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February 2, 2010

TO: Members of the MAG Management Committee

FROM: Mark Pentz, Chandler, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Wednesday, February 10, 2010 - 12:00 noon
MAG Office, Suite 200 - Saguaro Room
302 North 1st Avenue, Phoenix

The next Management Committee meeting will be held at the MAG offices at the time and place noted above. Members of the Management Committee may attend the meeting either in person, by videoconference or by telephone conference call. The agenda and summaries are also being transmitted to the members of the Regional Council to foster increased dialogue between members of the Management Committee and Regional Council. You are encouraged to review the supporting information enclosed. Lunch will be provided at a nominal cost.

Please park in the garage under the building, bring your ticket, 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.

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 Valerie Day at the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

Members are reminded of the importance of attendance by yourself or a proxy. Any time that a quorum is not present, we cannot conduct the meeting. Please set aside sufficient time for the meeting, and for all matters to be reviewed and acted upon by the Management Committee. Your presence and vote count.

c: MAG Regional Council

— 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

**MAG MANAGEMENT COMMITTEE
TENTATIVE AGENDA
February 10, 2010**

COMMITTEE ACTION REQUESTED

1. Call to Order

2. Pledge of Allegiance

3. Call to the Audience

An opportunity is provided to the public to address the Management Committee on 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. Citizens 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 Management Committee requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

4. Executive Director's Report

The MAG Executive Director will provide a report to the Management Committee on activities of general interest.

5. Approval of 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 (*).

3. Information.

4. Information and discussion.

5. Recommend approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

MINUTES

*5A. Approval of January 13, 2010, Meeting Minutes

5A. Review and approval of the January 13, 2010, meeting minutes.

TRANSPORTATION ITEMS***5B. Regional Community Network Roles and Responsibilities**

The Regional Community Network (RCN) project is a fiber optic communications network that, when completed, would connect all MAG member agencies for the primary purpose of coordinating traffic control operations between neighboring agencies. The first phase of the project is currently being implemented by the Arizona Department of Transportation through an Intelligent Transportation Systems (ITS) project. The RCN Working Group, consisting of members of the MAG ITS Committee and the MAG Technology Advisory Group (TAG), has developed a Roles and Responsibilities document to facilitate the operation of the network. The MAG ITS Committee, the MAG TAG, and the Transportation Review Committee recommended approval of the Roles and Responsibilities document. Also included is an update on the implementation of the current phase. Please refer to the enclosed material.

***5C. Recommendation to the Arizona Department of Transportation's Safe Routes to School Program**

The Arizona Department of Transportation's (ADOT) Safe Routes to School (SRTS) Program provides annual grants for road safety improvement projects that are related to access to schools. The program provides grants to public and nonprofit agencies for projects that improve road safety and encourage more K-8 children to walk or bike to their neighborhood schools. This is the fourth cycle of the program, and grants will be provided to projects that implement infrastructure improvements as well as projects that would involve education, training and encouragement. In response to the ADOT request for proposals announced in October 2009, a total of 10 project applications from the MAG region was received by ADOT. The ADOT proposal review process stipulates that MPOs and COGs must recommend a ranked list of projects to ADOT by February 26, 2010. These recommendations will be considered by a

5B. Recommend approval of the Regional Community Network Roles and Responsibilities document.

5C. Recommend approval of the ranked list of projects to be submitted to the Arizona Department of Transportation for the Safe Routes to School Program.

statewide SRTS panel that will make a final recommendation to ADOT. The MAG Transportation Safety Committee reviewed all project proposals, and on January 26, 2010, recommended a ranked list of projects from the region as the MAG recommendation to ADOT. Please refer to the enclosed material.

*5D. On-Call Transportation Planning Consultant Services Program

MAG presently uses on-call services contracts to supplement staff capabilities with expertise in specialized areas of Intelligent Transportation Systems (ITS), Safety, and Transportation Modeling to expedite delivery of key programs in the Unified Planning Work Program (UPWP). As transportation planning demands continue to expand at MAG, a new on-call services contract is sought for general transportation planning applications. For this proposed On-Call Transportation Planning Consultant Services program, MAG will select qualified consultants to assist staff in the following five service areas: Civil Engineering, Transportation Planning, Transportation Operations, Policy and Finance, and Public Involvement. An amendment is needed to the FY 2010 MAG Unified Planning Work Program and Annual Budget to include \$150,000 for an On-Call Transportation Planning Consultant Services program. Please refer to the enclosed material.

*5E. Project Changes – Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program and FY 2010 Arterial Life Cycle Program

The Fiscal Year (FY) 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan Update were approved by the MAG Regional Council on July 25, 2007. Since that time, there have been requests from ADOT, Peoria, City of Phoenix, and the Regional Public Transportation Authority to add new highway and transit projects and modify project costs in the programs. The new projects being added to the TIP are fiscally constrained and funding is available. Please refer to the enclosed material.

5D. Recommend amending the FY 2010 MAG Unified Planning Work Program and Annual Budget for \$150,000 to provide for an On-Call Transportation Planning Consultant Services program.

5E. Recommend approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, the FY 2011 Arterial Life Cycle Program, and as appropriate, to the Regional Transportation Plan 2007 Update.

*5F. Programming of Projects for MAG Federal Congestion Mitigation and Air Quality Funding in the Draft 2011-2015 MAG Transportation Improvement Program

The MAG Regional Transportation Plan (RTP) allocates MAG Federal Congestion Mitigation and Air Quality (CMAQ) funds to specific modes, and, in some cases, identifies specific projects for the funds. For Intelligent Transportation Systems (ITS), Bicycle, Pedestrian and Air Quality projects, the RTP identified CMAQ allocations, but did not specify individual projects. The CMAQ funding available for PM-10 Pave Unpaved Road projects in FY 2013 is \$4.904 million; \$6.887 million is available for ITS projects in FY 2014; \$8.737 million is available for Bicycle and Pedestrian projects in FY 2014; and \$7.503 million is available for Air Quality/Travel Demand Management Programs. Applications were made available in August 2009 with a due date of September 18, 2009. The related technical advisory committees (TAC) went through a two-tiered committee review process starting in October that resulted in project rankings by the ITS and Bicycle/Pedestrian Committees in November and the Air Quality TAC in December. The Transportation Review Committee (TRC) met in December 2009 and recommended modifications to federal funds for ITS, bicycle/pedestrian, and pave unpaved road projects. MAG staff coordinated the modified project funding amounts and information with the corresponding agency for agreement and modification of project, scope, and costs. This process follows the Draft MAG Federal Fund Programming Principles. In January 2010, the TRC recommended approval of the projects as shown in the attached tables. Please refer to the enclosed material.

*5G. American Recovery and Reinvestment Act (ARRA) Monthly Status Report

A Status Report on the American Recovery and Reinvestment Act (ARRA) funds dedicated to transportation projects in the MAG region details the status of project development as of January 19, 2010. The report covers highway, local, transit, and enhancement projects programmed with

5F. Recommend approval of a list of Congestion Mitigation and Air Quality funded projects to be added to the Draft FY 2011-2015 MAG Transportation Improvement Program.

5G. Information and discussion.

ARRA funds and the status of project development milestones per project. Please refer to the enclosed material.

AIR QUALITY ITEMS

*5H. New Finding of Conformity for the FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Plan 2007 Update, As Amended

On July 25, 2007, the MAG Regional Council approved a Finding of Conformity for the FY 2008-2012 MAG Transportation Improvement Program (TIP) and MAG Regional Transportation Plan 2007 Update. Since that time, an amendment has been proposed that includes a design-build project to complete High Occupancy Vehicle (HOV) lanes on the Santan Freeway Loop 202 from Interstate-10 to approximately Gilbert Road, including the ramp connections at Interstate-10 and Loop 101, and a design-build project to complete the HOV lanes and other improvements on Loop 101 from Tatum Boulevard to the junction with Interstate-10. MAG has conducted a regional emissions analysis for the proposed amendment and the results of the regional emissions analysis, when considered together with the TIP and RTP as a whole, indicate that the transportation projects will not contribute to violations of federal air quality standards. On January 25, 2010, a 30-day public review period began on the conformity assessment and amendment. Comments are requested by February 24, 2010. Please refer to the enclosed material.

*5I. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program (TIP). The proposed amendment and administrative modification involve projects for Peoria and the Arizona Department of Transportation for FY 2010. In addition, the amendment and administrative modification involves Regional Public

5H. Recommend approval of the new Finding of Conformity for the FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Plan 2007 Update, as amended.

5I. Consultation.

Transportation Authority and City of Phoenix projects funded through the Job Access and Reverse Commute and New Freedom programs. The amendment includes projects that are exempt from a conformity determination and the administrative modification includes minor project revisions that do not require a conformity determination. Comments on the conformity assessment are requested by February 24, 2010. Please refer to the enclosed material.

GENERAL ITEMS

*5J. Development of the FY 2011 MAG Unified Planning Work Program and Annual Budget

Each year, the MAG Unified Planning Work Program and Annual Budget is developed in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies in April and approved by the Regional Council in May. To provide an early start in developing the Work Program and Budget, this presentation is an overview of MAG's draft proposed new projects for the FY 2011 Work Program. The updated draft budget timeline, the invitation for the Budget Webinar presentation on February 25, 2010, at 1:30 P.M. in the MAG Palo Verde Room, and estimated dues and assessments are included with the budget documents. Please refer to the enclosed material.

*5K. MAG FY 2011 Regional Human Services Plan

The FY 2011 Regional Human Services Plan recommends funding allocations for the Social Services Block Grant (SSBG). The plan also presents the strategies used by public and private agencies to address the impact of the recession on human services delivery. On January 14, 2010, the MAG Human Services Technical Committee voted unanimously to recommend approval of the FY 2011 Regional Human Services Plan, including the SSBG allocations. On January 19, 2010, the MAG Human Services Coordinating Committee voted unanimously to recommend approval of the FY 2011 MAG Regional Human Services Plan and the SSBG allocation recommendations. Please refer to the enclosed material.

5J. Information and input on the development of the fiscal year (FY) 2011 MAG Unified Planning Work Program and Annual Budget.

5K. Recommend approval of the MAG FY 2011 Regional Human Services Plan, including the Social Services Block Grant allocation recommendations.

- *5L. Status Update on the June 30, 2009 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, 2009

The public accounting firm of LarsonAllen, LLP, has completed the audit of MAG's Comprehensive Annual Financial Report (CAFR) and Single Audit for the fiscal year ended June 30, 2009. An unqualified audit opinion was issued on January 29, 2010, on the financial statements of governmental activities, the discretely presented component units, each major fund and the aggregate remaining fund information. The independent auditors' report on compliance with the requirements applicable to major federal award programs, expressed an unqualified opinion on the Single Audit. The Single Audit report indicated there was a significant deficiency in MAG's internal control over financial reporting considered to be a material weakness that was corrected prior to the issuance of the statements. There were no instances of noncompliance considered to be material and no questioned costs. The Single Audit report had no repeat findings. No new or repeat Management Letter comments were issued for the fiscal year ended June 30, 2009. Please refer to the enclosed material.

- 5L. Recommend acceptance of the audit opinion issued on the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2009.

ITEMS PROPOSED TO BE HEARD

TRANSPORTATION ITEMS

6. Proposed Federal Economic Stimulus Legislation

On December 16, 2009, the U.S. House of Representatives passed H.R. 2847 which provides additional infrastructure investments to stimulate the economy. The Senate is slated to take up the house bill in the near future and substantial changes could be made before the bill is passed by Congress and signed by the President. As passed by the House, an additional \$27.5 billion of funding for highways and \$8.4 billion for public transit are provided using the same allocation and process that were part of the first stimulus package (ARRA). One important difference is the dramatically shorter time frames to spend the

6. Information and discussion.

funds. The new bill requires that one-half of the highway and transit funds need to be under contract within 90 days of when the funds become available. Under Contract means the project has been advertised for bid, bids received and evaluated, the bid award made, and the contract signed within 90 days. As an example, under ARRA, 50 percent of the funds allocated to state DOT's had to be obligated within 180 days. Obligation occurs when the FHWA authorizes the project to be advertised to bid. The 90-day deadline for half of the funds to be under contract also applies to funds allocated to local governments through MAG.

The timing of final Congressional action on another round of stimulus funding is unknown but March 2010 is being used as a rough target at this time. If the 90-day period remains to have 50 percent of the funding under contract, only projects that are through all of the approval processes required will be likely candidates for funding.

7. Financial Planning and Fiscal Constraint Requirements for Federal Transportation Funding and Status of Federal Funds Rescission at the Arizona Department of Transportation

Federal transportation planning regulations require that the MAG Transportation Improvement Program (TIP) and the Regional Transportation Plan demonstrate that adequate funding is available to build, operate and maintain transportation projects. The Federal Transit Administration is now asking for MAG to concur with grant requests that involve new or expanded service or new capital fixed assets and to state that sufficient financial resources are available at the regional or local level operate and maintain the assets for which the grant is being submitted. For the purchase of new buses to implement new or expanded service, this means that MAG has to state that the transit operator has adequate funds to operate the new or expanded service. MAG staff need to collect and analyze the necessary financial information to make such determinations in the future.

7. Information and discussion.

On another financial issue, for several months, MAG staff have attempted to receive financial information from the Arizona Department of Transportation (ADOT) to determine the status of remaining federal fund balances. Federal fiscal year 2008 was closed out and we received the 2008 final balances in May 2009. MAG has not received any information on federal fund transactions from October 2008 to today. Receiving information on fund balances has been hampered by previous lack of financial staff resources at ADOT and the more recent complexity of the short time frame to spend stimulus funds and the rescission of federal highway funds. On February 1, 2010, MAG received a letter from ADOT indicating that Arizona lost nearly \$171 million of federal apportionments and that the federal fiscal year 2009 closeout process zeroed out (or nearly zeroed out) virtually every category of federal funds, including Surface Transportation Program (STP) funds. All unused sub allocations were also rescinded, which means any balances local agencies have built up over the years are gone. These rescissions will also carry forward to FY 2010, meaning a reduction in federal funds. It is our understanding that some of the MAG Grant Anticipation Notes (GANS) were prepaid with STP to avoid losing the federal funds. This may mean that some of the MAG STP funds previously programmed to pay the GANS are still available. Also, Arizona does receive a minimum guarantee of federal funds and this may still be available. The financial information from ADOT is being explored. At risk is a previous MAG estimated fund balance of \$30million-\$50 million that was programmed for projects. Please refer to the enclosed material.

AIR QUALITY ITEMS

8. 2008 Implementation Status of Committed Measures in the MAG 2007 Five Percent Plan for PM-10

The MAG 2007 Five Percent Plan for PM-10 for the Maricopa County Nonattainment Area was submitted to the Environmental Protection Agency by December 31, 2007, as required by the Clean Air Act. Commitments to implement measures in

8. Recommend forwarding the 2008 Implementation Status of Committed Measures in the MAG 2007 Five Percent Plan for PM-10 in the Maricopa County Nonattainment Area to the Governor's Office, Legislature, Arizona Department of Environmental Quality, and the Environmental Protection Agency.

the Plan were received from the State, Maricopa County, and the twenty-three local governments in the PM-10 nonattainment area. The Plan includes fifty-three committed measures that began implementation in 2008. On May 23, 2007, the MAG Regional Council approved additional items for the Suggested List of Measures to Reduce PM-10 Particulate Matter. One of these items was that each year, MAG would issue a report on the status of the implementation of the committed measures for this region by the cities, towns, Maricopa County, and the State. The report would be made available to the Governor's Office, Legislature, Arizona Department of Environmental Quality, and the Environmental Protection Agency. A report has been prepared that provides the implementation status of the committed measures for calendar year 2008. On January 28, 2010, the MAG Air Quality Technical Advisory Committee recommended forwarding the 2008 Implementation Status of Committed Measures in the MAG 2007 Five Percent Plan for PM-10 in the Maricopa County Nonattainment Area to the Governor's Office, Legislature, Arizona Department of Environmental Quality, and the Environmental Protection Agency. Please refer to the enclosed material.

GENERAL ITEMS

9. Request for Future Agenda Items

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

10. Comments from the Committee

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

11. Adjournment

9. Information and discussion.

10. Information.

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
January 13, 2010
MAG Office Building - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Mark Pentz, Chandler, Chair	Sonny Culbreth for Darryl Crossman, Litchfield Park
Susan Daluddung for Carl Swenson, Peoria	Scott Butler for Christopher Brady, Mesa
# George Hoffman, Apache Junction	Jim Bacon, Paradise Valley
Charlie McClendon, Avondale	David Cavazos, Phoenix
Stephen Cleveland, Buckeye	John Kross, Queen Creek
Gary Neiss, Carefree	* Bryan Meyers, Salt River Pima-Maricopa Indian Community
* Usama Abujbarah, Cave Creek	Dave Richert, Scottsdale
Spencer Isom for B.J. Cornwall, El Mirage	Randy Oliver, Surprise
Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation	Charlie Meyer, Tempe
Rick Davis, Fountain Hills	# Reyes Medrano, Tolleson
Rick Buss, Gila Bend	Gary Edwards, Wickenburg
* David White, Gila River Indian Community	Lloyce Robinson, Youngtown
George Pettit, Gilbert	John Fink for John Halikowski, ADOT
Ed Beasley, Glendale	Kenny Harris for David Smith, Maricopa County
Mark Gaillard for John Fischbach, Goodyear	David Boggs, Valley Metro/RPTA
Bill Hernandez, Guadalupe	

- * Those members neither present nor represented by proxy.
- # Participated by telephone conference call.
- + Participated by videoconference call.

1. Call to Order

The meeting was called to order by Chair Mark Pentz at 12:00 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Pentz noted that George Hoffman and Reyes Medrano were participating in the meeting via teleconference.

Chair Pentz introduced and welcomed Terry Doolittle, the Pinal County Manager, to the meeting.

Chair Pentz announced that public comment cards were available to members of the public who wish to comment. He noted that parking garage validation and transit tickets were available from Valley Metro/RPTA for those using transit to come to the meeting.

Chair Pentz noted material at each place: for agenda item #8, material on HR 2847; and for agenda item #11, material provided by the Maricopa County Library District.

3. Call to the Audience

Chair Pentz stated that Call to the Audience provides an opportunity to the public to address the Management Committee on 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. Chair Pentz noted that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard. Public comments have a three minute time limit and there is a timer to help the public with their presentations.

Chair Pentz recognized public comment from Dianne Barker, who donned a red hat and stated that she had seen Mr. Harris downtown and he reminded her of the Management Committee meeting. Ms. Barker stated that citizens are concerned and participate and make a lot of difference. She stated that former Scottsdale City Manager Dick Bowers was supportive of citizens. Ms. Barker said that the law says that citizens are to be heard before the consent agenda. She stated that the citizens are being consulted on budget cuts to government budgets. Ms. Barker stated that she came to the meeting by bus and light rail, which were both on time. She stated that wherever she goes she finds promotion of single occupant vehicles. Ms. Barker recounted that when she was at the IRS, staff asked her if they could validate her parking ticket and she asked if they had transit tickets. Ms. Barker expressed concern for the people of Haiti due to the earthquake and she added that her friend, an attorney from Haiti, issued a message that included a number people could call to get involved. Chair Pentz thanked Ms. Barker for her comments.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, reported to the Management Committee on items of interest to the MAG region. He announced that the biennial Desert Peaks awards event will be held following the June 30, 2010, Regional Council meeting. Mr. Smith stated that the due date for applications is March 12, 2010. He noted that awards will be presented for regional excellence in the categories of Public Partnership, Public Private Partnerships, Professional Service, Regional Partnership, and Regional Excellence. Mr. Smith stated that Kelly Taft, MAG Communications Manager, is the MAG contact for the event.

Mr. Smith stated that the Greening Water and Wastewater Infrastructure Workshop, sponsored by MAG through the Arizona Department of Environmental Quality, was held on January 12, 2010, at the University of Arizona Virginia G. Piper Auditorium. He noted that this statewide event was very successful and was attended by approximately 150 people.

Mr. Smith noted that demographic and client information in ten cities and the County, developed by the Department of Economic Security (DES), was at each place. He noted that the DES budget

information was also included, and added that the Legislature has reduced the DES budget by 32 percent in the last 18 months. Mr. Smith commented that there are concerns that individuals being served by DES will need to ask municipalities for assistance if the DES budget is reduced further. He commented that the DES budget needs support by MAG.

Mr. Smith stated that the Sun Corridor Joint Planning Resolution was signed by MAG, the Central Arizona Association of Governments (CAAG), and the Pima Association of Governments (PAG), and establishes a Joint Planning Council for the Sun Corridor. He noted that the report entitled, *North American Opportunities and the Sun Corridor*, which discusses opportunities in the Sun Corridor, was at each place.

Mr. Smith then updated members on the possible opportunity for a new Pacific coast megaport at Punta Colonet, Mexico. He reported that on January 12, 2010, Mexico's undersecretary of the Department of Communications and Transportation, Humberto Trevino Landois, says his government will be awarding contracts this year for development of the Punta Colonet megaport and airport. Mr. Smith reported that Mr. Landois said that 20 companies have consulted with his agency on drafting the offer. Mr. Smith noted that the Punta Colonet port is projected to handle four million to six million 20-foot equivalent units (TEUs), and he added that by comparison, the Long Beach port handles 15 million TEUs.

Mr. Smith displayed a map of global trade in the Pacific rim and pointed out that there has been discussion with the Union Pacific to bring freight from the port up through Yuma, which would bypass California. Mr. Smith noted that the lines are included in the *North American Opportunities and the Sun Corridor* report. Mr. Smith displayed a chart that showed that the trip time from Hong Kong to Punta Colonet is the shortest to the interior hubs of Chicago, Dallas and Memphis than Long Beach, Houston, Savannah, and New York. He noted that the Prince Rupert, Canada, port is a similar operation and has an inland port at St. George where they bring goods into the United States, and is thus shorter to Chicago.

Mr. Smith reported that there are two Sun Corridor Studies underway: the Arizona Multimodal Logistics Complex Analysis and the Global Cities Initiative, that is looking at Dubai, the Sun Corridor, and a city in China. He noted that a possible freight study could be approved in the new MAG Work Program. Mr. Smith commented that this is an opportunity to have an inland port in Arizona, which could help the freight movement and airports. Chair Pentz thanked Mr. Smith for his report. No questions for Mr. Smith were noted.

5. Approval of Consent Agenda

Chair Pentz stated that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, #5J, and #5K were on the Consent Agenda. He reviewed the public comment guidelines for the Consent Agenda. Chair Pentz noted that no public comment cards had been received.

Chair Pentz asked if any member of the Committee had questions or a request to have a presentation on any Consent Agenda item. None were noted.

Mr. Cleveland moved to recommend approval of Consent Agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, #5J, and #5K. Mr. Pettit seconded, and the motion carried unanimously.

5A. Approval of November 18, 2009, Meeting Minutes

The Management Committee, by consent, approved the November 18, 2009, meeting minutes.

5B. On-Call Consulting Services Selection for Intersection and Freeway Data Collection and Analysis

The Management Committee, by consent, recommended approval of the list of on-call consultants for the area of Expertise A (Intersection Traffic Data Collection and Analysis): CivTech, Lee Engineering, Midwestern Software Solution, Quality Traffic Data, Traffic Research and Analysis, United Civil Group and Y.S. Mantri Associate; and for Area of Expertise B (Aerial Photography Survey on Freeway Level of Service and Intersection Queue Length): Skycomp and United Civil Group, for the MAG Intersection and Freeway Data Collection and Analysis, for a total amount not to exceed \$350,000. The fiscal year (FY) 2010 MAG Unified Planning Work Program and Annual Budget includes \$350,000 for on-call consulting services for intersection and freeway data collection and analysis. The purpose of the project is to facilitate numerous dataset updates to support transportation planning needs. Eight proposals were received in response to a request for qualifications that was advertised on October 15, 2009, for technical assistance in two areas of expertise. On December 3, 2009, a multi-agency evaluation team reviewed the Statements of Qualifications (SOQs) and unanimously recommended to MAG approval of the list of on-call consultants: Area of Expertise A (Intersection Traffic Data Collection and Analysis): CivTech, Lee Engineering, Midwestern Software Solution, Quality Traffic Data, Traffic Research and Analysis, United Civil Group and Y.S. Mantri Associate; Area of Expertise B (Aerial Photography Survey on Freeway Level of Service and Intersection Queue Length): Skycomp and United Civil Group.

5C. Consultant Selection for the Central Phoenix Transportation Framework Study

The Management Committee, by consent, recommended that Wilson & Company be selected to conduct Phase I of the Central Phoenix Transportation Framework Study for an amount not to exceed \$600,000. The fiscal year (FY) 2010 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2009, includes \$600,000 to conduct Phase I of the Central Phoenix Transportation Framework Study. This is a multi-year/multi-phase project and at MAG's discretion, the selected consultant may also be retained to complete additional phases of the project. Future phases of the project will be subject of separate contracts to be authorized at a future date by MAG. The study area is bounded by the Loop 101/Agua Fria-Pima freeways on the north, Loop 101/Pima-Price Freeways on the east, the Gila River Indian Community on the south, and the 99th Avenue-Loop 101 Agua Fria Freeway corridor on the west. This study includes portions of or all of the Cities of Chandler, Glendale, Paradise Valley, Peoria, Phoenix, Tolleson, Scottsdale, and Tempe, and the Town of Guadalupe. This study will develop a multi-modal transportation framework for the study area that will likely be implemented at multiple jurisdictional levels. The Request for Proposals was advertised on October 23, 2009. Four proposals were received from Wilbur Smith Associates, Kimley Horn and Associates, Burgess and Niple, and Wilson & Company. A multi-agency proposal evaluation team consisting

of MAG member agencies and MAG staff reviewed the proposal documents and, on December 14, 2009, the proposal evaluation team recommended to MAG the selection of Wilson & Company to conduct phase I of the project in an amount not to exceed \$600,000.

5D. Status Report on the Performance Measurement Framework and Congestion Management Update Study

Proposition 400 was passed by Maricopa County voters in November 2004 extending the half cent sales tax through 2025 and establishing legislative statutes that require MAG to develop a multimodal performance monitoring program for the regional transportation system. Beginning in 2010 and every five years thereafter, ARS 28-6313 requires the Auditor General to contract with an independent auditor to conduct a performance audit of the regional transportation plan and projects scheduled for funding during the next five years. The MAG Regional Performance Report completes Phase II of the Performance Measurement Framework and Congestion Management Update Study. A summary of analysis and findings is provided as well as an overview of the Technical Advisory Group collaborative participation on this process. This item was on the agenda for information and discussion.

5E. FY 2011 MAG Human Services Coordination Transportation Plan

The Management Committee, by consent, recommended approval of the FY 2011 MAG Human Services Coordination Transportation Plan. 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 Federal Transit Administration 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). MAG has developed this coordination plan each year in compliance with this requirement since 2007. The fiscal year (FY) 2011 MAG Human Services Coordination Transportation Plan was recommended for approval by the MAG Human Services Technical Committee on December 10, 2009.

