely adoption of the budget.

Result: The MAG Unified Planning Work Program and Annual Budget (UPWP) provides an accurate annual budget, which provides direction through the MAG policies in fiscal and operational terms, and provides a practical framework for implementing the policies needed in order to carry out the responsibilities at MAG throughout the year.

The budget is balanced, whereby all expenditures are supported by revenues. Draft budgets are presented incrementally to the MAG committees throughout the draft budget period beginning in January through May of each year. This incremental presentation provides time for a more thorough review and delivery of input on the budget information by the MAG members. The draft budget is also reviewed each year by the Intermodal Planning Group (comprising Federal Highway Administration, Federal Transit Administration, Arizona Department of Transportation, City of Phoenix Public Transit Department, the Arizona Department of Environmental Quality and other stakeholders).

- c. Adhere to Recommended Practices for State and Local Government as approved by the Government Finance Officers Association (GFOA) where applicable: Ensure that the MAG Unified Planning Work Program and Annual Budget is an accurate annual budget which provides direction through the MAG policies in fiscal and operational terms, and provides a practical framework for implementing the policies needed in order to carry out the responsibilities at MAG throughout the year. Continue to work toward receiving the GFOA of the United States and Canada Distinguished Budget Presentation Award by adhering to GFOA standards with the production of the FY 2013 Unified Planning Work Program and Annual Budget.

Result: MAG Fiscal Services responds to budget accounting- and finance-related inquires and requests from MAG divisions, members, outside agencies, and individual citizens; attends training sessions to ensure staff are competent to maintain accurate financial records, to improve efficiency, and to stay current with all legislative and financial actions affecting MAG. The Government Finance Officers Association of the

United States and Canada awarded a Certificate of Achievement for Excellence in Financial Reporting to MAG for its comprehensive annual financial report for the year ended June 30, 2011. This was the fourteenth consecutive year that MAG has been awarded this prestigious CAFR award. MAG also received the Government Finance Officers Association Distinguished Budget Presentation Award for the MAG FY 2012 MAG Unified Planning Work Program (UPWP) and Annual Budget. This is the fourteenth consecutive year that MAG has been awarded this prestigious UPWP award. MAG is particularly proud of receiving the GFOA award for the UPWP as meeting the requirements for this award can be complex for a Council of Governments. Only four Councils of Governments were awarded the GFOA UPWP award in FY 2011.

- d. Procurement: Minimize program costs by adhering to the MAG Procurement Policy and ensuring sound purchasing practices. The MAG Procurement Policy provides overall direction in shaping the practices MAG uses to acquire goods and services needed to carry out our responsibilities for procurement. The Procurement Policy was established to promote economy, efficiency, and effectiveness in the acquisition process. The policy is written to facilitate procurement practices that provide for public confidence in the MAG procurement process. Continue to maintain procurement standards through internal review of the documents produced in drafting Request for Proposals, Request for Qualifications and writing contracts. Continue to review the policy and standards periodically with MAG legal counsel to ensure that MAG's procurement process is current with federal and state laws and regulations and that the procurement process is efficiently administered.

Result: The MAG Procurement Policy provides overall direction in shaping the practices MAG uses to acquire goods and services needed to carry out our responsibilities. The Procurement Policy was established to promote economy, efficiency, and effectiveness in the acquisition process. The policy is written to facilitate procurement practices that provide for public confidence in the MAG procurement process. MAG has an agreement in place with outside legal counsel and risk management for the continuing review of contracts and contract language. During FY 2010 MAG began using the on-call contract extensively for ongoing work. With the implementation of on-call contract processing, there have been increases in the number of contracts every year since FY 2010. The total number of contracts and other agreements processed by MAG during FY 2011 and 2012 was about 232. In FY 2013, based on first quarter results, the number of contracts and agreements is expected to increase. To date, there have been no protests or legal proceedings regarding contracts and/or contract processes at MAG. MAG continuously reviews internal procedures and templates to ensure accuracy and timeliness of vendor insurance data and risk management procedures.

- e. Cash Management and Fiscal Responsibility: Continue to ensure that the processes impacting cash management are timely and thorough in order to ensure the highest level of fiscal responsibility. This would include review and processing of accounts receivables; timely cash deposits; thorough review of all expenditures; timely and

accurate billings; processing and verification of payable; and, review of other potential cash savings processes for MAG.

Result: Monitoring cash flow for ongoing operations at MAG has been timely and accurate and the Fiscal Services Division maintains a process for continuing review of cash flow to ensure that daily operations are maintained and for efficiency gains each year. The continuing processes most impacting cash flow management include accounts receivable, cash deposits, billings, accounts payable and capital expenditures. Also impacting cash flow are the indirect cost rate filed with the cognizant agency each year and capital expenditures.

MAG maintains the General Fund and eight Special Revenue Funds, as well as capital and long-term debt accounts. Disbursement transactions are issued bi-weekly utilizing a central pay account with transfers made for each fund to cover the expenditures from that fund.

- f. Employee Compensation and Benefits: The biggest factors forcing the increase in the MAG operating budget are increases in employee compensation and increased benefits costs. Fiscal Services will continue to ensure that the compensation and benefit expenses are accurate. The division will continue to support the effort of the MAG Director to ensure that the compensation and benefit programs at MAG: (a) reflect the value of work performed by our employees; (b) compare favorably with the compensation and benefits paid for similar work in the private and public sectors; and © do not exceed authorized spending. The division will continue training and research to keep current on information regarding employee compensation and benefits.

Result: The Fiscal Services and Human Resources Divisions support the effort of the MAG Executive Director to ensure that the compensation and benefits programs at MAG: (1) reflect the value of work performed by our employees; (2) compare favorably with the compensation and benefits paid for similar work in the private and public sectors; and (3) do not exceed authorized spending. Payroll disbursements are processed bi-weekly for approximately 96 employees, some of which are part-time (intern) employees. Pension payments also are made bi-weekly for all MAG staff. Fiscal Services processes and monitors these payments as well as all other payroll related payments using a dual review process to ensure the integrity of the transactions. Payroll processing and all payroll benefits processing were correct and on-time during FY 2011, FY 2012, and through the current period in FY 2013.

