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February 10, 2009

TO: Members of the MAG Regional Council Executive Committee

FROM: Councilwoman Peggy Neely, City of Phoenix, Chair

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

Tuesday, February 17, 2009 - Noon (Please note meeting day is on Tuesday due to holiday)  
MAG Office, Suite 200 - Cholla Room  
302 North 1<sup>st</sup> Avenue, Phoenix

A meeting of 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, by telephone conference, or by video 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 Alana Chávez 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 Councilwoman Peggy Neely at (602) 262-7445. For MAG staff, please contact Dennis Smith, MAG Executive Director, at (602) 254-6300.

A Voluntary Association of Local Governments in Maricopa County

City of Apache Junction ▲ City of Avondale ▲ Town of Buckeye ▲ Town of Carefree ▲ Town of Cave Creek ▲ City of Chandler ▲ City of El Mirage ▲ Fort McDowell Yavapai Nation ▲ Town of Fountain Hills ▲ Town of Gila Bend  
Gila River Indian Community ▲ Town of Gilbert ▲ City of Glendale ▲ City of Goodyear ▲ Town of Guadalupe ▲ City of Litchfield Park ▲ Maricopa County ▲ City of Mesa ▲ Town of Paradise Valley ▲ City of Peoria ▲ City of Phoenix  
Town of Queen Creek ▲ Salt River Pima-Maricopa Indian Community ▲ City of Scottsdale ▲ City of Surprise ▲ City of Tempe ▲ City of Tolleson ▲ Town of Wickenburg ▲ Town of Youngtown ▲ Arizona Department of Transportation

**EXECUTIVE COMMITTEE TENTATIVE AGENDA**

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. For information and discussion.

**ITEMS PROPOSED FOR CONSENT\*  
BY THE EXECUTIVE COMMITTEE**

3. Approval of Executive Committee Consent Agenda  
Prior to action on the consent agenda, members of the audience will be 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. Consent items are marked with an asterisk (\*).
  
- \*3A. Approval of the January 20, 2009, Executive Committee Meeting Minutes
  
- \*3B. Amendment to the FY 2009 MAG Unified Planning Work Program and Annual Budget to Provide Additional Funds for the MAG Intelligent Transportation Systems and Safety Services On-Call Services Consultant Project  
  
On May 28, 2008, the Regional Council approved the FY 2009 MAG Unified Planning Work Program and Annual Budget (UPWP). The

3. Approval of Executive Committee Consent Agenda.
  
- 3A. Review and approve the January 20, 2009, Executive Committee meeting minutes.
  
- 3B. Amend the FY 2009 MAG Unified Planning Work Program and Annual Budget to provide \$20,000 of MAG Surface Transportation Program funds to the MAG Intelligent Transportation Systems and Safety Services On-Call Services Consultant Project for ITS Planning Services to provide a technical review of the roles and responsibilities for the Regional Community Network developed by the MAG ITS

UPWP included funding for Intelligent Transportation Systems (ITS) and Safety Services on-call services. On June 25, 2008, the Regional Council approved a list of consultants for ITS and Safety consultants. One of the areas approved in the on-call list was for ITS Planning. Work in the ITS area has been launched, and additional funding (\$20,000) is needed in this area. The proposed project will use the existing on-call consultant services to review and finalize the technical aspects of a document developed by the MAG ITS Committee and the MAG Technical Advisory Group describing the roles and responsibilities for the MAG Regional Community Network (RCN). The RCN is a telecommunications network using fiber optic communications. The primary purpose of this network is to enable the sharing of video images of traffic cameras, traffic management data, and other information between state, regional, and local agencies that are responsible for day-to-day operation and management of the multi modal transportation system in the Phoenix metropolitan region. This item is on the February 11, 2009, MAG Management Committee. Please refer to the enclosed material.

\*3C. Amendment to the FY 2009 MAG Unified Planning Work Program and Annual Budget to Accept Funding from the City of Phoenix for MAG to Conduct Coordinated Human Services Transportation Planning Activities

On October 6, 2008, MAG was notified that the City of Phoenix as the Designated Recipient for Federal Transit Administration funds would provide \$128,921 to support coordinated human services transportation planning activities. The federal Safe and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) requires the establishment of a “locally developed, coordinated public transit-human services transportation plan for all FTA programs for underserved populations: the Elderly Individuals and Individuals with Disabilities program (Section 5310); the Job Access and Reverse Commute program (Section 5316); and the New Freedom program (section 5317). For

Committee and the MAG Technology Advisory Group.

- 3C. Amend the FY 2009 MAG Unified Planning Work Program and Annual Budget to accept \$128,921 from the City of Phoenix as the Designated Recipient for Federal Transit Administration funds for MAG to conduct Coordinated Human Services Transportation Planning activities in accordance with federal requirements.

MAG to receive these funds an amendment is required to the FY 2009 MAG Unified Planning Work Program and Annual Budget. Please refer to the enclosed material.

**ITEMS PROPOSED TO BE HEARD  
BY THE EXECUTIVE COMMITTEE**

4. MAG Participation in Electric Vehicle Working Group

An Arizona company, ECOtality, is a renewable energy company that acquires and commercially advances clean electric technologies and applications. ECOtality is forming an Electric Vehicle Micro-Climate Working Group and anticipates bringing together a select group of Arizona policymakers, utilities, civic group and private businesses to address issues in establishing Arizona as a leading market for electric transportation. A representative from ECOtality will provide additional information on this effort and request possible participation by MAG in the working group.

5. MAG Process Review Task Force

At the January 28, 2009, Regional Council meeting, the Executive Director indicated that interest has been expressed by some members of the Regional Council to revisit some of the MAG policies and procedures. At the Regional Council meeting a timeline was reviewed regarding previous review efforts.

Following this review, the Chair of the Regional Council requested that this be a topic for a future meeting of the Executive Committee and directed the staff to do the following: 1) Coordinate the development of a MAG Process Review Task Force consisting of representatives from the MAG Executive Committee, Regional Council and Management Committee, 2) Solicit input from Regional Council members regarding policies and procedures that could be created, modified or more thoroughly explained, 3) Provide an update on the activity of the MAG Process Review Task Force to the Regional Council within 60 days.

4. Information, discussion and possible participation by MAG in an Electric Vehicle Micro-Climate Working Group.

5. Information, discussion and input.

Input from the Executive Committee is requested regarding the major issues to be discussed by the Task Force. A draft list of issues has been prepared. Once Executive Committee input is received on these issues, they will be forwarded to the members of the Regional Council for further input. A draft format for the composition of the Task Force has also been prepared. Input on this draft composition is requested prior to appointments being made by the Chair. The discussion of these major issues is part of a broader clarification of MAG policies and procedures being developed for a guidebook to assist member agencies in better understanding the MAG organization. Please refer to the enclosed material.

6. Development of the FY 2010 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, staff is providing a draft of the program's proposed new projects. These projects will continue to be reviewed and refined leading up to the adoption of the FY 2010 MAG Unified Planning Work Program and Annual Budget in May. To gain additional input, a Budget Webinar is being scheduled for February 19, 2009, at 1:30 P.M. This item is on the February 11, 2009, MAG Management Committee for information. Please refer to the enclosed material.

7. Transportation Planning Update

An update will be provided on current transportation planning activities, including the status of the federal "American Recovery and Reinvestment Act of 2009", the Arizona Department of Transportation (ADOT) revenue forecasts and recent changes at ADOT.

8. Adjournment

6. Information and discussion.

7. Information, discussion and possible action.

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

January 20, 2009

MAG Offices, Cholla Room  
302 N. 1<sup>st</sup> Avenue, Phoenix, Arizona

MEMBERS ATTENDING

Vacant, Chair	Mayor James M. Cavanaugh, Goodyear
# Councilmember Peggy Neely, Phoenix, Vice-Chair	Mayor Marie Lopez Rogers, Avondale
Mayor Thomas L. Schoaf, Litchfield Park, Treasurer	Mayor Steven M. Berman, Gilbert
Mayor Hugh Hallman, Tempe	

\* Not present

# Participated by video or telephone conference call

1. Call to Order

Former MAG Chair Mary Manross lost her bid for reelection in the City of Scottsdale resulting in Vice-Chair Peggy Neely assuming temporary leadership of the MAG Regional Council. Due to recovery from surgery, Vice Chair Neely requested that Mayor Thomas Schoaf, Treasurer of the Regional Council, chair the January Executive Committee meeting. The Executive Committee meeting was called to order by Acting Chair Thomas L. Schoaf at 12:11 p.m. Mayor Schoaf stated that public comment cards were available for those members of the public who wish to comment. He noted that 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.

2. Call to the Audience

Mayor Schoaf noted 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 and 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. Mayor Schoaf noted that no public comment cards had been received.

3. Consent Agenda

Mayor Schoaf 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. There were no public comment cards received.

Mayor Schoaf noted that items #3B and #3C were recommended for approval and item #3E was heard for information at the January 14, 2009 MAG Management Committee.

Mayor Hallman moved to approve items #3A through #3E on the consent agenda. Mayor Cavanaugh seconded and the motion carried unanimously.

3A. Approval of the November 17, 2008 Regional Council Executive Committee Meeting Minutes

The Regional Council Executive Committee, by consent, approved the November 17, 2008, Regional Council Executive Committee meeting minutes.

3B. Consultant Selection for the MAG

The Regional Council Executive Committee, by consent, approved the selection of EDAW, Inc. as the consultant to develop the MAG Bicycle and Pedestrian Facilities Integration Plan for an amount not to exceed \$75,000.

The FY 2009 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2008, includes \$75,000 for the development of the MAG Bicycle and Pedestrian Facilities Integration Plan. A request for proposals was advertised on September 19, 2008, for consultant assistance to develop the plan and seven proposals were received in response. A multi-jurisdictional review team evaluated the proposals, conducted consultant interviews, and recommended to MAG that EDAW, Inc. be selected to develop the MAG Bicycle and Pedestrian Facilities Integration Plan. The MAG Regional Bicycle Task Force recommended that EDAW, Inc. be awarded the contract to develop the MAG Bicycle and Pedestrian Facilities Integration Plan for an amount not to exceed \$75,000. On January 14, 2009, the MAG Management Committee recommended approval of the selection.

3C. Consultant Contract for AZ-SMART Support

The Regional Council Executive Committee, by consent, approved the selection of Planning Technologies for AZ-SMART support for an amount not to exceed \$45,000.

The FY 2009 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2008, includes a \$45,000 project for AZ-SMART support. MAG is in the process of developing and implementing a statewide socioeconomic model, Arizona Socioeconomic Modeling, Analysis and Reporting Toolbox (AZ-SMART). The AZ-SMART socioeconomic modeling suite will primarily support socioeconomic activities at MAG. AZ-SMART will build upon a model that MAG currently uses, the Subarea Allocation Model (SAM). This model was developed by Planning Technologies. Since Planning Technologies is the developer of SAM and has been supporting MAG in the design of AZ-SMART, it is uniquely able to provide detailed technical guidance and support on the implementation and testing for AZ-SMART. Staff is recommending that Planning Technologies be selected to provide support for AZ-SMART in an amount not to exceed

\$45,000. On January 14, 2009, the MAG Management Committee recommended approval of the selection.