5F. Project Changes - Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program

The Management Committee, by consent, recommended approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update. The fiscal year (FY) 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2007 Update were approved by the MAG Regional Council on July 25, 2007. Since that time, there have been requests from member agencies to modify projects in the program. To move forward with project implementation for FY 2010, the Arizona Department of Transportation (ADOT) has requested a new pavement preservation project, and project cost modifications to three projects. There are also two new STP-TEA, Enhancement, projects to be added to the TIP led by Valley Metro. In addition, there are three Congestion Mitigation and Air Quality (CMAQ) funded projects: a Fountain Hills pedestrian project (FTH11-701) in 2011, a Chandler ITS project (CHN11-704) in 2011, and a Surprise ITS project (SUR11-715) in 2011 requesting changes to the locations of their

projects. Each of the projects was heard and voted on for approval at their technical advisory committee. All of the projects to be amended may be categorized as exempt from conformity determinations and an administrative modification does not require a conformity determination.

5G. American Recovery and Reinvestment Act (ARRA) Monthly Status Report

A Status Report on the American Recovery and Reinvestment Act (ARRA) funds dedicated to transportation projects in the MAG region details the status of project development as of November 24, 2009. The report covers highway, local, transit, and enhancement projects programmed with ARRA funds and the status of project development milestones per project. This item was on the agenda for information and discussion.

5H. Status of Remaining MAG Approved PM-10 Certified Street Sweeper Projects That Have Not Requested Reimbursement

On September 16, 2009, a status report was provided to the MAG Management Committee on the remaining PM-10 certified street sweeper projects that have received approval, but have not requested reimbursement. To assist MAG in reducing the amount of obligated federal funds carried forward in the MAG Unified Planning Work Program and Annual Budget, MAG is requesting that street sweepers be purchased and reimbursement be requested by the agency within one year plus ten calendar days from the date of the MAG authorization letter. A new status report is provided in the attached table. Previously, at the June 10, 2009 MAG Management Committee meeting, discussion took place on the implications of delaying the expenditure of MAG Federal Funds. In addition to projects listed in the Transportation Improvement Program, street sweepers were given as an example. In some cases approved sweeper projects have taken up to three years to request reimbursement. The delay in requesting reimbursement for street sweepers results in obligated federal funds being carried forward in the MAG Unified Planning Work Program and Annual Budget. The Federal Highway Administration has expressed concern regarding the amount of obligated funds being carried forward in the Work Program. To assist MAG member agencies in tracking the purchase of approved sweepers, periodic updates will be provided on the status of the reimbursement requests. The purchase of PM-10 Certified Street Sweeper Projects supports the committed measure "Sweep Streets with PM-10 Certified Street Sweepers" in the MAG 2007 Five Percent Plan for PM-10. Also, it is important to note that for the conformity analysis for the Transportation Improvement Program and Regional Transportation Plan, MAG only takes emission reduction credit for approved street sweeper projects that have received reimbursement. This item was on the agenda for information and discussion.

5I. Recommendation of Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2010 CMAQ Funding

The Management Committee, by consent, recommended approval of a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2010 CMAQ funding. The MAG Five Percent Plan for PM-10 contains the committed control measure "Sweep Streets with PM-10 Certified Street Sweepers" to reduce particulate matter that becomes airborne from vehicle travel on paved roads. To address particulate matter on paved roads, the fiscal year (FY) 2010 MAG Unified Planning Work Program and Annual Budget and the FY 2008-2012 MAG Transportation

Improvement Program contain \$1,310,000 in FY 2010 Congestion Mitigation and Air Quality (CMAQ) funding to encourage the purchase and utilization of PM-10 Certified Street Sweepers. An additional \$354,018 in CMAQ is available from sweeper projects that have been requested to be deleted and from savings on sweepers that have cost less than anticipated, for a total amount of \$1,664,018. All of the nine sweeper projects for FY 2010 may be funded with the \$1,664,018 in available CMAQ. On December 10, 2009, the MAG Air Quality Technical Advisory Committee (AQTAC) recommended a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2010 CMAQ funding. Consistent with federal CMAQ guidance, MAG staff evaluated the sweeper projects using the April 16, 2009 Methodologies for Evaluating CMAQ Projects for estimated emission reductions and cost-effectiveness based on federal funds requested. In addition, the Committee considered other data such as emission reductions, proximity to PM-10 monitors, frequency of sweeping, geographical area to be swept, expansion of areas to be swept, and number of certified street sweepers already purchased. According to the Draft FY 2009 MAG Federal Fund Programming Principles, project applications are to be reviewed by the MAG Street Committee. On October 13 and November 10, 2009 the Street Committee conducted a review of the PM-10 Certified Street Sweeper project applications. A final review of the sweeper applications, including any clarified information from the applicant, was provided at the Street Committee meeting on November 10, 2009.

5J. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program (TIP). The proposed amendment involves several projects, including Arizona Department of Transportation projects for FY 2010. The amendment includes projects that are exempt from a conformity determination and the administrative modification includes minor project revisions that do not require a conformity determination. Comments on the conformity assessment are requested by January 22, 2010. This item was on the agenda for consultation.

5K. Discussion of the Development of the Fiscal Year 2011 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 continuing uncertainty of economic conditions, MAG staff is recommending that the calculation of draft Dues and Assessments for FY 2011 be maintained at the same level approved for fiscal year 2010. A fifty-percent reduction to the dues and assessment total was approved in the FY 2010 budget. The reductions in the Dues and Assessments for fiscal year 2011 costs would continue to be covered by MAG reserve funds. In the January 10 and February 14, 2005 MAG Regional Council Executive Committee meetings the committee discussed that a minimum dues and assessments amount be set to cover some administrative costs of MAG committee meetings. The minimum amount of \$350 for MAG Dues and Assessments was recommended in the February 14, 2010, meeting and this amount was adopted in the FY 2006 MAG Unified Planning Work Program and Annual Budget. The minimum dues and assessments amount has been

approved in the MAG Budgets for FY 2006 through FY 2009. The minimum dues and assessments for our members was waived in the FY 2010 MAG Budget. The MAG draft Dues and Assessments for FY 2011 are presented with each of the options for your review and discussion: Attachment A: With the minimum dues and assessments applied, and Attachment B: Without the minimum dues and assessments applied. Applying the minimum dues and assessments increases the dues for four members including the Town of Carefree, the Fort McDowell Yavapai Nation, the Town of Gila Bend, and the Gila River Indian Community. This slight increase for each of the four members has the effect of a slight decrease in dues for the remaining members. This overview of MAG's draft Dues and Assessments for FY 2011 (Attachments A and B) provides an opportunity for early input into the development of the FY 2011 Work Program and Budget. The draft Dues and Assessments documents are footnoted for your information. The population numbers used in the draft Dues and Assessments calculation are updated using the most recently approved population estimates for 2009 as indicated on the draft Dues and Assessments for FY 2011 in Attachments A and B. The information in the footnotes to the draft Dues and Assessments, (b), (c), (e), (f), (g) and (h) remains the same from prior years and describes the calculations for the 9-1-1 Planning Assessment, the Homeless Prevention Assessment and the county portion of the population calculation, respectively. The draft Dues and Assessments increase each fiscal year is calculated using the average CPI-U from the prior calendar year. Because of the continuing uncertainty of economic conditions, MAG staff is proposing no overall increase in draft Dues and Assessments for FY 2011. The recommended overall total for the draft Dues and Assessments remains the same as fiscal year 2010, with changes for individual members because of population shifts and, if approved, the application of minimum dues and assessments. A draft budget timeline is included for your review as Attachment C. The webinar presentation of the draft budget is tentatively scheduled for Thursday, February 25, 2010 at 1:30 p.m. in the MAG Palo Verde Room. An invitation to the MAG fiscal year (FY) 2011 Budget Webinar will be included in the February Management Committee material. This item was on the agenda for information and input on the development of the fiscal year (FY) 2011 MAG Unified Planning Work Program and Annual Budget.

6. ADOT Budget Update

John Fink, Assistant Director and Chief Financial Officer for ADOT, provided an update on the status of the ADOT budget and revenue collections. He displayed a slide that showed the Highway Users Revenue Fund (HURF) collections since 2001. Mr. Fink commented that HURF experienced positive growth until 2007, and it declined 2.8 percent in FY 2008, 7.1 percent in FY 2009, and 7.4 percent in the first six months of FY 2010.

Mr. Fink displayed a chart of the percentage change in the Regional Area Road Fund (RARF) since 2001. He said that as with the HURF, RARF revenues were growing through FY 2007, but beginning in FY 2008, revenue declined 3.2 percent. Mr. Fink advised that RARF revenue was down 13.7 percent in FY 2009 and down 13.6 percent in the first five months of FY 2010.

Mr. Fink stated that the next group of slides showed transportation revenue growth on a 12-month moving average per category. He stated that the gas tax, which is the largest component of HURF, peaked in FY 2007 and revenue is currently at approximately \$455 million, about nine percent below peak. Mr. Fink stated that we have returned to March 2004 levels, but the good

news is that the gas tax revenue appears to be stabilizing and even improving slightly because collection was 4.8 percent higher in December 2009 than in December 2008.

Mr. Fink stated that the vehicle license tax (VLT) peaked at about \$395 million and is currently at about \$340 million. He commented that we are at September 2005 levels and about 14 percent below peak. Mr. Fink noted that the decline has not stabilized, yet it is not quite as severe.

Mr. Fink stated that retail sales is the largest component of the RARF, and it peaked at about \$188 million. He noted that it is currently at about \$146 million, which is the July 2004 level, down 22 percent from peak. Mr. Fink stated that they are seeing slowing in the rates of decline, but it has not stabilized.

Mr. Fink stated that contracting revenue is at the same level as 1999. He reported that it was about \$74 million at the peak and is now about \$37 million, a decrease of 50 percent from peak.

Mr. Fink displayed a graph prepared by the Governor's Office that highlights the deficit that began in 2008. He stated that as a result of the State's budget issues, the ADOT budget was impacted by transfers over the past nine years of about \$542 million from HURF and the State Highway Fund to the Department of Public Safety (DPS). Mr. Fink noted that this was \$407 million over the amount allowed by statute in additional transfers. In addition, Mr. Fink stated that transfers to DPS and the State's general fund from the VLT over the past nine years total about \$248 million.

Mr. Fink displayed a chart of the State Highway Fund low cash balance by month from FY 2007 to FY 2010. He explained that since February 2008, at some point, the State Highway Fund ran a negative balance which was to be covered with other funds. Mr. Fink stated that the declines have become fairly dramatic as the impacts from the transfers become known. He pointed out that this chart did not show the number of days each month where the State Highway Fund runs a negative balance. He added that until this fiscal year, there were two to three days per month when this would occur, but over the last several months, the fund has run a negative balance almost every day.

Mr. Fink then showed a chart that illustrated how much the HURF revenue projections have changed. He said that the official projections for FY 2010 through FY 2019, which were done in September 2008, showed a projection of revenue of about \$18 billion and a growth rate of about 4.9 percent. Mr. Fink stated that when the projections were revised in September 2009, the revenue was forecast at about \$14.5 billion and a 3.6 percent growth rate. Mr. Fink noted that this is a variance of about \$3.6 billion. Mr. Fink also pointed out the distributions of HURF revenue to show the impact to cities, towns, and counties. He advised that he recommended the revised September 2009 forecast be lowered another \$2.5 million.

Mr. Fink stated that the RARF revenue projection for FY 2010 to FY 2026 that was done in September 2008 forecast revenue of about \$12.1 billion. He said that ADOT developed an interim forecast in January 2009 when they realized the forecast was not achievable and it showed revenue at about \$10.3 billion. Mr. Fink stated that in September 2009, when ADOT developed the official projections, the revenue forecast was reduced to about \$9.9 billion, a reduction of

about \$2.2 billion in one year. He commented that based on how the RARF collections are running, he thought the September 2009 forecast was optimistic.

Mr. Fink stated that ADOT's FY 2007 budget appropriated by the Legislature was about \$391.8 million and the FY 2010 budget had risen to \$426.2 million. He advised that ADOT can only execute a budget to the extent it has cash. He indicated that beginning in 2009, as a result of revenue declines and transfers, the State Highway Fund had only \$360 million and ADOT was compelled to reduce its operating budget by about \$60 million less than appropriated. Mr. Fink stated that the situation was more acute for FY 2010 and ADOT anticipates having only \$320 million, about \$106 million less than appropriated.

Mr. Fink stated that as a result, they have had to resort to a number of activities to address the shortfall, including closing rest areas and motor vehicle division offices. He said they have laid off about 115 employees, which is in addition to the 600 positions that are unfilled out of 4,700 total positions.

Dennis Smith asked if one of the potential issues was matching federal funds and was ADOT using bond funds for that purpose. Mr. Fink replied that ADOT is currently operating a federal aid only program. He noted that fortunately, the stimulus funds do not require a match. Mr. Fink stated that ADOT is almost exclusively matching federal aid projects with bond funds and they have no state funds. He explained that they have limited bond funds available for that purpose. Mr. Fink reported that by his calculations, the bond funds will be exhausted in 2012 and there will be no additional HURF bonding capacity until 2014.

Mr. Meyer asked if there were restrictions for moving funds to DPS or to the general fund. Mr. Fink replied that there are constitutional restrictions on the use of HURF for highway purposes, but that includes the Highway Patrol, and allows up to \$130 million in transfers to DPS per year. Mr. Fink stated that the other issue is that the VLT is not constitutionally or statutorily restricted until the funds are deposited into the State Highway Fund. He said that the Legislature has been diverting the VLT funds before they get into the revenue stream and thus avoids the statutory restriction.

7. Unobligated American Recovery and Reinvestment Act Local Funds - Technical Programming Modifications

Eileen Yazzie, MAG Transportation Program Manager, addressed the Committee on recent discussions regarding the anticipated unobligated Local/MPO American Recovery and Reinvestment Act (ARRA) funds. She noted that on December 9, 2009, the MAG Regional Council approved the policy and programming recommendations for programming unobligated American Recovery and Reinvestment Act (ARRA) Local funds, due to either projects not obligating or project cost savings. Ms. Yazzie stated that since the approval, the Transportation Review Committee met and recommended further technical modifications to lower the risk of not obligating project savings or not meeting the deadlines.

Ms. Yazzie stated that the Transportation Review Committee recommended that the local agency with the ARRA project savings will have local discretion to move the project savings to another

existing ARRA project in that jurisdiction, and/or swap the ARRA funds with ADOT-STP funds and move the project savings to an eligible project that is above \$200,000 and can obligate before September 30, 2010, including new projects. In addition, the Committee recommended that any jurisdiction that cannot meet the \$200,000 threshold and obligation deadline of September 30, 2010 will return the project savings to the regional pool for reallocation. Chair Pentz thanked Ms. Yazzie for her report. No questions from the Committee were noted.

Mr. Pettit moved to recommend approval that the guidelines for programming unobligated American Recovery and Reinvestment Act (ARRA) Local funds that were approved by the MAG Regional Council on December 9, 2009, be modified in order that the local agency with the ARRA project savings will have local discretion to move the project savings to another existing ARRA project in that jurisdiction, and/or swap the ARRA funds with ADOT-STP funds and move the project savings to an eligible project that is above \$200,000 and can obligate before September 30, 2010, including new projects. Any jurisdiction that cannot meet the \$200,000 threshold and obligation deadline of September 30, 2010 will return the project savings to the regional pool for reallocation. Mr. Cavazos seconded, and the motion carried unanimously.

8. Proposed Federal Economic Stimulus Legislation

Eric Anderson reported on the potential Stimulus II legislation. He stated that a letter from the ADOT Director, John Halikowski, was at each place that detailed the Jobs for Main Street bill that the U. S. House of Representatives passed in December. Mr. Anderson noted that it passed by a close vote of 217-212, and is now on its way to the Senate, where it is speculated that it could face a tough road due to concern in the Senate for the federal deficit. He added that another possibility is that the provisions in this bill could be incorporated into the 2010 appropriations bill.

Mr. Anderson stated that the funding levels for this legislation are the same as the ARRA legislation. He reported that this region will probably receive about \$200-\$250 million for highways and local transportation projects and perhaps another \$60-\$65 million for transit. Mr. Anderson stated that one important provision is the "use it or lose it" provision. He advised that the Stimulus II bill requires 50 percent of the highway funding and 50 percent of the transit funding be under contract in 90 days. Mr. Anderson noted that the ARRA legislation required 50 percent of the ADOT funds be spent within 120 days. Mr. Anderson stated that under the 90-day provision, not only does the project have to go to bid, but also be awarded and the contract signed.

Mr. Anderson stated that if the bill passes, it is anticipated that the President would sign it about the first of February. He indicated that he thought Federal Highway Administration is looking at having a three-week period to do the apportionment. Mr. Anderson stated that policy discussion of how to approach the programming of highway and transit projects is anticipated at the Transportation Policy Committee (TPC) meeting January 20. Mr. Anderson stated that ADOT has indicated it needs lead time to get projects ready to go, and this month the TPC and Regional Council could consider a possible TIP amendment for two ADOT design build projects: HOV lanes on the Santan and HOV lanes to complete the Loop 101 system.

Chair Pentz thanked Mr. Anderson for his report and asked members if they had questions.

Mr. McClendon asked if it was even possible for ADOT to get contracts out in 90 days. Mr. Anderson replied that MAG staff has begun meeting weekly with ADOT on this legislation. He said that ADOT has indicated that the two design build projects could almost be ready to go in that period of time and be executed in that timeframe. Mr. Anderson commented that there is no practical way to conduct a traditional bid process and that is why ADOT would like MAG to move the TIP amendment through the MAG process. Mr. Anderson remarked that if these provisions remain in the bill it will be a very difficult process. He added that the best option for the MAG region is to rely on ADOT projects. Mr. Anderson advised that the Local ARRA projects are just now going to bid, and trying to process another \$100 million in local projects is almost impossible to program in the 90-day period.

Mr. Oliver asked if the environmental requirements had been cleared. Mr. Anderson replied that one of the projects is almost cleared and the other has been cleared. He noted that this is one of the criteria ADOT looked at, and he added that there are just not that many projects out there that could qualify. Mr. Anderson stated that they looked if there was an opportunity to do design build on the three projects on the section of Loop 303 between I-10 and US-60 that has been environmentally cleared, however that is in the final design right now and they do not think they can be converted to design build projects in the short timeframe. Mr. Anderson advised that the Loop 303 projects are fully funded and scheduled to go out to bid in July.

9. Lawsuit Filed by the Arizona Center for Law in the Public Interest for PM-10

Lindy Bauer, MAG Environmental Programs Director, provided a presentation on the lawsuit filed by the Arizona Center for Law in the Public Interest for PM-10. Ms. Bauer stated MAG submitted the Five Percent Plan for PM-10 to the Environmental Protection Agency (EPA) two years ago. She noted that PM-10 is the most difficult air quality issue in the MAG region. Ms. Bauer indicated that the Five Percent Plan for PM-10 was required by the Clean Air Act, because this region is a Serious PM-10 nonattainment area and the region failed to attain the standard by the deadline of December 31, 2006. Ms. Bauer mentioned that MAG submitted the Plan to EPA by December 31, 2007. She stated that the Plan met the requirements showing a five percent reduction in PM-10 emissions by using 53 new committed measures in the Plan, including measures for sand and gravel, vacant lots, and the ban of leaf blowers. Ms. Bauer added that five percent emission reductions were for 2008, 2009 and 2010, and said that the modeling demonstrates attainment by 2010. Ms. Bauer advised that in order for the region to be deemed in attainment by EPA, the region needs three years of clean data at all PM-10 monitors in 2008, 2009 and 2010.

Ms. Bauer stated that EPA has not acted to approve or disapprove the MAG Five Percent Plan for PM-10, and, according to the Clean Air Act, EPA was to take action by June 30, 2009. Ms. Bauer indicated that on August 4, 2009, the Arizona Center for Law in the Public Interest submitted a letter with a notice of intent to sue EPA for not acting on the Plan. She commented that the Arizona Center for Law in the Public Interest filed a lawsuit on December 2, 2009 asking the court to order EPA to propose approval or disapproval of the Plan within one month and finalize the action within three months.

Ms. Bauer stated that if the EPA proposes disapproval of the Plan, in whole or part, sanctions would be imposed if the problem is not corrected within 18 months from the proposed finding of disapproval. She noted that then the first sanction would fall – tighter controls on major industries (2:1 offsets in emissions). Ms. Bauer stated that within 24 months from proposed finding of disapproval would be the loss of federal highway funds (\$1.1 billion would be at risk in MAG Transportation Improvement Program), and a federal implementation plan would be imposed. Ms. Bauer stated that the imposition of highway sanctions may trigger a conformity lapse and major projects in the Transportation Improvement Program could not proceed, regardless of funding source.

Ms. Bauer then addressed current issues with the Five Percent Plan. She said that the Plan is based on a 2005 PM-10 emissions inventory, and with the downturn in the economy since then, the mix of sources in the emissions inventory has changed. Ms. Bauer advised that another issue is the exceedances of the PM-10 standard in 2008 and 2009. She explained that the ADEQ has documented 11 of 12 exceedance days in 2008 as exceptional/natural events, which means they were not caused by violations or human activities but by high wind. Ms. Bauer stated that MAG staff has reviewed the documentation and agrees with the ADEQ documentation for 2008. She stated that some or all of the seven exceedance days in 2009 may be exceptional/natural events, but ADEQ is still evaluating the events and has not yet submitted documentation to EPA.

Ms. Bauer displayed onscreen a bar chart that illustrated the days that the 24-hour PM-10 standard was exceeded in Maricopa County. She noted that MAG monitors exceedances closely and pointed out that the exceptional events in this region are primarily caused by high winds.

Ms. Bauer advised that if EPA does not agree with the ADEQ exceptional/natural events documentation, MAG would not have a clean year at the monitors and may need to add more measures to reduce emissions by five percent per year until attainment, as measured at the monitors; will need to revise the air quality modeling in the Five Percent Plan; and will need three years of clean data at all PM-10 monitors for attainment.

Ms. Bauer stated that MAG, Maricopa County and ADEQ are updating the PM-10 emissions inventory for 2008. She added that MAG has prepared its piece on mobile source emissions and provided it to the County. Ms. Bauer stated that MAG is providing assistance to EPA in reviewing the Five Percent Plan and the ADEQ documentation of the exceptional events. She said that MAG also is collecting additional field data during windy and stagnant days in order to help EPA understand the nature of the exceptional events.

Ms. Bauer stated that MAG staff thinks that the MAG region stands a chance if the EPA agrees with the ADEQ exceptional/natural events. She advised that if at all possible, MAG plans to address the issues before the EPA proposes action on the Plan, and she added that the EPA timeline is unknown. Ms. Bauer stated that it is imperative that violations at the monitors be prevented. She expressed that it is absolutely critical for this region to be in attainment. Chair Pentz thanked Ms. Bauer for her report.

Mr. Smith stated that the question is which budget MAG will use for conformity if all or parts of the plan are withdrawn. He advised that the region will have big problems if it cannot make

conformity, and everyone needs to work together as a state to get as much flexibility as possible. Mr. Smith noted that the one exceedance was a farmer plowing around the Durango monitor. He advised that there are several monitors involved, but the west 43rd monitor is the most problematic. Mr. Smith stated that scientists at Sierra Research, a renowned environmental consulting firm, are working on what is making the monitor issue an alarm: is it riverbed silt or is it an industrial source? Mr. Smith stated that this region needs to get on top of the situation, or road construction projects cannot proceed. Mr. Smith stated that this item is on the January 19, 2010, Executive Committee agenda, and is posted for a possible executive session. Chair Pentz thanked Ms. Bauer and Mr. Smith. No questions from the Committee were noted.

10. Pinal County Comprehensive Plan

Terry Doolittle, Pinal County Manager, expressed appreciation for the opportunity for Pinal County to address the MAG Management Committee on the adopted Pinal County Comprehensive Plan. Mr. Doolittle also thanked Dennis Smith and MAG staff for their technical support in building the planning division of the Central Arizona Association of Governments. He introduced Ken Buchanan, Pinal County Assistant Manager, and Jerry Stabley, Pinal County Planning Director.

Mr. Doolittle stated that more than three years ago, the Morrison Institute surveyed community leaders on their vision for Pinal County. He noted that Pinal County then initiated an update of the Pinal County Comprehensive Plan. Mr. Doolittle stated that Pinal County grew from 190,000 to 350,000 in an eight-year period. He stated that Pinal County is a hybrid of the Maricopa County annexation growth model and the Pima County unincorporated spaces pattern. Mr. Doolittle stated that one main emphasis is to bridge that gap with their municipalities for their growth areas and they are coordinating with municipalities on annexations.

Mr. Stabley then continued the presentation by saying that the Pinal County Board of Supervisors adopted the comprehensive plan update in November 2009. He pointed out that Pinal County is right in the middle of the Sun Corridor, and they anticipate much of the growth will take place in Pinal County. Mr. Stabley displayed maps developed by MAG that showed a population of five million in 2007 is projected to be ten million in 2040, and much of the growth will be converging in Pinal County from Maricopa County and Tucson. He added that the City of Chicago has a population of 10 million.

Mr. Stabley stated that the Pinal County Board of Supervisors created the Pinal County government vision to provide progressive and proactive leadership in the areas of economic development, state-of-the-art technologies, growth management and public services to promote healthy and safe communities.

Mr. Stabley stated that staff created a growth planning initiative, which is one of the major elements in the comprehensive plan update. He stated that the Morrison Institute completed its study in July 2007, and it helped Pinal County realize that the future was in their hands.

Mr. Stabley stated that the comprehensive plan is similar to a general plan. He said it is an official policy guide for physical development and conservation and a plan to anticipate and direct growth.

Mr. Stabley stated that the comprehensive plan forms the base of the planning pyramid: without a strong foundation you cannot do good planning.

Mr. Stabley stated that the comprehensive plan is a community-driven plan, and he noted that nearly 2,000 people, including the development community, participated in 46 workshops, forums and other events. He stated that this resulted in the Pinal Vision and the comprehensive plan was based on that.

Mr. Stabley stated that sustainability makes this plan unique. The plan consists of economic, environmental, and social elements. Mr. Stabley stated that although not required, they included an economic development element, due to citizens' concerns for jobs for their children and grandchildren. He noted that economic development includes activity centers and an airport and pointed out the employment uses were designated in the plan. Mr. Stabley stated that places that would be very good for employment, such as proximity to an airport, freeways or rail, were not set aside in the past plan.

Mr. Stabley stated that Pinal County has not kept pace in job growth with the rest of the state. He noted that Maricopa and Pima Counties have grown at a similar pace yet have maintained or increased their ratio. Mr. Stabley stated that the economic stability of Pinal County hinges upon its ability to increase the jobs per capita ratio from 200 to approximately 500 jobs per 1,000 residents, which is the ratio in Maricopa and Pima Counties. He noted that if Pinal County continues to be a bedroom community, it will impact its ability to provide services, and he added that the goal is to bring more jobs to the region so there will be an opportunity for residents to live, work and play in their community.