Administration:

H-1. Continue to Improve Relationships in the Arizona Megapolitan Corridor

The megapolitan region of Arizona will contain 82 percent of the state's population by 2050. MAG will continue to work with the Central Arizona Governments (CAG) and the Pima Association of Governments (PAG) to build stronger relationships among the key elected

officials in the three regions to empower a spirit of cooperation and collaboration with each other and important stakeholders, such as the Arizona Department of Transportation, State Land Department, Arizona State University's Morrison Institute of Public Policy, and economic development organizations, on key projects in the agencies' work programs that will help to establish the building blocks for developing an economic strategic plan for Arizona.

Result: MAG worked cooperatively with the Central Arizona Governments (CAG), and Pima Association of Governments (PAG) to continue to address shared future planning issues in the Sun Corridor. MAG, PAG and CAG held a joint regional meeting on February 27, 2012 to discuss economic development strategies, including Arizona's ports of entry. There was also discussion on border challenges and commerce flow, ADOT's Passenger Rail Corridor Study and Thunderbird School of Global Management Programs. A second joint meeting was held on October 30, 2012 to hear the results and recommendations of the MAG Freight Transportation Framework Study. The purpose of the meeting was to begin developing alignment to diversify Arizona's economy. This meeting was the beginning of an effort to identify a freight system reaching from Nogales to Maricopa and beyond.

There continues to be interest in common areas of information sharing among the staff in Human Resources, Information Technology and Fiscal Services with all of the Arizona COGs and MPOs. These meetings provide a forum for sharing information, best practices and problem solving in addressing some of the unique challenges faced by these divisions at COGs and MPOs. MAG Fiscal Services is working on a contract for an accounting software package that includes a human resources piece that will be shared by all the Arizona COGs and MPOs.

H-2. Foster Transportation-Related Regional Economic Development

MAG will work to foster enhanced communication, coordination and consistency between the goals and policies of transportation plans and economic development strategies among economic development and planning agency leaders. This would target transportation related efforts to grow businesses, jobs and incomes by focusing on the state's major metropolitan areas. It is important to note the strong link between economic development and infrastructure in this region. Housing, transportation, and education are key components to a successful economic development plan. Transportation especially must be coordinated across municipal boundaries in order to be effective.

MAG also will work with the border towns, such as the Cities of Nogales and San Luis, to assist in improving the border crossings to be more competitive, and to improve the traffic flow and rail crossings at the border. Arizona greatly benefits from border traffic with approximately \$20 billion in two-way trade flow through the Nogales Port of Entry alone.

Result: The MAG Economic Development Committee was established in October 2010 to foster and advance infrastructure in the MAG region that would further economic development opportunities. MAG has been working cooperatively with the State and economic development agencies, such as the Greater Phoenix Economic Council, to increase job opportunities, strengthen Arizona's capability to compete in the global economy, and plan for the development and improvement in Arizona infrastructure to make the region more economically competitive.

- Greater Phoenix Rising Website - Among the key projects being facilitated by the MAG Economic Development Committee is the creation of a data-intensive website, www.GreaterPhoenixRising.com. The site highlights the strengths and competitive advantages of the region, with a goal of attracting new business prospects to Greater Phoenix. The site has more than 100 tables, charts and graphs that detail information about the labor market, transportation system (including commute times), available real estate space, and the existing business climate-including detailed comparisons to California markets. As part of this project, MAG produced a series of dynamic web videos that appear on the various landing pages of the site, as well as a video for the home page and international section of the site. Business cards were developed for handout that include a QR code that takes users to the site. In addition, a mobile application was developed to make the site compatible with mobile devices such as cell phones or tablet computers.
- Economic Development Committee (EDC) Electronic Update - In order to communicate to a broader audience regarding the ongoing activities of the EDC, MAG developed an EDC E-Update. MAG continues to distribute this monthly electronic newsletter that summarizes the EDC meetings.
- Help to Improve Relationships and Export Activity with Mexico - The 2012 Nogales Supplier Expo was sponsored by the Sonora Mequila Association (AMS) and the National Chamber of the Transformation Industry (CANACINTRA). The Expo was held on November 15, 2012. Businesses had the opportunity to showcase their products and services for the Maquiladoras. The Expo was created to strengthen commercial and business relations among suppliers and the manufacturing industry, finding suppliers and improving lead time and price. MAG staff worked with U.S. Commercial Services and the Arizona District Export Council to gather Arizona companies interested in imports and exports with Mexico. More than 2,500 people attended the event.
- Small and Medium Sized Business Database - To assist U.S. Commercial Services in identifying small and medium sized businesses in the Maricopa region to invite to the 2012 Nogales Supplier Expo, MAG staff developed a database. This database was provided to the City of Phoenix, East Valley Partnership and WESTMARC. The small and medium sized businesses (25 or more employees) identified are part of the specific industries targeted by the U.S. Commercial Services and the Arizona District Export Council.
- Arizona and The Southwest in the 21st Century Global Network - Michael Gallis, one of the country's leading experts in large-scale metropolitan regional development strategies, gave a presentation on June 13, 2012 to approximately 200 elected officials, economic development experts and business leaders. Following the presentation, MAG developed a panel of economic and industry experts to provide insight on how they see this region within the global economy. The main question was to decide if the Sun Corridor wants to compete as a "big picture" global regional center or as a more limited regional center. As a result of this event, the MAG Economic Development Committee suggested creating a process to build a more

comprehensive regional vision for long-term growth along with a strategy for implementation. A retreat is being planned for March 2013 to continue discussions.