3D. Amendment of the FY 2009 MAG UPWP to Amend the I-10 Hassayampa Valley Roadway Framework Study to Complete a Request from the Town of Wickenburg to Amend the Interstate 10-Hassayampa Valley Roadway Study

The Regional Council Executive Committee, by consent, approved to amend the FY 2009 MAG Unified Planning Work Program and Annual Budget to complete a study for amending the Interstate 10-Hassayampa Valley Roadway Framework Study to encompass the Town of Wickenburg for an amount not to exceed \$75,000. This budget includes the Town's contribution of \$5,000.

On October 7, 2008, MAG received a request from the Town of Wickenburg to amend the Interstate 10-Hassayampa Valley Roadway Framework Study to expand the recommendations to incorporate the Wickenburg planning area. This request was prompted by recent presentations made by MAG staff to the Town and their business community about the Framework's recommendations. In learning about these recommendations, the Town became aware of the need to evaluate and monitor impacts key corridor recommendations from the Framework may have upon their transportation system. During the presentations, the Town expressed its support for these corridors and the desire to work with MAG to facilitate their eventual implementation as part of the region's transportation network. This is an action item for approval to amend the FY 2009 MAG UPWP and Annual Budget to complete a study for amending the Interstate 10-Hassayampa Valley Roadway Framework Study to encompass the Town of Wickenburg for an amount not to exceed \$75,000. This budget includes the Town's contribution of \$5,000.

3E. Discussion of the Development of the FY 2010 MAG Unified Planning Work Program and Annual Budget

The Regional Council Executive Committee, by consent, approved for information the development of the FY 2010 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 the spring and approved by the Regional Council in May. Because of the uncertainty of economic conditions, MAG staff is reviewing the calculation of draft Dues and Assessments for FY 2010 for possible cost reductions. Reductions in the Dues and Assessments for the fiscal year costs would be covered by MAG reserve funds. Information on estimated draft Dues and Assessments for FY 2010 will be presented. This item was heard for information at the January 14, 2009, MAG Management Committee meeting.

Mr. Dennis Smith, Executive Director, announced that in consideration of the current economy, MAG had reduced member cities' dues in the annual work program by 50 percent.

Mayor Schoaf stated that he had become aware of the dues reduction from his city manager following the MAG Management Committee meeting. He expressed his appreciation and

noted that other member cities will also appreciate MAG taking into consideration recent city budgets as a result of the current economic market conditions.

4. Status Update on the June 30, 2008 Single Audit and Management Letter Comments, MAG's Comprehensive Annual Financial Report (CAFR) and OMB Circular A-133 Reports (i.e., "Single Audit") for the Fiscal Year Ended June 30, 2008

Mr. Smith introduced Dennis Osuch, one of the three partners in the public accounting firm of Cronstrom, Osuch, & Company. Mr. Osuch provided a report on the audit of MAG's Comprehensive Annual Financial Report (CAFR) and Single Audit for the fiscal year ended June 30, 2008. He said that his firm has been conducting audits in Arizona cities and towns for 21 years, and this audit is the second they have conducted for MAG. Mr. Osuch stated that the report was issued on November 10, 2008, and they issued an unqualified opinion on the financial statements, which were found to be in prepared in accord with generally accepted accounting principles. He stated that they issued no management letters or letter of significant deficiencies.

Mr. Osuch stated that they also conducted an audit of MAG's federal program, OMB 133, and issued an unqualified opinion on compliance and had no findings on the related internal controls.

Mr. Osuch noted that MAG has submitted the FY 2008 CAFR to the Government Finance Officers Association for the excellence in financial reporting award and it is anticipated that it will receive the award, which would be the eleventh consecutive year. He concluded his presentation by saying that the audit went well with no issues, and he expressed his appreciation to Mr. Smith, Ms. Kimbrough and MAG staff for helping them meet their goal to submit the audit by December 31, 2008.

Mayor Schoaf thanked Mr. Osuch for his report. No questions from the Committee were noted.

Mayor Hallman moved to accept the audit opinion issued on the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2008. Mayor Berman seconded, and the motion carried unanimously.

5. Amendment to the FY 2009 MAG Unified Planning Work Program for a Commuter Rail Study and Transit Staff Position

Kevin Wallace provided a report on options for commuter rail studies in the region. He said that the Commuter Rail Strategic Plan, which was to develop an implementation strategy for commuter rail service in Maricopa County and northern Pinal County, was accepted by the MAG Regional Council in April 2008. Mr. Wallace noted that the study laid out possible actions for implementing commuter rail in the region, but did not establish priorities for corridors.

Mr. Wallace reviewed current studies being undertaken in the area of commuter rail including MAG's Grand Avenue Commuter Rail Corridor Development Plan. Mr. Wallace

noted that this study differed from the state plan in that it was looking at detailed planning such as design elements and how to make commuter rail work in that specific corridor. Mr. Wallace stated that ADOT is continuing to look at high speed rail between Phoenix and Tucson noting a grant received from the Federal Railroad Administration to perform preliminary environmental analysis. He said the study was expected to begin in early 2009. Mr. Wallace added that the Statewide Rail Framework Study was approved by State Transportation Board and will also begin in early 2009 noting that a great amount of work concerning passenger rail is occurring in the region between MAG and ADOT over the 12 months.

Mr. Wallace stated that an important part of the strategic planning process included a stakeholders group meeting that included approximately 120 attendees. He said that the group reconvened in mid December to solicit additional input on future commuter rail planning efforts following the acceptance of the plan in April. He noted that there was interest in doing more work in commuter rail and accelerating some of the work. Mr. Wallace stated that 54 people attended the stakeholder's group in mid December. He shared that the consensus of the stakeholder's group was to continue studying and prioritizing corridors to ensure that the corridors are not left out of the overall planning process. Mr. Wallace stated that this sentiment was expressed as a result of the prospect and interest in the national economic stimulus package and the possibility of receipt of federal funds in case commuter rail projects may be selected for those funds.

Mr. Wallace then reviewed the options. He explained that Option 1 is basically a commuter rail system plan, a starting point for the overall vision for commuter rail in the Valley where there are existing and potential new corridors for commuter rail and the overall costs. Mr. Anderson stated that the commuter rail system study would take approximately 9-12 months to complete and the analysis would provide data for the ADOT studies, a cost/benefit analysis, and a ranked list of commuter rail corridors. He noted on a map the existing and potential new corridors in the study, which include the Union Pacific (UP) Yuma West, BNSF Grand Avenue, UP Tempe Branch including a possible extension to Maricopa, the UP Chandler Branch including a possible extension to Coolidge, the UP Phoenix Subdivision, and possible extensions to the West Valley and Pinal County. Mr. Anderson advised that the potential new corridors are without rail but have been identified through various studies as having potential for commuter rail.

Mr. Wallace then addressed Option 2a, the UP Yuma West Corridor Development Plan, and said that the study area includes Buckeye, and perhaps farther west, to downtown Phoenix. He stated that the scope of work would be similar to Grand Avenue Study and would take approximately 12 months to complete. Mr. Anderson show a map of Option 2a study area.

Mr. Wallace explained Option 2b, the UP Mainline Corridor Development Plan, a similar detailed study in the East Valley. The study area, would extend from downtown Phoenix to Coolidge, and the UP Yuma West and Phoenix Subdivision area. He noted that the study would take approximately 18 months to complete.

Mr. Wallace stated that on January 14, 2009, the MAG Management Committee recommended that MAG continue development of the commuter rail options in the MAG region and the potential connecting routes immediately adjacent to the MAG region and for MAG to include a full-time transit staff position to assist with these and other transportation related studies and to amend the FY 2009 MAG Unified Planning Work Program and Annual Budget to include funding for the Commuter Rail System Study for \$600,000 and Option 2A Commuter Rail Development Plan for the Union Pacific Yuma West rail line and for the priority corridor identified in the MAG Commuter Rail System Study to proceed as expeditiously as possible into a rail development plan and to continue this work with the URS Corporation as an additional phase of the existing commuter rail study.

Mayor Schoaf asked if committee members had further questions or comments.

Mr. Smith clarified that at the January 14, 2009 Management Committee meeting, an important part of the motion being recommended by the Management Committee included input from the Deputy City Manager from the City of Tempe to have the results from option 1A move as expeditiously as possible for corridor development similar to the UP and BNSF lines.

Mayor Hallman stated that he thought the advantage of including the UP Yuma West line made sense. He said that the two areas that need to be addressed are the Southeast and Southwest portions of the Valley. Mayor Hallman stated that when it comes to transportation planning it appears that with freeway expansion planners are examining the freeways without taking into account other alternatives analyses such as the possibility of commuter rail to provide congestion relief. He stated that instead of proposing 24 lanes to relieve increasing traffic at the intersection of the Interstate 10 and Broadway curve, commuter rail would be competitive and could provide service at least through the Phoenix Southeast subdivision and possibly the Tempe branch down to the city of Maricopa. Mayor Hallman proposed that in future analysis it would be important to consider what provides great impact and what is achievable. He stated that it was important to recognize despite possible significant increasing resistance from Union Pacific on its main freight corridor including the Phoenix subdivision and Yuma West line it would be important to demonstrate success even if it may be on a limited basis with the Chandler Branch or with the Tempe Branch since they are terminating lines. Mayor Hallman stated that it was positive that in the last 60 days a broader scope was reconsidered beyond the BNSF line.

Mr. Smith stated that at the January MAG Management Committee meeting, staff reviewed the Central Phoenix Peer Review study to address issues related to Mayor Hallman's point regarding what is occurring at the Broadway curve. He introduced Eric Anderson, MAG Transportation Director to provide further information regarding the study.

Mr. Anderson stated that in response to a finding by an ADOT consultant it had been recommended to add two additional general purpose lanes on the 1-10 West as it enters Phoenix. As a result, prior to pursuing the recommendation, staff decided to take an opportunity to analyze freeway projects in the central corridor to ensure that they are working cooperatively together to address congestion issues. He noted that after reading the

consultant's report it was apparent that if extra lanes were not added there is likely no other place to distribute additional traffic and therefore bottlenecks would be created leading to poor planning. Mr. Anderson stated that staff initiated a three person peer review including three national experts to analyze how the freeway, arterial streets and transit systems might be better coordinated. He said that in the work program staff has proposed a Central Phoenix Framework study which will be the first time a detailed analysis of how the street system, freeway system and transit system can successfully interact. Mr. Anderson stated that results from the peer review panel suggested that the arterial streets are probably not being utilized to full potential for relieving freeway congestion and that staff will also have to look how high capacity transit or commuter rail may play a role to help alleviate the congestion. He said that taking a fresh look at the central core and urban area will include the 1-10 and 1-17 and ensure that the analysis includes the right mix of projects within modes such as freeways and across modes. Mr. Anderson added that because the projects have yet to be built, there is opportunity to make better decisions and utilize national expertise to assist implementing a better transportation planning process. He stated that staff considered commuter rail an important piece of the analysis.

Mayor Schoaf asked if there were other questions or comments.

Mayor Cavanaugh stated that he supported comments made by Mayor Hallman and Mr. Anderson. He asked for clarification on information related to the item's motion. He asked if the Management Committee had voted for option 2A.