Mr. Stabley stated that mixed use activity centers will help Pinal County accomplish job development. He explained that there are three levels: Low Intensity - approximately 100 acres with a mix of professional office, commercial, tourism and hospitality uses, as well as medium to high density residential. Mid Intensity - approximately 500 acres with a mix of clustered professional office, commercial, tourism and hospitality uses, medical, and medium to high density residential. High Intensity - approximately 1,000 or more acres with a mix of professional office, business parks, and industrial often in a campus-like setting, as well as high and medium density residential.

Mr. Stabley displayed a land use planning map and noted that the red dots indicated activity centers, and he commented that Pinal County is larger than three eastern states. He pointed out the light blue area is the area proposed for an airport, and indicated that the map included a list of activity centers and uses.

Mr. Stabley then returned to the airport he mentioned earlier and said that they are calling it an aviation-based commerce center. He described that they anticipate an airport the size of Tucson International Airport and it would be a supplemental airport to both Tucson and Sky Harbor airports. Mr. Stabley commented that they anticipate having a population in 30 to 40 years to support that size of an airport. He stated that the airport could be an economic development tool in their toolbox.

Mr. Stabley then addressed the social element, and stated that the comprehensive plan is unique in that it incorporates the general plans of the county's cities and towns. He stated that it is unusual for a county at this stage of development to plan for transit, but they focused on being able to link all of the activity centers and that is one of their long-term goals. Mr. Stabley added that by having a plan in place, they will be able to take advantage if an opportunity for transit presents itself.

Mr. Stabley addressed the environmental element and stated that the open space plan was adopted a couple of years ago, and shows a large portion of the eastern part of the County as protected open space. He added that they have plans for a regional park system, similar to Maricopa County's, but a lot of work is still to be done on this and they will be working with the State Land Department and property owners.

Mr. Stabley addressed the energy element by saying that Pinal County has a unique opportunity to be a leader in sustainability through prudent energy management. He stated that unlike many areas of the U.S. where the majority of the built environment is decades old, most of Pinal County's built environment has not yet been constructed. Mr. Stabley commented that using energy efficient materials and planning techniques is much easier and more cost effective for new construction than trying to retrofit older structures. Chair Pentz thanked Mr. Doolittle and Mr. Stabley for attending the meeting and for the presentation. No questions from the Committee were noted.

11. Maricopa County Library District Reciprocal Borrowing Agreement

Harry Courtright, Director of the Maricopa County Library District, stated that the material provided to the committee by the District included the District's plan of service and duties. He explained that the District's primary service area is the unincorporated area of Maricopa County, and its purpose is to provide service to those who would not have library service otherwise. Mr. Courtright noted that there are an estimated 650,000 people in the unincorporated portion of the County.

Mr. Courtright stated that the District will provide electronic resources to any library in Maricopa County. He noted that the District provides a reciprocal borrowing program that he would address later in his presentation. Mr. Courtright stated that the District will provide direct service to underserved or disadvantaged communities, which are defined as communities that serve 50,000 people or less. He added that if a community of 50,000 or less signs an agreement with the District and provides and maintains a building for the library, the District will pay 100 percent of the library's operating costs, but not the cost of the building. Mr. Courtright noted that the Town of Gila Bend and the City of El Mirage, for example, have signed such agreements.

Mr. Courtright explained that an intergovernmental agreement also could be signed between a community of 50,000 or more people and the District. He further explained that the community would provide the building and the District will provide 100 percent of the cost of operating the building for the first year. He stated that over the five years of the agreement, the percentage paid by the District would decrease while the percentage paid by the community would increase, until at the end of the five years, 100 percent would be paid by the community. Mr. Courtright advised

that if desired, the District would continue to operate the community's library after the five-year agreement is finished. He gave as an example the Town of Gilbert, which has been reimbursing the District for the cost of operating the Perry branch since its opening.

Mr. Pettit noted that the Town of Gilbert is partnering with the Chandler school district.

Mr. Courtright stated that the Gilbert Southeast Regional library is in its fifth year of the agreement and the Town will begin reimbursing the District for 100 percent of the cost, beginning next year.

Mr. Courtright stated that the District has a quality of life fee and they request that master planned communities in the unincorporated portion of the County include this fee in their proposals. He stated that the quality of life fee is currently about \$800 and goes into the capital reserve fund for the District and will help provide library services in that development's area. Mr. Courtright advised that he is not authorized to do anything about intergovernmental agreements unless the Library District Board of Directors approves. He added that the Maricopa County Board of Supervisors is the Library District Board of Directors.

Mr. Courtright stated that the reciprocal borrowing program is a purchase of service agreement whereby the District will pay a fee to independent libraries in the County who wish to participate in the program for nonresident who get a library card in their community. He stated that the objective is to ensure that all residents of Maricopa County can use any library in the County without having to pay a fee. Mr. Courtright noted that the City of Glendale is the only jurisdiction that does not participate in the reciprocal borrowing program. He explained the formula for determining the amount reimbursed to jurisdictions for reciprocal borrowing, by saying that they take the most recent report of expenditures by public libraries in Maricopa County, which is compiled by the State Library, and divide the number by the population; this determines the per capita cost, which is the figure the District uses for the reciprocal borrowing reimbursement. He stated that last year it was \$29 and this year it will be \$26. Mr. Courtright stated that the amount decreased because libraries have less money to spend and the District anticipates this trend for the foreseeable future.

Mr. Courtright reported that the District provides delivery service to all the libraries in Maricopa County. In addition, the District provides electronic resources. He stated that this year the District spent \$650,000 on electronic databases, which are available to every public library in the County.

Mr. Courtright stated that the District offers a summer reading program to every public library in Maricopa County that wants to participate and pays all costs of the program. He then summarized the amount of money the District has expended on these programs last year: Reciprocal Borrowing, \$1.3 million; Delivery Service: \$200,000. Mr. Courtright noted that the District outsources the delivery service.

Mr. Courtright directed the Committee to page two of the material provided by the District and said that it showed the communities that contract with the District and the expenditures covered by the District. He explained the City of El Mirage received about \$288,000 in 2009. The District

renovated the building and paid the operating costs. Mr. Courtright stated that the Town of Fountain Hills received about \$900,000 in FY 2009. He reported that the District operated the Northwest Regional Library in the City of Surprise in FY 2009 at a cost of approximately \$2.1 million. Mr. Courtright added that the City of Surprise reimburses the District 100 percent of the operating costs for the District operating the Hollyhock Library. Mr. Courtright stated that the Town of Queen Creek has moved into its new building and the District is paying approximately \$1.5 million. He explained that operating costs in the Town of Gilbert were about \$2.1 million in FY 2009 and the Town has reimbursed the District for 60 percent of this cost.

Mr. Courtright then explained the electronic resources by saying that the District will convert any public library in Maricopa County to the Polaris System. He noted that those jurisdictions on the list were converted and the City of Mesa is currently in the conversion process at a cost of about \$300,000 and an annual fee of about \$30,000. He stated that the District recently met with the City of Glendale about Polaris. Mr. Courtright stated that the cost to convert the Glendale system to Polaris would be about \$300,000 to \$400,000 and an annual cost of \$30,000 to \$40,000, which the District would pay. Mr. Courtright stated that the District will convert any public library in Maricopa County to the Polaris System. He noted that the cities of Phoenix and Peoria bought the system on their own, not through the District.

Mr. Courtright stated that the City of Avondale signed a five-year agreement with the District, which has spent about \$2.2 million to operate the Civic Center facility. He added that the City now has the full responsibility to operate it.

Mr. Courtright stated that the District spent about \$36-\$37 million to operate the Campbell branch library at 32nd Street in the City of Phoenix since 1991 even though it was within the City boundaries and there was no intergovernmental agreement. He added that the facility was in an unincorporated area when building commenced and during construction, the area was annexed. Mr. Courtright stated that the use of the building was primarily by Phoenix residents. He reported that the District Board of Directors decided it could not continue to operate the facility and offered the building and its contents free of charge to the City, but the City did not accept the offer. Mr. Courtright stated that the Board then decided to close the facility and subsequently sold it to Paradise Valley Community College.

Mr. Courtright stated that the District sent a letter to MAG regarding the MAG proposal on the reciprocal borrowing agreement that the District provide 50 percent of the tax collected in a city back to that city. He reported that the Board is unwilling to do this because it is a purchase of service agreement and needs to be based on cost, such as the reciprocal borrowing formula.

Chair Pentz thanked Mr. Courtright for his report and asked members if they had questions.

Mr. Cavazos stated that all jurisdictions are facing budget reductions and asked Mr. Courtright the percentage budget reduction the District has had over the past couple of years. Mr. Courtright responded that the Board has kept the tax rate flat, which means they have reduced the tax rate every year for the past three years. He further explained that the levy brought in, which is about \$20 million, remained flat and they have had a hiring freeze for two years. Mr. Cavazos asked the percent of budget reduction. Mr. Courtright replied their budget has not been reduced and

added that the Library District tax is a secondary tax and the new assessments next year will affect the District's revenue. Mr. Courtright stated that over the next three years, the District will lose 30 to 40 percent of its revenue. Hew stated that they project a \$3 to \$4 million reduction next fiscal year, another \$3 to \$4 million the next fiscal year, and \$1 million the next fiscal year.

Mr. Cavazos stated that the City of Phoenix library budget was reduced 40 to 50 percent this year. He expressed appreciation to the District for the offer of the 32nd Street facility, but the City could not accept because the City could not afford to assume responsibility. Mr. Cavazos stated that Phoenix taxpayers paid \$6.7 million to the District budget but received less than \$600,000 in services. Given the budget reductions the City has experienced, he asked Mr. Courtright for his input how to get back more than ten percent of what its residents pay in taxes.

Mr. Courtright responded that five cities and towns filed a lawsuit against Maricopa County that said it was illegal for the District to collect taxes in a jurisdiction where there was a public library. He stated that the lawsuit went all the way to the State Supreme Court, which said the intent of the law was that the District could levy a tax on all real estate in the County. Mr. Courtright stated that the District has been asked if it can give money to municipalities. He advised that they have a legal opinion from the State Attorney General that the District cannot give money to municipalities but can pay for services municipal libraries use, which can save municipalities money. Mr. Courtright commented that it is a matter of municipalities asking for something and the District having the money.

Chair Pentz asked if the District could contract with a jurisdiction to provide library services. Mr. Courtright replied yes, an intergovernmental agreement could be done. For example, if Phoenix needed to close a branch because it could not afford to operate it, there could be an intergovernmental agreement and the District could operate it.

Chair Pentz asked why Phoenix could not continue to operate it if they already have staff and the District could contract for that service.

Mr. Courtright replied that if the Board wanted the District to do that and it was legal, the District could do that.

Chair Pentz commented that it was a policy decision. Mr. Courtright replied yes.

Chair Pentz stated that he shared the concerns expressed by the City of Phoenix. He noted that in fiscal year 2008-2009, Chandler taxpayers provided \$1.2 million in funding to the District and received \$216,000 in benefits. He further added that over the course of eight years, the Chandler taxpayers contributed \$7.5 million and received back only \$553,000 in benefits. Chair Pentz commented that it seemed like a basic equity issue and asked Mr. Courtright if that was correct.

Mr. Courtright replied that based on the intent of the law that created the District, it says if a community wants to contract with the District to operate a library, as the District does with the Town of Gilbert and the City of Surprise, a municipality could get direct access to money. He stated that there was no provision in the law that says a municipality could provide service and the District will give a municipality the money to pay, as he understands the interpretation by the

District's legal staff. Mr. Courtright stated that the District agrees to examine ways to find a more equitable way to do things, but it would be more in the way of the District paying for things not in giving jurisdictions money.

Chair Pentz commented that it seemed like a legislative change would be necessary. Mr. Courtright added that a policy change by the Board could be another option.

Mr. Meyer asked if there were limitations on what the levy could be for the District. Mr. Courtright replied no. Mr. Meyer asked if the loss in property value does not necessarily reduce income to the District; it depends on the rate. Mr. Courtright replied yes.

Mr. Meyer commented that there is a structural problem: a majority of residents pay Library District taxes and are not being directly served by the District. He asked if there was any prohibition in the law from setting differential rates in various parts of the District that are served and unserved. Mr. Courtright replied that he had never been asked that question and did not know the answer, however, he would check with the District's legal staff and would get back with an answer.

Mr. Cavazos thanked Mr. Courtright for coming to the meeting. He indicated that he thought meetings were needed on this, to narrow the gap between what a municipality pays and the benefits received. Mr. Cavazos stated that cities are facing draconian reductions and anything the District could do to help would be appreciated. He added that Dennis Smith had indicated he would do what he could to encourage that discussion.

Mr. Beasley asked for clarification if a change in policy or change in law would be needed. Mr. Courtright giving money to operate a branch would be an example of a policy decision by the Board if they felt it was legal. For the tax to not be collected in a jurisdiction would require a change in the law.

Mr. Beasley asked if the first step would be to have a policy discussion with the Board, get their support, then have a resolution to change the law. Mr. Courtright replied that from his discussions with the Board, he felt it was unlikely that the Board would be interested in changing the law.

Mr. Beasley commented that this is a 1970s law and a 1970s legal opinion that are being discussed.

Chair Pentz asked if there were other Library Districts in the State that provide funding or contact with cities for the operation of libraries. Mr. Courtright replied that the only one similar to this region is Pima County, but the Library District never ran the District but had an agreement with the City of Tucson and, which ran the Library District. He added that all library employees were City employees. Mr. Courtright explained that the District reimbursed the City for operating the District. He stated that about three years ago, there was an agreement between the Library District and the City of Tucson and the District assumed operating and funding of all public libraries in Pima County, including those in Tucson. Mr. Courtright continued that the system is one integrated library system and all employees are County employees paid for by the District. He added that there is one independent library in Pima County and the District pays 50 percent of the

cost of operating that library. Mr. Courtright stated that credits are given in smaller counties, for example, \$5,000 is given to a library to purchase materials. He commented that this could be done in this region.

Chair Pentz asked if the District could purchase and pay for books, videos, and computers. Mr. Courtright replied that was correct, and the District could even provide furniture, and this they have been told is within what the law allows.

12. Request for Future Agenda Items

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

No requests were noted.

13. Comments from the Committee

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

No comments were noted.

14. Adjournment

There being no further business, Mr. Kross moved to adjourn, Mr. Pettit seconded, and the meeting adjourned at 1:35 p.m.

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 2, 2010

SUBJECT:

Regional Community Network Roles and Responsibilities

SUMMARY:

The Regional Community Network (RCN) is a fiber optic communications network connecting member agency Traffic Management Centers (TMCs), that, when completed, would connect all MAG member agencies for the primary purpose of coordinating traffic control operations between neighboring agencies. The first phase of the project is currently being implemented by Arizona Department of Transportation through an Intelligent Transportation Systems (ITS) project in the FY 2008 MAG Work Program. The network is being created by closing the gaps between agency-owned fiber optic infrastructure. The active electronics will be installed after the fiber optic infrastructure is in place and the first year of network management will be included in that contract. After that time, responsibility for management of the network will revert to MAG.

The RCN Working Group, consisting of agencies represented on the ITS Committee and Technology Advisory Group (TAG) is working to identify network management strategies for moving forward. This will be done through a number of documents that will outline the proposed place of the network in the MAG reporting structure, the roles and responsibilities of all involved parties, and recommended policies and procedures for the operation, maintenance and expansion of the network. The Regional Council previously approved the Regional Community Network Management Reporting Structure. The document under consideration is an itemization of the roles and responsibilities of participants and the initial policies and procedures for the operation of the network.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: The proposed document will clarify responsibilities and decision making for the RCN.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Technical requirements for future expansion of the RCN are addressed.

POLICY: This document clarifies the roles and responsibilities of RCN participants.

ACTION NEEDED:

Recommend approval of the Regional Community Network Roles and Responsibilities document.

PRIOR COMMITTEE ACTIONS:

MAG Transportation Review Committee: On January 28, 2010, the MAG Transportation Review Committee recommended approval of the RCN Roles and Responsibilities document.

MEMBERS ATTENDING

- Peoria: David Moody
- ADOT: Kwi-Sung Kang for Floyd Roehrich
- * Avondale: David Fitzhugh
- Buckeye: Scott Lowe
- Chandler: RJ Zeder for Patrice Kraus
- El Mirage: Lance Calvert
- * Fountain Hills: Randy Harrel
- Gila Bend: Eric Fitzer for Rick Buss
- Gila River: Sreedevi Samudrala for Doug Torres
- * Gilbert: Tami Ryall
- Glendale: Terry Johnson
- Goodyear: Cato Esquivel
- Guadalupe: Gino Turrubiarres
- Litchfield Park: Paul Ward for Woody Scoutten
- Maricopa County: Clem Ligocki for John Hauskins
- Mesa: Scott Butler
- Paradise Valley: Bill Mead
- Phoenix: Wylie Bearup for Ed Zuercher
- Queen Creek: Troy White for Wendy Kaserman
- RPTA: Bob Antilla for Bryan Jungwirth
- Scottsdale: Dave Meinhart
- Surprise: Nick Mascia for Vacant
- Tempe: Jyme Sue McClaren for Chris Salomone
- Valley Metro Rail: John Farry
- Wickenburg: Rick Austin
- Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

- *Street Committee: Darryl Crossman
- ITS Committee: Debbie Albert
- *Bicycle/Pedestrian Committee: Peggy Rubach
- *Transportation Safety Committee: Kerry Wilcoxon

* Members neither present nor represented by proxy. + - Attended by Videoconference
 # - Attended by Audioconference

MAG Telecommunications Advisory Group: On January 21, 2010, the MAG Telecommunications Advisory Group recommended approval of the RCN Roles and Responsibilities document.

MEMBERS ATTENDING

- # Dale Shaw, Mesa, Chair
- # Pat Timlin, El Mirage, Vice Chair
- # Dee Hathaway, Buckeye
- # Jim Keen, Carefree
- # Patrick Hait, Chandler
- # Mike Ciccarone, Fountain Hills
- # Shawn Woolley, Gilbert
- # Kenneth Arnold, Glendale
- * Cindy Sheldon, Goodyear
- # Helen Vaughn for Stacey Haggart, Maricopa County
- * Duncan Miller, Paradise Valley
- * John Imig, Peoria
- # Greg Binder, Phoenix
- # Lester Godsey, Queen Creek
- * Kevin Sonoda, Scottsdale
- # Randy Jackson, Surprise
- # Dave Heck, Tempe
- # Arkady Bernshteyn, Valley Metro Light Rail

* Those members neither present nor represented by proxy.
 # Attended by telephone conference call. + Attended by videoconference call.

MAG Intelligent Transportation Systems Committee: On January 21, 2010, the MAG Intelligent Transportation Systems Committee recommended approval of the RCN Roles and Responsibilities document.

MEMBERS ATTENDING

- # Debbie Albert, City of Glendale, Acting Chair
- # Farzana Yasmin for Scott Nodes, ADOT
- * Soyoung Ahn, ASU
- # Gus Woodman, City of Avondale
- # Thomas Chlebanowski, Town of Buckeye
- * Mike Mah, City of Chandler
- # Jenna Mitchell, DPS
- * Jerry Horacek City of El Mirage
- * Jennifer Brown, FHWA
Kurt Sharp, Town of Gilbert
- # Hugh Bigalk for Luke Albert, City of Goodyear

- # Faisal Saleem for Nicolaas Swart, Maricopa
County
Derrick Bailey, City of Mesa
- # Ron Amaya, City of Peoria
- # Marshall Riegel, City of Phoenix
- * Bob Ciotti, Phoenix Public Transit
- * Michael Pacelli, Town of Queen Creek
- * Bruce Dressel, City of Scottsdale
- # Nick Mascia for John Abraham, City of
Surprise
- * Jim Decker, City of Tempe
- # Arkady Bernshteyn, Valley Metro Rail

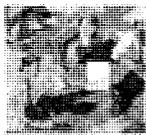
* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference call.

CONTACT PERSONS:

Audrey Skidmore or Sarath Joshua (602) 254-6300.



Overview of the RCN Program



Current Projects in the RCN Program

REGIONAL COMMUNITY NETWORK (RCN)



Fall 2009

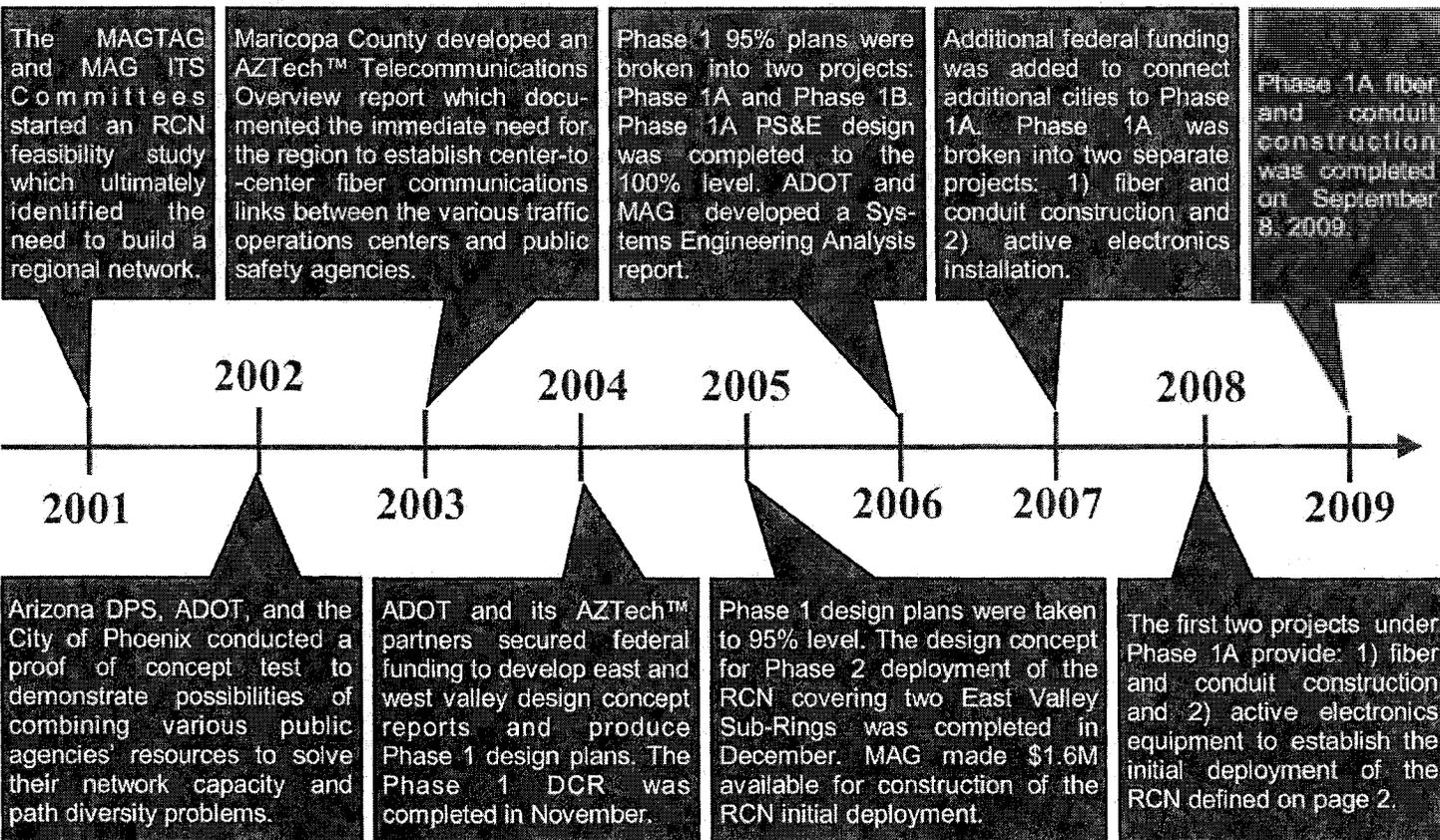
RCN Program Overview

The RCN Program is the term used to encompass the numerous projects and stakeholders involved in creating a defined network of fiber and communications in the Phoenix metropolitan area. The RCN Program has been in existence since 2001 when the initial RCN Feasibility Study was developed. Projects continue to be developed as part of the RCN Program. Two projects are being developed to construct and implement the first phase of the Regional Community Network.

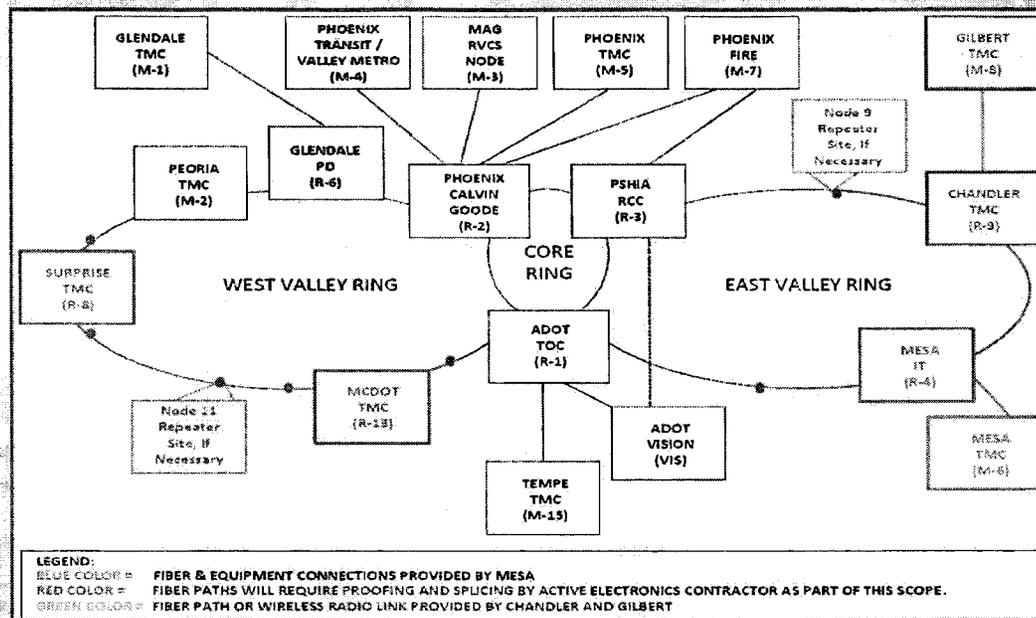
The RCN Program history in timeline format is described below up to the current status of projects being developed. Future projects foreseen as part of the RCN Program will include additional fiber and conduit infrastructure design/construction projects, operations and maintenance of the network, procurement of additional active electronics equipment such as network switches and fiber connectors, and potential studies regarding use of the network.