- U.S. Department of Commerce Listening Session - On September 26, 2012, MAG, along with the Arizona Commerce Authority, the Arizona Mexico Commission, the Arizona Department of Transportation, the Arizona Metropolitan Planning Organizations, and the Arizona Councils of Governments, coordinated a discussion and listening session with the Assistant Secretary Michael Camuñez of the U.S. Department of Commerce. The message at this event was that infrastructure improvements at Arizona's ports of entry could help reverse a disturbing trend that sees neighboring states increasing imports from Mexico, while Arizona's growth remains stagnant.
- Joint Planning Advisory Council (JPAC) - Over the past 18 months, MAG has been working with Parsons Brinckerhoff on the MAG Freight Transportation Framework Study. The JPAC met on October 30, 2012 to present the findings and recommendations from this study to over 100 elected officials and staff from the Maricopa Association of Governments, Pima Association of Governments and Central Arizona Governments. The study results focused on supply chain opportunities for the Arizona Sun Corridor. A Sun Corridor Retreat is scheduled for March 2013 with representatives from Maricopa, Pinal and Pima counties to seek alignment on the top five recommendations of the Freight Study.
- Economic Development Committee (EDC) Review and Survey - In October 2010, the Regional Council approved the creation of the Economic Development Committee (EDC). At that time, it was suggested that a two year sunset review by the Regional Council be included with the formation of this committee. One of the overall goals of the EDC is to foster enhanced communication and coordination of transportation plans and economic development strategies among economic development and planning agency leaders. Throughout the first year, the committee heard from a wide collection of constituencies to discover and gain a collective sense of the economic development environment in this region and potential opportunities for improvement. MAG staff created a survey instrument that was sent to the EDC members to gauge the effectiveness of the committee. The results were reviewed by the Regional Council and it was determined that the EDC should move forward with its work.
- Mexico - Arizona's #1 Trading Partner: How to Improve the Economic and Trade Relationship -On August 29, 2012, MAG, in cooperation with the U.S. Department of Commerce, the Arizona Mexico Commission, the Arizona Department of Transportation, the City of Phoenix and the City of Nogales, Arizona, held a concurrent session at the League of Arizona Cities and Towns Annual Conference. Walter Bastian, Deputy Secretary for the Western Hemisphere, U.S. Department of Commerce, International Trade Administration spoke about the importance of trade relations and how it impacts the economy. The panel also discussed the trade relations between Arizona and Mexico and how that impacts both economies.

- Thunderbird School of Global Management - The Thunderbird School of Global Management is the world's number one ranked school of international business with more than 60 years of experience in developing leaders with a global mind set and business skills. The Thunderbird Organizational Consulting Practicum deploys teams of MBA students who deliver project-focused research and consulting services. In early 2012, MAG worked with two Thunderbird consulting teams to conduct a Supply Chain Landscape Analysis for Mexico and Canada. The teams delivered their results to the Economic Development Committee in April 2012.

In September 2012, the MAG Economic Development Committee, in collaboration with the Arizona Mexico Commission, the Arizona Transportation and Trade Corridor Alliance, the Arizona Commerce Authority, the Arizona District Export Council and the Greater Phoenix Economic Council, entered into another project with Thunderbird Consulting Practicum program. This project focused on Arizona-Mexico Small and Medium Business Connections. The goal of this project was to develop a better understanding of the trade connections between businesses in Arizona and Mexico. The focus was on imports and exports, fostering relationships, identifying potential gaps in products and services, and identifying government and organization counterparts. As part of this project, the Thunderbird team met with several organizations in Arizona and Sonora, Mexico, including universities, business incubators and government agencies. The findings and recommendations of this project were discussed at the December 4, 2012 Economic Development Committee meeting. Organizations from Mexico were invited to participated in this discussion.

- Metropolitan Business Planning Initiative - In May 2011, the MAG Regional Council approved an application to participate in the Metropolitan Business Planning Initiative through the Brookings Institution. In August 2011, the Brookings Institution selected this region to participate in the Metropolitan Business Planning Initiative. An extensive market analysis of the region's economy has been completed by the Greater Phoenix Economic Council and MAG with the assistance of local experts and the Brookings team. Three sets of workshops were facilitated to vet the analysis and a number of community presentations have been provided to raise awareness and support for the project. The analysis includes an inventory of existing initiatives, an assessment of the region's assets and challenges, and potential strategies to make the region more globally competitive. The development of a business plan for a selected lead initiative is underway. The establishment of a high-level steering committee will approve and implement the business plan. A national launch of the business plans from all four regions is planned in Washington, D.C., in the fourth quarter of FY 2013.
- Help to Improve Relationships and Productivity at the Nogales Border - On December 12, 2011, MAG staff worked with the City of Nogales, the Arizona Mexico Commission, the Central Arizona Governments and the Pima Association of Governments to coordinate a trip to the Nogales Ports of Entry to explore how leadership in the MAG region could assist in improving the border crossings to be more competitive. More than 50 elected officials and professional staff participated in this trip.

- Examine the Feasibility of a Rail Crossing at San Luis - On December 20, 2011, MAG staff coordinated a trip to San Luis to discuss the feasibility of a rail crossing in San Luis and the issues involved in a potential deep water port at Punta Colonet, Mexico. MAG elected officials, Arizona Department of Transportation staff and Yuma County elected officials all took part in a day-long meeting including a tour of the San Luis Port of Entry.
- Resolution of Support for Arizona's Ports of Entry with Mexico - As a result of the trips to the San Luis and Nogales ports of entry, all of the Arizona Councils of Governments and all of the state's metropolitan planning organizations throughout Arizona signed a resolution of support for Arizona's ports of entry with Mexico. The resolution calls for proactive support for infrastructure improvements at the Arizona ports of entry to improve traffic flow and improve trade between Arizona and Mexico.

H-3. Develop Relationships with the Federal Government to Communicate Regional Objectives and Concerns

Recent and ongoing activities concerning federal legislation and proposed administrative actions have facilitated the need to consider utilizing regular consulting to represent MAG's interests. The pending transportation reauthorization is an opportunity to increase and/or streamline the responsibilities of metropolitan planning organizations in large urbanized areas in light of flat or decreasing federal funding. Other federal initiatives include designation of I-11, reactivation of the Wellton Branch railroad line, and input into redefining the exceptional events rules as it relates to air quality. Recent proposed actions by a federal administrative agency highlight the need to promote awareness of MAG's role in complex technical and regulatory matters. Continuing the consultant assistance for federal affairs will assist in communicating MAG's perspective in important matters that impact the region.

Results: MAG has been active in federal policy and regulatory issues. This year has seen a number of developments with potential implications that may affect the MAG region. MAG elected officials, member agency staff and staff have been engaged in discussions to share perspectives to protect and advance regional interests. Here are some of the highlights:

- Surface Transportation Reauthorization - Congress passed and the President signed MAP-21, which reauthorized the federal transportation program. MAG staff, working with national associations, has monitored congressional activity and provided input as the bill moved through Congress. A significant accomplishment has been realized in the I-11 interstate designation being included in MAP-21.
- Megaregion Planning - MAG hosted and participated in the first peer exchange for "Megaregion Planning for MPOs and Partners" as part of the Transportation Planning Capacity Building Peer Exchange program. In addition to MAG, regions participating included Atlanta, Buffalo, Colorado Springs, Philadelphia, and San Diego.
- Federal Railroad Administration's Southwest Multi-State High Speed Rail - MAG hosted the project stakeholder meeting for the Federal Railroad Administration's

Southwest Multi-state High Speed Rail planning study that is examining the feasibility of developing a high speed rail network for the southwest United States. The study found that the Los Angeles - Phoenix markets had strong projected ridership and would be promising corridor to develop.