Mr. Smith noted that option 2A as written on the summary transmittal was not the final recommendation by the Management Committee. He stated that the Management Committee recommended that MAG continue development of the commuter rail options in the MAG region and the potential connecting routes immediately adjacent to the MAG region and for MAG to include a full-time transit staff position to assist with these and other transportation related studies and to amend the FY 2009 MAG Unified Planning Work Program and Annual Budget to include funding for the Commuter Rail System Study for \$600,000 and option 2A Commuter Rail Development Plan for the Union Pacific Yuma West rail line and for the priority corridor identified in the MAG Commuter Rail System Study to proceed as expeditiously as possible into a rail development plan and to continue this work with the URS Corporation as an additional phase of the existing commuter rail study.

Mayor Hallman clarified that it appeared some of the text from other options was added to the Phoenix and UP Yuma West option. He stated that the West Valley has not often received the piece it has needed in transportation planning efforts and that often it has not been evaluated holistically. Mayor Hallman recalled that the City of Tempe had initiated a transportation alternatives analysis including light rail for the south, bus rapid transit to south into Chandler and commuter rail but that the study ended at border of Tempe. He stated that if policymakers begin expanding the scope of the review in the case of commuter rail it could lead to benefit everyone including the West Valley.

Mayor Cavanaugh asked if the action included or did not include the Union Pacific Mainline from Buckeye to Coolidge to the East.

Mr. Wallace stated that the recommendation by the Management Committee included Buckeye to downtown Phoenix, not the extension to Coolidge.

Mayor Cavanaugh asked where the Yuma line fit in.

Mr. Wallace stated that the Union Pacific Yuma branch line is included.

Mayor Cavanaugh asked if the discussion of commuter commuter rail excluded the extension of light rail. He noted that light rail appears to travel at a relatively high rate of speed but cautioned whether it was a solution. Mayor Cavanaugh asked whether staff would be excluding it as an option when discussing commuter rail.

Mr. Wallace stated that it would not be excluded. He said that one of MAG's current projects is the Transit Framework Study which is similar to the work that was done on the Hassayampa Valley Study. Mr. Wallace stated that staff was reviewing all transit options including identifying new high capacity transit corridors. He noted that expanding the light rail system was also being considered within the region.

Mayor Cavanaugh stated that the integration of freeway and rail would be absolutely essential. He said that it appeared MAG is considering doing that and in order to do so required smart planning.

Mayor Schoaf asked if there were further questions or discussion. He asked whether Mr. Anderson had been able to find out since the last meeting whether the funds for commuter rail were available for any other uses.

Mr. Anderson stated that MAG General Counsel would be able to address that question. Mr. Anderson introduced Ms. Fredda Bisman.

Ms. Bisman stated that after reviewing the language included in the state statute, Proposition 400 publicity pamphlet and the ballot, it appeared that the money is non transferrable and can not be moved from one modality to another. She noted that the language allows for certain changes to occur within a modality but does not allow moving money between modalities.

Mayor Schoaf said he wanted to understand if policymakers were establishing priorities between those projects and it appeared not. He stated that MAG has money that needs to be spent on rail and is staying within that modality.

Ms. Bisman stated that was correct.

Mayor Lopez Rogers said that the study is important to everyone with respect to long range planning and that this effort is a step that will assist connecting regionally.

Mayor Lopez Rogers moved to approve that MAG continue development of the commuter rail options in the MAG region and the potential connecting routes immediately adjacent to the MAG region and for MAG to include a full-time transit staff position to assist with these and other transportation related studies and to amend the FY 2009 MAG Unified Planning Work Program and Annual Budget to include funding for the Commuter Rail System Study for \$600,000 and Option 2A Commuter Rail Development Plan for the Union Pacific Yuma West rail line and for the priority corridor identified in the MAG Commuter Rail System Study to proceed as expeditiously as possible into a rail development plan and to continue this work with the URS Corporation as an additional phase of the existing commuter rail study.

Councilmember Neely said that city management from Phoenix was not fully supportive of this option and that she had communicated to staff that she would be supporting the action on this item.

Mayor Hallman seconded the motion and the item carried unanimously.

6. MAG Draft FY 2010 Goals/Work Emphasis Areas and 2009 Results

Mr. Smith reviewed the goals and results for FY 2009. He noted that the organization has continued to review the implementation of Proposition 400. Mr. Smith stated that a performance management report was presented at the January MAG Management Committee meeting and staff is working to finalize information prior to the state audit. He discussed the best practices report and that it has been completed. Mr. Smith stated that with respect to Building a Quality Arizona (BQAZ), MAG had spearheaded that project through the Arizona Councils of Governments and it is now under the direction of ADOT. He said that ADOT anticipates completing the effort in a year and that MAG contributed the Hassayampa and Hidden Valley studies to the initiative.

Mr. Smith stated in the area of Air Quality, the Five Percent plan has been submitted to the Environmental Protection Agency (EPA), the dirt road inventory has been completed, the 8 hour ozone redesignation request is underway, a conformity analysis is scheduled to be approved by the USDOT and staff facilitated a high profile Section 208 small plant review.

Mr. Smith continued that MAG's initiative to strengthen its relationship with the tribal communities included meeting with the Intertribal Council of Arizona regarding BQAZ, one officer of the Navajo Nation, and a meeting with the Planning Stakeholders Group focused on tribal relations. He noted that despite not holding the workshop anticipated, other efforts have been made to increase communication and building relationships.

Mr. Smith said that the Litter Prevention program was continuing strong through participation at several events and purchasing radio spots.

Mr. Smith stated that Information Services staff is working with member agencies on AZ SMART, a modeling platform that is being shared with central Arizona, developing information for a digitized Sun Corridor and hosted a national meeting for socioeconomic

modelers. He added that the Central Arizona Association of Governments (CAAG) has contracted with MAG to work on their socioeconomic planning.

Mr. Smith stated that staff has begun working with Valley Metro Rail and Regional Public Transportation Authority on the Transportation Ambassador Program including working cooperatively on the ambassador program for the light rail system.

Mr. Smith noted that video production staff had produced segments on rubberized asphalt and domestic violence. He stated that staff has under development a segment that communicates the status of Proposition 400 as well as provides awareness to the public that projects are being built and delivered.

Mr. Smith stated that the Regional Office Center project ended last summer. MAG has opted to expand at its current location and has executed a lease with the City of Phoenix. He said that remodeling has begun on the first floor and staff anticipates relocating to the new space by March 1.

Mr. Smith announced that Fiscal Services received awards by the Government Finance Officers Association for its work on annual Unified Planning Work Program and Annual Budget for the Comprehensive Annual Finance Report (CAFR).

Lastly, Mr. Smith stated that on the topic of improving the spirit of regionalism among member agencies, staff facilitated a forum for city managers that was well attended and is continuing to draft a policies and procedures guidebook to help member agencies navigate the organization.

Mayor Schoaf asked what the status of the guidebook was.

Mr. Smith replied that staff expected to have a draft of the book by late spring.

Ms. Alana Chávez, Management Analyst III, noted that staff has completed an initial draft. She stated that next steps included formatting the draft for internal review and review with intergovernmental representatives. Ms. Chávez stated that she anticipated providing policymakers a draft for review prior to the end of the fiscal year.

Mayor Lopez Rogers asked if the organization had a Native American currently on staff.

Mr. Smith stated that Mr. Nathan Pryor, Senior Policy Planner is a member of the Navajo Nation. He noted that Mr. Pryor facilitated meetings with the Intertribal Council, a key representative from the Navajo Nation and presented information to the Native American Town Hall.

Mayor Schoaf asked Mr. Smith to present goals for FY 2010.

Mr. Smith proceeded to review goals for FY 2010. He noted that he was looking for input to ensure staff was heading the right direction regarding its planning efforts to expand staff resources and funding for consultants in right areas.

Mr. Smith stated that MAG was continuing to implement Proposition 400 and exploring ways to balance the plan. He expected that the process to identify projects would be very important in the forthcoming months. Mr. Smith stated that with respect to performance measurement, MAG is trying to get ahead of state requirements and have data ready and in place. He stated that efforts on commuter rail will continue and that MAG will be expending a few more resources on commuter rail initiatives.

Mr. Smith said that MAG submitted to host the National Association of Regional Councils Executive Director's conference and he has been approached by the Inter-mountain metropolitan planning organizations to bring elected officials to Phoenix for either a pre or post conference meeting to start developing relationships with our neighbors to the north due to similar transportation and infrastructure interests. He added that as an example, commuter rail is being built in neighboring states and there is opportunity to learn and leverage politically for the reauthorization process and work together to get more for the Inter-mountain West region.

Mr. Smith noted that there continue to be major challenges in air quality and that ozone boundary issues will need to be addressed. He added that conformity analysis depended on where funds from the stimulus package will be distributed which may cause working rapidly and possibly calling emergency meetings to ensure all projects go forward and meet deadlines established by the stimulus legislation.

Mr. Smith stated that the 2010 Decennial Census is going to be a big project and staff is working on getting correct geographical information for the cities and will include a public involvement effort in cooperation with the City of Phoenix.

Mr. Smith requested further input on goal #18 - Improve Relationships in the Arizona Megapolitan Corridor. He stated that it is important to recognize that Maricopa County is not an island and that in reality the transportation model for the region does not work unless MAG includes the area in Pinal County down to Interstate 8. Mr. Smith noted that politically MAG is not really well connected or positioned with policymakers in Pinal County, with exception of bordering cities like Queen Creek, Chandler, Goodyear, to address transportation planning issues. He noted that MAG has been approached by the City of Maricopa to join MAG but is not sure that the current bylaws would allow that.

Mr. Smith stated that a legislative study group may be organized to study the Sun Corridor. He mentioned to legislative staff that without developing relationships in the Sun Corridor, it is not known how far an initiative will go. Mr. Smith stated that it will take leadership from the Executive Committee to build relationships within the Sun Corridor. Mr. Smith said he is aware that some cities will ask about the organization's focus on the \$5 billion shortage in the freeway program and fixing that first prior to expanding into Pinal County. He stated that it was a legitimate question but that MAG also needed to look at the economic opportunities from cooperative planning. Mr. Smith stated that 87 percent of the future growth in the state will be concentrated in three counties and that Arizona will need an economic strategy for the three counties. He noted that presently there is no one working on this effort and that it should initially begin with relationship building among policymakers.

Mr. Smith stated that relationship building and discussion of planning efforts could hopefully lead to an economic study outlining the key opportunities for Arizona. He noted that he believed this would be worth pursuing.

Mayor Cavanaugh stated that approximately two years ago MAG formed the AZ COG/MPO Association in conjunction with BQAZ. He said that MAG chaired and developed the agendas and facilitated the meeting in cooperation with the AZ COG/MPO Association. Mayor Cavanaugh stated that it was a good forum for interaction and there was strong participation on the part of the COGs and MPOs. He inquired what the status of that group was since ADOT had taken it over. Mayor Cavanaugh noted that the format utilized for BQAZ could be a way to begin addressing this issue.

Mr. Smith responded that MAG, CAAG and PAG used to meet on an annual basis to discuss each other's work programs. He stated that the BQAZ format superseded that when BQAZ was initiated. He said that the group that ADOT convenes is different from the previous BQAZ effort. Mr. Smith stated that the meetings are not as well attended and the discussion is more technical rather than policy oriented. Mr. Smith said that with the state experiencing a transition, MAG needs to be looking at least to three counties. He explained that staff has prepared a detailed map illustrating where the growth is going to occur coming up through Tucson to Maricopa through Pinal heading up through I-93 in Mojave County into Las Vegas. Mr. Smith reiterated that the state's growth will happen primarily in three counties. He cautioned that trying to address 15 counties would be difficult. Mr. Smith encouraged improving communication. He noted that CAAG in Pinal County has begun forming a task force to explore becoming an MPO. Mr. Smith stated that with the air quality department in Pinal County beginning to discuss non-attainment area planning, it is important to recognize what is beginning to occur beyond the Maricopa County border.