During the development of the first phase of fiber/conduit infrastructure deployment to connect agencies (RCN Phase 1A PS&E), the Maricopa Association of Governments (MAG) RCN Working Group was established to provide general oversight to the RCN Program activities and manage the future expansion and changes to the network. Changes to the network shall be discussed by the agencies involved in the MAG RCN Working Group. This MAG RCN Working Group is comprised of staff from MAG member agencies to make recommendations for the RCN Program moving forward.

RCN Program History



HOW RCN PHASE 1A AGENCIES ARE CONNECTED



RCN Program — Projects and Progress

Phase 1A PS&E This first project involved ADOT retaining Kimley-Horn and Associates (KHA) to develop construction plans for Phase 1A deployment, with Plans, Specifications, and Estimate (PS&E). Project activities include:

- Paramount Designs Inc. (PDI) was awarded the contract for the RCN Phase 1A Conduit and fiber project.
- PDI proceeded with submitting material submittals and with the project inventory and getting GPS coordinates on existing RCN pullboxes.
- PDI coordinated with all of the local jurisdictions to obtain access to the RCN hub buildings.
- New conduit and innerduct installation began in outside plant project areas and new innerduct, fiber, and associated RCN equipment were installed in the inside project areas.
- Fibers were tested before splicing in Winter 2009 and after splicing in Summer 2009.
- Received Final Acceptance from ADOT on September 8, 2009.

Phase 1A Active Electronics This second project involved ADOT retaining KHA to work with MAG member agencies to identify the appropriate technology solution for agencies to connect to the RCN. Project activities include:

- KHA prepared scope of work and submitted to ADOT for distribution to on-call statewide contractors in Fall 2008.
- ITS Engineers was awarded the system integrator contract for the Active Electronics portion of Phase 1A. The kickoff meeting was held in Spring 2009.
- ITS Engineers conducted site visits to all stakeholder facilities to gather required information as part of the final design activities.
- RCN Network Configuration Design Workshop was held in Summer 2009 to provide stakeholders with information about how the network is to be configured, request IP addressing information from stakeholders, and to field comments and/or requests.
- Active Electronics equipment for the East Ring of the project has been ordered and received by ITS and was inspected by ADOT. This equipment will be installed at the Rental Car Center (RCC), Chandler, Mesa, and Gilbert facilities. Bench testing is being conducted in lab facilities for this equipment.
- RCN nodes at ADOT and MCDOT have been installed and fiber verification and equipment installation for the West Ring is on-going.

MAG RCN Working Group The MAG RCN Working Group has developed a draft RCN Roles and Responsibilities document. To subscribe to the MAG RCN Working Group documents, go to: <http://service.govdelivery.com/service/user.html?code=AZMAG>

For additional information, please contact:

Lydia Warnick, P.E., ADOT Project Manager, ADOT Transportation Technology Group, lwarnick@azdot.gov 602-712-4281



DRAFT

**Regional Community Network (RCN)
Roles and Responsibilities**

Version 4.6

Developed by the:

**RCN Working Group
ITS Committee
Technology Advisory Group**

January 5, 2010



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REVISION HISTORY

Last Updated: 1/5/2010

Date	Version	Author	Description
6/22/2009	1.0	AWT	Initial creation of the document.
8/4/2009	2.0	AWT	Revision
9/4/2009	3.0	SJ	Revision
9/11/2009	4.0	AS	Revision
10/6/2009	4.1	SJ	Revision – address review comments
11/10/09	4.2	SJ	Revision – address review comments
11/11/09	4.3	AS	Revision – address review comments
11/24/09	4.4	AS	Revision – address review comments
12/10/09	4.5	SJ	Revision – address review comments
1/5/10	4.6	AS	Revision – address review comments

DEFINITIONS, ACRONYMS, AND ABBREVIATIONS

Item	Definition / Example
AC	Architecture Consultant
ATM	Asynchronous Transfer Mode
GPS	Global Positioning System
IA	Implementing Agency
IGA	Intergovernmental Agreement
ITS	Intelligent Transportation Systems Committee
IP	Internet Protocol
ISDN	Integrated Services Digital Network
MA	Member Agency
NAT	Network Address Translation
NBD	Next Business Day
NM	Network Manager
OSPF	Open Shortest Path First
OTDR	Optical Time-Domain Reflectometer
PAT	Port Address Translation
PM	RCN Program Manager at MAG
POC	Point of Contact
QOS	Quality of Service
RCN	Regional Community Network
RCN WG	RCN Working Group
RTP	Regional Transportation Plan
RVS	Regional Videoconferencing System
SLA	Service Levels Agreement
SMF	Single Mode Fiber
SONET	Synchronous Optical Networking
TAG	Technology Advisory Group
TIP	Transportation Improvement Program
TT	Trouble Tickets
UPS	Uninterruptible Power Supply
UPWP	Unified Planning Work Program
VDS	Video Distribution Server
VLAN	Virtual Local Area Network

1 INTRODUCTION

1.1 Background & Purpose

The Regional Community Network (RCN) is a high-speed optical fiber based communication system designed primarily to facilitate the exchange of video, data, and other information between traffic management centers at the Arizona Department of Transportation (ADOT), Maricopa County Department of Transportation (MCDOT), and at cities and towns in the Phoenix metropolitan region. The RCN is considered an essential component required for safe and efficient operation of the regional transportation system. Other applications that will utilize the RCN network initially include the Regional Videoconferencing System (RVS) that is owned and operated by Maricopa Association of Governments (MAG), and other videoconferencing applications at a few local agencies. The RCN is NOT intended to be used for mission critical data transmissions between agencies on the network. Applications proposed and implemented on the RCN require that the member agencies supply end to end security levels for their applications and that the non-mission critical network reliability be acceptable in their usage.

The original RCN concept was developed by MAG in 2001. However, the project was not programmed, as the \$34 million that was required for full implementation was not available. The Arizona DOT, a stakeholder supportive of the original RCN concept, carried out the design of the first phase of RCN using funds from a United States Department of Transportation (USDOT) Intelligent Transportation Systems (ITS) integration grant awarded to Arizona. The RCN project still lacked funds for building Phase 1. In 2005, \$1.6 million that had been programmed in the Transportation Improvement Program (TIP) as a place holder project for the original RCN project became available to the ITS program and was directed to ADOT for implementing the already designed RCN Phase 1A. The status of funding for future RCN implementation has not changed. Its completion remains unfunded at this time. However, many segments of the proposed regional network have also been built through local agency fiber projects.

The RCN is currently being developed as a regional communications infrastructure to be owned and operated by MAG and its Member Agencies (MA). Hence, it is very likely that future regional resources will be directed for completion of the RCN and linking all MAG MA's.

The primary purpose of this document is to outline the framework for future expansion, operation and maintenance of the RCN by identifying the roles and responsibilities of each participant. In addition to this document, a companion document on RCN Governance was adopted by MAG on April 22, 2009.

1.2 Stakeholders

The RCN is being developed by member agencies of MAG in the Phoenix metropolitan area. The primary stakeholders and users of RCN are traffic management staff at agencies that are linked through the network. All participating agencies have agreed to work together in an effort to reduce the cost and time required for the implementation of the system. Where available, agencies have dedicated a portion of their existing fiber infrastructure to the RCN and have agreed to provide space in existing agency facilities for the installation and housing of RCN equipment. The construction of the initial phase of the RCN, Phase 1A, carried out with ADOT as the Implementing Agency (IA) was funded with regional transportation funds. This procurement involved the purchase and installation of the active electronics, construction of fiber segments that are required to complete the initial phase and management of the network for the first year of operations.

1.3 RCN Planning, Programming, Development and Ownership

All planning and programming activities related to the RCN will be carried out by MAG with oversight provided by the ITS committee and the Technology Advisory Group (TAG). A planned schedule for RCN expansion and completion will be developed and updated annually by ITS/TAG. All RCN planning studies will be based on recommendations of ITS/TAG and undertaken by MAG as projects identified in the annual Unified Planning Work Program (UPWP). All new projects that are required for the expansion, rehabilitation and maintenance of the RCN will be programmed in the Transportation Improvement Program based on recommendations from ITS/TAG. The RCN will be identified in the Regional Transportation Plan (RTP) as a key component of the regional ITS infrastructure. Any MA desiring to build a local fiber path shared with the RCN and funded with state, local or a federal grant is required to coordinate with MAG to ensure that all such projects comply with the RCN design, regional standards and adopted practices. The introduction of any such project shall not alter the MAG approved schedule or sequence of RCN expansion projects, unless such a change has been recommended by ITS/TAG and approved by MAG.

All active electronics devices installed at various secure locations within MA facilities will be owned by MAG and will carry an RCN inventory number. Their warranties, repair and replacement will be monitored and maintained by MAG. Agreements will be developed between MAG and MAs linked to the RCN to provide access to RCN equipment installed at secure facilities.

All fiber infrastructure of the RCN located within the jurisdictional boundaries of a MA will be owned by that agency/jurisdiction. Any interruption of RCN services due to damage to such fiber will be repaired by the MA based on regionally agreed upon procedures.

1.4 Legal and Liability Information

The Regional Council approved the governance structure for this project on April 22, 2009. As part of this structure, MAG will have title to the electronic equipment provided for the project. A contracted agent will maintain and repair the electronic equipment. This agent will need permission to access the appropriate facilities. This agent's ability to execute repairs will be limited by the availability of technical staff at participating agencies where troubleshooting and facility access is required and by the terms of the underlying warranty agreement. Repairs will be executed through a best effort approach. Additionally, this network relies on previously agency-owned fiber and project laid fiber which has been transferred to the agency within which it resides. Agencies will be responsible for repairing this fiber through a best effort approach. Future regional investments in the RCN may make greater service levels available, but the service level provided by Phase 1A is adequate for data transmissions required for current traffic management activities.

- Each Agency will provide timely access to MAG and its contracted agent to install and maintain RCN equipment housed in its facilities.
- Each Agency will provide appropriate space, power and environmental conditioning for the network equipment necessary to establish the RCN, and furthermore will provide the necessary technical personnel support (agency representative) as the single point of contact for any network/equipment installation or maintenance issues. The site requirements are detailed in the ADOT Regional Community Network Design Concept Report for Phase 1 prepared by Kimley-Horn and Associates, Inc. and dated November 2004.

- Each Agency will provide the necessary technical personnel support (agency representative) as the single point of contact for coordination of any fiber repair or maintenance issues and to make a best effort at timely repair of such issues.
- Each Agency understands that MAG, its authorized agent and the other participating agencies will make every effort to affect repairs as quickly as possible, but that the initial implementation will not guarantee a service level.

1.5 Standards and Specifications

Standards and specifications used on the RCN will be adopted by ITS/TAG and will be made available via the MAG website. Any changes to the standards and specifications will be made on the recommendation of ITS/TAG and will be accompanied by an analysis of short- and long-term cost implications.

1.6 Descriptions & Roles

This section provides a high level description of the different groups within the RCN management structure and their key functions. This is also graphically depicted in Figure 1.

1.6.1 Member Agency (MA)

This includes all current and future MAG member agencies that wish to be connected to the RCN. It is not based on whether an agency has infrastructure to share with the RCN or not. Staff at MAs are the ultimate end users of the system.

1.6.2 Intelligent Transportation Systems Committee & Technology Advisory Group

The ITS Committee and TAG are comprised of representatives of the local member agencies. Together, these committees are responsible for the review and recommendation of all policies and guidelines related to the RCN for formal adoption by MAG. Some actions of these two committees will be based on the recommendations submitted by the RCN Working Group (WG) which functions as a joint subcommittee of the ITS and TAG committees.

1.6.3 RCN Working Group (WG)

The RCN Working Group (WG) develops recommendations for the management of the RCN and its future expansion. All recommendations for RCN expansion, modification or repair that require funding will be carried forward through the MAG approval process jointly sponsored by the ITS committee and the TAG. No cost changes may be approved by the ITS/TAG committees on the recommendation of the WG.

1.6.4 RCN Program Manager (PM)

A MAG staff position will be assigned to function as the overall Program Manager (PM) for the RCN. The responsibilities of the PM will be as follows:

- Provide reports to ITS/TAG on all RCN related projects that are being carried out directly by MAG or through other agencies. Identify issues that need to be addressed by ITS/TAG and ensure they are included in ITS/TAG meeting agendas.
- Incorporate the RCN as a key regional infrastructure within MAG planning documents such as the Regional Transportation Plan (RTP), TIP and the UPWP.
- Execute planning studies related to the RCN expansion based on direction and funding support from MAG.

- Make presentations to MAG committees based on ITS/TAG recommendations related to the RCN.
- Serve as the primary Point of Contact (POC) for the Network Manager (NM) and the interface to the MAs thru the WG. If the decision is to outsource the NM role to perform the full time technical and expert services that will be required, the PM will also be responsible for the solicitation, funding, and management of this contract. If the NM function is designated to a MA, the PM will coordinate the required IGAs between MAG and the MA, and their approval by the Regional Council.
- Participate in all RCN projects procured through any other MA, and serve as a member of the consultant/contractor selection committee for all RCN projects. Provide oversight to design and construction of all new RCN phases.
- Maintain a record of all standards, specifications, procedures established for the RCN by the ITS/TAG technical committees.
- Ensure the execution of required Agreements. Maintain a record of all IGAs and agreements entered with MAs in connection with the RCN – such as access to Active Electronics located in MA secure facilities, and to ensure that the design and construction of RCN projects will maintain regional compatibility through the adherence to established RCN standards.
- Receive formal reports on all RCN related procurement contracts carried out by other agencies on behalf of MAG. This work may be carried out by ADOT (similar to the Phase 1A project) or MAs for RCN projects that are within their jurisdictions.

1.6.5 Network Manager (NM)

For the initial year, the Network Management function will be provided by Kimley Horn and Assoaites and ITS Engineers. After that period, the Network Manager (NM) will be either a qualified contractor or a local agency, designated by the Regional Council, with staff dedicated to the RCN NM function. The NM will be primarily responsible for ensuring that the RCN functions without any serious interruptions to service, but will be responsible only for Active Electronics. The NM will be providing ongoing maintenance of the active electronics associated with the RCN. The NM will also manage all repair work carried out under warranties. In the case of other repairs, the NM will purchase, install, and configure RCN active electronics components. The NM will attend all WG meetings, and ITS/TAG meetings when necessary as indicated by the PM.

1.6.6 Implementing Agency (IA)

The IA will be responsible for hiring contractors to design and build new segments of the RCN. The IA could be ADOT, Maricopa County or any MA interested in helping implement any of the planned RCN projects that are funded and programmed in the TIP as MAG projects. Upon the identification of an IA, project funds will be transferred to the IA based on an IGA between MAG and IA that specifies accountability requirements.

The IA's project manager will closely coordinate of all such projects with the PM and shall comply with all established RCN standards and specifications.

Any new fiber infrastructure built by the IA becomes the property of the MA upon completion of the project. Any new Active Electronics that are installed at MA facilities remain the property of

MAG with an RCN inventory number. All warranties for RCN active electronics will be assigned to MAG for administration by NM.

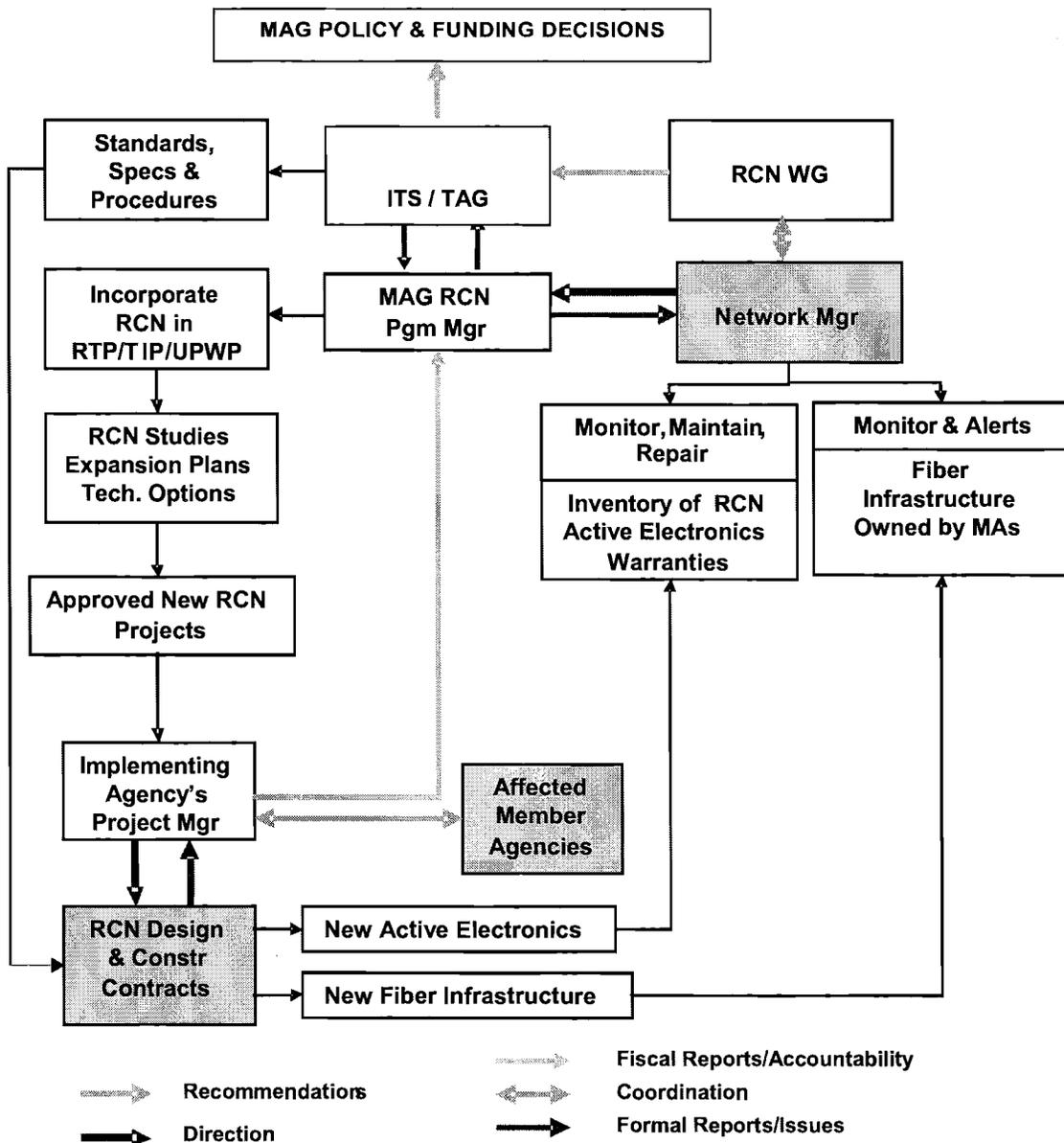


Figure 1. Overall RCN Management Structure & Key Functions

2 LONG RANGE PLANNING

This section describes the responsibilities of those involved in the planning of the RCN.

PM will:

- Be responsible for coordinating all planning activities related to the RCN.
- Obtain input to planning efforts from ITS/TAG, WG, MA and NM.
- Actively seek comments and recommendations for the improvement of the RCN from the WG.
- Obtain consultant support for the preparation of planning documents and complex technical discussions at WG.
- Develop a long range plan for the RCN, updated every year, and contain the following:
 - Identify all fiber paths that are required to provide the desired RCN connectivity.
 - Identify existing fiber infrastructure that may be used to support/expand the RCN.
 - Identify current or planned road construction projects that may be used to implement new fiber that is required for the RCN.
 - Identify gaps in the fiber network that needs to be addressed through new RCN projects.
 - Provide a prioritized list of new RCN projects.

The ITS/TAG will:

- Be responsible for reviewing all planning documents and recommending them for adoption by MAG.
- Review recommendations from WG and produce action items to be addressed during plan updates.
- Assign tasks to WG on complex RCN related issues that needs to be investigated.

The WG will:

- Receive direction from the ITS/TAG committee, and work closely with the MAs they represent to make sure the RCN provides the functionality they need.
- Review the long range plan developed and updated by MAG, provide feedback and recommend improvements.

The MA will:

- Designate primary contacts for the NM at the MAs (These should be WG participants).
- Identify the initial and future nodes that will require connectivity to the RCN and forward that information to the WG.
- Provide documentation on existing and new fiber infrastructure to MAG to help identify fiber that can be used for the expansion of the RCN. For planning, this is limited to the

path, the number of available strands, and the location of splice points. There is no requirement for splice details for the planning phases.

- Identify and relay RCN related issues and concerns through their ITS/TAG or WG representative.

3 REQUIREMENTS DEVELOPMENT

This section will identify the roles and responsibilities of those involved with the requirements development for the RCN. These requirements will be used as the basis for the architecture and design that are described in later sections of this document. During the initial warranty period, changes may be limited if no funding source is identified to enable the network manager to perform the required assessments.

The MA will:

- Identify the specific requirements for each connection to the RCN. This includes items such as those listed below:
 - Entry and exit point
 - Requirements for dedicated fiber strands and/or wavelength (if applicable)
 - Bandwidth
 - Latency and jitter
 - Quality of Service (QOS)
 - Switching
 - Virtual Local Area Network (VLAN)
 - Internet Protocol (IP) addresses
 - Unicast / Multicast
 - Due Date
 - Routing Protocols
- Work closely with the NM and PM to accurately describe the expectations of the MA as it relates to the service levels that are expected of the RCN. These expectations will be the basis of Service Levels Agreements (SLA) and the resulting requirements that drive the design and operation of the RCN. This could have a significant impact on the selection of equipment, need for additional fiber paths, and the availability of technical support staff to respond to problems.
- Help identify requirements and clarify expectations related to the RCN.
- Forward all requests for service to the WG through their representative.

The WG will:

- Recommend the service level to be guaranteed by the RCN.

The ITS/TAG will:

- Approve the service level to be guaranteed by the RCN.

The PM will:

- Assign and manage RCN requirement development activities to the NM.

The NM will:

- Receive and confirm receipt of all requests for service.
- Review all requests to determine the budget impact of all new requests and review the impacts on the system with the PM.

- Evaluate the requests received from the WG to determine if the RCN is capable of meeting the requirements.
- Provide comments back to the WG about the feasibility of their request.
- Request additional information from the WG or MA thru their representative to clarify the request if required.

4 RCN DOCUMENTATION

This section describes the responsibilities of those involved in the documentation of the equipment and fiber used for the RCN. For the initial year of deployment, this information is already in place.

The MAs will:

- Be responsible for maintaining documentation of their respective fiber assets. This includes documentation related to the route, installation depth, conduits, fiber, location of splice enclosures, and complete splice details. Complete and accurate records are important since they impact the ability to repair quickly and accurately, in the event of any damage to the fiber plant.
- Maintain accurate records that can be used by the MA to locate RCN fiber infrastructure as part of the Bluestake process.
- Clearly mark and label all RCN fiber optic patch panels. While some variations are expected between agencies, the labels should clearly identify fiber paths used by the RCN as illustrated in Figure 2.
- Provide a warning sticker or sign at the fiber patch panel with contact information for the NM.
- Track all fiber assets with a system such as OSP Insight or another fiber documentation software application. This software product shall be used to maintain comprehensive as-built documentation of the RCN network. A copy of this documentation will be provided to the PM.
- Identify their agency representative and provide his/her contact information to other agency staff that are involved with any work related to the RCN.
- Identify the need for improvements in the documentation of existing fiber infrastructure and communicate those needs to the ITS/TAG through their WG member or the PM.

Site: ADOT TMC - Room # 312												
Row 5 - Rack 3 - Fiber Panel 3												
	A	B	C	D	E	F	G	H	J	K	L	M
1	1 RCN 7A	7 spare	1 MDN	7 VID	1 Fire	7 spare	13 spare	1 SONET	7 spare	1 empty	7 empty	13 empty
2	2 RCN 7B	8 spare	2 MDN	8 VID	2 Fire	8 spare	14 spare	2 SONET	8 spare	2 empty	8 empty	14 empty
3	3 video	9 spare	3 VID	9 VID	3 Police	9 spare	15 spare	3 spare	9 spare	3 empty	9 empty	15 empty
4	4 video	10 spare	4 VID	10 VID	4 Police	10 spare	16 spare	4 spare	10 spare	4 empty	10 empty	16 empty
5	5 video	11 ATM	5 VID	11 IP	5 spare	11 spare	17 spare	5 spare	11 spare	5 empty	11 empty	17 empty
6	6 spare	12 ATM	6 VID	12 IP	6 spare	12 spare	18 spare	6 spare	12 spare	6 empty	12 empty	18 empty
	Backbone North		Backbone South		Distribution West			Backbone East		Empty		

Figure 2. Patch Panel Labels

The WG will:

- Recommend guidelines and identify issues to be researched and addressed by the NM.
- Make recommendations to the PM regarding the scope of work and assignments to the NM.
- Review and comment on recommendations made by the NM as they relate to the RCN design, implementation, operations, and management.

The ITS/TAG will:

- Establish guidelines and identify issues to be researched and addressed by the NM.
- Make recommendations to the PM regarding the scope of work and assignments to the NM.
- Approve recommendations made by the NM and forwarded by the WG as they related to the RCN design, implementation, operations, and management.

The PM will:

- Maintain documentation of work carried out by the NM.
- Participate in all required meetings related to the documentation of assets used for the RCN.

The NM will:

- Maintain proper documentation for all fiber paths used by the RCN. This includes drawings that provide an overview of each fiber path, and properly identify the demarcation point between the NM and MA. The NM will not be responsible for maintaining complete as-built drawings of the fiber plant unless this responsibility has been delegated to the NM by the MA and approved by the PM.
- Maintain complete documentation of the RCN electronics. This includes drawings that identify all ports that are in use and the MA equipment it is connected to.
- Maintain a complete accounting of all IP addresses that are used on the RCN.
- Maintain a complete accounting of all VLANs that are used on the RCN.
- Maintain a complete accounting of all IP Multicast addresses that are used on the RCN.
- Maintain documentation that shows the physical connection between all RCN equipment. This includes documentation of the slot and port number. This includes type of module, link speed, and duplex mode.
- Identify and document Ethernet trunk and station ports.
- Identify gaps in the documentation of the fiber plant and help identify a strategy to fill in the missing information.
- Coordinate with the WG to evaluate and recommend a software program to document the fiber optic cable and related infrastructure such as conduit, boxes, splice enclosures, etc.
- Coordinate with each MA representative to gather information about how new and existing fiber infrastructure is documented and lessons learned from previous projects.

Information may include items such as the spacing between Global Positioning System (GPS) measurements along the conduit route.

- Utilizing agency experience and best industry practices as input, prepare a white paper that recommends how to document fiber assets during new construction, and the best approach for documenting existing fiber assets. The focus of this white paper is to make sure the fiber used as part of the RCN is properly documented to assist in the planning of future projects and to make sure there is adequate documentation to facilitate repairs.

5 RCN ARCHITECTURE

This section identifies the responsibilities of those involved in the development and maintenance of the RCN architecture. For the initial year of deployment, this information is already in place.

The MA will:

- Inform and coordinate with PM on architecture issues or requirements that impact local functions.