- Interstate I-11 Corridor - MAG has been involved in the effort to designate I-11 between Phoenix and Las Vegas. This effort was successful as the designation of I-11 was included in the federal transportation reauthorization. The goal of the project is to create an I-11 corridor that would connect 8 million people; improve national security by linking 25 military installations; provide vital transportation alternatives during time of national crisis; and reinvigorate the economy by creating jobs, assisting in freight movement and providing major development opportunities.
- Wellton Branch Line - MAG has been working with the Arizona Department of Transportation on an effort to update the costs to bring the Wellton Branch line back into service which could provide an important economic benefit to the region, especially the west valley. In conjunction with this effort, MAG continues to pursue efforts to re-establish passenger rail service directly to the Phoenix metropolitan area.
- National Associations - MAG continued involvement and input with the National Association of Regional Councils, Transportation Research Board and the Coalition for America's Gateways and Trade Corridors. These national associations, based in Washington, D.C., provide information on federal administration and congressional actions that affect the MAG region. MAG staff serves as the Chair of the NARC Transportation Finance Committee and as Chair of the MPO Committee of the Transportation Research Board. On January 31 2013, MAG will host the NARC MAP-21 Implementation Roundtable in conjunction with the Intermountain West TMA meeting.
- Air Quality - This year, the documentation required for exceptional events under the Environmental Protection Agency (EPA) Exceptional Events Rule continued to be an issue for the MAG region. On July 6, 2012, EPA published Draft Guidance to Implement Requirements for the Treatment of Air Quality Monitoring Data Influenced by Exceptional Events and associated attachments. MAG staff reviewed the guidance documents, coordinated with MAG special legal counsel, and submitted extensive comments. While some improvements were made, the revised guidance includes additional requirements and the documentation remains resource intensive. In addition, MAG staff worked with EPA Region IX on the required documentation for several high wind exceptional events that occurred in 2011 and 2012. On September 6, 2012, EPA approved the first package of exceptional events for July 2-8, 2011 and indicated that this package would be used by EPA as a national model. MAG staff also worked with special legal counsel to analyze draft legislation introduced by Congressman Jeff Flake designed to reform the exceptional events process. A redline of the legislation was prepared to suggest needed improvements for further streamlining the exceptional events process.

- Human Services: This year saw an opportunity to share regional best practices in the area of human services. The MAG Municipal Aging Services Project was highlighted in planning for increases in the number of people aged 65 years at the first White House Forum on Urban Innovation held in Washington, DC. This was an opportunity to not only showcase the region's work but to make connections with federal agencies and learn best practices from nationally recognized entities.

Major Regional Goals/Emphasis Areas for FY 2014

1. Initiate Development of the Next Generation Regional Transportation Plan
 During 2013, a key goal of the long-range transportation planning process will be to initiate the next update of the 2035 RTP, with adoption of the RTP targeted for 2016. (Amendments and minor updates of the plan, as necessary, may occur in the interim.) The 2035 RTP and prior plan updates have been based on the RTP developed in 2002-2003, which was the result of a major planning process that led to the extension of the half-cent sales tax. It is now over ten years since that last major update of the RTP, and the changing planning environment calls for another comprehensive review of the plan. During 2013, a major update process will be started, with the focus on identifying an overall strategy for plan development and initiating technical planning studies. Another important factor will be integrating new federal transportation planning regulations implementing MAP-21 into the planning process.

2. Continue to Implement Proposition 400
 Maricopa Association of Governments (MAG) will continue to provide guidance and policy direction for the implementation of Proposition 400. During 2013, the focus will be on implementation of the appropriate recommendations of the Proposition 400 Performance Audit that was completed in December 2011. This includes the development of a project report card that provides the current status information on Proposition 400 projects and the continued development and implementation of the MAG Performance Measurement program. This effort will involve continued coordination with the Regional Community Partners (RTP), which comprises the directors of MAG, Arizona Department of Transportation (ADOT), Valley Metro, and Valley Metro Rail. In addition, system planning, life cycle program management, facility design, and project implementation will be discussed on a regular basis with the staff of the implementing agencies.

3. Continue to Measure the Performance of the Regional Transportation Plan (RTP)
 MAG has developed a framework for transportation performance measurement in the region. Within this multi-modal framework a set of measures have been selected for comprehensive analysis and reporting. The goal is to continue publishing performance measurement reports as well as further developing and enhancing the existing interactive web-based tools to better communicate how the regional transportation system is performing to policy, technical and general audiences. The Proposition 400 Performance Audit recommended continued development of the program with an emphasis on integrating the performance framework into the planning process. During 2013, an emphasis will be placed on the integration of performance measurement in the various programmatic activities such as project prioritization, life cycle program rebalancing and the transportation improvement program project evaluation and selection. Additionally, regional system performance targets will be drafted in accordance with MAP-21 legislation requirements.

4. Passenger Rail Development Planning
 Through its membership on the Western Regional Alliance, MAG will continue to participate in high speed rail development planning in the Intermountain and Sun Corridor regions. MAG has been participating with the Federal Railroad Administration, in cooperation with the Alliance, to study the corridor feasibility of high speed rail that would connect Phoenix, Las Vegas and the Los Angeles regions together. MAG will continue its participation in the study efforts led by ADOT on the

intercity rail service between the Phoenix and Tucson metropolitan areas. MAG also will continue to search for opportunities to restore passenger rail service by AMTRAK to the Phoenix metropolitan region.

5. Define Transit Roles and Responsibilities and Implement Organizational Changes

Over the past two years, the regional transit planning and programming responsibilities, which were consolidated at MAG, were integrated into the MAG transportation planning and committee process. The full range of MAG transit roles and responsibilities include: developing the regional transit plan; programming regional transit funds; conducting transit corridor, subregional and system studies; reviewing and approving recommendations of alternative analyses, design concept reports and other project scoping documents; coordinating sustainability and transit oriented development issues; and maintaining the MAG Transit Committee. During 2013, additional clarifications will be considered and if necessary, the MOU between MAG and the transit partners may be amended. Refinement and further clarification of the roles and responsibilities was a recommendation from the Proposition 400 Performance Audit.