Mayor Hallman stated that he would argue that goal #18, though necessary, may not be sufficient. He noted that he drafted a letter proposing additions to the work plan that could make this goal possible. Mayor Hallman stated that currently member agencies are not working together all that well regionally. He encouraged adopting some procedural efforts that could allow MAG to strengthen its regional approach and therefore help the organization reach out better to neighboring communities and organizations. Mayor Hallman agreed with Mr. Smith that for most of the member agencies at MAG the border of Maricopa County is not meaningful. He stated that member agencies needed to get over notion that each can not see itself as solely independent jurisdictions without also recognizing they are interrelated within the county through MAG and beyond that. Mayor Hallman said he did not know how MAG could plan for the southern portion of its boundary being impacted by traffic. He stated that Interstate 8 at a minimum should be included and that without real reflection on how that is impacting the region, the organization would be planning poorly. Mayor Hallman added that MAG must not fail to recognize the broader connections in the Valley on all the different modes or look at them in a piece meal fashion. He stated that he certainly supported the notion of reaching out but that MAG also needs to work in the next year to strengthen systems being used and empower the organization to engage at a policymaking level and use that to drive the Regional Council to do a more holistic job. By getting results, elected officials would become much better advocates as to how MAG works as a body in

the greater region to Pinal and down to Pima. Mayor Hallman cautioned that if MAG did not address this sooner than later there will be considerable additional frustration on all transportation planning efforts. Mayor Hallman stated that he would support Mr. Smith and would propose adding a goal #19 to improve procedural policies to strengthen regional approach that would encourage policymakers to identify what they need to do to get the body to work more effectively together.

Mayor Schoaf stated that he thinks most would agree that despite jurisdictional boundaries the need for planning remains. He added that it was important to keep in mind that as a Regional Council there remains a lot of work to do to make the council work as a regional body within the MAG region. Mayor Schoaf said that there is reluctance by various cities who have historically not received their fair share when discussion begins regarding efforts outside of the immediate region. He stated that the challenge that the Executive Director has and that the Regional Council shares, is to get past that through the use of some performance measures that demonstrate projects will assist that part of the region.

Mayor Berman stated that the motive to expand outside the region may be to further identify whether what the region is planning will work. He added that when it was said the 202 would not be built without using rubberized asphalt, it may have been to enforce the use of the material, but with no freeway in Chandler there would have been no freeway in Gilbert. Mayor Berman stated that when looking at region, though some may be frustrated with MAG, it is important to explore and identify at some level elements which need to exist to work for everyone in the region. He added that if they are not there, it will not work.

Mayor Lopez Rogers stated that MAG needed to develop relationships and that related planning is crucial. She noted that in her review of maps and the planning that has occurred this region has been left out of funding. Mayor Lopez Rogers said that at this point, MAG needed to focus on its own region before expanding outward. She encouraged developing relationships and policy in the MAG region prior to reaching out to others. Mayor Lopez Rogers agreed that at some point MAG needs to do that but noted that there is a lot of work to do within the MAG region.

Mayor Hallman stated that it does not take a large expending of resources to build relationships if MAG needs to do that at the planning level. He agreed with Mr. Smith and noted that there is as much obligation from the policymakers as staff on this issue. Mayor Hallman said that until MAG recognizes that Pinal and Pima have as much significant impact on this region's ability to plan, it is not being altruistic but making sure that as MAG goes forward it is planning wisely and well for everything that will be impacting the region. He stated that one of the things that will impact the West Valley, such as the South Mountain project, could bring blessings but also significant detriment if MAG does not understand what is coming in and out of Pima and Pinal counties. Mayor Hallman said that planning without the understanding of what MAG will be receiving could devastate results needed for the West Valley. He added that the cities in the West Valley have been overlooked and have not been delivered projects to the extent it would have been desired. Mayor Hallman noted that in planning for those opportunities it will be necessary to understand what is to the

south. He stated that Pinal and Pima counties and the cities within them will certainly want to make sure there is an understanding.

Mayor Schoaf stated that the challenge for Mr. Smith will be to figure out a way to encourage the policy side of MAG to connect with the policy side of Pinal County and identify ways MAG policymakers can build those relationships to assist in the planning process without incurring significant costs which could affect other priorities.

Mr. Smith said there currently exists a significant technical foundation through staff's cooperative relationships in socioeconomic planning and transportation planning. He added that Mr. Anderson and he have had discussion with management in Pinal County that what is missing is dialogue among elected officials to develop an understanding of what they may have common.

Mayor Hallman stated that bringing the three counties together could have a significant impact on state spending whereas trying to work with 15 counties would be very difficult.

Mr. Smith said it would be important for MAG to know the elected officials in that area.

Mayor Schoaf asked Mr. Smith whether staff had engaged ASU's Decision Theatre in the various partnership activities to help MAG engage in the cross county work.

Mr. Smith stated that MAG had been approached by the Decision Theater and that they were using a lot of MAG's demographics to make their theater work. He noted that staff would not be objectionable to offering its data to illustrate some of the options. Mr. Smith discussed a possible option including the Mexican port of Punta Colonet. He said that despite an article in the LA Times identifying it as a dead project due to the local economy, there is a possibility that this could be a major port for Mexico. Mr. Smith stated that the port could connect with the track coming up to Yuma. He added that if it was analyzed and the decommissioned Union Pacific track could come up from Yuma to the West Valley, what kinds of opportunities could exist if the Governor's office made this effort a true priority. Mr. Smith stated that planning could ensure bringing traffic through the Valley and be included in the Hassayampa study. He added that if there is interest in bringing the rail corridor from Union Pacific to BNSF it would connect two rail lines, the Interstate 8, Interstate 10 Interstate 40 and a port noting that Phoenix could become an inland port. Mr. Smith said that it would be worth to at least have someone review the possibility of this scenario.

Mayor Hallman stated that the Canamex corridor could be coming to life through the West Valley by using the Interstate 17 instead of the Interstate 10 and using rail corridors and other connectors from Phoenix to Tucson. He stated that south Tucson is a good place to observe the impact of rail noting that a one square mile rail corridor unloading yard for LA because LA is too crowded. Mayor Hallman added that this could be a likely reason MAG could have trouble on Union Pacific line but that the region could observe the West Valley experience a massive economic stimulus from that activity.

Mr. Smith stated that staff has met with the North American group from ASU and provided MAG a scope of work to analyze those external impacts on the state of Arizona. He encouraged collaborating with experts in Arizona such as a privatization expert in northern Arizona to analyze the possible role of privatizing some of the track from BNSF from the Valley up to Las Vegas. Mr. Smith stated that he would encourage looking at all options. He noted that this issue is beyond MAG and would need the attention of the Governor's office. Mr. Smith said that this scenario does not work if the Punta Colonet port does not happen. He stated that Maricopa County is not a little island and would be in its best interest to understand that there is Maricopa County, two adjacent counties and the Intermountain West.

Mayor Hallman stated that the port may not happen today but that it will happen. He said that the economic downturn is helping the cities to take time to decide which corridors need to be studied. Mayor Hallman added that the issue is outside of MAG's current scope but it could have a huge economic impact on the MAG region. He stated that there exists a possible threat that the Union Pacific will move its rail corridor from the Southwest over to the Mexican side of the border in order to look out for its own benefit. He continued that doing so would have a devastating impact on what could be a powerhouse commercial and industrial complex in the West Valley that could make Ontario's airport and freight corridor look small in comparison. Mayor Hallman stated that he did not think it is an issue of money, but rather needing to make connections and recognizing what those elements are so that the policymakers making those connections at the policy level understand the full breadth of the opportunities that exist. He recalled that the first Canamex corridor study was completed in 1992 by the Comision Sonora Arizona and the Arizona Mexico Commission. Mayor Hallman stated that frankly the place that could have the most impact could be in the West Valley. He stated that the region has yet to take advantage of such possibilities and this scenario may have brought a large opportunity back.

Mayor Lopez Rogers stated that her frustration is that there were opportunities in Proposition 400 that have not been seen yet.

Mayor Schoaf asked if there was any further discussion.

Mayor Cavanaugh stated that in Proposition 400 there are current and future projects. He said that over the next few years there will be several controversial issues such as South Mountain, the 303 freeway south of Goodyear paralleling the Pinal County line, Williams Gateway, and the road from Tucson to Phoenix. Mayor Cavanaugh noted that every one of those projects will impact members directly because they include funding from the cities. He stated that it will be important that MAG has strong elected official relationship with other counties.

Mr. Smith agreed with Mayor Cavanaugh.

Mayor Schoaf stated that if there was no further discussion the Executive Committee would proceed to the next item.

7. Executive Director's Annual Performance Evaluation

Mayor Schoaf asked for a motion to recess the Executive Committee meeting and enter into executive session for the purpose of reviewing the comments from the Regional Council and discuss the performance of the Executive Director. Mayor Hallman moved to enter into executive session. Mayor Cavanaugh seconded, and the motion carried unanimously. The Executive Committee recessed at 1:05 p.m. and entered into executive session.

Mayor Schoaf reconvened the Executive Committee meeting at 2:08 p.m. Mayor Hallman moved to increase the benefits of the Executive Director effective January 1, 2009 by the following: (1) Increase the maximum accrual limit for vacation days from 320 hours to 500 hours; (2) Increase the number of paid vacation days per year from 20 to 25, and (3) Bank 32 hours of vacation for 2009 and 32 hours for 2010. Mayor Cavanaugh seconded the motion, and the motion carried unanimously.

8. Adjournment

Mayor Schoaf called for a motion to adjourn. Mayor Hallman made a motion to adjourn. Mayor Lopez Rogers seconded the motion. The motion passed unanimously.

There being no further business, the Executive Committee adjourned at 2:20 p.m.

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Chair

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Secretary

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

**DATE:**

February 10, 2009

**SUBJECT:**

Amendment to the FY 2009 MAG Unified Planning Work Program and Annual Budget to Provide Additional Funds for the MAG Intelligent Transportation Systems and Safety Services On-Call Services Consultant Project

**SUMMARY:**

On May 28, 2008, the Regional Council approved the FY 2009 MAG Unified Planning Work Program and Annual Budget (UPWP). The UPWP included funding for Intelligent Transportation Systems (ITS) and Safety Services on-call services. On June 25, 2008, the Regional Council approved a list of consultants for ITS and Safety consultants. One of the areas approved in the on-call list was for ITS Planning. Work in the ITS area has been launched, and additional funding (\$20,000) is needed in this area. The proposed project will use the existing on-call consultant services to review and finalize the technical aspects of a document developed by the MAG ITS Committee and the MAG Technical Advisory Group describing the roles and responsibilities for the MAG Regional Community Network (RCN). The RCN is a telecommunications network using fiber optic communications. The primary purpose of this network is to enable the sharing of video images of traffic cameras, traffic management data and other information between state, regional and local agencies that are responsible for day-to-day operation and management of the multimodal transportation system in the Phoenix metropolitan region.