The WG will:

- Review and recommend the architecture and high level design provided by the NM or Architecture Consultant (AC).
- Evaluate the detailed designs prepared by the NM or AC and submit comments and recommendations for improvement.
- Review and recommend the equipment standards recommended by the NM or AC.

The ITS/TAG will:

- Review and approve the architecture and high level design recommended by WG.
- Review and approve the equipment standards recommended by the WG.

The PM will:

- Document the RCN architecture as currently defined in the Phase 1A project.
- Execute tasks for generating architecture improvements through the NM or an AC

The NM or AC will:

- Evaluate current telecommunications technology for potential use in the RCN.
- Develop an overall architecture that can be used to guide the design of future phases of the RCN and provide updates as new technology becomes available. This includes key decisions such as the use of Single Mode Fiber (SMF) and the selection of key technologies such as Synchronous Optical Networking (SONET), Asynchronous Transfer Mode (ATM), Ethernet, and IP. While many of these decisions have already been made for the initial deployment of the RCN and are not likely to change, these decisions should be revalidated as the RCN is expanded and as equipment is upgraded or replaced over time.
- Develop an overall architecture for the transport of video across the RCN. This includes an approach for the replication of video, the selection of video compression technologies, and an approach to deal with the rapid and continuous improvements in compression technology.
- Work with the WG to make long-term design improvements to the RCN and generate suggestions for improvements within the agency networks that will allow agencies to exchange video without the use of Video Distribution Server (VDS) technology. The use of a VDS is often driven by the fact that agency networks were implemented well before plans could be put in place for a regional network such as the RCN. While that is the reality of today, the NM should consider long-term planning and design that will minimize the requirements for a VDS over time.

- Work with WG to develop and update existing standards related to the interface with the RCN. While many of these standards such as Ethernet and IP are set and not likely to change in the near future, other standards such as video compression will change quickly.
- Develop a high level design of the RCN and update that design as new technology becomes available.
- Develop a detailed design of the electronics used for the RCN.
- Develop a layer 3 network design.
- Develop an IP Address plan for use on the RCN and the interface with the MAs. This includes issues related to the use of Network Address Translation (NAT) and Port Address Translation (PAT).
- Develop a routing design based on the use of open standards such as Open Shortest Path First (OSPF).
- Develop a layer 2 switch design that includes the assignment of VLANs that will be used on the RCN and details on the use of spanning tree.
- Develop a security plan for the RCN and present the plan to the PM and WG for review and approval.

6 RCN DESIGN

This section identifies the responsibilities of those involved in the design of the RCN. RCN design and implementation projects may be undertaken by either (1) a MA for RCN components within their jurisdiction OR (2) by a IA on behalf of MAG.

(1) On MA design projects:

The MA will:

- Have primary responsibility for the design of all fiber infrastructure installed by the MA. This includes all existing and new fiber infrastructure that is used for the RCN.
- Coordinate with the PM and the MA representative to ensure that the designs are carried out to be compatible with regional RCN standards.
- Provide documentation about the IP address space that is already in use within the agency network to help identify overlaps and a plan for NAT and PAT as needed.
- Provide documentation of the VLANs that are being used.

The WG will:

- Evaluate the detailed designs prepared by the NM and submit comments and recommendations for improvement thru the IA.
- Review and recommend new equipment standards recommended by the NM.

(2) On IA design projects:

The IA will:

- Review the requirements that are the result of the planning and requirements development process described earlier and use that information as the basis for the initial and ongoing design process.
- Coordinate with the MAs thru the WG to get the information required to complete the design of the RCN equipment.

The NM or AC will:

- Have primary responsibility for the design of the electronics used to support the RCN.

The PM will:

- Coordinate with the MA 's Project Manager regarding all design activities.
- Coordinate with the MAs and WG to collect comments on the designs developed by the IAs.

7 IMPLEMENTATION

This section will identify the responsibilities of those involved in the implementation of the RCN. During the initial warranty period, changes may be limited if no funding source is identified to enable the network manager to perform the required assessments.

(1) On projects implemented by MA:

The MA will:

- Follow all existing regional standards and specifications for the RCN.
- Have primary responsibility for all aspects of the implementation of the fiber optic cable, including the conduit, boxes, splice enclosures, and patch panels. This includes the management and payments to the contractor.
- Manage the inspection of conduits and boxes installed during the construction.
- Be responsible for the end-to-end testing done as part of the post construction acceptance.
- Work with agency staff to get construction updates and notify the NM of the scheduled availability for all new fiber segments that will be used by the RCN.
- Coordinate fiber testing (Optical Time-Domain Reflectometer (OTDR) and power meter) done by the network manager immediately before connecting RCN equipment to the fiber managed by the MA.

The WG will:

- Receive briefings from NM on project progress and address any issues.

The NM will:

- Test all fiber using an OTDR and power meter immediately before the fiber is put into service for the RCN. Testing should be done in both directions and on all wavelengths that are expected to be used. Compare the results with the calculations prepared during the design process and account for any significant differences. Forward the test results and comparison information to the MA thru the PM.
- Archive the test results for comparison with future test results.
- Provide and install all fiber jumpers and optical attenuators that are required. This includes the fiber jumpers installed between the RCN equipment and the patch panel that is installed by the MA.
- Have primary responsibility for the installation and configuration of all RCN active electronics equipment. This may include firewalls, routers, switches, video conference system, video distribution servers, etc.
- Identify any unexpected items that are needed to complete the installation. Coordinate with the PM to identify a resolution.

The PM will:

- Manage all activities done by the NM.

(2) On projects implemented by an IA:

The PM will:

- Coordinate with the IA to ensure that all existing RCN standards are followed.
- Make periodic reports to WG and ITS/TAG on project progress.
- Upon completion document the handover of fiber infrastructure to MA and addition of active electronics to the MAG equipment inventory.

The NM will:

- Monitor project progress and report on any issues to PM.
- Ensure that RCN standards are followed.
- Have primary responsibility for the installation and configuration of all RCN active electronics equipment.

8 BUILDING INFRASTRUCTURE

This section identifies roles and responsibilities related to buildings used to house the RCN electronics and provide access to the outside fiber cable infrastructure.

The MA will:

- Provide space within an existing building that is appropriate for the installation of equipment. This may include an existing computer room or equipment closet.
- Provide a minimum of one (1) enclosed equipment rack for the installation of RCN equipment. In most cases, racks should match existing rack systems.
- Provide a climate control system to maintain proper temperature, humidity, and dust control.
- Provide a building service entrance for the installation of fiber optic cable. This may include items such as a vault or pull box outside of the building and conduit into the equipment room. The MA will be responsible to make sure the conduits are properly sealed to prevent the entry of water, smoke, or rodents into the building.
- Provide a minimum of two (2) dedicated circuits at the RCN equipment cabinet. The voltage, amps, and plug requirements will be provided by the NM.
- Pay for all power used at the RCN node.
- Ensure that all electrical and safety standards are followed.
- Make sure primary power is provided from a regular commercial power source and should not rely on solar panels or a local generator.
- Provide a secondary source of power such as a diesel or natural gas generator with an automatic transfer switch.
- Provide access to a building Uninterruptible Power Supply (UPS) if available and in good operating condition. The UPS should be capable of providing power from battery for a minimum of one (1) hour if a secondary power source is available or eight (8) hours if a secondary power source is not available.
- Provide an additional equipment rack for the installation of batteries if a secondary source of power is not available. This rack space requirement will change depending on the final power requirements of the equipment.
- Provide secure access to the computer room where the RCN equipment is located. A card reader should be used when possible to provide a method to reporting the date and time that people have entered the area. Access to critical nodes should be available at all times (24x7x365) and during business hours for secondary locations.
- Provide locks for the equipment cabinets used for the RCN equipment when a card reader system is not available.
- Coordinate with the NM to identify the procedure for access into agency buildings. This includes information about requirements for an escort by agency staff.
- Provide a dedicated rack mounted UPS when a building UPS is not available
- Provide additional batteries for the rack mounted UPS if a secondary power source is not available. The batteries should provide power for eight (8) hours. Changes to the Service Level Agreements may increase this requirement and should be carefully considered.

The NM will:

- Follow agency procedures related to building access.

- If provided to the NM, maintain control of all access cards and keys and immediately report to the MA if anything is lost or stolen.

9 MAINTENANCE AND REPAIR

This section identifies roles and responsibilities related to maintenance and repair of the RCN.

The MA will:

- Maintain all outside plant fiber assets such as conduit, fiber cable, boxes, splice points, and fiber patch panels.
- Monitor agency related Trouble Tickets (TT) reports and facilitate agency related repairs.
- Utilize the work order tracking system to manage TTs that are related to the fiber optic cable managed by the MAs.

The WG will:

- Review performance reports submitted by the NM.
- Coordinate with MA representatives to help prioritize and assist with critical repairs.

The PM will:

- Manage all activities done by the NM.
- Review performance reports submitted by the NM to verify proper response times.

The NM will:

- Have primary responsibility for maintenance and repair of the RCN electronics.
- Monitor all critical components on the RCN.
- Provide a primary and secondary contact telephone number for approved agency staff to report problems with the RCN.
- Utilize the work order tracking system to alert the MA of problems with the fiber.

10 RCN OPERATIONS

Operation of the RCN should be modeled after a carrier network with a clear demarcation point between the RCN and the MA network as shown in Figure 3.

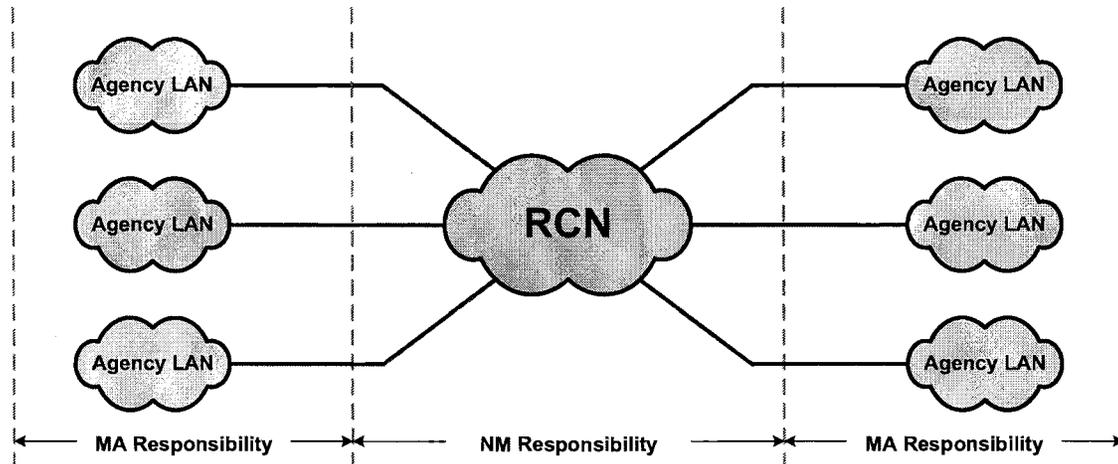


Figure 3 – Division of Responsibility

This diagram is only intended to show the division of responsibility and is not intended to suggest a design for the RCN.

The MA will:

- Have primary responsibility for the operations of the fiber network.
- Participate in the Bluestake program to locate all agency fiber in order to prevent damage.
- Provide a list of authorized users who can submit requests for service.
- Coordinate with the NM to provide notifications of events that might affect the operations of the RCN. All requests should be made thru the PM.

The WG will:

- Discuss and endeavor to resolve issues such as priorities, schedules, and responsibilities that may arise between agencies, members, or other parties.

PM will:

- Coordinate with the ITS/TAG to identify and provide funding for ongoing operations.

The NM will:

- Have primary responsibility for the operation of the RCN electronics.
- Make all approved configuration changes to the RCN electronics in accordance with previously submitted and approved design documents.
- Monitor the status of all RCN electronics to determine the condition of the power supplies, operating temperature, etc.

- Monitor the status of each link in the RCN network to ensure proper operations, and address failures as required.
- Maintain a calendar of planned system downtime to perform maintenance activities. The NM will notify the WG and MAs of any planned downtime with detail such as the date, time, expected duration, and impacts on the RCN.
- Coordinate with PM and the MAs to provide transport across the RCN for the RVS installed and maintained by MAG.
- Perform general network administration oversight and preventative maintenance functions as they relate to the RCN electronics equipment.
- Manage and enforce equipment warranties and operational support service provided by the equipment manufacturers.
- Close out TTs and document changes that have been made to the RCN configuration, and maintain RCN maintenance records and drawings.
- Generate and track the progress of TTs for each system related problem reported by the MAs (or problem identified by the NM during routine preventative maintenance checks). Upon request by a MA representative, generate a report on TTs for any agency. This may also be addressed via the TT tracking software.
- Observe equipment trouble shooting activities, corrective measures taken, and testing of the corrective measures taken.
- Post diagrams and documents that describe any changes made to the RCN configuration.

11 CENTRAL WORK ORDER TRACKING SYSTEM

This section will identify the roles and responsibilities related to the Central Work Order Tracking System.

The MA will:

- Proactively respond to RCN failures that fall within the responsibility of the agency (e.g., fiber cut).
- Notify NM of repairs, issues, or related coordination activities through its representative as appropriate.
- Provide a list of authorized users who can makes requests for service.
- Facilitate agency repairs as may be required.

The PM will:

- Obtain MAG funding for the initial installation, maintenance, and operations of a Central Work Order Tracking System.
- Facilitate the development of a web based system to create and track work orders and TTs.
- Review summary reports of TTs and assist with issues and delinquencies as may be required.
- Make policy recommendations to ITS/TAG and arbitrate issues that may arise.
- Coordinate with the other RCN partners.

The NM will:

- Track and respond to work orders assigned to the NM.
- Track all RCN hardware and the inventory of spare parts that are assigned to the NM, if any.
- Provide monthly reports to the PM for distribution to the WG. The report should include information about open and closed tickets, response times, and the time required to close tickets.

12 GOVERNANCE

This section describes the RCN Management Reporting Structure that has been approved by MAG.

The Regional Community Network (RCN) is a fiber optic communications network that, when completed, would connect all MAG member agencies for the primary purpose of coordinating traffic control operations between neighboring agencies. The RCN communications network will allow the sharing of video and live traffic count data, and would help each jurisdiction manage its signal network more efficiently, thus improving safety, and reducing traffic delay and emissions. In addition, the RCN may be a significant communications asset in the event of a regional emergency evacuation due to a natural or a man-made cause. The network will also be available to support other interagency data sharing applications, including videoconferencing, Information Technology, and possibly public safety communications.

A number of larger cities and towns in the region have developed Traffic Management Centers that serve as the coordination centers for traffic management. Efficient management of the regional road network relies heavily on efficient communications between these centers. At present, a number of local agencies rely on local fiber networks as well as expensive leased phone lines for their agency-to-agency electronic communications. The RCN would eliminate the need for some leased fiber and/or phone lines and result in cost savings for those agencies. The RCN will also link ADOT's Freeway Traffic Operations Center, City of Phoenix's Transit Control Center, and METRO Rail's LRT Control Center to the rest of the regional traffic management network. The following is a subset of the information that will be shared:

- Real-time traffic conditions
- Crash bottlenecks
- Plans for relief routes
- Freeway cameras showing traffic heading towards local streets

The initial RCN design was developed as part of a study in which MAG examined ways to increase access to telecommunications and leverage existing agency infrastructure investments. Each agency agreed in principle to provide at least two fiber strands in key locations to allow the creation of a network connecting all MAG member agencies. The design called for filling key gaps to connect one agency's fiber to another's.

ADOT is currently overseeing the construction of Phase 1A of the RCN. This project will create the core ring and abbreviated East Valley and West Valley rings that will eventually be expanded into the full RCN. The original RCN concept specified a network carrying both general information technology data and transportation data, using advanced equipment to create multiple networks on a single pair of fiber. Limiting Phase 1A to accommodate the available budget reduced the scope to a single network carrying transportation data and supporting the RVS. The advanced electronics may still be added at a later date without discarding any equipment provided in Phase 1A.

The RCN Working Group (WG) is comprised of representatives of the member agencies serving on the Technology Advisory Group (TAG) and Intelligent Transportation Systems (ITS) Committee. This group currently develops recommendations for the management and future expansion of the Regional Community Network. The Working Group forwards recommendations

to the TAG and ITS committees for approval and from there the recommendations move through the normal MAG committee structure.

Following completion of Phase 1A of the RCN, the design consultant, Kimley-Horn and the selected turn-key solution provider, will manage the network for one year. This will give member agencies time to develop a funding mechanism for ongoing maintenance, a plan for the ongoing management of the network, and policies for its operation and expansion.

The RCN Working Group will work to identify a number of policies and procedures to assure that the network will fulfill the promise of increased access for Information Technology uses without compromising the primary transportation requirement imposed by the use of FHWA funding for construction and purchase of equipment. Additionally, the Working Group will recommend a network manager after the completion of the first year.

The TAG, ITS, and the RCN WG envision a formal structure whereby the day-to-day operations and routine addition of services to the network would be efficiently managed. To that end, the committees propose that they draft an initial set of policies and delineation of tasks to provide a framework for timely decisions while maintaining the oversight and policy role of the existing MAG process. The following details a suggested program.

Regional Council, Management Committee, Transportation Review Committee

Approve the initial set of policies.

Approve annual funding to support network management activities, including a small budget for incidentals as identified and included through the TIP process.

Review and approve any requests for additional funding for system maintenance.

Review and approve any requests for expansion funding.

Review and approve any policy changes.

Review and approve any removal of a previously approved agency service.

Receive annual reports on the status and function of the RCN.

ITS and TAG

Approve new services that have passed the RCN WG assessments.

Review and recommend approval of RCN WG policies to the TRC.

Approval of RCN WG guidelines.

Proposed Regional Community Network Management Reporting Structure

Review and recommend approval of annual funding to support network management activities including a small budget for incidentals.

Receive annual reports on the status and function of the RCN generated by the Network Manager and recommend them to the TRC.

Identify expansion projects and recommend approval to the TRC.

Approve no-cost expansions of the RCN on recommendation from the RCN WG.

RCN WG

Recommend initial policies and guidelines.

Develop a risk assessment procedure for new services.

Develop a risk assessment procedure for expansions.

Oversee the Network Manager and receive quarterly status reports.

Recommend additional service support.

Recommend expansion support.

Recommend annual funding levels.

Network Manager

Oversee the day-to-day operations of the RCN.

Coordinate repairs and maintenance.

Maintain the safety of the RCN.

Act as a resource for the connected agencies in troubleshooting applications.

Perform risk assessments for new services.

Perform risk assessments for expansions.

Generate quarterly status reports.

Monitor bandwidth and enforce restrictions on usage per the defined policy.

Identify bandwidth limitations and issues.

Member Agency RCN Representative

Coordinate access to agency facilities for repairs and maintenance.

Act as the main resource in troubleshooting applications and determining if the problem lies with the RCN.

Act as the single point of contact for the Network Manager.

13 POLICIES

This section defines the policies under which the ITS and TAG committees will make the decisions delegated to them under the adopted governance structure.

No Cost Additions of Applications

Policy: The TAG and ITS committees will approve no cost additions of applications that respect the funding requirements, technical limitations, regional nature and equitable use of the RCN.

Purpose: This policy allows the timely addition of applications to the RCN while providing for fair accommodation to participating agencies.

Applicability: This policy applies only to no cost application additions by existing participants in the RCN.

Procedure: The TAG and ITS committees will review all requests that seek to add additional applications based on the following criteria.

Area	Description
Compatibility with funding requirements	Transportation uses must be given priority because construction of the facilities relies on federal transportation funding. Additional uses are permitted as long as they do not affect the transportation use. Projects must demonstrate that they are either compatible with the transportation use or that they will not impact that use in order to be considered.
Bandwidth Usage	The proposed use should be shown to not exceed the available bandwidth of the network, including burst traffic.
Regional Use	Regional uses of the network for interagency communication should be given preference over individual use.
Agency Distribution	The project should reflect a reasonable distribution of bandwidth among agencies.
Cost	Agencies should demonstrate that there will be no additional costs borne by the RCN for the implementation of the application. The agency will have the option of doing this by assuming the costs associated with implementation.

Requests for applications must include the understanding that non-transportation applications may have to be removed from the network in the future or may have to upgrade equipment to maintain the ability to execute transportation related applications.

A request must be approved by both committees before the additional application is added to the RCN.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 2, 2010

SUBJECT:

Recommendation to the Arizona Department of Transportation's Safe Routes to School Program

SUMMARY:

The Arizona Department of Transportation's (ADOT) Safe Routes to School (SRTS) Program provides annual grants for road safety improvement projects that are related to access to schools. The program provides grants to public and non-profit agencies for projects that improve road safety and encourage more K-8 children to walk or bike to their neighborhood schools.

This is the fourth cycle of the program, and grants will be provided to projects that implement infrastructure improvements as well as projects that would involve education, training and encouragement. In response to the ADOT request for proposals announced in October 2009, a total of 10 project applications from the MAG region was received by ADOT. The ADOT proposal review process stipulates that MPOs and COGs must recommend a ranked list of projects to ADOT by February 26, 2010. These recommendations will be considered by a statewide SRTS panel that will make a final recommendation to ADOT.

Awards in this cycle will be made to safety projects in three categories: (1) Infrastructure; (2) Non-infrastructure and (3) Materials and Regional Support. For infrastructure-based projects the total amount available is \$1,596,000 and the maximum award for a single project is \$300,000. For non-infrastructure projects, the total amount available is \$439,000 and the maximum award for a single project is \$45,000. For Materials and Regional Support projects, both the total available and the maximum award is \$30,000. The MAG region has generated applications for seven infrastructure projects, two non-infrastructure projects and one materials and regional support projects. Safe Routes To School is a reimbursement program. Selected applicants will be entitled to request reimbursements from ADOT for an amount agreed upon at the time of selection. The project selection by Arizona DOT is expected to be finalized by May 2010.

Many of us remember a time when walking and bicycling to school was a part of everyday life. In 1969, about half of all students walked or bicycled to school. Today, however, the story is very different. Fewer than 15 percent of all school trips are made by walking or bicycling, one-quarter are made on a school bus, and over half of all children arrive at school in private automobiles. This decline in walking and bicycling has had an adverse effect on traffic congestion and air quality around schools, as well as pedestrian and bicycle safety. In addition, a growing body of evidence has shown that children who lead sedentary lifestyles are at risk for a variety of health problems such as obesity, diabetes, and cardiovascular disease. Safety issues are a big concern for parents, who consistently cite traffic danger as a reason why their children are unable to bicycle or walk to school.

The purpose of the Federal Safe Routes to School (SRTS) Program, established in SAFETEA-LU, is to address these issues head on. At its heart, the SRTS Program empowers communities to make walking and bicycling to school a safe and routine activity once again. The Program makes funding available, through state DOTs, for a wide variety of programs and projects, from building safer street crossings to establishing programs that encourage children and their parents to walk and bicycle safely to school. To this end, the Safe Routes to School Program was created to accomplish three goals:

1. Enable and encourage children, including those with disabilities, to walk and bicycle to school;

2. Make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
3. Facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution near schools.

The program hopes to accomplish this by providing funds for schools and communities to implement infrastructure projects (such as sidewalk improvements, trails, and 'traffic calming') and non-infrastructure projects (such as education campaigns, safety training, law enforcement efforts, and promotional giveaways).

PUBLIC INPUT:

None has been received.

PROS & CONS:

PROS: The successful implementation of Safe Routes to School programs, projects and activities across the MAG region is likely to lead to more kindergarten through eighth grade students walking and bicycling to their schools, and a safer road environment on school access routes for all pedestrians and bicyclists.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: None.

POLICY: Since this national program, will be making funds available each year for school access related road safety improvements, there is a potential need for staff resources to administer School Traffic Safety Programs at MAG member agencies.

ACTION NEEDED:

Recommend approval of the ranked list of projects to be submitted to the Arizona Department of Transportation for the Safe Routes to School Program.

PRIOR COMMITTEE ACTIONS:

The MAG Transportation Safety Committee conducted a detailed review of all 10 project applications and unanimously approved recommendation of the ranked lists of proposed projects as shown in Attachment three, at their January 26, 2010 meeting.

MEMBERS ATTENDING

- | | |
|-------------------------------------|---|
| Julian Dresang, Tempe, Chairman | Hugh Bigalk, Goodyear |
| Kerry Wilcoxon, Phoenix, | Karen King, FHWA |
| Roxanne Bravo for Linda Gorman, AAA | Chris Lemka, Glendale |
| Arizona | * Chris Plumb, Maricopa County |
| Tom Burch, AARP | Renate Ehm, Mesa |
| Kohinoor Kar for Reed Henry, ADOT | * William Mead, Paradise Valley |
| Shane Kiesow, Apache Junction | Jamal Rahimi, Peoria |
| Brook Neuman for Robert Gray, ASU | George Williams for Paul Porell, Scottsdale |
| Margaret Boone-Pixley, Avondale | Gardner Tabon, ValleyMetro |
| * Martin Johnson, Chandler | Tracy Eberlein for John Abraham, Surprise |
| * Lt. Jenna Mitchell, DPS | Jorge Gastelum, El Mirage |
| Kurt Sharp, Gilbert | |

* not present

CONTACT PERSON:

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

INFRASTRUCTURE PROJECTS

Project Title	Description	Lead Agency	Funds Requested	RANK
School Crossings and Sidewalk Safety Improvements	Infrastructure improvements for better safety at Gilbert Elementary School and at Power Ranch Elementary School	Town of Gilbert	\$300,000.00	1
Wilson Primary School Sidewalks for Students	Project includes educate, encouragement of students and sidewalk & crosswalk improvements	Wilson School District/ City of Phoenix	\$298,724.00	2
Porter Park Pathway	Develop a linear extension of an existing neighborhood park to provide a safer path for walking and biking between the Eisenhower Elementary and Kino Junior High	City of Mesa	\$300,000.00	3
Mitchell Elementary School Safe Routes to School-Sidewalks Phase II	Sidewalk construction and partnering with school to teach students about walking and biking to school safely	City of Phoenix	\$300,000.00	4
Gila Bend Martin Street Landscape, Pedestrian, Bikeway and Roadway Improvements	Build sidewalks with landscape buffers and traffic calming elements.	Town of Gila Bend	\$300,000.00	5
C.J. Jorgensen Sidewalks for Safety	Improve safety on walk/bike routes to Jorgensen Elementary by installing sidewalks, ADA ramps and street lighting on 17 th Avenue north of Roesser Road	City of Phoenix	\$300,000.00	6
Pavement Markings, School Zone Beacons, Bicycle Racks, Bicycle Signage and Lanes	Improve road safety near Litchfield Park Elementary School by installing pavement markings, a rectangular rapid flashing beacon at a crossing, bicycle lanes and bicycle racks for students and teachers.	City of Litchfield Park	\$180,340.00	7
			\$1,979,064.00	

NON INFRASTRUCTURE PROJECTS

Project Title	Description	Lead Agency	Funds Requested	RANK
Wilson Walk-N-Rollers	Educate and encourage parents and students about road safety through promotional activities and events.	Maricopa County Department of Public Health	\$45,000.00	1
Education and Encouragement at Imagine Rosefield Charter School	Educate and encourage parents and students about road safety, increased enforcement, purchase a mobile speed enforcement trailer, promotional events like International Walk to School Day	City of Surprise	\$44,955.48	2
			\$89,955.48	

MATERIALS AND REGIONAL SUPPORT PROGRAM

Project Title	Description	Lead Agency	Funds Requested	RANK
Safety Kits for School Crossing Guards	Safety Kits to all School Crossing Guards	Maricopa Association of Governments	\$30,000.00	1
			\$30,000.00	

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 2, 2010

SUBJECT:

On-Call Transportation Planning Consultant Services Program

SUMMARY:

MAG presently uses on-call services contracts to supplement staff capabilities with expertise in specialized areas of Intelligent Transportation Systems (ITS), Safety, and Transportation Modeling to expedite delivery of key programs in the Unified Planning Work Program (UPWP). These contracts have been integrated successfully into the delivery of studies and programs for ITS and Safety, and has helped to advance the development of the next state-of-the-practice tools for improving MAG's modeling services. Given this success, and as transportation planning demands continue to expand at MAG, a new on-call services contract is sought for general transportation planning applications.