6. Continue to Determine the Feasibility and Development of Policies Related to Public-Private Partnerships

The Arizona Legislature passed legislation that substantially changes and improves the provisions in state law that allows for public-private partnerships (P3s) to build and/or operate transportation projects. It is anticipated that the MAG region has the potential for one or more 3P projects. A Managed Lane Feasibility Phase I Study was started in 2011, which examined opportunities related to managed lanes. If the initial analysis concludes that there are feasible opportunities, then Phase II would be initiated during 2013.

7. Livability, Community Development and Transportation

The Sustainable Transportation and Land Use Integration Study will be completed during 2012 and will develop strategies for transit corridors identified from the Commuter Rail System Study and the Regional Transit Framework Study. The study will provide "best practice" recommendations in the following areas: (1) overall strategies necessary to promote sustainable transportation and to enhance the land use/transportation connection; (2) development patterns and densities necessary to support high capacity transit service options; and (3) economic viability of implementing alternative land use scenarios along the targeted transit corridors. During 2013, efforts will focus on providing resource materials and education on the strategies, providing viable strategies to MAG member agencies to improve transportation mobility through increased transit ridership and to enhance economic opportunities through public and private investments around transit station areas. In addition, options for incorporating sustainable transportation and land use concepts into the long-range transportation planning process will be identified.

8. Revised Federal Fund Programming Policies and Procedures

Federal programs provide significant funding for highway and transit projects in the MAG region. During FY 2012, the revised federal fund programming policies and procedures were adopted by MAG. During 2013, the new policies and procedures will be used to manage the federal fund program that involves the programming of Congestion Management/Air Quality Improvement Program (CMAQ) and MAG Surface Transportation Program (STP) funds. As the new policies and

procedures are applied, changes needed to refine them will be noted as well as the overall success of maximizing the obligation of federal funds.

9. MAG Freight Transportation Plan

The Freight Transportation Plan builds upon the recommendations identified in the previously completed Freight Transportation Framework Study, is projected to be completed at the end of FY 2014. The Freight Transportation Plan will analyze the existing freight corridors (including major corridors and subsystem corridors) throughout Maricopa County. The plan will evaluate roadways, railways, airport access, bridges, traffic operations, etc. The study will model the flow of goods (truck, train, air and pipeline) and identify bottlenecks and other barriers. The plan will identify hazardous cargo routes, existing and future freight corridors, evaluate the impact of overweight vehicles and bridge capacities, conduct a bridge and roadway life cycle cost analysis of all existing and proposed freight corridors, and identify projects that will enhance the flow of goods in the MAG region and complement the projects identified in the Regional Transportation Plan.

10. Continue to Ensure that the MAG Region Grows Clean Through Environmental Planning

a. Five Percent Plan for PM-10: On May 23, 2012, the MAG Regional Council adopted the MAG 2012 Five Percent Plan for PM-10 for the Maricopa County Nonattainment Area. The new plan contains a wide variety of existing control measures and projects that have been implemented to reduce PM-10 and a new measure designed to reduce PM-10 during high risk conditions, including high winds. While the 2007 Five Percent Plan was withdrawn to include new information, a wide range of control measures continue to be implemented and were resubmitted. The plan demonstrates that the measures will reduce emissions by five percent per year and results in attainment by December 31, 2012. As required by the Clean Air Act, the 2012 Five Percent Plan also includes contingency measures, which achieve emissions reductions beyond those relied upon for the five percent reductions and attainment of the standard. On July 20, 2012, the Environmental Protection Agency (EPA) issued a completeness finding for the MAG 2012 Five Percent Plan for PM-10. The finding stopped the sanctions clocks that were triggered when the prior Five Percent Plan was withdrawn. By February 14, 2013, EPA must approve the Five Percent Plan in order to avoid the imposition of a federal implementation plan. Supplemental technical analyses and information may need to be provided to EPA. On a parallel track, the aggressive activities to prevent exceedances at the monitors and throughout the region will be continued. The region needs at least three years of clean data as measured by the monitors in order for EPA to determine that the standard has been met. In addition, MAG will continue to coordinate with the Arizona Department of Environmental Quality (ADEQ) to pursue the recommended clarifications to the flawed EPA Exceptional Events Rule. Correcting the rule is critical to ensure that areas do not face continual, reoccurring nonattainment due to exceptional events beyond their control. MAG will continue to provide technical assistance to ADEQ for the documentation of exceptional events. Efforts will continue to track the progress made to pave dirt roads in the PM-10 nonattainment area in 2014.

b. New Eight-Hour Ozone Plan: On May 21, 2012, the Environmental Protection Agency published a final rule to designate the Maricopa nonattainment area as a Marginal Area for the

0.075 parts per million eight-hour ozone standard. As a Marginal Area, the region will have a December 31, 2015 attainment date. The boundaries of the ozone nonattainment area were also expanded slightly to the west and south to include new power plants. Planning guidance from EPA will be forthcoming. The planning effort will be initiated to prepare an Eight-Hour Ozone Plan designed to meet the 0.075 parts per million standard. This involves the preparation of the modeling protocol, updating the mobile source portion of the emissions inventory if appropriate, conducting technical analyses, and conducting complex air quality modeling designed to demonstrate attainment of the standard.

- c. **Conformity:** A conformity analysis for the Transportation Improvement Program and Regional Transportation Plan Update will be prepared to ensure that transportation activities do not cause violations of the air quality standards. A conformity finding by the U.S. Department of Transportation is necessary for transportation projects to be built.
- d. **Greenhouse Gas Emissions:** The National Greenhouse Gas and Fuel Economy Standards for Vehicles issued by the Environmental Protection Agency in 2010 will continue to be monitored. Climate Change legislation under consideration in Congress will also be monitored. The new transportation legislation, Moving Ahead for Progress in the 21st Century (MAP-21) did not include greenhouse gas requirements for metropolitan planning organizations. While the level of activity on Climate Change by Congress has slowed dramatically since 2009, there may be renewed interest due to the damage caused by Hurricane Sandy in 2012. These efforts along with the activities of the Environmental Protection Agency will be closely monitored to determine the implications for the MAG region. It may become necessary to conduct an analysis of greenhouse gas requirements and emissions.
- e. **Water Quality:** Technical assistance will continue to be provided to the MAG member agencies for 208 Water Quality Management Plan amendments and small plant reviews and approvals in order to accommodate wastewater treatment needs in a growing region. Also, MAG staff will maintain the integrity of the MAG 208 Water Quality Management Plan which preserves local government authority. MAG staff will complete the preparation of a revision to the MAG 208 Plan to incorporate the wastewater treatment plants that have been approved by the MAG Regional Council since the October 2002 Update of the MAG 208 Water Quality Management Plan. The Point Source Section Update was substantially completed. Due to the 2010 Census results and the economic downturn, the 2007 MAG socioeconomic projections are out of date. MAG is in the process of preparing new projections based on the 2010 Census. The next set of projections are anticipated to be in 2013. Once these projections are approved by the MAG Regional Council, the plan will be updated to include the new projections.
- f. **Solid Waste:** The integrity of the MAG Regional Solid Waste Management Plan will be maintained which preserves local government authority. The plan includes 11 landfills, 21 transfer stations and combined materials recovery/transfer facilities, and seven material recovery facilities in the MAG region. Efforts will be initiated to obtain regional solid waste management statistics and produce a recycling video. The MAG Solid Waste Advisory