Following a 2001 MAG study that developed the concept for a Regional Community Network, the Arizona Department of Transportation (ADOT) proceeded by designing the first phase of the project. In FY 2005, a MAG project provided \$1.5 million to construct the initial phase of this network, RCN Phase 1A. The construction project is currently underway, and is managed by ADOT. When completed the Phase 1A project will link 11 agencies. The MAG ITS Committee and the MAG Technical Advisory Group have developed a draft a document on the roles and responsibilities. The proposed project will result in a review and finalization of this document with assistance from one or two experts in ITS communications, currently under contract with MAG.

**PUBLIC INPUT:**

None.

**PROS & CONS:**

**PROS:** The development of a comprehensive document that describes the roles and responsibilities of all agencies that are connected to the RCN will ensure effective management of this regional resource, with the least amount of unexpected service disruptions.

**CONS:** None

**TECHNICAL & POLICY IMPLICATIONS:**

**TECHNICAL:** The eventual MAG adoption of the RCN Roles and Responsibilities document would result in agreement among member agencies, who are connected to the RCN, to follow the guidelines specified in the document.

POLICY: None.

**ACTION NEEDED:**

Amend the FY 2009 MAG Unified Planning Work Program and Annual Budget to provide \$20,000 of MAG Surface Transportation Program funds to the MAG Intelligent Transportation Systems and Safety Services On-Call Services Consultant Project for ITS Planning Services to provide a technical review of the RCN Roles and Responsibilities for the Regional Community Network developed by the MAG ITS Committee and the MAG Technology Advisory Group.

**PRIOR COMMITTEE ACTIONS:**

Management Committee: This item is on the February 11, 2009, MAG Management Committee agenda. An update on the action taken at the meeting will be provided.

**CONTACT PERSON:**

Sarath Joshua, MAG, (602) 254-6300.



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**Agenda Item #3C**

February 10, 2009

TO: Members of the MAG Regional Council Executive Committee

FROM: Amy St. Peter, Human Services Manager

SUBJECT: AMENDMENT TO THE FY 2009 MAG UNIFIED PLANNING WORK PROGRAM AND ANNUAL BUDGET TO ACCEPT FUNDING FROM THE CITY OF PHOENIX FOR MAG TO CONDUCT COORDINATED HUMAN SERVICES TRANSPORTATION PLANNING ACTIVITIES

On October 6, 2008, MAG was notified that the City of Phoenix as the Designated Recipient for Federal Transit Administration funds would provide \$128,921 to support coordinated human services transportation planning activities. The federal Safe and Efficient Transportation Equity Act- A Legacy for Users (SAFETEA-LU) requires the establishment of a "locally developed, coordinated public transit-human services transportation plan for all FTA programs for underserved populations: the Elderly Individuals and Individuals with Disabilities program (Section 5310); the Job Access and Reverse Commute program (Section 5316); and the New Freedom program (Section 5317). For MAG to receive these funds, an amendment is required to the FY 2009 MAG Unified Planning Work Program and Annual Budget.

The coordinated human services transportation planning activities conducted by MAG results in the development of an inventory of human services transportation services, an assessment of the gaps in service, and prioritized strategies to coordinate human services transportation services. It is expected that the plan will be updated on an annual basis to allow new agencies and projects to receive funding. The MAG coordinated human services transportation planning activities fulfill the need for the region to have a plan in place in order to secure federal funding.

If you have any questions regarding this amendment, please contact me at the MAG office at (602) 254-6300.

A Voluntary Association of Local Governments in Maricopa County

City of Apache Junction ☼ City of Avondale ☼ Town of Buckeye ☼ Town of Carefree ☼ Town of Cave Creek ☼ City of Chandler ☼ City of El Mirage ☼ Fort McDowell Yavapai Nation ☼ Town of Fountain Hills ☼ Town of Gila Bend ☼ Gila River Indian Community ☼ Town of Gilbert ☼ City of Glendale ☼ City of Goodyear ☼ Town of Guadalupe ☼ City of Litchfield Park ☼ Maricopa County ☼ City of Mesa ☼ Town of Paradise Valley ☼ City of Peoria ☼ City of Phoenix ☼ Town of Queen Creek ☼ Salt River Pima-Maricopa Indian Community ☼ City of Scottsdale ☼ City of Surprise ☼ City of Tempe ☼ City of Tolleson ☼ Town of Wickenburg ☼ Town of Youngtown ☼ Arizona Department of Transportation

**Agenda Item #5**

**Major Issues for Discussion**

#	ISSUE	EXISTING PRACTICE
1.	How Officers and Executive Committee members are selected.	Current nominating procedure adopted by the Regional Council does not have a predetermined rotation of officers.
2.	Term of Office for MAG Officers	MAG Bylaws provide for a one year term and current practice states that officers serve two one year terms.
3.	What factors are used to determine a diverse representation on the MAG Executive Committee.	Current nominating procedure encourages a balanced slate of candidates and does not specify geographic rotation, size of member agency, gender or race.
4.	How vacancies of MAG Regional Council Officers are filled.	MAG Bylaws provide that the Regional Council shall elect a successor to hold office for the unexpired term of the officer whose position shall be vacant and the practice that positions on committees are held by the person elected/appointed and not by the member agency.
5.	How the Chair and Vice Chair are selected for the MAG Management Committee.	The present nominating procedure approved by the Management Committee states the Chair appoints a nominating committee from the Regional Council. Under the procedure, the nominating committee is required to submit a geographically balanced slate of candidates. Officers are elected at the annual June meeting serving a one-year term, with the practice being that two one-year terms are served.

6.	How vacancies of the MAG Management Committee Chair and Vice Chair are filled.	MAG Bylaws provide that in the event a vacancy occurs in the chairmanship, the Vice Chair shall become the Chair for the unexpired term and a Vice Chair shall be elected to complete the remained of the Vice Chair's term.
7.	How the Chair and Vice Chair are selected for the MAG Transportation Policy Committee	Current practice is that individuals interested in being Chair or Vice Chair provide letters of interest submitted to the Chair of the Regional Council for appointment by the Regional Council. Officers are elected at the June annual meeting serving a two-year term. The Chair position is required to be an elected official.
8.	How vacancies of the Standing and Special Committee Chairs and Vice Chairs are filled.	MAG Bylaws provide that vacancies occurring in these positions shall be filled by the Regional Council unless such authority has been delegated to the Chair of the Regional Council.
9.	Agenda/Meeting Development	Current practice is that MAG staff prepare agendas with approval required by the Chair.
10.	Conflict of Interest Rules	As is done in MAG member agencies, Regional Council members confer with the MAG General Counsel regarding conflict of interest, as set forth in state law.
11.	Proxies	The MAG Bylaws provide for use of proxies at Regional Council and Management Committee meetings. Proxies are allowed in person, not in writing, for a majority of MAG committees and follow a "like for like" policy (i.e. elected official is represented by another elected official or manager or technical staff member is represented by another manager or technical staff member). Proxies are not allowed at the Executive Committee or Transportation Policy Committee meetings.

12.	Basic meeting operations for the Regional Council, Executive Committee, Management Committee and Transportation Policy Committee.	<p>Current practice encourages regional discussion and when necessary conferring with the MAG General Counsel regarding parliamentary procedure and follow the current administrative processes contained in the MAG Bylaws regarding:</p> <ul style="list-style-type: none"> <li>- Meeting notifications</li> <li>- Presiding officer</li> <li>- Entitlement of votes</li> <li>- Quorum</li> <li>- Proxies</li> <li>- Calling of meetings</li> <li>- Record and Minutes</li> </ul>
13.	Roles and Responsibilities for Regional Council, Executive Committee, Management Committee, Other Committees, and MAG Staff.	<p>MAG Bylaws, adopted policies and administrative documents identify the powers and functions and roles and responsibilities of MAG committees.</p> <p>Currently, the Executive Director guides the organization as directed by the Executive Committee and Regional Council. Work activities are outlined annually in the MAG Unified Planning Work Program and Annual Budget that is adopted by the Regional Council.</p>
14.	Consideration of additional Policies and Procedures for MAG Program Responsibilities (i.e. Amendments to 208 Water Quality Management Plan, Small Plant Reviews for 209 Water Quality Management Plan, TIP Acceleration Process, Federal Funded Project Selection, Federal Close Out Process)	<p>Current practice follows existing organization policies and the MAG committee procedure approval process to address program activity responsibilities.</p>

**Agenda Item #5**

**MAG Process Review Task Force**

Proposed Membership

<b><u>MEMBERS</u></b>	<b><u>COMMITTEE</u></b>	<b><u>GEOGRAPHY</u></b>	<b><u>LARGE</u></b>	<b><u>SMALL</u></b>
Member #1	Chair of Regional Council, Executive Committee	Central		
Member #2	Executive Committee Member	East		
Member #3	Executive Committee Member	West		
Member #4	Regional Council Member		X	
Member #5	Regional Council Member			X
Member #6	Chair, Management Committee	West		
Member #7	Vice Chair, Management Committee	East		

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

**DATE:**

February 10, 2009

**SUBJECT:**

Development of the FY 2010 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 scheduled for March. This presentation is an overview of MAG's early FY 2010 proposed projects for the FY 2010 Work Program.

The Budget Workshop, which will also be available via Webinar, is scheduled for Wednesday, February 19, 2009, at 1:30 p.m. in the MAG Palo Verde Room. The invitation to the Budget Workshop is attached.

A draft Dues and Assessments worksheet is included in this material. The draft Dues and Assessments increase each fiscal year is calculated using the average CPI-U from the prior calendar year. Because of the uncertainty of economic conditions beginning with the FY 2009 Work Program, Dues and Assessments were not increased between FY 2008 and 2009. With the continuing uncertainty of economic conditions for MAG member agencies, MAG staff is proposing an overall reduction in the FY 2010 draft Dues and Assessments of fifty percent with changes for individual members because of population shifts.

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 One is the time line for budget development.
- ▶ Attachment Two is the draft Dues and Assessments for FY 2010.
- ▶ Attachment Three is the Budget Workshop invitation.
- ▶ Attachment Four is the Proposed New Projects for FY 2010.

**PUBLIC INPUT:**

None.

**PROS & CONS:**

PROS: MAG is presenting a review of the proposed new projects associated estimated costs for FY 2010. 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 2009.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: None.

POLICY: None.

**ACTION NEEDED:**

Information.

## **PRIOR COMMITTEE ACTIONS:**

This item is on the February 11, 2009, MAG Management Committee meeting agenda for information.

This item was on the January 28, 2009, Regional Council agenda for information and discussion.