The purpose of an on-call consultant services list is for expediting the delivery of consultant services at MAG. The intent of this program is to enable MAG staff to augment existing resources by forming a pool of qualified consultants to provide specialized services that are required for executing tasks and projects in identified areas. It is anticipated that the selected consultants will use state-of-the-art engineering and planning tools to execute task orders.

For this proposed On-Call Transportation Planning Consultant Services program, MAG will select qualified consultants to assist staff in the following five service areas:

1. Civil Engineering - To assist and facilitate MAG staff review and comment of Regional Transportation Plan generated projects in the areas of roadway design, transit facility design, and environmental design. No design services for construction will be sought as part of this On-Call consultant services program.
2. Transportation Planning - For assistance and preparation of transportation planning projects by MAG staff. Potential tasks may include, but not be limited to multimodal and mode-specific corridor studies, sub-area and community plans, and focused studies that may be incorporated into future updates of the Regional Transportation Plan.
3. Transportation Operations - Supplement MAG staff capabilities in monitoring Valley multimodal transportation operations. Efforts may include capacity analyses, travel time and delay studies, and assistance in providing review and comment of the impact land use proposals may have on the regional transportation network.
4. Policy and Finance - For assistance in preparing data and conducting research into transportation planning issues for projects and efforts that are underway by MAG staff. Example tasks that a consultant may be asked to complete could include research on present High Occupancy Vehicle (HOV) policies and practices throughout the country and their potential application in the Valley, a review of the current Public Private Partnership (PPP) and its implication on MAG and the Regional Transportation Plan, and data development - financial and engineering - in future balancing efforts for the Regional Freeway and Highway Program.

5. Public Involvement - Supplement MAG transportation division staff capabilities in coordinating with stakeholders affected by the Regional Transportation Plan and its programs. Efforts may include an analysis of public comments on potential actions, development of strategies to improve coordination, and in conjunction with MAG Communications Staff the preparation of materials related to Regional Transportation Plan and projects by the Transportation Division.

The Transportation Division proposes identifying up to six consultants through a Request for Qualifications that may be qualified in one or more of the five service areas that have been identified for this On-Call Transportation Planning Consultant Services program. Upon establishing these six consultants, a master On-Call agreement is proposed for a two-year period to govern the program. Task orders would then be issued for the efforts identified by MAG staff for assistance in transportation planning. The orders would be issued to a qualified consultant in a specific service area related to the task.

The amendment request for the FY 2010 UPWP and Annual Budget is for \$150,000. Based upon the discretion of the Regional Council, and the availability of future funds, MAG staff will seek additional funding in both FY 2011 and FY 2012 to continue this program for the proposed two-year period.

PUBLIC INPUT:

No public input has been received.

PROS & CONS:

PROS: On-Call Consultant Services programs will enable MAG to deliver information, data, and projects within a relatively short time-frame. The On-Call nature of the program affords the opportunity to engage a qualified consultant in a matter of weeks with a task order versus a considerably longer conventional procurement process that is followed for much larger project engagements. This program also increases the Transportation Division capabilities to provide rapid and strategic responses to critical issues that periodically face MAG.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The added capabilities this On-Call Transportation Planning Consultant Services program ensures that MAG receives information to move forward the initiatives of the overall transportation planning program. Data received from the task orders will be used in current and future projects. This program will be implemented in a manner that is consistent with the other current On-Call Consultant Services programs that are presently being administered at MAG.

POLICY: Timely regional transportation planning and analyses provide policy makers with accurate information upon which to make decisions.

ACTION NEEDED:

Recommend amending the FY 2010 MAG Unified Planning Work Program and Annual Budget for \$150,000 to provide for an On-Call Transportation Planning Consultant Services program.

PRIOR COMMITTEE ACTIONS:

No prior committee action has been taken on this matter.

CONTACT PERSON:

Bob Hazlett, MAG Senior Engineer, 602 254-6300.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 2, 2010

SUBJECT:

Project Changes – Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program and FY 2010 Arterial Life Cycle Program

SUMMARY:

The fiscal year (FY) 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2007 Update were approved by the MAG Regional Council on July 25, 2007; and the FY 2010 Arterial Life Cycle Program was approved on June 24, 2009. Since that time, there have been requests from member agencies to modify projects in the program.

To move forward with project implementation for FY 2010, the Arizona Department of Transportation (ADOT) has requested a new right of way project, and project cost modifications to another landscape project. There are also two ADOT projects proposed to be funded with ARRA II; these projects are dependent on funding availability and a new conformity determination. There are two new projects to be amended into the TIP related to the Lake Pleasant Parkway project in Peoria. Funding for these two projects are through the Arterial Life Cycle Program (ALCP) from project savings from another Peoria project; project budgets and life cycle expenditures are in balance.

There are a total of fourteen new transit projects that need to be added to the FY2008-2012 MAG TIP. There are seven projects related to the federal 5316 - Job Access and Reverse Commute (JARC) program, and seven new projects related to the federal 5317 - New Freedom program. Both programs have federal funds available for these fourteen projects, and the projects did go through a documented application and review process. These projects are being heard for the first time at the MAG Management Committee.

The proposed amendments and administrative modifications to the FY 2008-2012 TIP are listed in the attached Table. Two projects indicated on the attached Table are related to a new finding of conformity. The other projects to be amended may be categorized as exempt from conformity determinations and an administrative modification does not require a conformity determination.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Approval of this TIP amendment and administrative modification will allow the projects to proceed in a timely manner.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Projects that wish to utilize transportation federal funds need to be shown in the TIP in the year that they expect to commence and may need to undergo an air quality conformity analysis or consultation.

POLICY: This amendment and administrative modification request is in accord with MAG guidelines.

ACTION NEEDED:

Recommend approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, the FY 2011 Arterial Life Cycle Program, and as appropriate, to the Regional Transportation Plan 2007 Update.

PRIOR COMMITTEE ACTIONS:

MAG Transportation Review Committee: On January 28, 2010, the Transportation Review Committee recommended approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, as appropriate, to the Regional Transportation Plan 2007 Update.

MEMBERS ATTENDING

Peoria: David Moody	Litchfield Park: Paul Ward for Woody Scoutten
ADOT: Kwi-Sung Kang for Floyd Roehrich	Maricopa County: Clem Ligocki for John Hauskins
* Avondale: David Fitzhugh	Mesa: Scott Butler
Buckeye: Scott Lowe	Paradise Valley: Bill Mead
Chandler: RJ Zeder for Patrice Kraus	Phoenix: Wylie Bearup for Ed Zuercher
El Mirage: Lance Calvert	Queen Creek: Troy White for Wendy Kaserman
* Fountain Hills: Randy Harrel	RPTA: Bob Antilla for Bryan Jungwirth
Gila Bend: Eric Fitzer for Rick Buss	Scottsdale: Dave Meinhart
Gila River: Sreedevi Samudrala for Doug Torres	Surprise: Nick Mascia for Vacant
* Gilbert: Tami Ryall	Tempe: Jyme Sue McClaren for Chris Salomone
Glendale: Terry Johnson	Valley Metro Rail: John Farry
Goodyear: Cato Esquivel	Wickenburg: Rick Austin
Guadalupe: Gino Turrubiarres	Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

*Street Committee: Darryl Crossman	*Bicycle/Pedestrian Committee: Peggy Rubach
ITS Committee: Debbie Albert	*Transportation Safety Committee: Kerry Wilcoxon

* Members neither present nor represented by proxy. + - Attended by Videoconference
- Attended by Audioconference

CONTACT PERSON:

Eileen O. Yazzie, Transportation Programming Manager, (602) 254-6300.

Request for Project Change - 2008-2012 MAG Transportation Improvement Program
MAG Management Committee February 2010

Highway Projects

TIP #	Agency	Project Location	Project Description	FY	Length	Fund Type	Local Cost	ARRA Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	New Finding of Conformity
DOT10-817	ADOT	202 (Santan Fwy): I-10 - Gilbert Rd	Design-Build to construct HOV and Ramps in both east and west directions	2010	11	ARRA II	\$ -	\$135,700,000	\$ -	\$ -	\$ 135,700,000	Amend: Add a new Design-Build project in FY 2010 for \$135,700,00 dependent on Air Quality Conformity Analysis, and funding availability. Funds will be obligated in 2010 and project will be open to traffic in 2011.	✓
DOT10-818	ADOT	101 (Agua Fria & Pima Fwy): I-10 - Tatum Blvd	Design-Build to construct HOV lanes in both directions, north/east and south/west, and continuation of general purpose lane near I-17	2010	29	ARRA II	\$ -	\$139,500,000	\$ -	\$ -	\$ 139,500,000	Amend: Add a new Design-Build project in FY 2010 for \$139,500,000 dependent on Air Quality Conformity Analysis, and funding availability. Funds will be obligated in 2010 and project will be open to traffic in 2011.	✓
DOT09-757	ADOT	17: Loop 101 (Pima Fwy) to SR-74 (Carefree Hwy)	Construct landscape	2010	9	STP-AZ & STP-TEA			\$ 10,373,000	\$ 627,000	\$ 11,000,000	Amend: Increase budget by \$6,000,000 and federal funding amounts are now: \$5 mill - STP-AZ, and \$5.373 mill - STP-TEA.	
DOT10-819	ADOT	60: SR101L, Agua Fria - McDowell Rd, Phase 1	R/W Acquisition	2010	13	RARF				\$ 8,400,000	\$ 8,400,000	Amend: Create a new R/W project in FY 2010.	
PEO10-805	Peoria	Lake Pleasant Parkway: Dynamite to CAP	Design New Four Lane Arterial Roadway	2010	5	STP-MAG	\$ 2,083,218		\$ 2,700,000		\$ 4,783,218	Amend: Add new design project funded with STP-MAG. Funding is through the ALCP from project savings from another Peoria project. Project budgets and life cycle expenditures are balanced.	
PEO10-806	Peoria	Lake Pleasant Parkway: Dynamite to CAP	Right of way acquisition	2010	5	STP-MAG	\$ 7,052,823		\$ 2,634,127		\$ 9,686,950	Amend: Add new ROW project funded with STP-MAG. Funding is through the ALCP from project savings from another Peoria project. Project budgets and life cycle expenditures are balanced.	

PROJECT REQUESTS HEARD FOR THE FIRST TIME AT MAG MANAGEMENT COMMITTEE

Transit Projects

TIP #	Agency	Project Location	Project Description	FY	Length	Fund Type	Local Cost	ARRA Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	A.L.I
VMT10-815T	Valley Metro	Regionwide	Purchase Replacement Standard - 40 ft Bus, using FY2008 funds	2010	n/a	5316	75,316		301,264	0	376,580	Amend: Add new project to the TIP.	11.12.01
VMT10-816T	Valley Metro	Regionwide	Purchase Expansion Vanpool Vans - using FY2008 funds	2010	n/a	5316	70,000		280,000	0	350,000	Amend: Add new project to the TIP.	11.13.15

TIP #	Agency	Project Location	Project Description	FY	Length	Fund Type	Local Cost	ARRA Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	A.L.I
VMT10-817T	Valley Metro	Regionwide	Operating: Operating Assistance - Marketing for Low income job seekers - using FY2008 funds	2010	n/a	5316	100,000		100,000	0	200,000	Amend: Add new project to the TIP.	30.09.01
VMT10-818T	Valley Metro	Regionwide	Operating: Operating Assistance - Vanpool Operating - using FY2008 funds	2010	n/a	5316	34,320		34,320	0	68,640	Amend: Add new project to the TIP.	30.09.01
VMT10-819T	Valley Metro	Regionwide	Operating: Operating Assistance - Route 685 Ajo/Gila Bend Casino - using FY2008 funds	2010	n/a	5316	50,822		50,822	0	101,644	Amend: Add new project to the TIP.	30.09.01
VMT10-820T	Valley Metro	Regionwide	Operating: Operating Assistance - Route 685 Gila River Casino - using FY2008 funds	2010	n/a	5316	203,500		203,500	0	407,000	Amend: Add new project to the TIP.	30.09.01
PHX10-810T	Phoenix	Regionwide	Program Administration - using FY2009 funds	2010	n/a	5316	0		192,654		192,654	Amend: Add new project to the TIP.	11.80.00
PHX10-811T	Phoenix	Regionwide	Operating: Operating Assistance - Sr Taxi Coupon Pilot Program - using FY2008 funds	2010	n/a	5317	62,778		62,778	0	125,556	Amend: Add new project to the TIP.	30.09.01
VMT10-821T	Valley Metro	Regionwide	Operating: Operating Assistance - EV Alternative Taxi Subsidy, Vol. Dri. Mile - using FY2008 funds (\$199,004) and FY2009 funds (\$195,996)	2010	n/a	5317	395,000		395,000	0	790,000	Amend: Add new project to the TIP.	30.09.01
VMT10-822T	Valley Metro	Regionwide	Operating: Operating Assistance - EV Recurring Medical Taxi Voucher - using FY2008 funds	2010	n/a	5317	129,648		129,648	0	259,296	Amend: Add new project to the TIP.	30.09.01
VMT10-823T	Valley Metro	Regionwide	Operating: Operating Assistance - EV Super Senior 85 + Taxi Voucher - using FY2008 funds	2010	n/a	5317	93,927		93,927	0	187,854	Amend: Add new project to the TIP.	30.09.01
VMT10-824T	Valley Metro	Regionwide	Mobility Management - On-line Transportation Directory - using FY2008 funds	2010	n/a	5317	6,250		25,000	0	31,250	Amend: Add new project to the TIP.	11.7L.00
VMT10-825T	Valley Metro	Regionwide	Mobility Management - DAR/Taxi/Volunteer - using FY2008 funds	2010	n/a	5317	56,981		227,923	0	284,904	Amend: Add new project to the TIP.	11.7L.00
VMT10-826T	Valley Metro	Regionwide	Mobility Management - EV Travel Training Program - using FY2008 funds	2010	n/a	5317	36,153		144,613	0	180,766	Amend: Add new project to the TIP.	11.7L.00

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 2, 2010

SUBJECT:

Programming of Projects for MAG Federal Congestion Mitigation and Air Quality (CMAQ) Funding in the Draft 2011-2015 MAG Transportation Improvement Program

SUMMARY:

The MAG Regional Transportation Plan (RTP) allocates MAG Federal CMAQ funds to specific modes, and, in some cases, identifies specific projects for the funds. For Intelligent Transportation Systems (ITS), Bicycle, Pedestrian and Air Quality projects, the RTP identified CMAQ allocations, but did not specify individual projects.

The CMAQ funding available for PM-10 Pave Unpaved Road projects in FY 2013 is \$4.904 million; \$6.887 million is available for ITS projects in FY 2014; \$8.737 million is available for Bicycle and Pedestrian projects in FY 2014; and \$7.503 million is available for Air Quality/Travel Demand Management Programs.

Applications were made available in August 2009 with a due date of September 18, 2009. All information explained below pertains to on-time, complete, and eligible applications.

There were thirteen ITS project applications submitted requesting a total of \$7,464,642 of CMAQ funds. There is \$6,887,000 of CMAQ funds available for ITS projects in FY 2014.

There were nineteen Bicycle and Pedestrian applications submitted requesting a total of \$17,299,787 of CMAQ funds. There is \$8,737,000 of CMAQ funds available for Bicycle and Pedestrian projects in FY 2014.

There were thirteen PM-10 Pave Unpaved Road applications submitted requesting a total of \$10,461,448 of CMAQ funds. There is \$4,513,000 of CMAQ funds available for PM-10 Pave Unpaved Road Projects in 2013.

In addition to the application process, \$7,503,000 of CMAQ funds are identified via the Regional Transportation Plan (RTP) CMAQ funding distribution for Air Quality Projects in FY2014.

The related technical advisory committees (TAC) went through a two-tiered committee review process starting in October that resulted in project rankings by the ITS and the Bicycle and Pedestrian Committees in November and the Air Quality TAC in December. The Transportation Review Committee (TRC) met in December 2009 and recommended modifications to federal funds for ITS, bicycle/pedestrian, and pave unpaved road projects. MAG staff coordinated the modified project funding amounts and information with the corresponding agency for agreement and modification of project, scope, and costs. This process follows the Draft MAG Federal Fund Programming Principles. In January 2010, the TRC recommended approval of the projects as shown in the attached tables.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Approval of the funding for these projects will enable their inclusion in the Transportation Improvement Program (TIP) and will allow jurisdictions to develop their projects in a timely and integrated manner.

CONS: If these projects are not approved, the time to develop projects will be limited. Timely development of projects is needed to ensure that MAG federal funds are fully utilized and to enhance opportunities for additional federal funds.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Project selection has been addressed by members of MAG technical advisory committees. Air Quality Emission Reduction scores were considered and the program is fiscally balanced.

POLICY: The MAG federally funded program has been developed in accord with federal regulations and MAG policies.

ACTION NEEDED:

Recommend approval of a list of Congestion Mitigation and Air Quality funded projects to be added to the Draft FY 2011-2015 MAG Transportation Improvement Program.

PRIOR COMMITTEE ACTIONS:

Transportation Review Committee: On January 28, 2010 the TRC recommended a list of CMAQ funded projects to be added to the Draft FY2011-2015 MAG Transportation Improvement Program.

MEMBERS ATTENDING

- | | |
|--|---|
| Peoria: David Moody | Litchfield Park: Paul Ward for Woody Scoutten |
| ADOT: Kwi-Sung Kang for Floyd Roehrich | Maricopa County: Clem Ligocki for John Hauskins |
| * Avondale: David Fitzhugh | Mesa: Scott Butler |
| Buckeye: Scott Lowe | Paradise Valley: Bill Mead |
| Chandler: RJ Zeder for Patrice Kraus | Phoenix: Wylie Bearup for Ed Zuercher |
| El Mirage: Lance Calvert | Queen Creek: Troy White for Wendy Kaserman |
| * Fountain Hills: Randy Harrel | RPTA: Bob Antilla for Bryan Jungwirth |
| Gila Bend: Eric Fitzer for Rick Buss | Scottsdale: Dave Meinhart |
| Gila River: Sreedevi Samudrala for Doug Torres | Surprise: Nick Mascia for Vacant |
| * Gilbert: Tami Ryall | Tempe: Jyme Sue McClaren for Chris Salomone |
| Glendale: Terry Johnson | Valley Metro Rail: John Farry |
| Goodyear: Cato Esquivel | Wickenburg: Rick Austin |
| Guadalupe: Gino Turrubartes | Youngtown: Grant Anderson for Lloyce Robinson |

EX-OFFICIO MEMBERS ATTENDING

- | | |
|------------------------------------|--|
| *Street Committee: Darryl Crossman | *Bicycle/Pedestrian Committee: Peggy Rubach |
| ITS Committee: Debbie Albert | *Transportation Safety Committee: Kerry Wilcoxon |

* Members neither present nor represented by proxy. + - Attended by Videoconference
- Attended by Audioconference

Transportation Review Committee: At the December 14, 2009 TRC meeting, the TRC recommended to approve funding of bicycle/pedestrian projects as presented with the amendment that the Grand Canal Multi-Use Path Connection at Thomas Road and 22nd Street with the be swapped with Grand Canal Multi-Use Path Connection at Indian School Road and 16th Street; to approve funding of ITS projects as presented and reduce the regional share to 62 percent for all projects to meet the amount of available funding, agreeing that the motion was intended to include flexibility to change the scope of the project as needed; to approve fully fund the first eight paving of unpaved road projects with partial funding the Peoria project; and to approved the funding as presented for the Air Quality/Travel Demand Management programs in 2014 as presented.

MEMBERS ATTENDING

Peoria: David Moody
ADOT: Kwi-Sung Kang for Floyd Roehrich
Avondale: Shirley Gunther for David Fitzhugh
Buckeye: Jose Herdia Scott Lowe
Chandler: RJ Zeder for Patrice Kraus
El Mirage: Lance Calvert
Fountain Hills: Randy Harrel
Gila Bend: Rick Buss
* Gila River: Doug Torres
Gilbert: Michelle Gramley for Tami Ryall
Glendale: Terry Johnson
Goodyear: Cato Esquivel
Guadalupe: Gino Turrubiarres
Litchfield Park: Woody Scoutten
Maricopa County: Clem Ligocki for John Hauskins
Mesa: Brent Stoddard for Scott Butler
Paradise Valley: Bill Mead
Phoenix: Ed Zuercher
* Queen Creek: Wendy Kaserman
RPTA: Bob Antilla for Bryan Jungwirth
Scottsdale: Dave Meinhart
Surprise: Bob Buckley for Vacant
Tempe: Chris Salomone
Valley Metro Rail: John Farry
* Wickenburg: Rick Austin
Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

* Street Committee: Darryl Crossman
ITS Committee: Debbie Albert
Bicycle/Pedestrian Committee: Peggy Rubach
* Transportation Safety Committee: Kerry Wilcoxon

* Members neither present nor represented by proxy. + - Attended by Videoconference
- Attended by Audioconference

Air Quality Technical Advisory Committee (AQTAC): On December 10, 2009, the AQTAC recommended to forward the paving projects ranked by cost effectiveness to the MAG Transportation Review Committee.

MEMBERS ATTENDING

Doug Kukino, Glendale, Chairman
Gaye Knight, Phoenix, Vice Chair
Sue McDermott, Avondale
Elizabeth Biggins-Ramer, Buckeye
Jim Weiss, Chandler
Jamie McCullough, El Mirage
Kurt Sharp for Tami Ryall, Gilbert
Cato Esquivel, Goodyear
Greg Edwards for Scott Bouchie, Mesa
William Mattingly, City of Peoria
Larry Person, Scottsdale
Antonio DeLaCruz, Surprise
Oddvar Tveit, Tempe
* Mark Hannah, Youngtown
Ramona Simpson, Queen Creek
* Walter Bouchard, Citizen Representative
* Corey Woods, American Lung Association of Arizona
Grant Smedley, Salt River Project
Brian O'Donnell, Southwest Gas Corporation
Mark Hajduk, Arizona Public Service Company
Gina Grey, Western States Petroleum Association
Peggy Rubach for Randi Alcott, Valley Metro/RPTA
Dave Berry, Arizona Motor Transport Association

- Jeannette Fish, Maricopa County Farm Bureau
- * Russell Bowers, Arizona Rock Products Association
- * Greater Phoenix Chamber of Commerce
Amanda McGennis, Associated General Contractors
- * Spencer Kamps, Homebuilders Association of Central Arizona
Mannie Carpenter, Valley Forward
Erin Taylor, University of Arizona Cooperative Extension
Beverly Chenausky, Arizona Department of Transportation

- Diane Arnst, Arizona Department of Environmental Quality
- # Wienke Tax, Environmental Protection Agency
Jo Crumbaker, Maricopa County Air Quality Department
- Duane Yantorno, Arizona Department of Weights and Measures
- * Ed Stillings, Federal Highway Administration
David Belcheff for Judi Nelson, Arizona State University
- # Christopher Horan, Salt River Pima-Maricopa Indian Community
- * David Rueckert, Citizen Representative

*Members neither present nor represented by proxy. #Participated via telephone conference call.
+Participated via video conference call.

Bicycle and Pedestrian Committee: On November 17, 2009, the committee recommended to forward the list of recommended projects to the TRC with the recommendation that the Phoenix Grand Canal MultiUse Path Connection at Indian School Road and 16th Street be funded with the balance of the \$531,472.

MEMBERS ATTENDING

- Brandon Forrey, Peoria, Chair of Bicycle and Pedestrian Committee
- Reed Kempton, Scottsdale, Vice-Chair of Bicycle and Pedestrian Committee
- Michael Sanders, ADOT
- * Michael Eagan, ASLA, Arizona Chapter
- Margaret Boone-Pixley, Avondale
- Robert Wisener, Buckeye
- # D.J. Stapley, Carefree
- Bob Beane for Rich Rumer, Coalition of Arizona Bicyclists**

- Doug Strong, El Mirage
- Tami Ryall, Gilbert
- Steve Hancock, Glendale
- Joe Schmitz, Goodyear
- Michael Cartsonis, Litchfield Park
- Denise Lacey, Maricopa County
- Jim Hash, Mesa
- Katherine Coles, Phoenix
- Lisa Padilla, Queen Creek
- Peggy Rubach, RPTA
- Eric Iwersen, Tempe

* Members neither present nor represented by proxy.
Attended via audio-conference

Intelligent Transportation Systems (ITS) Committee: On November 10, 2009, the ITS Committee recommend the list of ranked projects, with a request to TRC that all 13 proposed projects be programmed in FY 2014 with necessary cost adjustments to match available federal funds.

MEMBERS ATTENDING

- Lydia Warnick for Scott Nodes, ADOT
- Soyoung Ahn, ASU
- Gus Woodman, Avondale
- #Thomas Chlebanowski, Buckeye
- Mike Mah, Chandler
- * Jenna Mitchell, DPS
- Nicolaas Swart, Maricopa County
- Derrick Bailey, Mesa
- Ron Amaya, Peoria
- Marshall Riegel, Phoenix
- Bob Ciotti, Phoenix Public Transit

- Michael Pacelli, Queen Creek
- Gorge Gastelum for Jerry Horacek, El Mirage
- Jennifer Brown, FHWA
- Kurt Sharp, Gilbert
- Debbie Albert, Glendale
- Luke Albert, Goodyear
- Bruce Dressel, Scottsdale
- John Abraham, Surprise
- Jim Decker, Tempe
- Arkady Bernshteyn, Valley Metro Rail

* Members neither present nor represented by proxy.

Attended via audio-conference

MAG Street Committee: The MAG Street Committee met on November 3, 2009 and completed a final review of paving projects submitted for CMAQ funding.