Committee was interested in updated information on solid waste facilities and programs, recycling tonnage and acceptable materials, solid waste rates, and diversion rates. The recycling video would be designed to showcase the MAG member agencies and provide public education and outreach. Information will also be obtained on the implementation of new solid waste projects and program based on the Solid Waste Best Practices in the MAG Region report.

11. Continue Implementation/Enhancement of Public Participation Plan and Title VI Outreach

MAG will continue to implement strategies outlined in its Public Participation Plan to provide Valley residents increased opportunities for involvement and comment in regard to the implementation of the Regional Transportation Plan and other programs. In addition, MAG will continue to implement the Environmental Justice Title VI Plan. MAG will also continue to work with its partner agencies, including the Arizona Department of Transportation, Valley Metro, City of Phoenix Public Transit Department, and Valley Metro Rail, in a cooperative, coordinated public participation process. MAG's public participation process seeks to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process, and to provide targeted outreach to Title VI communities. MAG will continue to seek new strategies for eliciting public input to ensure a transparent and engaging policy process.

12. Enhance Regional Communication and Outreach Efforts

As technology evolves, MAG consistently seeks innovative methods for communicating with Valley residents to ensure the greatest participation possible in MAG plans and programs. In order to increase awareness and understanding of MAG within the region, MAG will continue to implement a number of innovative communication strategies, including producing videos outlining MAG plans and programs through its Video Outreach Program and conducting its Social Media Program to reach new groups, such as younger demographics, that would otherwise not be engaged by MAG. MAG will continue to enhance technology and web applications to accommodate new innovations in high tech, such as accommodating the use of electronic hand-held devices for accessing meeting materials. Additionally, MAG will elicit input through both formal and informal public participation surveys (including a new web-based public comment form) and focus groups that will capture the priorities and preferences of Arizona residents.

13. Continue Implementation of Litter Prevention and Education Program

MAG will continue to implement an integrated prevention and education campaign that combines elements of advertising, public relations, web outreach, and special events, resulting in broad awareness by the public about the Don't Trash Arizona program, as measured by media coverage, web analytics, surveys, and/or audience impressions. Roadway litter is ugly, unhealthy, and, when it comes to dangerous roadway debris, unsafe. The Regional Transportation Plan (RTP) includes funding for the freeway maintenance program, including litter control. In November 2003, MAG and the Arizona Department of Transportation (ADOT) signed a joint resolution that included a commitment to develop a long-term litter prevention program to help reduce freeway litter and defray pickup costs. Don't Trash Arizona! is a joint effort between the Maricopa Association of

Governments and ADOT to address the economic, safety, and health impacts of freeway litter along regional and state highways. The program is funded through Proposition 400, which was approved by voters in 2004. That funding encompasses litter pickup, sweeping, and landscape maintenance, as well as litter education and prevention. Don't Trash Arizona seeks to change attitudes, awareness, and most importantly, behavior, when it comes to roadway littering. An evaluation survey is conducted annually to monitor progress and program impact. Former surveys find Don't Trash Arizona has resulted in significant increases in awareness about litter issues and some changes in behavior among the most common offenders. With budget cuts expected to make landscape maintenance and litter pickup additionally challenging, ongoing education is critical for maintaining the momentum of the program in changing littering behavior.

14. Support MAG member agencies and the general public with Census information on the American Community Survey (ACS), and other Census products and surveys to ensure that member agencies have the information needed to make informed decisions.

The 2010 Decennial Census took place on April 1, 2010. The U.S. Constitution mandates a count of every person living in the United States every 10 years. Approximately \$400 billion in federal funding is distributed annually to states based on population. In addition, more than one billion dollars in state-shared revenue is distributed to Arizona communities each year based on population. Since census numbers stand for 10 years, communities with undercounted populations risk losing millions of dollars in federal funding.

- a. MAG will continue to assist member agencies in their use and analysis of Census 2010 data.
- b. The U.S. Census Bureau conducts ongoing surveys, such as the American Community Survey (ACS), which provide additional information to complement the Decennial Census. MAG will continue to inform member agencies of data available from the Census Bureau as well as assist with data analysis needs as they arise.
- c. MAG will host workshops for MAG member agency staff to provide analysis and expert training on utilizing Census and other socioeconomic data.

15. Create Partnerships With Others to Enhance the Quality of Planning for MAG, MAG Member Agencies and Other Regions to Ensure Efficient and Effective Responses to Future Growth Challenges

The success of many plans and programs is dependent on the partnerships of data providers, peer and expert support for reviewing and improving the methodologies employed, and the comment and feedback from data users and decision makers in the public and private sectors. To that end, MAG will continue to encourage the following partnerships:

- a. Building an International Economic Network (BIEN): To encourage collaboration for small and medium-sized businesses, MAG will explore the development of tools that assist business development and retention particularly working with our largest international trade partners - Mexico and Canada. Development of a centralized database and a digital platform with

functionality for developing linkages across the supply chain and customized search and mapping will be explored in collaboration with regional and international economic development groups.