### MEMBERS ATTENDING

- Councilmember Peggy Neely, Phoenix,  
Chair
- Mayor Thomas Schoaf, Litchfield Park, Vice Chair
- # Councilmember Robin Barker,  
Apache Junction
- Mayor Marie Lopez Rogers, Avondale
- Mayor Jackie Meck, Buckeye
- Mayor Wayne Fulcher, Carefree
- Councilmember Dick Esser, Cave Creek
- Mayor Boyd Dunn, Chandler
- Mayor Fred Waterman, El Mirage
- \* President Clinton Pattea, Fort McDowell  
Yavapai Nation
- # Mayor Jay Schlum, Fountain Hills
- # Mayor Fred Hull, Gila Bend
- Lt. Governor Joseph Manuel for Governor  
William Rhodes, Gila River Indian  
Community
- \* Mayor Steven Berman, Gilbert
- # Mayor Elaine Scruggs, Glendale
- Mayor James M. Cavanaugh, Goodyear
- \* Mayor Frank Montiel, Guadalupe  
Supervisor Max W. Wilson, Maricopa  
County
- Mayor Scott Smith, Mesa
- # Mayor Vernon Parker, Paradise Valley
- Mayor Bob Barrett, Peoria
- # Mayor Art Sanders, Queen Creek
- \* President Diane Enos, Salt River  
Pima-Maricopa Indian Community
- \* Mayor Jim Lane, Scottsdale  
Vice Mayor Joe Johnson for Mayor Lyn  
Truitt, Surprise
- # Mayor Hugh Hallman, Tempe
- # Mayor Adolfo Gamez, Tolleson
- # Mayor Kelly Blunt, Wickenburg
- Mayor Michael LeVault, Youngtown
- \* Felipe Zubia, State Transportation Board  
Victor Flores, State Transportation Board  
David Martin, Citizens Transportation  
Oversight Committee

\* Those members neither present nor represented by proxy.

# Attended by telephone conference call.

+ Attended by videoconference call.

This item was on the January 20, 2009, Executive Committee agenda.

### MEMBERS ATTENDING

- # Vice Mayor Peggy Neely, Phoenix,  
Vice Chair
- Mayor Thomas L. Schoaf, Litchfield Park,  
Treasurer
- Mayor Marie Lopez Rogers, Avondale
- Mayor James M. Cavanaugh, Goodyear
- Mayor Steven M. Berman, Gilbert
- Mayor Hugh Hallman, Tempe

\* Not present

# Participated by video or telephone conference call

This item was on the January 14, 2009, Management Committee agenda for information and discussion.

### MEMBERS ATTENDING

- Charlie McClendon, Avondale, Chair
- Mark Pentz, Chandler, Vice Chair
- # George Hoffman, Apache Junction
- Matt Muckler for Jeanine Guy,  
Buckeye
- \* Jon Pearson, Carefree
- \* Usama Abujbarah, Cave Creek  
Spencer Isom for B.J. Cornwall,  
El Mirage
- Alfonso Rodriguez for Phil Dorchester,  
Fort McDowell Yavapai Nation
- Julie Ghetti for Rick Davis, Fountain Hills

- \* Rick Buss, Gila Bend
- \* David White, Gila River Indian Community  
George Pettit, Gilbert  
Ed Beasley, Glendale  
Romina Korkes for John Fischbach, Goodyear  
RoseMary Arellano, Guadalupe  
Darryl Crossman, Litchfield Park  
Christopher Brady, Mesa
- \* Jim Bacon, Paradise Valley  
Susan Daladdung for Carl Swenson, Peoria  
Frank Fairbanks, Phoenix  
John Kross, Queen Creek
- \* Bryan Meyers, Salt River Pima-Maricopa Indian Community  
Bridget Schwartz-Manock for John Little, Scottsdale
- \* Randy Oliver, Surprise  
Jeff Kulaga for Charlie Meyer, Tempe  
Chris Hagen for Reyes Medrano, Tolleson  
Gary Edwards, Wickenburg
- \* Lloyce Robinson, Youngtown
- \* Victor Mendez, ADOT  
Mike Sabatini for David Smith, Maricopa County  
Mike Taylor for David Boggs, Valley Metro/RPTA

\* 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 2010**  
**DRAFT February 2, 2009**  
**Work Program and Annual Budget Proposed Timeline**

Attachment 1

<b>01/08/09</b>	<i>Thurs</i>	<i>Intergovernmental Meeting</i>
<b>01/14/09</b>	<i>Wed</i>	<i>Regional Council Management Committee Meeting-dues/assessments; timeline</i>
<b>01/20/09</b>	<i>Mon</i>	<i>Regional Council Executive Committee Meeting-dues/assessments; timeline</i>
<b>01/28/09</b>	<i>Wed</i>	<i>Regional Council-dues/assessments; timeline</i>
<b>02/05/09</b>	<i>Thurs</i>	<i>Intergovernmental Meeting</i>
<b>02/11/09</b>	<i>Wed</i>	<i>Management Committee Meeting- present new projects; presentation of summary budget documents</i>
<b>02/17/09</b>	<i>Mon</i>	<i>Regional Council Executive Committee Meeting- present new projects; presentation of summary budget documents</i>
<b>02/19/09</b>	<i>Thurs</i>	<i>Budget Workshop-webinar 1:30 p.m., MAG Palo Verde Room, 302 N. 1st Ave., Suite 200</i>
<b>02/25/09</b>	<i>Wed</i>	<i>Regional Council Meeting- present new projects; presentation of summary budget documents</i>
<b>03/05/09</b>	<i>Thurs</i>	<i>Intergovernmental Meeting</i>
<b>03/11/09</b>	<i>Wed</i>	<i>Management Committee Meeting- information and review of draft budget documents</i>
<b>03/16/09</b>	<i>Mon</i>	<i>Regional Council Executive Committee Meeting- information and review of draft budget documents</i>
<b>03/25/09</b>	<i>Wed</i>	<i>Regional Council Meeting- information and review of draft budget documents</i>
<b>04/02/09</b>	<i>Thurs</i>	<i>Intergovernmental Meeting</i>
<b>04/08/09</b>	<i>Wed</i>	<i>Management Committee Meeting- information and review of draft budget documents</i>
<b>04/13/09</b>	<i>Mon</i>	<i>Regional Council Executive Committee Meeting- information and review of draft budget documents</i>
<b>04/22/09</b>	<i>Wed</i>	<i>Regional Council Meeting- information and review of draft budget documents</i>
<b>April</b>		<i>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)</i>
<b>April</b>		<i>IPG meeting with FHWA, FTA, ADOT and others (TBD)</i>
<b>05/07/09</b>	<i>Thurs</i>	<i>Intergovernmental Meeting</i>
<b>05/13/09</b>	<i>Wed</i>	<i>Management Committee meeting - present draft Budget for recommendation of approval</i>
<b>05/18/09</b>	<i>Mon</i>	<i>Regional Council Executive Committee meeting - present draft Budget for recommendation of approval</i>
<b>05/27/09</b>	<i>Wed</i>	<i>Regional Council meeting - present draft Budget for approval</i>

**Maricopa Association of Governments**  
**Fiscal Year 2010**  
**February 6, 2009**  
**Draft Dues And Assessments**

Jurisdiction	FY 2010 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 2010 Estimated Dues & Assessments	Total FY 2009 Dues & Assessments	\$ Change from FY 2009 to 2010 Dues & Assessments
Apache Junction (f)	37,917	\$959	\$47	\$553	\$1,107	\$340		\$3,006	\$5,516	(\$2,510)
Avondale	76,648	\$1,941	\$95	\$1,117	\$2,237	\$688		\$6,078	\$12,184	(\$6,106)
Buckeye	50,143	\$1,273	\$62	\$731	\$1,464	\$450		\$3,980	\$6,552	(\$2,572)
Carefree	3,948	\$100	\$5	\$58	\$115	\$35		\$313	\$627	(\$314)
Cave Creek	5,132	\$130	\$6	\$75	\$150	\$46		\$407	\$814	(\$407)
Chandler	244,376	\$6,185	\$303	\$3,562	\$7,133	\$2,192	\$2,076	\$21,451	\$43,219	(\$21,768)
El Mirage	33,647	\$852	\$42	\$490	\$982	\$302		\$2,668	\$5,437	(\$2,769)
Fort McDowell Yavapai Nation	824	\$21	\$1	\$12	\$24	\$7		\$65	\$350	(\$285)
Fountain Hills	25,995	\$658	\$32	\$379	\$759	\$233		\$2,061	\$4,135	(\$2,074)
Gila Bend	1,899	\$48	\$2	\$28	\$55	\$17		\$150	\$350	(\$200)
Gila River Indian Community (h)	2,742	\$69	\$3	\$40	\$80	\$25		\$217	\$444	(\$227)
Gilbert	214,820	\$5,442	\$267	\$3,132	\$6,270	\$1,927	\$1,825	\$18,863	\$36,492	(\$17,629)
Glendale	248,435	\$6,286	\$309	\$3,622	\$7,251	\$2,229	\$2,111	\$21,808	\$44,093	(\$22,285)
Goodyear	59,436	\$1,506	\$74	\$866	\$1,735	\$533		\$4,714	\$9,059	(\$4,345)
Guadalupe	5,990	\$152	\$7	\$87	\$175	\$54		\$475	\$908	(\$433)
Litchfield Park	5,093	\$129	\$6	\$74	\$149	\$46		\$404	\$818	(\$414)
Maricopa County (e)	243,624	\$5,727	\$303	\$3,551	\$7,111	\$2,185	\$2,070	\$20,947	\$42,880	(\$21,933)
Mesa	459,682	\$11,632	\$571	\$6,701	\$13,417	\$4,124	\$3,906	\$40,351	\$81,768	(\$41,417)
Paradise Valley	14,444	\$366	\$18	\$211	\$422	\$130		\$1,147	\$2,301	(\$1,154)
Peoria (h)	155,560	\$3,939	\$193	\$2,268	\$4,540	\$1,395	\$1,322	\$13,657	\$27,155	(\$13,498)
Phoenix	1,561,485	\$39,521	\$1,939	\$22,762	\$44,007	\$13,267		\$91,496	\$183,575	(\$92,079)
Queen Creek (f)	23,827	\$592	\$30	\$347	\$695	\$214		\$1,878	\$3,538	(\$1,660)
Salt River Pima-Maricopa	6,879	\$174	\$9	\$100	\$201	\$62		\$546	\$1,107	(\$561)
Scottsdale	242,337	\$6,132	\$301	\$3,533	\$7,073	\$2,174	\$2,059	\$21,272	\$43,026	(\$21,754)
Surprise	108,761	\$2,755	\$135	\$1,585	\$3,174	\$976		\$8,625	\$16,983	(\$8,358)
Tempe	172,641	\$4,369	\$214	\$2,517	\$5,039	\$1,549	\$1,467	\$15,155	\$30,079	(\$14,924)
Tolleson	6,833	\$164	\$8	\$100	\$199	\$61		\$532	\$1,082	(\$550)
Wickenburg	6,442	\$154	\$8	\$94	\$188	\$58		\$502	\$1,033	(\$531)
Youngtown	6,522	\$156	\$8	\$95	\$190	\$59		\$508	\$1,025	(\$517)
<b>TOTALS</b>	<b>4,026,082</b>	<b>\$101,432</b>	<b>\$5,000</b>	<b>\$58,690</b>	<b>\$71,935</b>	<b>\$36,118</b>	<b>\$30,103</b>	<b>\$303,278</b>	<b>\$606,550</b>	<b>(\$303,274)</b>

<b>FY 2009 Total Costs</b>		\$202,861	\$10,000	\$117,379	\$143,872	\$72,231	\$60,207
<b>Based on Population</b>		-\$101,429	-\$5,000	-\$58,689	-\$71,937	-\$36,113	-\$30,104
<b>Per Capita Cost</b>		\$0.02519	\$0.00124	\$0.01458	\$0.01787	\$0.00897	\$0.00748

The annual Dues and Assessments are apportioned according to per capita populations. Dues and Assessments are decreased for FY 2010. Changes in population and a 50% reduction in overall dues account for the difference between FY 2009 and FY 2010 Dues and Assessments totals.