MEMBERS ATTENDING

Darryl Crossman, Litchfield Park, Chairman
Lupe Harriger, ADOT
* Charles Andrews, Avondale
Jose Heredia, Buckeye
Bob Bortfeld for Dan Cook, Chandler
Lance Calvert, El Mirage
Sreedevi Samudrala for Tony Rodriguez,
Gila River Indian Community
Kurt Sharp, Gilbert
* Wade Ansell, Glendale
Hugh Bigalk, Goodyear
* Jim Ricker, Guadalupe
Chris Plumb, Maricopa County

* Ken Hall, Mesa
Andrew Cooper, Jr., Paradise Valley
Ben Wilson for Chris Kmetty, Peoria
Shane L. Silsby, Phoenix
Janet Martin, Queen Creek
* Elaine Cabrera, Salt River Pima-Maricopa
Indian Community
Phil Kercher for David Meinhart, Scottsdale
Robert Maki, Surprise
John Osgood for Shelly Seyler, Tempe
* Jason Earp, Tolleson
David Gzwe for Grant Anderson, Youngtown

* Members neither present nor represented by Proxy.

Air Quality Technical Advisory Committee (AQTAC): On October 24, 2009, the AQTAC recommended to forward tables two through four based on the technical merit to the appropriate committees.

MEMBERS ATTENDING

Doug Kukino, City of Glendale, Chairman
Gaye Knight, Phoenix, Vice Chair
Sue McDermott, Avondale
Elizabeth Biggins-Ramer, Buckeye
* Jim Weiss, Chandler
Jamie McCullough, El Mirage
Kurt Sharp for Tami Ryall, Gilbert
Cato Esquivel, Goodyear
Greg Edwards for Scott Bouchie, Mesa
Larry Person, Scottsdale
Antonio DeLaCruz, Surprise
Oddvar Tveit, Tempe
Mark Hannah, Youngtown
* Walter Bouchard, Citizen Representative
* Corey Woods, American Lung Association of
Arizona
Grant Smedley, Salt River Project
Brian O'Donnell, Southwest Gas Corporation
Mark Hajduk, Arizona Public Service Company
Gina Grey, Western States Petroleum
Association
* Randi Alcott, Valley Metro/RPTA
Dave Berry, Arizona Motor Transport
Association
Jeannette Fish, Maricopa County Farm Bureau

Steve Trussell for Russell Bowers
ArizonaRock Products Association
* Greater Phoenix Chamber of Commerce
Amanda McGennis, Associated General
Contractors
* Spencer Kamps, Homebuilders Association of
Central Arizona
Mannie Carpenter, Valley Forward
* Erin Taylor, University of Arizona Cooperative
Extension
Beverly Chenausky, Arizona Department of
Transportation
Diane Arnst, Arizona Department of
Environmental Quality
* Wienke Tax, Environmental Protection
Agency
Jo Crumbaker, Maricopa County Air Quality
Department
* Duane Yantorno, Arizona Department of
Weights and Measures
* Ed Stillings, Federal Highway Administration
* Judi Nelson, Arizona State University
Christopher Horan, Salt River Pima-Maricopa
Indian Community
* David Rueckert, Citizen Representative

- * Members neither present nor represented by proxy. # Participated via telephone conference call.
+Participated via video conference call.

MAG Street Committee: The MAG Street Committee met on October 13, 2009 and had member agencies present and review the paving projects submitted for CMAQ funding.

MEMBERS ATTENDING

- * Darryl Crossman, Litchfield Park, Chairman
Lupe Harriger, ADOT
- * Charles Andrews, Avondale
Jose Heredia, Buckeye
Dan Cook, Chandler
Lance Calvert, El Mirage
Sreedevi Samudrala for Tony Rodriguez,
Gila River Indian Community
Kurt Sharp, Gilbert
- * Wade Ansell, Glendale
Hugh Bigalk, Goodyear
Gino Turrubiarres for Jim Ricker, Guadalupe
Clem Ligocki for Chris Plumb, Maricopa County
- Ken Hall, Mesa
- * Andrew Cooper, Jr., Paradise Valley
Ben Wilson for Chris Kmetty, Peoria
Shane L. Silsby, Phoenix
Janet Martin, Queen Creek
- * Elaine Cabrera, Salt River Pima-Maricopa
Indian Community
Phil Kercher for David Meinhart, Scottsdale
Robert Maki, Surprise
Robert Yabes for Shelly Seyler, Tempe
- * Jason Earp, Tolleson
Grant Anderson, Youngtown

- * Members neither present nor represented by Proxy.

CONTACT PERSON:

Eileen Yazzie or Steven Tate, (602) 254-6300

Programming Bicycle/Pedestrian projects, ITS projects, Paving projects, and AQ/TDM programs with CMAQ Funds

BICYCLE & PEDESTRIAN PROJECTS - Recommended Bicycle & Ped Projects for for CMAQ Funding FY2014. Funding available - \$8,737,000											
TAC Recommendation	Agency Name	Project Location	Work Description	FY	Length	Federal Fund Type	Local Fund Type	Federal Cost	Local Cost	Total Cost	MAG Mode
2	Chandler	Chandler: Galveston Street Bicycle & Pedestrian Bridge	Construct Bicycle/Pedestrian Bridge, Phase 2	2014	0.15	CMAQ	Local Bonds	\$2,056,758	\$2,545,742	\$4,602,500	Bicycle/Ped
3	Gilbert	Guadalupe Road & SRP Powerline Easement (between Val Vista Drive & Greenfield Road)	Design bicycle crossing improvements	2011	0.1		General Fund		\$75,000	\$75,000	Bicycle/Ped
3	Gilbert	Guadalupe Road & SRP Powerline Easement (between Val Vista Drive & Greenfield Road)	Construct bicycle crossing improvements	2014	0.1	CMAQ	General Fund	\$497,000	\$138,000	\$635,000	Bicycle/Ped
4	Avondale	Central Avenue (in Avondale): Van Buren St. to Western Avenue	Design addition of bike lanes on Central Avenue with mill and overlay. Provide reduced roadway widths	2012	1		General Fund		\$147,104	\$147,104	Bicycle/Ped
4	Avondale	Central Avenue (in Avondale): Van Buren St. to Western Avenue	Construct addition of bike lanes on Central Avenue with mill and overlay. Provide reduced roadway widths	2014	1	CMAQ	General Fund	\$1,077,405	\$314,642	\$1,392,047	Bicycle/Ped
5	Youngtown	Grand Avenue and 111th Avenue to Olive Avenue and Agua Fria Parkway (Approximately 117th Avenue).	Design multiuse path	2012	5 miles		General Fund		\$223,000	\$223,000	Bicycle/Ped
5	Youngtown	Grand Avenue and 111th Avenue to Olive Avenue and Agua Fria Parkway (Approximately 117th Avenue).	Right-of-way acquisition for multiuse path	2013	5 miles		General Fund		\$60,000	\$60,000	Bicycle/Ped
5	Youngtown	Outside limits are Grand Avenue and 111th Avenue to Olive Avenue and Agua Fria Parkway (Approximately 117th Avenue).	Construct multiuse path	2014	5 miles	CMAQ	General Fund	\$292,800	\$17,700	\$310,500	Bicycle/Ped
6	Scottsdale	South bank of the Arizona Canal from 64th Street to Goldwater Boulevard, and the 64th Street/Thomas intersection, 64th/Indian School intersection, northwest portion of 68th/Indian School intersection, and pedestrian bridge/Lafayette Park connection.	Design 14-foot wide shared-use path	2011	0.9		Sales tax and bonds		\$449,000	\$449,000	Bicycle/Ped

TAC Recommendation	Agency Name	Project Location	Workd Description	FY	Length	Federal Fund Type	Local Fund Type	Federal Cost	Local Cost	Total Cost	MAG Mode
6	Scottsdale	Along the south bank of the Arizona Canal from 64th Street to Goldwater Boulevard, and the 64th Street/Thomas intersection, 64th/Indian School intersection, northwest portion of 68th/Indian School intersection, and pedestrian bridge/Lafayette Park connection.	Construct 14-foot wide shared-use path	2014	0.9	CMAQ	Sales tax and bonds	\$1,823,780	\$1,036,905	\$2,860,685	Bicycle/Ped
7	El Mirage	Thunderbird Road to Port Royale Lane	Design multiuse path	2013	0.85		HURF		\$120,281	\$120,281	Bicycle/Ped
7	El Mirage	Thunderbird Road to Port Royale Lane	Construct multiuse path	2014	0.85	CMAQ	HURF	\$792,835	\$339,786	\$1,132,621	Bicycle/Ped
8	Tempe	Rural Road to Kiwanis Park	Design multiuse path	2011	0.5		General Fund		\$200,000	\$200,000	Bicycle/Ped
8	Tempe	Rural Road to Kiwanis Park	Construct multiuse path	2014	0.5	CMAQ	General Fund	\$1,323,000	\$367,000	\$1,690,000	Bicycle/Ped
9	Phoenix	Indian School Road: Grand Canal to 16th Street	Design a 10' wide multi-use pathway; and a pre-fabricated multi-use bridge over the Grand Canal.	2012	0.5		HURF	\$0	\$210,000	\$210,000	Bicycle/Ped
9	Phoenix	Indian School Road: Grand Canal to 16th Street	Construct a 10' wide multi-use pathway; and a pre-fabricated multi-use bridge over the Grand Canal.	2014	0.5	CMAQ	None	\$873,422	\$170,324	\$1,043,746	Bicycle/Ped
Recommended Bicycle & Ped Projects for for CMAQ Funding FY2014. Funding available - \$8,737,000								\$8,737,000			

ITS PROJECTS - Recommended ITS Projects for for CMAQ Funding FY2014. Funding available - \$6,887,000											
TAC Recommendation	Agency Name	Project Location	Workd Description	FY	Length	Federal Fund Type	Local Fund Type	Federal Cost	Local Cost	Total Cost	MAG Mode
1	Phoenix	ITS Strategic Plan	Develop the City of Phoenix's first ITS Strategic Plan.	2014	n/a	CMAQ	General Fund	\$167,916	\$71,964	\$239,880	ITS
2	MCDOT	Associated with AZTech Center-to-Center traffic management system located primarily at ADOT and MCDOT	Upgrade the Regional Archive Data Center Equipment and Systems to enhance archiving capacity and the utility (performance monitoring, research, sharing, planning capabilities) of real time traffic data.	2014	n/a	CMAQ	General Fund	\$125,937	\$58,500	\$184,437	ITS
3	Scottsdale	Frank Llyod Wright Blvd & Loop 101	Design adaptive traffic control	2012	3	None	General Fund	\$0	\$8,000	\$8,000	ITS
3	Scottsdale	Frank Llyod Wright Blvd & Loop 101	Construct/Install adaptive traffic control	2014	3	CMAQ	General Fund	\$36,328	\$14,522	\$50,850	ITS

TAC Recommendation	Agency Name	Project Location	Workd Description	FY	Length	Federal Fund Type	Local Fund Type	Federal Cost	Local Cost	Total Cost	MAG Mode
4	Peoria	Three Corridors: Peoria Ave, Northern Ave, and Olive Ave	Design ITS upgrade project to the existing cabinets, traffic controllers, existing loop detection to video detection, and hardware and software	2013	15	None	General Fund	\$0	\$60,000	\$60,000	ITS
4	Peoria	Three Corridors: Peoria Ave, Northern Ave, and Olive Ave	Upgrade the existing cabinets, traffic controllers, existing loop detection to video detection, and hardware and software	2014	15	CMAQ	General Fund	\$645,831	\$213,785	\$859,616	ITS
5	Tempe	Corridors of Elliot/Guadalupe/Warner	Construct/install fiber optic communication to the signals and install wireless radios with CCTVs monitors	2014	11	CMAQ	General Fund	\$383,333	\$164,286	\$547,619	ITS
6	Phoenix	Fiber Optic Backbone Expansion Phase B	Design the fiber optic backbone expansion Phase B	2013	n/a	None	Local	\$0	\$100,000	\$100,000	ITS
6	Phoenix	Fiber Optic Backbone Expansion Phase B	To extend Phase B Fiber Optic Backbone, To provide Traffic Signal Interconnect to the City of Phoenix TMC	2014	n/a	CMAQ	Local	\$754,700	\$223,443	\$978,143	ITS
7	El Mirage	Various Arterial Traffic Signals within City of El Mirage	Design ITS project for various arterial traffic signals within El Mirage limits	2013	13	None	HURF	\$0	\$62,550	\$62,550	ITS
7	El Mirage	Various Arterial Traffic Signals within City of El Mirage	Construct various arterial traffic signal enhancements to upgrade the existing signalized intersections for computerized signal control, closed circuit video, improved pedestrian control, improved signage and better signal preemption.	2014	13	CMAQ	HURF	\$383,495	\$101,805	\$485,300	ITS
8	Chandler	Ray, Elliot, Dobson, connecting at Arizona back to TMC	Design ITS project for fiber communication from signals to the TMC	2012	9	None	General Fund	\$0	\$100,000	\$100,000	ITS
8	Chandler	Ray, Elliot, Dobson, connecting at Arizona back to TMC	Construct ITS project for fiber communications from signals to the TCM	2014	9	CMAQ	General Fund	\$739,477	\$224,657	\$964,134	ITS
9	Glendale	67th Avenue between Glendale Ave and Cholla Street, near the intersection of 83rd Ave/Maryland	Design project to connect up to seven intersections to the city's central signal system, install four CCTV cameras along 67th Avenue, connect the fiber communications infrastructure to existing fiber and add equipment to a public safety building.	2012	3.5	None	General Fund	\$0	\$210,000	\$210,000	ITS

TAC Recommendation	Agency Name	Project Location	Workd Description	FY	Length	Federal Fund Type	Local Fund Type	Federal Cost	Local Cost	Total Cost	MAG Mode
9	Glendale	67th Avenue between Glendale Ave and Cholla Street, near the intersection of 83rd Ave/Maryland	Connect up to seven intersections to the city's central signal system, install four CCTV cameras along 67th Avenue, connect the fiber communications infrastructure to existing fiber and add equipment to a public safety building.	2014	3.5	CMAQ	General Fund	\$904,164	\$177,500	\$1,081,664	ITS
10	Gilbert	Seven intersections near Baseline Road & Val Vista Drive (approximately three miles)	Design for the installation of fiber optic communication lines in existing conduits and add new CCTV cameras, traffic signal video detection, and controllers near Baseline Rd. & Val Vista Dr.	2013	3	None	General Fund	\$0	\$44,196	\$44,196	ITS
10	Gilbert	Seven intersections near Baseline Road & Val Vista Drive (approximately three miles)	Install fiber optic communication lines in existing conduits and add new CCTV cameras, traffic signal video detection, and controllers near Baseline Rd. & Val Vista Dr.	2014	3	CMAQ	General Fund	\$292,582	\$81,197	\$373,779	ITS
11	MCDOT	Various locations along MC85 from Aqua Fria Bridge West Terminal to 75th Ave	Design ITS traffic management capabilities along MC 85	2012	5.5	None	HURF	\$0	\$242,000	\$242,000	ITS
11	MCDOT	Various locations along MC85 from Aqua Fria Bridge West Terminal to 75th Ave	Construct/Install ITS traffic management capabilities along MC 85	2014	5.5	CMAQ	HURF	\$781,456	\$363,000	\$1,144,456	ITS
12	Goodyear	Van Buren Street - Estrella Parkway to Cotton Lane	Design project for traffic signal connection to three existing and one future traffic signal and install CCTV cameras	2012	2	None	General Fund	\$0	\$160,000	\$160,000	ITS
12	Goodyear	Van Buren Street - Estrella Parkway to Cotton Lane	Construct traffic signal connection to three existing and one future traffic signal and install CCTV cameras	2014	2	CMAQ	General Fund	\$749,164	\$250,863	\$1,000,027	ITS
13	Fountain Hills	Shea Blvd. and Downtown Area.	Design initial deployment of ITS for traffic signals and provide monitoring/control sites at Town Hall and the Street Yard.	2012	7	None	General Fund	\$0	\$106,000	\$106,000	ITS
13	Fountain Hills	Shea Blvd. and Downtown Area.	Construct initial deployment of ITS for traffic signals and provide monitoring/control sites at Town Hall and the Street Yard.	2014	7	CMAQ	General Fund	\$922,616	\$289,407	\$1,212,023	ITS
Recommended ITS Projects for for CMAQ Funding FY2014. Funding available - \$6,887,000								\$6,887,000			

TAC Recommendation	Agency Name	Project Location	Workd Description	FY	Length	Federal Fund Type	Local Fund Type	Federal Cost	Local Cost	Total Cost	MAG Mode
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PAVING PROJECTS - Recommended Paving Projects for CMAQ Funding FY2013. Funding available - \$4,904,000

TAC Recommendation	Agency Name	Project Location	Workd Description	FY	Length	Federal Fund Type	Local Fund Type	Federal Cost	Local Cost	Total Cost	MAG Mode
1	Tempe	Holdeman Neighborhood Alley Stabilization	Design alley stabilization project	2012	4.25		HURF		\$25,000	\$25,000	AQ/TDM
1	Tempe	Holdeman Neighborhood Alley Stabilization	Construct alley stabilization project	2013	4.25	CMAQ	HURF	\$531,097	\$32,103	\$563,200	AQ/TDM
2	Gilbert	164th Street: Riggs Rd and Stacey Rd.	Design pave unpaved road project	2011	0.75		General Fund		\$30,275	\$30,275	AQ/TDM
2	Gilbert	164th Street: Riggs Rd and Stacey Rd.	Construct pave unpaved road project	2013	0.75	CMAQ	General Fund	\$248,125	\$15,000	\$263,125	AQ/TDM
3	Phoenix	Various alley locations on 23 segments	Design dust proof alley project	2012	33		General Fund		\$50,000	\$50,000	AQ/TDM
3	Phoenix	Various alley locations on 23 segments	Construct dust proof alley project	2013	33	CMAQ	General Fund	\$1,232,750	\$442,500	\$1,675,250	AQ/TDM
4	Gilbert	156th St: Riggs Rd to 0.25 miles south	Design pave unpaved road project	2011	0.25		General Fund		\$10,125	\$10,125	AQ/TDM
4	Gilbert	156th St: Riggs Rd to 0.25 miles south	Construct pave unpaved road project	2013	0.25	CMAQ	General Fund	\$88,500	\$5,875	\$94,375	AQ/TDM
5	Buckeye	7th St: Norton Dr from Beloa Rd	Design pave unpaved road project	2011	0.4		HURF		\$38,664	\$38,664	AQ/TDM
5	Buckeye	7th St: Norton Dr from Beloa Rd	Construct pave unpaved road project	2013	0.4	CMAQ	HURF	\$233,225	\$14,098	\$247,323	AQ/TDM
6	Tempe	North Tempe neighborhood alley stabilization	Design alley stabilization project	2012	10.5		HURF		\$45,000	\$45,000	AQ/TDM
6	Tempe	North Tempe neighborhood alley stabilization	Construct alley stabilization project	2013	10.5	CMAQ	HURF	\$961,105	\$58,095	\$1,019,200	AQ/TDM
7	Surprise	Various locations on 10 segments including Cactus Rd: 143rd Ave to Bullard Ave	Design Pave Unpaved Shoulder project	2011	8.1		General Fund		\$160,000	\$160,000	AQ/TDM
7	Surprise	Various locations on 10 segments including Cactus Rd: 143rd Ave to Bullard Ave	Pave Unpaved Shoulders	2013	8.1	CMAQ	General Fund	\$570,000	\$46,310	\$616,310	AQ/TDM
8	Maricopa County	87th Ave: Deer Valley Rd to Peoria city limits (Via Montoya Rd.)	Design pave unpaved road project	2011	0.25		HURF		\$12,500	\$12,500	AQ/TDM
8	Maricopa County	87th Ave: Deer Valley Rd to Peoria city limits (Via Montoya Rd.)	Construct pave unpaved road project	2013	0.25	CMAQ	HURF	\$422,305	\$25,526	\$447,831	AQ/TDM
9	Peoria	Lake Pleasant Parkway: L303 to SR74	Design Pave Unpaved Shoulder project	2012	1.92		HURF		\$41,919	\$41,919	AQ/TDM
9	Peoria	Lake Pleasant Parkway: L303 to SR74	Pave Unpaved Shoulders	2013	1.92	CMAQ	HURF	\$401,983	\$24,298	\$426,281	AQ/TDM
10	Peoria	67th Ave: Happy Valley Rd. to approximately 1.76 miles south	Design Pave Unpaved Shoulder project	2012	1.76		HURF		\$34,159	\$34,159	AQ/TDM

TAC Recommendation	Agency Name	Project Location	Workd Description	FY	Length	Federal Fund Type	Local Fund Type	Federal Cost	Local Cost	Total Cost	MAG Mode
10	Peoria	67th Ave: Happy Valley Rd. to approximately 1.76 miles south	Pave Unpaved Shoulders	2013	1.76	CMAQ	HURF	\$214,910	\$12,990	\$227,900	AQ/TDM
Recommended Paving Projects for CMAQ Funding FY2013. Funding available - \$4,904,000								\$4,904,000			

AIR QUALITY/TRAVEL DEMAND PROGRAMS - Recommended Air Quality/Travel Demand Programs for FY2014. Funding available - \$7,503,000											
TIP #	Agency Name	Project Location	Workd Description	FY	Length	Federal Fund Type	Local Fund Type	Federal Cost	Local Cost	Total Cost	MAG Mode
New	MAG	Regionwide	Pave dirt roads program	2014	0	CMAQ	Local	\$4,898,000	\$296,062	\$5,194,062	AQ or TDM
New	MAG	Regionwide	Purchase PM-10 certified street sweepers	2014	0	CMAQ	Local	\$900,000	\$55,000	\$955,000	AQ or TDM
New	MAG	Regionwide	Regional rideshare program	2014	0	CMAQ		\$660,000	\$0	\$660,000	AQ or TDM
New	MAG	Regionwide	Travel reduction program	2014	0	CMAQ		\$135,000	\$0	\$135,000	AQ or TDM
New	MAG	Regionwide	Trip reduction program	2014	0	CMAQ		\$910,000	\$0	\$910,000	AQ or TDM
Recommended Air Quality/Travel Demand Programs for FY2014. Funding available - \$7,503,000								\$7,503,000			

Project Status Report
Transportation Projects – MAG Region January 19 2010
American Recovery & Reinvestment Act (ARRA) Funding

On February 17, 2009, President Obama signed the American Recovery and Reinvestment Act (ARRA) of 2009. The national Highway Infrastructure Investment component of the legislation is \$27.5 billion.

For the highway portion, the Arizona Department of Transportation (ADOT) has 120 days to obligate 50 percent of the funding, and a year – by March 2, 2010, to obligate the remaining funds. Of the ADOT portion, \$129.4 million was directed for Highway projects in the MAG Region. The legislation also sub-allocates 30 percent of the funding (\$156.57 million) to local jurisdictions. The amount being sub-allocated to the MAG Region is \$104.6. Metropolitan planning organizations and Local Agencies have one year to obligate the funds, by March 2, 2010

The MAG regional portion for transit is \$66.4 million. The legislation requires that 50 percent of the transit funds be obligated within 180 days, and the remainder to be obligated within one year by March 2, 2010

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Project Status Report

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Project Status Report

The Project Status Report highlights three areas of project details as noted below:

Project Information: Lists information about the project as reported on in the MAG Transportation Improvement Program (TIP) including the project location and description.

Project Funding: Explains the project funding sources and amounts as listed in the MAG TIP.

Project Development Status: This section reports on the status of project development steps. This section will most likely change in the future as projects are under construction. The project development steps are:

- Project Approved by MAG RC (Date): Project approved by the MAG Regional Council for inclusion in the current MAG TIP
- Design & Federal Clearances: The required design and federal clearances have been complete or have estimated completion dates. Or other notes may be provided regarding status with FHWA or FTA. Check mark indicates that work is completed.
- Obligate: The project has obligated, which means that the Federal Highway Administration agrees that the project has completed the necessary federal steps and the federal funds can be promised for the project. This date is the projected obligation date based on submittal of final PS&E. Actual date will depend on FHWA processing time.
- Advertise Date - The date the project scheduled to be advertised.
- Award Date - The date the project is awarded to contractor.
- Estimated Completion - The contractor has estimated that construction will be completed by this date.