- b. AZ-SMART: MAG will continue to work with Arizona Councils of Governments, (COGs) Metropolitan Planning Organizations (MPOs), the Arizona Department of Transportation, the Arizona State Land Department and other Arizona state agencies to create a common socioeconomic modeling suite, AZ-SMART (Arizona's Socioeconomic Modeling, Analysis and Reporting Toolbox.) This socioeconomic modeling suite not only will support socioeconomic activities at the Maricopa Association of Governments (MAG), the Pima Association of Governments (PAG) and the Central Arizona Governments (CAG), but also elsewhere throughout the State. This modeling suite will be a platform on which to build, calibrate, run, and analyze socioeconomic projections and projection models. It seamlessly incorporates local and national models at different levels of geography, with expanded model boundaries, in order to adequately support the transportation and regional planning activities at MAG and elsewhere. In 2012/2013, AZ-SMART is being used by MAG for the development of the next set of socioeconomic projections. Once complete, MAG will enhance AZ-SMART by developing macro econometric models and scenario analysis tools as part of this suite to support regional land use and transportation planning efforts.
- c. Socioeconomic Projections 2013: MAG staff is currently working on the development of updated socioeconomic projections. These are expected to be completed by the end of FY2013. Projections of population, housing units, and employment are developed using the latest decennial or special census as the base. These projections will be developed at three levels of subregional geography: Municipal Planning Area (MPA), Regional Analysis Zone (RAZ), and Traffic Analysis Zone (TAZ). The projections are used by the MAG transportation and air quality models to produce traffic and emissions forecasts. In addition, they are used for a wide variety of other regional planning programs. Once the projections are complete, MAG staff work on mapping and data dissemination tools for easy access to the projections data. Custom data aggregations from the projections will be conducted on an as needed basis. MAG staff will also continue working with the State Demographers Office and the Council for Technical Solutions (currently housed at the Arizona Department of Administration) in the development of future population projections for Maricopa County and Arizona.
- d. COG/MPO Socioeconomic Modeling Group: MAG will continue to organize an annual day and a half seminar on all socioeconomic modeling methods of importance to COGs and MPOs. Discussions at this seminar have focused on the pros and cons of numerous socioeconomic models, data collection techniques and geographic analysis. In previous years, this seminar has attracted as many as forty people representing greater than seventeen different COGs and MPOs. In addition, UrbanSim/OPUS is rapidly becoming the national socioeconomic model of choice for many COGs and MPOs and AZ-SMART is building on the UrbanSim/OPUS framework. COGs and MPOs have specific needs of their socioeconomic models to produce official projections for the area. These needs may be quite different from the needs of universities, consultants or the general public. Therefore,

MAG also will sponsor a meeting of a COG/MPO UrbanSim/OPUS Users Group to identify what we as COGs and MPOs think the future direction of this suite of socioeconomic models should be.

- e. Data dissemination and mapping: MAG implemented online mapping and reporting tools for land use, major land marks, demographic and employment data in the MAG region. MAG staff will continue to work on enhancing the tools based on input received from users. Additional mapping and reporting tools supporting regional data analysis and dissemination will be developed. Additionally, MAG will develop a web based research and data center that provides easy access to regional data, analysis, and reports. This will enable MAG and others to easily access regional data and study interrelationships of the larger area.

16. Provide Technology Support to MAG Divisions, the Director and the Member Agencies

Providing appropriate and timely technology support will enable the agency to meet scheduled planning and modeling commitments. Through continuing provision of computing resources, database design and support, programming, application support and telecommunication services, Information Technology will ensure that modeling and planning activities are supported; ensure that member agencies have a forum for the exchange of technological information; and facilitate collaborative policy and technical meetings. The major processes in Information Technology that are targeted for FY 2013 include the following:

- a. Promote participation in and communication about the MAG process through technology: Information Technology will continue to support the use of GovDelivery and the Communities of Practice site as communication tools. Information Technology will support the continued expansion of the MAG web sites and the possible creation of additional portals for Performance Measurement and data access. Additionally, Information Technology will continue to support the technology needs of MAG.
- b. Support the enhancement of interagency communications and technological cooperation: Information Technology will work with the Transportation division and to ensure the successful support of the RCN and to evaluate opportunities for expansion. Information Technology also will continue to promote agency involvement in the Technology Advisory Group as a venue for regional education and collaboration. Finally, Information Technology will support the evaluation and possible development of a Regional 3-1-1 System.

17. Improve Coordination of Mobility Options for Transportation Disadvantaged People

Update the MAG Human Services Coordination Transportation Plan to reflect emerging needs and new opportunities to benefit older adults, people with disabilities, and people with low incomes. The plan will offer an inventory of available services, an assessment of the gaps and resources, and prioritized strategies to best meet these needs. The plan will be presented to the MAG Regional Council for approval in the third quarter of FY 2014.

18. Improve Criminal Justice Response to Domestic Violence

Implement the next phase of the MAG Protocol Evaluation Project with support from the Governor's Office and 22 project partners. This will include delivery of training in person and through a video and a Webinar. The result will be that victims are safer and abusers are held accountable through the criminal justice system. This will be documented by an evaluation of the project and a survey of the stakeholders supporting the work by the second quarter of FY 2014.

19. Maintain the Region's Supply of Supportive Housing

Maintain the U.S. Department of Housing and Urban Development (HUD) award for transitional and permanent supportive housing by facilitating activities to submit a consolidated Stuart B. McKinney application to HUD for homeless assistance funding through the fourth quarter of FY 2014. This includes conducting an annual count of homeless persons, a gaps analysis, application training and review process for agencies, and completion of HUD Exhibit One materials. The impact will be that people experiencing homelessness will have consistent access to transitional housing, permanent supportive housing, and supportive services needed to end homelessness.

20. Ensure Equitable Treatment of Disadvantaged Populations

Monitor implementation of the Environmental Justice Title VI Plan and make refinements indicated by public feedback and committee recommendation as needed. Continue to reach out to communities of concern through public involvement activities and integrate feedback from communities of concern into the planning process as appropriate. Achievement of these activities will be demonstrated by the fourth quarter of FY 2014 through a report to related MAG Committees.

21. Enhance the Ability of Older Adults to Age in Place

Continue aging services planning by implementing a Regional Aging in Place Network with support from the City Leaders Institute on Aging in Place and the Enhancing Age-Friendly Cities Initiative. The network will include preparation activities for local pilot sites to implement aging in place models, the delivery of training and resources to the general public, and a website designed to connect tech savvy older adults with services and information.