- (a) MAG July 1, 2008 Approved Population
- (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 of \$350 per member is waived for FY 2010.
- (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

February 10, 2009

MAG WEBINAR PRESENTATION ON THE DEVELOPMENT OF THE FY 2010  
UNIFIED PLANNING WORK PROGRAM AND ANNUAL BUDGET

Thursday, February 19, 2009, at 1:30 p.m.  
MAG Office, Suite 200, Palo Verde Room  
302 North 1st Avenue, Phoenix

In an effort to get early input into the FY 2010 MAG Budget and to provide information about the proposed budget for our member agencies, we will hold a budget workshop on Thursday, February 19 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 2010 Work Program.

We would like to invite you to attend this meeting by GoToMeeting®, or in person at MAG in the Palo Verde Room on the second floor of the MAG Offices. Instructions on attending this workshop are described below:

- GoToMeeting®: Please join GoToMeeting® with the following web address:  
<https://www2.gotomeeting.com/join/935129543>  
GoToMeeting® Online Meetings Made Easy™
- Once connected to GoToMeeting® dial (602) 261-7510 between 1:25 p.m. and 1:30 p.m. the day of the workshop. After the prompt, please enter the meeting ID number 283438 on your telephone keypad followed by the # key. If you have a problem or require assistance, dial 0 after calling the number above. (To attend by phone only please follow the same instructions.)
- Attending in Person: If you are attending in person, please park in the garage underneath the building. Bring your ticket to the meeting, parking will be validated. For those using transit, Valley Metro/RPTA will provide transit tickets for your trip. For those using bicycles, please lock your bicycle in the bike rack in the garage.

If you have any questions or need additional information on the budget presentation, please contact Becky Kimbrough at (602) 254-6300.

Draft MAG FY 2010 Work Program  
Proposed New Projects

Environmental Division

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Transportation Division

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Draft MAG FY 2010 Work Program  
Proposed New Projects

Environmental Division

**Project Name:** 2010 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; traffic surveys and emissions inventories; dirt road inventories and tracking progress made to pave dirt roads; statistical analysis of data; analysis of control measures; implementation of control measures; tracking implementation of committed control measures; air quality plan preparation; CMAQ evaluation methodologies; and transportation conformity. Technical assistance may also include an analysis of greenhouse gas requirements and emissions. The National Association of Regional Councils and Association of Metropolitan Planning Organizations have indicated that greenhouse gas requirements may be included in the transportation reauthorization legislation.

**Recommended by:** This project is recommended by MAG staff to meet the requirements in the Clean Air Act and to 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.

**Resources Required:** \$130,000

**Approximate Time Frame for Project Completion:** One year.

**Expected Outcome:** A new Eight-Hour Ozone Plan is required to demonstrate attainment of the strengthened ozone standard promulgated by the Environmental Protection Agency in March 2008 (0.075 parts per million). Supplemental analyses may be necessary to provide to the Environmental Protection Agency for approval of the MAG 2007 Five Percent Plan for PM-10. Tracking the implementation of the committed measures in the Five Percent Plan and 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 strengthened eight-hour ozone standard would reflect positively on the region. Timely implementation of committed control measures in the MAG 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 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 Five Percent Plan for PM-10 will assist the region in attaining the PM-10 standard and improving public health. 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.

Draft MAG FY 2010 Work Program  
Proposed New Projects

Transportation Division

**Project Name:** Traffic Signal Optimization Program (TSOP) On-Call Projects

**Brief Description:** The MAG Traffic Signal Optimization Program (TSOP) has successfully completed 22 projects in 11 MAG jurisdictions. Projects developed 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 consultants hired by MAG through an on-call services contract. The TSOP has been championed by the MAG Intelligent Transportation Systems Program to provide traffic engineering assistance for refining signal operations across the MAG region. It is one of the strategies identified in the MAG Regional Concept of Transportation Operations. Projects may generally cost up to \$30,000, and would not require a local match.

**Requested by:** This project is recommended by MAG staff, and based on the MAG ITS Committee recommendation for FY 2010 TIP. Funds have already been programmed for this project.

**Mission/Goal Statement:** The goal of this project is to ensure that the traffic signal operations in the region are efficient, safe, and minimize the impact on the environment.

**Resources Required:** \$321,497 (TIP)

**Approximate Time Frame for Project Completion:** Based on our previous experience in executing TSOP projects at MAG, it is anticipated that these funds will be used to carry out about ten TSOP projects during the second half of fiscal year 2010.

**Expected Outcome:** Improved traffic operations and reduced vehicular emissions. Signal optimization projects have been found to produce benefit to cost ratios as high as 40 to one.

**Benefit to MAG member agencies:** MAG member agencies benefit from being able to adjust signal timing to account for changes in traffic patterns due to new developments and traffic growth. Affected members may postpone the need for costly long-term road capacity improvement by improving traffic flow with existing resources.

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

Draft MAG FY 2010 Work Program  
Proposed New Projects

Transportation Division

**Project Name:** 2010 Phase I: Inner Loop Traffic Operations Model

**Brief Description:** This project will establish a multi-modal traffic operations model of the Phoenix Inner Loop to assist with planning for automobile, commercial vehicle, and transit (bus and rail) operations and will include both freeways and arterial streets.

**Requested by:** This project is recommended by MAG staff, City of Phoenix, and Arizona Department of Transportation.

**Mission/Goal Statement:** Development of a multi-modal traffic simulation model for the central core of the urban area for testing alternative investment strategies, which will improve mobility.

**Resources Required:** \$500,000, and an additional staff position.

**Approximate Time Frame for Project Completion:** 12 to 18 months.

**Expected Outcome:** A computer simulation transportation model that will improve mobility for the testing of alternative investment strategies for the central area of the urban region.

**Benefit to MAG member agencies:** A refined strategy for transportation investments that will result in higher levels of mobility in the central area of the region by identifying more cost effective options.

**Benefit to the Public:** Higher level of mobility for the public in the central area of the metropolitan region.

Draft MAG FY 2010 Work Program  
Proposed New Projects

Transportation Division

**Project Name:** Survey of Revenue Options for Regional Transportation Funding

**Brief Description:** Conduct a survey of sources of regional funding for transportation projects in the United States and summarize the policies and methods used to allocate this funding to projects to ensure geographic equity. The survey will identify what geographic equity measures are used, such as population, revenue generation, or other measures, and how these measures are used in the project selection process. In addition, the use of public private partnerships (PPP) to construct transportation facilities will also be summarized as part of the survey. This will include the type of project, a description of the project, parties involved in the project, and the funding strategy for the construction and / or the operation of the transportation project.

**Requested by:** This project is recommended by MAG staff.

**Mission/Goal Statement:** Identify funding sources and measures of geographic equity and how these measures are used for project selection.

**Resources Required:** \$125,000

**Approximate Time Frame for Project Completion:** Six months.

**Expected Outcome:** Identification of funding sources and measures, identifying how these measures are used for project selection.

**Benefit to MAG member agencies:** Information from other regions regarding the connection between where revenues are raised and where projects are located to ensure broad support in future transportation elections.

**Benefit to the Public:** Identification of alternative methods for future regional transportation funding.

Draft MAG FY 2010 Work Program  
Proposed New Projects

Transportation Division

**Project Name:** Regional ITS Architecture (RIA) Phase II – Web Application – On-call

**Brief Description:** A current consultant project (RIA Phase I) that is performing the essential tasks for updating the Regional ITS Architecture (RIA) is expected to be completed by March 2009. A follow-up project, RIA Phase II, is proposed for implementing web-based tools that would enable the RIA to be implemented effectively across the region and incorporate the RIA as an essential component within the regional planning process. The Phase II project will build on the results and the Microsoft SQL database to be developed during the Phase I project.

The following products/benefits will result from the web application to be developed through the RIA Phase II project:

- Availability of web-based tools to assist MAG member agencies with incorporating RIA in their ITS-related project development process. This would ensure that the projects satisfy federal requirements for RIA consistency, as well as ensuring regional compatibility. These tools will provide download services to member agencies so that they can download portions of the entire Regional ITS Architecture to assist in the development of project ITS architecture for an individual jurisdiction.
- All existing and planned regional ITS infrastructure projects and other related applications will be presented with their links to the RIA. This information will be useful for agency staff, managers, and elected leaders to better understand the value of investments in ITS.
- Information on all existing and planned ITS applications and their functions in the region will be made available to the general public via an interactive display that will continue to be updated with new projects as they are implemented.

**Requested by:** This project is recommended by MAG staff.

**Mission/Goal Statement:** The primary goal of this project is to facilitate the adoption of the Regional ITS Architecture as a useful planning tool for ITS infrastructure development by MAG member agencies. Other goals include improving the sharing of information on transportation technology infrastructure in the region and their benefits, with planning staff decision makers at local agencies and the general public.

**Resources Required:** \$80,000

**Approximate Time Frame for Project Completion:** September 2009 through August 2010.

**Expected Outcome:** A software application at the MAG website that will be utilized by MAG member agencies when developing the scope of work for new ITS projects.

**Benefit to MAG member agencies:** Compliance with USDOT Rule 940 that requires all federally funded ITS projects to conform to a Regional ITS Architecture. Ability to share information with the public on city-owned infrastructure and programs.

**Benefit to the Public:** Better information on the investment of public funds in regional ITS infrastructure and its role in improving transportation services both at the local and regional levels.

Draft MAG FY 2010 Work Program  
Proposed New Projects

Transportation Division

**Project Name:** Central Phoenix Transportation Framework Study

**Brief Description:** Develop a multi-modal transportation framework for the Central Phoenix study area, bounded by Northern Avenue on the north, the SR-143/Hohokam Expressway on the east, South Mountain on the south, and 75th Avenue on the west.

**Requested by:** This project is recommended by MAG staff, City of Phoenix, and Arizona Department of Transportation.

**Mission/Goal Statement:** Development of a framework for the central core of the urban area that will set the framework for future transportation investment decisions to improve regional mobility along Interstate 10, Interstate 17, SR-51, SR-202L, key surface arterials, and future transportation corridors proposed by the Regional Transportation Plan.

**Resources Required:** \$600,000

**Approximate Time Frame for Project Completion:** 12 to 18 months.

**Expected Outcome:** An overall regional transportation framework for the Phoenix city center and surrounding neighborhoods for basing future transportation investment decisions.

**Benefit to MAG member agencies:** While the primary beneficiary for this effort will be the core of the Phoenix urban area, a coordinated investment framework delivered by this project will represent a vision for enhancing and improving transportation in and out of this region's primary economic center, thereby benefitting the entire metropolitan region.

**Benefit to the Public:** Higher level of mobility for the public in and around the core of the Phoenix metropolitan area.

Draft MAG FY 2010 Work Program  
Proposed New Projects

Transportation Division

**Project Name:** Algorithmic Development, Estimation, Calibration, and Validation for the MAG Regional Activity-Based Model Development

**Brief Description:** This project ensures continuity in the activity-based model development and constitutes conclusive stages of the development. Activity-based models generally take from three to five years or longer to fully develop. Activity-based models represent the next generation of travel forecasting models that are required for testing planning policies and to increase the explanatory power of traditional travel forecasting tools. The necessity to address new planning and policy questions and challenges, as well as the changing economic environment, requires development of this advanced forecasting and simulation tool. MAG structured the development of the more advanced model in a way that provides clear benefits and deliverables at the end of each development stage.

**Requested by:** This project is recommended by MAG staff.

**Mission/Goal Statement:** To provide in-depth analysis and quality transportation forecasts for the purpose of regional transportation planning and informed decision making by MAG member agencies and to advance the state-of-the-practice in MAG transportation modeling, data collection, and analysis and achieve emerging state-of-the-art in metropolitan transportation modeling.

**Resources Required:** \$500,000

**Approximate Time Frame for Project Completion:** FY 2010.

**Expected Outcome:** Completed third phase of the activity-based model development, including, but not limited to, estimated and calibrated modeling procedures and model validation. This phase will complete the work related to integration of trip-generation models in the daily activity modeling framework and complete the tour-based and destination models. A detailed list of tasks of the phase three development will be based on the results of the first and second phases.

**Benefit to MAG member agencies:** The development of advanced forecasting tools that are better able to answer upcoming planning policy questions and increase the quality and sensitivity of travel forecasting in the region.

**Benefit to the Public:** Better planning decisions based on the increased quality of information provided to the decision makers.

Draft MAG FY 2010 Work Program  
Proposed New Projects

Transportation Division

**Project Name:** On-Call Consulting Services for Transportation Software Development and Support

**Brief Description:** This project will provide ongoing support for model-related software development tasks. Required areas of expertise include FORTRAN, C, C#, Java, ArcGIS and GISDK, dynamic traffic assignment software (to be determined) and relational data base development expertise. This on-call service will ensure that the development, maintenance and support of the existing MAG transportation modeling programs and data management tasks are supported as required for ongoing modeling tasks and requests.

**Recommended by:** This project is recommended by MAG staff.

**Mission/Goal Statement:** To provide in-depth analysis and quality transportation forecasts for the purposes of regional transportation planning and informed decision making by MAG member agencies. This project will advance state-of-the-practices in MAG transportation modeling, data collection, and analysis and achieve emerging state-of-the-art in metropolitan transportation modeling.

**Resources Required:** \$450,000

**Approximate Time Frame for Project Completion:** FY 2010.

**Expected Outcome:** Technical support and development for transportation software.

**Benefit to MAG member agencies:** Uninterrupted travel forecasting and transportation modeling support for the member agencies.

**Benefit to the Public:** Better planning decisions in the region, increased public awareness on transportation issues.

Draft MAG FY 2010 Work Program  
Proposed New Projects

Transportation Division

**Project Name:** Monitoring Traffic Conditions on Freeways and Arterial Streets Using New Technologies

**Brief Description:** The study builds on the results of the currently ongoing evaluation of traffic mobility on MAG freeway and arterial networks through new ground truth data sources. It will complete the investigation of the archived ground truth traffic data provided by leading traffic information companies and will finalize data collection methodology and the purchase of the required data sets.

**Requested by:** This project is recommended by MAG staff.

**Mission/Goal Statement:** Identify and evaluate alternative sources of traffic information that will result in more effective and timely traffic data for planning and modeling.

**Resources Required:** \$95,000

**Approximate Time Frame for Project Completion:** FY 2010.

**Expected Outcome:** New travel time and speed data collection methodology to replace probe car survey to allow constant monitoring of the MAG freeway and arterial traffic conditions.

**Benefit to MAG member agencies:** New sets of data for planning and forecasting purposes with annual and extensive spatiotemporal coverage on travel time and travel speed. This will be the first arterial mobility monitoring program.

**Benefit to the Public:** Better transportation planning through analysis of alternate traffic information for decision making in the region.

Draft MAG FY 2010 Work Program  
Proposed New Projects

Transportation Division

**Project Name:** On-call Consulting Services for Collection of Regional Intersection Traffic Data, Screen Line Traffic Counts, and Level of Service Data on Regional Facilities

**Brief Description:** This on-call consulting support project is directed at collecting traffic data for the following main areas: turning movements on a set of selected intersections of the major arterial roads in the region; mid-block counts to fill in gaps in the new screen line system; level of service data on regional freeways; and freeway ramp queuing data. The main purpose of the project is to provide validation data for the regional forecasting models, and to complement and update previously collected traffic volume data sets.

**Requested by:** This project is recommended by MAG staff.

**Mission/Goal Statement:** Provide current data for in-depth analysis and quality transportation forecasts for the purposes of regional transportation planning and informed decision making by MAG member agencies. Advance state-of-the-practice in MAG transportation modeling, data collection, and analysis and achieve emerging state-of-the-art in metropolitan transportation modeling.

**Resources Required:** \$350,000

**Approximate Time Frame for Project Completion:** FY 2010.

**Expected Outcome:** Traffic volumes data sets.

**Benefit to MAG member agencies:** New sets of data for planning and forecasting purposes.

**Benefit to the Public:** Better transportation planning decisions in the region through using current sources of data for traffic impact studies.

Draft MAG FY 2010 Work Program  
Proposed New Projects

Transportation Division

**Project Name:** Texas Transportation Institute (TTI) Urban Transportation Performance Measure Study

**Brief Description:** This is an ongoing effort with Texas Transportation Institute that is being sponsored by a number of large MPOs and DOTs around the country. The data will be utilized in data analysis and modeling tasks. The FY 2010 project will investigate freight mobility and impacts of the economic environment on traffic congestion.

**Requested by:** This project is recommended by MAG staff.

**Mission/Goal Statement:** Provide in-depth analysis and quality transportation forecasts for the purposes of regional transportation planning and informed decision making by MAG member agencies. Conduct regional level mobility evaluation and provide support on various mobility related issues. Advance state-of-the-practice in MAG transportation modeling, data collection and analysis and achieve emerging state-of-the-art metropolitan transportation modeling.

**Resources Required:** \$25,000

**Approximate Time Frame for Project Completion:** FY 2010.

**Expected Outcome:** Updated evaluation of the MAG regional mobility.

**Benefit to MAG member agencies:** New, in-depth, quantified analytical data for planning and forecasting purposes.

**Benefit to the Public:** Better transportation planning decisions in the region.

## Draft MAG FY 2010 Work Program Proposed New Projects

### Communications Division

**Project Name:** *Don't Trash Arizona* Litter Prevention and Education Program for the Regional Freeway System

**Brief Description:** Concern over freeway litter led elected officials to include \$279 million for landscape maintenance and litter control (pickup and sweeping) in the Regional Transportation Plan approved by voters in 2004, including funding for litter prevention. The objective of the Litter Prevention and Education program is to improve visual aesthetics along the highway system in the MAG region by increasing awareness of the economic, safety, and health impacts of littering and to encourage motorists to dispose of trash properly.

In 2006, litter prevention and education efforts were begun by the Maricopa Association of Governments (MAG) and the Arizona Department of Transportation (ADOT) to address roadway litter. The slogan *Don't Trash Arizona!* was selected and is used cooperatively by MAG and ADOT to increase public awareness of the roadway litter condition, and the agencies work together on efforts to decrease roadway litter. In May 2008, the MAG Regional Council approved funding for continuing the program through FY 2009, with the possibility of extending the program depending on funding availability and evaluation results.

**Requested by:** This project is recommended by MAG staff.

**Mission/Goal Statement:** 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 to utilize an evaluative process to measure the success of the program.

**Resources Required:** \$300,000

**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 implement 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 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 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. MAG analysis of crash statistics finds that in 2006, there were 468 accidents due to objects in the roadway. Accidents and slow-downs due to roadway debris increase the time we spend stuck in traffic and results in lost productivity.

**Benefit to the Public:** While many Arizonans take pride in our state, some believe that one small piece of trash won't matter. But even small pieces of litter add up to a giant problem: about 151,000 bags of trash are picked up off Valley freeways every year. By reducing the amount of freeway litter through public education, we can address the economic, safety, and health impacts caused by littering and improve our regional quality of life.

Draft MAG FY 2010 Work Program  
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.

**Requested by:** This project is recommended by MAG staff, in compliance with SAFETEA-LU federal transportation law.

**Mission/Goal Statement:** 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.

**Resources Required:** \$20,000

**Approximate Time Frame for Project Completion:** Ongoing in one-year contract terms to FY 2010.

**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.

Draft MAG FY 2010 Work Program  
Proposed New Projects

Communications Division

**Project Name:** Video Outreach Associate

**Brief Description:** Freelance writer/producer to assist in video outreach program through project management. Associate would help with pre-production; shot-sheeting and writing scripts; and overseeing post-production.

**Requested 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 distributed to air on city cable channels and other broadcast outlets in order to reach the broadest possible community.

**Resources Required:** \$24,000

**Approximate Time Frame for Project Completion:** FY 2010.

**Expected Outcome:** The MAG Communications Division began its Video Outreach Program in 2007 with the purchase of television production equipment and staff training. A number of successful videos have been produced to date. A freelance writer/producer was recruited in 2008 to assist at key points in the production and enable these important videos to be completed. This would be a continuation of the services that began in October 2008.

**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.

Draft MAG FY 2010 Work Program  
Proposed New Projects

Information Services Division

**Project Name:** Digital Aerial Photography

**Brief Description:** MAG and MAG member agencies use digital aerial photography for a variety of planning and GIS purposes. In this rapidly developing area, it is important to have up-to-date imagery to track development and land use and to plan for future growth. This project also provides the digital aerial photography to member agencies at no additional cost to the member agency.

**Requested by:** This project is recommended by MAG staff, and MAG Population Technical Advisory Committee.

**Mission/Goal Statement:** Annual updates to the digital aerial photography enhances member agency and MAG planning and mapping capabilities.

**Resources Required:** \$40,000

**Approximate Time Frame for Project Completion:** December 2009.

**Expected Outcome:** Up-to-date imagery enabling MAG and MAG member agency staff to use and display current and accurate information.

**Benefit to MAG member agencies:** MAG will purchase the imagery with a license that allows MAG to distribute a copy of the imagery to each MAG member agency.

**Benefit to the Public:** New imagery will enable MAG and MAG member agencies to enhance their planning efforts and allow them to provide better information to the public regarding new and existing developments.

Draft MAG FY 2010 Work Program  
Proposed New Projects

Information Services Division

**Project Name:** MAG Associate(s), Census 2010

**Brief Description:** MAG staff may need assistance in preparation for Census 2010. It is critical that MAG not only has adequate staff to continue to support existing and planned services and programs, but also be able to adequately address the needs of MAG and MAG member agencies that will be presented by Census 2010.

**Requested by:** This project is recommended by MAG staff and the MAG Population Technical Advisory Committee.

**Mission/Goal Statement:** MAG can better support MAG member agencies with adequate resources to address the needs that will be presented by Census 2010.

**Resources Required:** \$38,000

**Approximate Time Frame for Project Completion:** This request is for funding through June 2010. The project will be completed immediately following Census 2010.

**Expected Outcome:** This possible MAG Associate(s) will allow MAG to continue the high level of support for MAG member agencies.

**Benefit to MAG member agencies:** This possible MAG Associate(s) will enable MAG to provide support to MAG member agencies as necessary, thus reducing the potential for duplication of effort. The decennial census count is used to distribute billions of federal dollars to cities and towns.

**Benefit to the Public:** The decennial census count is used to distribute billions of federal dollars to citizens in the MAG Region.