22. Provide Fiscal Support to All MAG Divisions, the Director and the Members

The main goal of the Fiscal Services Division is to produce accurate, reliable and timely financial information for MAG. Financial administration at MAG requires expertise and the efficient performance of many, varied duties and activities by the Fiscal Services Division. In addition to the General Fund, which is the operating fund at MAG, the Fiscal Services Division also performs all accounting functions for nine special revenue funds, the capital account and debt account. Providing appropriate and timely fiscal support will enable the agency to make well-informed fiscal decisions and meet scheduled commitments. Through continuing implementation of the accounting policies and standards of MAG, fiscal services will ensure material compliance with governmental accounting standards; provide a fiscal program within the context of MAG's short- and long-range planning

utilizing approved management techniques; and, provide fiscal information in a timely and accurate manner. The major processes in Fiscal Services that are targeted for FY 2014 include the following:

- a. Accounting, Auditing and Financial Reporting: The Fiscal Services Division is committed to continuing staff training and review of accounting procedures in order to meet the requirements of relevant standards, including, but not limited to, federal, local, and governmental accounting; researching and implementing new pronouncements from the Governmental Accounting Standards Board; approving, reconciling and monitoring financial information; monitoring cash flow to determine billing schedules to maintain an adequate cash balance; and, testing and implementing ongoing updates to the financial management system (Axium).

During this fiscal year, the Fiscal Services Division will ensure that the new accounting software, targeted for implementation at the beginning of FY 2014 is working correctly and that all fiscal division staff are trained appropriately for the most effective use of the software.

- b. Budget, Grants and Financial Management: Examine the annual budgeting process and determine methods of streamlining the budget preparation process including analysis and recommendation of budget production on an annual vs. biannual basis. There should be no loss in quality of the budget project or adverse financial impacts as a result of changing any procedures. Continue to produce a balanced budget whereby all expenditures are supported by revenues. Continue to ensure compliance with federal and state laws and related agreements using the budget amendment process that has been agreed upon between MAG and its cognizant agency for the Federal Highway Administration and Federal Transit Administration funding agreements. Ensure that the draft budget review is thorough and complete by all interested parties and that the draft budget review procedure is transparent for a timely adoption of the budget.

The Fiscal Services Division will continue to ensure compliance with federal and state laws and related agreements in the administration of MAG grant agreements. MAG will monitor and manage the grant information in a consistent and effective manner as evidenced through the timely receipt of funds and related audit(s).

- c. Adhere to Recommended Practices for State and Local Government as approved by the Government Finance Officers Association (GFOA) where applicable: Ensure that the MAG Unified Planning Work Program and Annual Budget is an accurate annual budget which provides direction through the MAG policies in fiscal and operational terms, and provides a practical framework for implementing the policies needed in order to carry out the responsibilities at MAG throughout the year. Continue to work toward receiving the GFOA of the United States and Canada Distinguished Budget Presentation Award by adhering to GFOA standards with the production of the FY 2014 Unified Planning Work Program and Annual Budget.
- d. Procurement: Minimize program costs by adhering to the MAG Procurement Policy and ensuring sound purchasing practices. The MAG Procurement Policy provides overall direction in shaping the practices MAG uses to acquire goods and services needed to carry

out our responsibilities for procurement. The Procurement Policy was established to promote economy, efficiency, and effectiveness in the acquisition process. The policy is written to facilitate procurement practices that provide for public confidence in the MAG procurement process. Continue to maintain procurement standards through internal review of the documents produced in drafting Request for Proposals, Request for Qualifications and writing contracts. Continue to review the policy and standards periodically with MAG legal counsel to ensure that MAG's procurement process is current with federal and state laws and regulations and that the procurement process is efficiently administered.

- e. Cash Management and Fiscal Responsibility: Continue to ensure that the processes impacting cash management are timely and thorough in order to ensure the highest level of fiscal responsibility. This would include review and processing of accounts receivables; timely cash deposits; thorough review of all expenditures; timely and accurate billings; processing and verification of payable; and, review of other potential cash savings processes for MAG.
- f. Employee Compensation and Benefits: The biggest factors forcing the increase in the MAG operating budget are increases in employee compensation and increased benefits costs. Fiscal Services will continue to ensure that the compensation and benefit expenses are accurate. The division will continue to support the effort of the MAG Director to ensure that the compensation and benefit programs at MAG: (a) reflect the value of work performed by our employees; (b) compare favorably with the compensation and benefits paid for similar work in the private and public sectors; and (c) do not exceed authorized spending. The division will continue training and research to keep current on Federal and State laws regarding employee compensation and benefits; the division will implement new legislation in a timely manner.

23. Continue to Improve Relationships in the Arizona Megapolitan Corridor

The megapolitan region of Arizona will contain 82 percent of the state's population by 2050. MAG will continue to work with the Central Arizona Governments (CAG) and the Pima Association of Governments (PAG) to build stronger relationships among the key elected officials in the three regions to empower a spirit of cooperation and collaboration with each other and important stakeholders, such as the Arizona Commerce Authority, Arizona Mexico Commission, Arizona Department of Transportation, State Land Department, Arizona State University's Morrison Institute of Public Policy, and economic development organizations, on key projects in the agencies' work programs that will help to establish the building blocks for developing an economic strategic plan for Arizona.

24. Foster Transportation-Related Regional Economic Development

MAG will work with partnering agencies to foster enhanced communication, coordination and consistency between the goals and policies of transportation plans and economic development strategies among economic development and planning agency leaders. This would target transportation related efforts to grow businesses, jobs and incomes by focusing on the state's major metropolitan areas. It is important to note the strong link between economic development and infrastructure in this region. Housing, transportation, and education are key components to a

successful economic development plan. Transportation especially must be coordinated across municipal boundaries in order to be effective.

MAG also will work with the border towns, such as the Cities of Nogales and San Luis, to assist in improving the border crossings to be more competitive, and to improve the traffic flow and rail crossings at the border. Arizona greatly benefits from border traffic with approximately \$20 billion in two-way trade flow through the Nogales Port of Entry alone.

MAG will also continue to update and maintain the GreaterPhoenixRising.com website, and actively promote the site by providing outreach to economic development groups, trade publications and the media to increase web traffic and visibility.

25. Develop Relationships with the Federal Government to Communicate Regional Objectives and Concerns

Recent and ongoing activities concerning federal legislation and proposed administrative actions have facilitated the need to consider utilizing regular consulting to represent MAG's interests. While the two year federal transportation reauthorization was adopted in 2012, conversation on the next authorization is already starting. This year will be important to highlight the need to increase and/or streamline the responsibilities of metropolitan planning organizations in large urbanized areas in light of flat or decreasing federal funding. Other federal initiatives include monitoring the development of a national freight network, reactivation of the Wellton Branch railroad line, and input into redefining the exceptional events rules as it relates to air quality. Recent proposed actions by a federal administrative agency highlight the need to promote awareness of MAG's role in complex technical and regulatory matters. Continuing the consultant assistance for federal affairs will assist in communicating MAG's perspective in important matters that impact the region.