**This information can also be found at the MAG Website:
<http://www.mag.maricopa.gov/detail.cms?item=9615>**

PROJECT STATUS REPORT - TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
JANUARY 19 2010

Project Information				Fund Type	Project Funding			Project Development Status						Comments	
TIP #	Federal ID	Project Location	Project Description		Federal - ARRA	Total	Award Amount	Approval Date	Design	Environmental	Obligated	Advertise Date	Award Date		Estimated Complete
State Sponsored Projects - Roadways															
DOT09-815	010-B(205)	I-10: Verrado Way - Sarival Rd	Construct General Purpose Lane	ARRA	\$26,272.0	\$26,272.0	\$26,271.6	05/27/09	✓	✓	✓	✓	7/17/09	2/12/2011	Admin Mod: Change project costs from \$28.2M to \$26.3M.
DOT09-818	017-A(207)	I-17: SR74-Anthem Way	Construct General Purpose Lane	ARRA	\$13,314.1	\$13,314.1	\$13,314.1	05/27/09	✓	✓	✓	✓	6/19/09	5/31/2010	Admin Mod: Change project costs from \$13.4M to \$13.3M
DOT09-6C00R	060-B(201)	US 60: SR 303L - 99th Ave	Road Widening	ARRA	\$22,275.7	\$22,299.9	\$22,299.9	03/25/09	✓	✓	✓	✓	11/20/09	12/31/2011	Admin Mod: Change project costs from \$45.0M to \$22.3M
DOT07-323	060-B(200)	99th Ave from I-10 to MC-85	Road Widening	STP-AZ & ARRA	\$3,152.9	\$3,753.9		04/22/09	✓	✓					\$2.5 million in ARRA-Highway, and \$652,890 in ARRA-MPO/Local.
DOT09-801	060-B(201)	US 60: 99th Ave to Thunderbird Rd (within the city limits of El Mirage)	Transportation Landscaping Enhancement	ARRA	\$207.3	\$207.3	\$207.3	04/22/09	✓	✓	✓	✓	11/20/09	12/31/2011	Admin Mod: Change project costs from \$300k to \$207k
DOT07-332	060-B(200)	US 60: 99th Ave - 83rd Ave	Road Widening	ARRA	\$7,647.2	\$7,647.2	\$7,647.2	03/25/09	✓	✓	✓	✓	8/14/09	10/31/2010	Admin Mod: Change project costs from \$11.2 mill to \$7.6M.
DOT06-613	085-B(200)	SR 85: Southern Ave - I 10	Widen roadway, adding 2 through lanes	ARRA	\$11,042.3	\$11,042.3	\$11,042.3	05/27/09	✓	✓	✓	✓	9/18/09	11/26/2010	Admin Mod: Change project costs from \$18.6 mill to \$11.0M - pending contract award
DOT12-840	101-A(204)	101 (Agua Fria Fwy) at Union Hills Dr/Beardsley Rd	Construct traffic interchange, construct new frontage road and Texas U-Turn structure over L101	ARRA, STP MAG & Local	\$9,100.0	\$27,564.4	\$5,667.4	04/22/09	✓	✓	✓	✓	10/16/09	7/31/2011	
DOT08-673	074-A(200)	74: US-60 (Grand Ave) to Loop 303 (Estrella Fwy); MP 20-22	Construct eastbound and westbound passing lanes	ARRA	\$3,900.0	\$3,900.0	\$2,324.6	05/27/09	✓	✓	✓	✓	10/16/09	09/31/2011	
DOT12-841	101-A(206)	Loop 101: Northern to Grand SB	Auxiliary lane - 3 miles	ARRA	\$3,000.0	\$3,000.0		09/30/09	✓	✓					
DOT10-815	101-A(201)	Loop 101: Olive Avenue	TI Improvements	ARRA	\$3,000.0	\$3,000.0		09/30/09	✓	✓					
DOT10-6C32	074-A(201)	SR 74: MP 13 - MP 15	Construct Passing Lanes	ARRA	\$3,200.0	\$3,200.0		09/30/09	✓	✓					
DOT10-816	017-A(211)	I-17: I-10 to Indian School	Southbound Roadway Improvements	ARRA	\$1,500.0	\$1,500.0		09/30/09	✓	✓					
DOT10-813	101-A(205)	Loop 101: 51st Ave to 27th Ave EB	Auxiliary lane	ARRA	\$3,000.0	\$3,000.0		09/30/09	✓	✓					
DOT10-828	087-B(205)A	SR 87: Four Peaks - Dos 5 Ranch Road	Construct Roadway Improvements	ARRA	\$21,000.0	\$21,000.0		09/30/09							

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
JANUARY 19 2010

Project Information				Project Funding			Project Development Status						Comments		
TIP #	Federal ID	Project Location	Project Description	Fund Type	Federal - ARRA	Total	Award Amount	Approval Date	Design	Environmental	Obligated	Advertise Date		Award Date	Estimated Complete
State Sponsored Projects - Roadways															
DOT08-828	087-A(206)A	SR 87: MP 211.8 to 213.0	Repair cut slopes for erosion control	ARRA	\$2,000.0	\$2,000.0		12/09/09							To be done in conjunction with project SR 87: Four Peaks - Dos S Ranch Road
DOT08-839	143-A()	143 Hohokam: SR 143/Sky Harbor Blvd TI	TI Improvements, Adding Ramps	ARRA	\$35,100.0	\$35,100.0		12/09/09							Scheduled to advertise April 8, 2010. May be ready to obligate by the end of February 2010.
					\$168,711.5	\$187,801.2	\$88,774.4								

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
JANUARY 19 2010

Project Information				Fund Type	Project Funding			Project Development Status†							Comments
TIP #	Federal ID	Project Location	Project Description		Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligate	Advertise Date	Award Date	Estimated Complete	
Local Projects - Roadway															
APJ09-801	APJ-0(201)	Ironwood Drive: Southern Avenue to 16th Avenue	Design and Reconstruction of Pavement	ARRA	\$1,348.3	\$1,348.3		4/22/09	1/8/10	✓	1/11/10			Final PS&E submitted 1/8.	
AVN09-801	AVN-0(206)	Dysart Road-I-10 to Indian School Road	Preliminary engineering, design and construction for Mill & Replace	ARRA	\$2,035.2	\$2,035.2		4/22/09	✓	✓	✓				
AVN09-802	AVN-0(207)	Dysart Road -Van Buren to the I-10	Preliminary engineering, design and construction for Mill & Replace	ARRA & Local	\$179.7	\$401.8		4/22/09	✓	✓	12/4/09			Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .	
BKY09-801	BKY-0(202)	Various Locations Townwide - Functionally Classified Roads	Pre-engineer/Design and Pavement Rehabilitation and Preservation	ARRA	\$1,621.9	\$1,621.9		4/22/09	✓	✓	✓				
CFR09-801	CFE-0(200)	Intersection of Tom Darlington Drive and Ridgeview Place	Pre-engineer/Design and construct Pedestrian crossing	ARRA	\$35.0	\$35.0		4/22/09	N/A	N/A	N/A	N/A	N/A	Combined Project: ARRA-CFE-0(200), Town of Carefree has been combined with Cave Creek Road ARRA-CFE-0(201)A.	
CFR09-802	CFE-0(201)	Cave Creek Road: Scopa Trail to Carefree Eastern Border	Pre-engineer/Design and construct, repair and restoration of Cave Creek Road	ARRA	\$553.3	\$553.3		4/22/09	11/12/09	✓	12/16/09			Went to Mary Hewitt on 12/16/06 - January Obligation	
CVK09-807	CVK-0(201)	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Pavement Rehab projects	ARRA	\$614.8	\$614.8		5/27/09	✓	✓	12/21/09			Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .	
CHN120-07C	CHN-0(025)	Chandler Blvd/Dobson Road Intersection, and Dobson Road from Chandler Blvd to Frye Road	Intersection and Capacity Improvement	ARRA, Local & RARF	\$2,288.7	\$7,629.0		4/22/09	✓	✓	12/15/09			Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .	
CHN09-801	CHN-0(211)	Price Road from Germann Road south to Queen Creek Road	Design and reconstruction of pavement	ARRA	\$3,678.9	\$3,678.9		4/22/09	✓	✓	12/23/09			Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .	
ELM09-801	ELM-0(202)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and Mill and Replace Existing Road.	ARRA	\$952.8	\$952.8		4/22/09	✓	✓	12/7/09			Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .	
FTH07-301	FTH-0(203)	Shea Blvd. (Palisades Blvd. to Fountain Hills Blvd.)	Widen for 3rd (westbound) lane, bike lane, sidewalk, and turn pockets.	ARRA, STP, & Local	\$1,081.6	\$3,376.6		6/24/09	✓	✓	✓	12/11/09		Advertised 12/11/09	
GBD09-801	GBD-0(201)	Pima Street/SR-85 Various Locations	Design and Construct Signage Improvements	ARRA	\$33.0	\$33.0		4/22/09	12/1/09	✓	1/21/00				
GBD09-802	GBD-0(200)	Pima Street/SR-85 Various Locations	Design and Construct Pedestrian and Landscape Improvements	ARRA	\$339.5	\$339.5		4/22/09	✓	✓	12/22/09			Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .	
GBD09-803	GBD-0(203)	Gila Bend Airport on SR-85	Design and Construct Carpool and Transit Park & Ride Lot	ARRA	\$170.0	\$170.0		5/27/09	✓	✓	12/22/09			Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .	
GRC09-801	GRI-0(200)	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Pavement Rehab projects	ARRA	\$561.3	\$561.3		4/22/09	✓	✓	1/1/10			Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .	
GLB09-801	GIL-0(203)	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Nova Chip Overlays- arterial roadways	ARRA	\$5,306.3	\$5,306.3		4/22/09	✓	✓	12/23/09			Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .	

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
JANUARY 19 2010

Project Information				Project Funding			Project Development Status†							Comments	
TIP #	Federal ID	Project Location	Project Description	Fund Type	Federal -ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligate	Advertise Date	Award Date		Estimated Complete
Local Projects - Roadway															
GLN09-801	GLN-0(219)	Various Locations Citywide - Functionally Classified Roadways	New traffic signal cabinets and controllers	ARRA	\$1,100.0	\$1,100.0		4/22/09	✓	✓	1/11/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
GLN09-802	GLN-0(218)	Various Locations Citywide - Functionally Classified Roadways	Modernize traffic signals	ARRA	\$550.0	\$550.0		4/22/09	✓	✓	1/11/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
GLN09-803	GLN-0(217)	Various Locations Citywide - Functionally Classified Roadways	CCTV Camera Installations	ARRA	\$90.0	\$90.0		4/22/09	✓	✓	1/11/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
GLN09-804	GLN-0(215)	Camelback Rd. - 47th to 83rd Aves.	Install wireless communication with traffic signals	ARRA	\$230.0	\$230.0		4/22/09	✓	✓	1/11/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
GLN09-805	GLN-0(216)	Bethany Home Rd. - 63rd to 83rd Aves.	Install wireless communication with traffic signals	ARRA	\$200.0	\$200.0		4/22/09	✓	✓	1/11/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
GLN09-806	GLN-0(211)	Glendale Ave. - 51st to 66th Aves.	Pre-Engineer/Design and construct pavement overlay	ARRA	\$1,170.0	\$1,170.0		4/22/09	✓	✓	1/1/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
GLN09-807	GLN-0(212)	Litchfield Rd. - Missouri to Northern Ave.	Pre-Engineer/Design and construct pavement surface treatment	ARRA	\$510.0	\$510.0		4/22/09	✓	✓	1/1/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
GLN09-808	GLN-0(214)	25 Miles on Arterial Streets	Install thermoplastic pavement markings	ARRA	\$358.4	\$358.4		4/22/09	✓	✓	1/1/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
GLN08-604	GLN-0(033)	63rd Avenue at Loop 101 Expressway	Design and construct multi-use overpass over Loop 101 (Agua Fria Fwy) (Phase 2)	ARRA, CMAQ, & Local	\$1,850.0	\$5,407.4		4/22/09	✓	✓	✓				Submitted to FHWA Pending Utility Clearance? December Obligation
GDY09-801	GDY-0(202)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and construct mill, patch and replace	ARRA & Local	\$782.4	\$798.4		4/22/09	✓	✓	1/1/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
GDL09-801	GUA-0(200)	Various Locations Townwide - Functionally Classified Roadways	Design and Mill & Asphalt overlay roadways	ARRA	\$634.0	\$634.0		4/22/09	11/20/09	✓	12/30/09				Obligate in January 2010.
LPK09-801	LPK-0(201)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and mill and replace pavement resurfacing/reconstruction	ARRA	\$614.0	\$614.0		4/22/09	✓	✓	1/4/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
MMA09-801	MMA-0(210)	Various Locations Countywide - Functionally Classified Roadways	Pre-Engineer/Design and construct AR Overlay	ARRA & Local	\$6,469.2	\$6,478.1		4/22/09	✓	✓	1/13/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
MES09-801R	MES-0(209)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades	ARRA	\$1,610.9	\$1,610.9		5/27/09	✓	✓	1/8/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
MES09-802R	MES-0(210)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and construct mill and replace pavement	ARRA	\$970.7	\$970.7		5/27/09	✓	✓	1/8/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
MES09-803	MES-0(211)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades, Group 1	ARRA	\$2,559.3	\$2,559.3		5/27/09	✓	✓	1/8/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
JANUARY 19 2010

Project Information				Project Funding			Project Development Status†						Comments		
TIP #	Federal ID	Project Location	Project Description	Fund Type	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligate	Advertise Date		Award Date	Estimated Complete
Local Projects - Roadway															
MES09-804	MES-0(212)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades, Group 2	ARRA	\$2,333.3	\$2,333.3		5/27/09	✓	✓	1/8/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
MES09-805	MES-0(213)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades Group 3	ARRA	\$3,310.6	\$3,310.6		5/27/09	✓	✓	1/8/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
PVY09-801	PVY-0(202)	Various Locations Townwide - Functionally Classified Roadways	Pre-Engineer/Design and construct pavement resurface projects	ARRA & Local	\$823.2	\$823.8		4/22/09	11/30/09	✓	1/6/10				JPA - Change amendment before tentivity signs. Going to council on 12/17/09. Need an additional \$34,271.
PEO100-07AC1	PEO-0(206)	Beardsley Rd Connection: Loop 101 (Agua Fria Fwy) to Beardsley Rd at 83rd Av/Lake Pleasant Pkwy	Construct Beardsley Road extension and bridge over New River	ARRA, STP-MAG & Local	\$2,850.4	\$11,489.7	\$5,914.2	4/22/09	✓	✓	✓	10/22/09	12/18/09		Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
PEO09-801	PEO-0(205)	Various Locations	Pavement Preservation: Major Arterial mill, overlay and re-striping	ARRA & Local	\$1,130.1	\$1,396.3		6/24/09	✓	✓	1/1/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
PHX07-316	PHX-0(209)	7th St & McDowell Rd	Design & Construction of Intersection Improvements	ARRA & CMAQ	\$1,000.0	\$2,256.0	\$661.2	4/22/09	✓	✓	✓	✓	✓		Awarded
PHX09-801	PHX-0(237)	Various Locations (North Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	ARRA	\$7,136.2	\$7,136.2		4/22/09	✓	✓	✓	1/26/10			
PHX09-802	PHX-0(238)	Various Locations (Central Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	ARRA	\$7,150.0	\$7,150.0		4/22/09	✓	✓	✓	1/26/10			
PHX09-803	PHX-0(239)	Various Locations (South Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	ARRA	\$7,150.0	\$7,150.0		4/22/09	✓	✓	✓	1/26/10			
PHX09-804	PHX-0(229)	Various Locations - (North Area)	Design & Construction of Removal/Replacement of Existing ADA Ramps or Construction of New ADA Ramps	ARRA	\$1,750.0	\$1,750.0		4/22/09	✓	✓	✓	2/7/10			
PHX09-805	PHX-0(230)	Various Locations - (South Area)	Design & Construction of Removal/Replacement of Existing ADA Ramps or Construction of New ADA Ramps	ARRA	\$1,750.0	\$1,750.0		4/22/09	✓	✓	✓	2/7/10			
PHX09-806	PHX-0(231)	11 Locations Citywide	Design & Construct Bridge Deck Rehabilitations	ARRA	\$2,250.0	\$2,250.0		4/22/09	✓	✓	✓	2/16/10			
PHX09-807	PHX-0(232)	6 Locations Citywide	Design & Construct Bridge Joint Rehabilitations	ARRA	\$1,250.0	\$1,250.0		4/22/09	✓	✓	✓	2/2/10			
PHX09-808	PHX-0(236)	Citywide Corridors	Inventory / Programming & Procure / Install Traffic Control Signs	ARRA	\$3,000.0	\$3,000.0		4/22/09	12/15/09	✓	1/4/10				Went to Mary Hewitt on 12/16/09 for Obligation. Kicked back by Mary Hewitt. Pending Changes.
PHX09-809	PHX-0(234)	Citywide Corridors	Design & Procure/Install Fiber Optic Backbone System	ARRA	\$1,500.0	\$1,500.0		4/22/09	✓	✓	1/5/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
PHX09-810	PHX-0(233)	Citywide Corridors	Design & Procure/Install CCTV	ARRA	\$1,000.0	\$1,000.0		4/22/09	✓	✓	12/15/09				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
JANUARY 19 2010

Project Information				Project Funding			Project Development Status†						Comments		
TIP #	Federal ID	Project Location	Project Description	Fund Type	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligate	Advertise Date		Award Date	Estimated Complete
Local Projects - Roadway															
PHX09-811	PHX-0(235)	Citywide Corridors	Design & Procure/Install Wireless Communications	ARRA	\$500.0	\$500.0		4/22/09	✓	✓	1/5/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
QNC09-801	QCR-0(204)	Combs Rd: UPRR/Rittenhouse Rd to approx. 1,000 ft west of Gantzel Rd	Pre-Engineer/Design and construct resurfacing roadway	ARRA	\$227.3	\$227.3		4/22/09	✓	✓					Combined Project: ARRA-CFE-0(200), Town of Carefree has been combined with Cave Creek Road ARRA-CFE-0(201)A.
QNC09-802	QCR-0(205)	Various Locations on Rittenhouse Rd	Pre-Engineer/Design and construct resurfacing roadway and shoulder paving	ARRA	\$805.8	\$805.8		4/22/09	✓	✓	1/1/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
SRP09-801	SRI-0(200)	Various Locations - Functionally Classified Roadways	Design & Construction of Pavement Preservation/Chip-Seal	ARRA	\$653.9	\$653.9		5/27/09	11/19/09						January Obligation. Waiting for environmental clearance.
SCT09-802	SCT-0(209)	Various Locations	Preliminary engineering, design and construction for Mill & Replace	ARRA	\$4,600.0	\$4,600.0		7/22/09	12/17/09	✓	1/7/10				January Obligation. Final Package. Submitted.
SCT12-813	SCT-0(206)	Various Locations in Southern Scottsdale	Replace traffic signal controllers and cabinets	ARRA, & Local	\$439.6	\$500.0		4/22/09	11/16/09	✓					Final package submitted to ADOT.
SUR09-801	SUR-0(208)	Bell Road-Parkview to West City Limit	Pre-Engineer/Design and construct pavement Reconstruction and ITS Conduit Installation	ARRA	\$2,933.4	\$2,933.4		4/22/09	10/30/09	✓	✓				Authorized 12/15/2009 for Construction \$2,893,860
TMP09-801	TMP-0(211)	Baseline Road between Kyrene Road and the Union Pacific Railroad, over the Western Canal	Construct replacement bridge over the Western Canal	ARRA, & Local	\$4,362.6	\$6,000.0		4/22/09	✓	✓					January Obligation. Cost estimate will increase to approx. \$4.0M - prior right utilities.
WKN09-801	WBG-0(200)	North Vulture Mine Rd: US 60 to Northern Town Limits	Design and Complete Pavement Mill and Replace	ARRA	\$644.1	\$644.1		4/22/09	✓	✓	1/6/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
YTN09-801	YTN-0(200)	Peoria Ave: 111th Avenue west by 1950 feet/approx. 115th Avenue	Pre-Engineer/Design and construct mill and replace - pavement resurfacing	ARRA	\$645.9	\$645.9		4/22/09	✓	✓	1/6/10				Pending Obligation at FHWA. Projected date based on actual submittal of PS&E .
					\$101,695.7	\$124,995.3									

† Obligation date based on PS&E final submittal date. Actual date will dependent on FHWA review period.

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
JANUARY 19 2010

Project Information			Project Funding			Project Development Status†							Comments
TIP #	Project Location	Project Description	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligated	Bid Opened	Award Date	Estimated Complete	
Local Projects - Transit Projects													
AVN09-804T	Citywide	Purchase 2 replacement dial-a-ride vehicles	\$126.0	\$126.0		6/24/09	NA	✓					
GDY05-202T	I-10: Litchfield Rd to Dysart Rd (ADOT Basin between Litchfield and Dysart)	Park and Ride Land Acquisition	\$352.2	\$1,847.1		6/24/09	✓	✓	✓			Mar-10	The design is completed. The EA is completed. The land was acquired. Estimated construction cost is about \$5M.
GDY06-204T	I-10: Litchfield Rd to Dysart Rd (ADOT Basin between Litchfield and Dysart)	Construct regional park-and-ride (1/10 - Litchfield)	\$2,036.2	\$4,193.8		6/24/09	✓	✓	✓			Mar-10	The design is completed. The EA is completed. The land was acquired. Estimated construction cost is about \$5M.
GDY08-800T	I-10: Litchfield Rd to Dysart Rd (ADOT Basin between Litchfield and Dysart)	Acquire land- regional park and ride	\$186.5	\$977.6		6/24/09	✓	✓	✓			Mar-10	The design is completed. The EA is completed. The land was acquired. Estimated construction cost is about \$5M.
MES08-801T	Loop 202/Power	Construct regional park-and-ride (Loop 202/Power)	\$517.8	\$1,800.0		9/30/09		✓					Admin Mod: Modify project costs to lower amount and change funding type to ARRA-Transit and 5309.
MES10-801T	US60/Country Club	Park-and-Ride design	\$367.5	\$367.5		9/30/09		✓					Amend: Add new ARRA-Transit project to list.
MES10-802T	US60/Country Club	Park-and-Ride land acquisition	\$3,238.3	\$3,238.3		9/30/09		✓					Amend: Add new ARRA-Transit project to list.
MES10-803T	Loop 202/Power	Design regional park-and-ride (Loop 202/Power)	\$765.0	\$765.0		9/30/09		✓					Amend: Add new ARRA-Transit project to list.
MES10-804T	Gilbert/McDowell	Design regional park-and-ride	\$765.0	\$765.0		9/30/09		✓					Amend: Add new ARRA-Transit project to list.
MES10-805T	Gilbert/McDowell	Construct regional park-and-ride	\$517.8	\$2,289.0		9/30/09		✓					Amend: Add new ARRA-Transit project to list.
MES10-809T	Country Club/US 60	Park-and-Ride construction	\$3,228.8	\$3,228.8		3/25/09		✓					Admin Mod: Modify project costs to lower amount.
PHX08-704T	27th Ave/Baseline Rd	27th Ave/Baseline Park and Ride Construct	\$1,100.0	\$1,100.0		5/27/09		✓	✓	✓		Jun-12	Four design teams were interviewed at the City on January 5. An approval request for a recommended team has been submitted to the Deputy Director.
PHX08-705T	I-17/Happy Valley	Happy Valley/I-17 Park and Ride - construct	\$5,500.0	\$5,500.0		3/25/09	✓	✓	✓			Dec-10	Bus-only slip ramp portion is completed. Park-and-ride construction bids are due on January 20, 2010. . Construction is scheduled to begin March 2010.
PHX09-611T	Regionwide	Preventive Maintenance	\$5,400.0	\$11,964.0		3/25/09	NA	NA	✓	✓		Jun-10	Ongoing
PHX09-837T	Bell Rd/SR-51	Bus access crossover	\$640.1	\$640.1		3/25/09		✓	✓	✓		Jul-10	Three design teams were interviewed January 7. An approval request for a recommended team has been submitted to the Deputy Director.
PHX09-838T	Pecos Road/40th Street	Pecos/40th St Park and Ride Expansion	\$3,000.0	\$3,000.0		3/25/09	✓	✓	✓	✓		Dec-10	The construction team has been selected, the contract will be presented to City Council for approval in January 2010. Construction kick-off meeting was held on January 7.

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
JANUARY 19 2010

Project Information			Project Funding			Project Development Status†							Comments
Tip #	Project Location	Project Description	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligated	Bid Opened	Award Date	Estimated Complete	
Local Projects - Transit Projects													
PHX09-839T	Regionwide	Intelligent Transportation System Enhancement: Regional Transit Stop Data Overhaul	\$300.0	\$300.0		3/25/09	NA	✓	✓	✓		Sep-10	Operational review has been completed and we have accepted it. Servers have arrived and are setup, Trapeze has postponed loading the software on the server because there new version of the Bus Stop Manager will be available January 2010
PHX09-840T	Citywide	Bus Stop Improvements	\$4,321.2	\$4,321.2		3/25/09		✓	✓	✓		Dec-11	Contract with Southwest Fabricators has been reviewed with requested changes. Contract has been signed by Southwest Fabricators and we are awaiting their list of sub-contractors and pertinent information. Goal is to have a pre-conference the middle Jan.
PHX10-818T	Central Avenue/Van Buren	Central Station Transit Center Refurbishments	\$5,000.0	\$5,000.0		3/25/09		✓	✓			Jan-11	The programming, schematic and design development phases of the project are complete. A refined cost estimate, draft project schedule and 90% plans have been submitted by the consultant team and are under review by staff.
SCT09-803T	Loop 101/Scottsdale Rd	Park-and-Ride construction	\$5,000.0	\$5,000.0		3/25/09		✓					Receiving FTA guidance on Scottsdale's request to secure a lease for potential site. Environmental documentation underway. Part of second 50%.
TMP09-806T	East Valley Operations and Maintenance Facility	Expansion/ Updgrade	\$6,500.0	\$6,500.0		3/25/09		✓	✓			Mar-11	Negotiating contract for final design and construction drawings.
VMR09-801T	Central Ave/Camelback Rd	Central/Camelback Park and Ride Expansion	\$1,400.0	\$1,400.0		5/27/09		✓	✓	✓		Jun-01	A design-build team has been selected and approved by VMR Board.
VMR09-802T	Regionwide	LRT Park and Ride Shade Canopes	\$2,500.0	\$2,500.0		5/27/09		✓	✓			Dec-09	A design-build team has been selected and approved by VMR Board.
VMT10-807T	Arizona Avenue/Country Club (Service between Ocotillo Ave/Alma School and Sycamore and Main using Arizona Ave/CC)	Bus Rapid Transit - Arizona Avenue/Country Club (Phase I) - Acquire ROW	\$2,500.0	\$2,500.0	\$0.0	3/25/09	✓	✓	✓			Dec-09	Several parcels in Chandler are expected to be acquired in mid-January. Mesa has "Order of Immediate Possession" hearings scheduled for January and February afor all of their parcels.
VMT10-807T	Arizona Avenue/Country Club (Service between Ocotillo Ave/Alma School and Sycamore and Main using Arizona Ave/CC)	Bus Rapid Transit Arizona Avenue/Country Club (Phase I) - Construct busway improvements and stations	\$12,500.0	\$12,500.0	\$4,154.3	3/25/09	✓	✓	✓			Jul-10	A notice to proceed is expected to be issued to D.L. Withers Construction in January. The Board is scheduled to award the contract for purchase and installation of 26 fare vending machines at the January 22 meeting. An IGA between RPTA and Metro Rail is being finalized and expected to be executed in January for Metro Rail staff to perform Construction Management Oversight on the project.
			\$67,762.2	\$81,823.3									

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
JANUARY 19 2010

Project Information				Project Funding			Project Development Status†						Comments	
TIP #	Federal ID	Project Location	Project Description	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligated	Advertise Date	Award Date		Estimated Complete
Local Projects - Transportation Enhancements														
CHN09-805	CHN-0(014)	Paseo Trail, Consolidated Canal: Galveston to Pecos Rd.	Construction of multi-use path	\$750,000	\$1,161,610		5/27/09	✓	✓	✓				Authorized 08/11/2009 but hold back NTP pending resolution of sole-source issue.
GLB04-303R	GIL-0(015)	Canal Crossing Project	Design and construction pedestrian bridges over canal crossing	\$270,000	\$680,000	\$297,600	5/27/09	✓	✓	✓	9/9/09	9/18/09		
GLB08-801	GIL-0(202)	Heritage District Downtown Ped Project	Design and construct sidewalks, landscaping and other pedestrian improvements	\$578,670	\$578,670		5/27/09	✓	✓	✓	9/9/09			
GLN08-611	GLN-0(201)	Old Roma Alley	Design and construct pedestrian enhancements and landscape	\$732,562	\$732,562		5/27/09	✓	✓	✓	12/3/09			
MMA09-725	MMA-0(201)	Bush Hwy from Usery Pass Rd to Stewart Mtn Rd	Design and construct bicycle lane	\$750,000	\$1,117,817	\$561,095	5/27/09	✓	✓	✓	6/25/09	7/21/09	Dec-09	Construction scheduled to begin Oct 5, 09.
MES09-806	MES-0(021)	Consolidated Canal Pathway, 8th Street and Lindsay	Design and construct 12-foot wide multi-use pathway with lighting and signing	\$750,000	\$1,509,375		6/24/09	✓	✓	✓				PH IIA auth; Adding PHIV after 12-3 MAG TIP action
SCT09-703	SCT-0(200)	Crosscut Canal, Thomas Rd to Indian School Rd	Construct new pedestrian/bicycle bridge and multi-use path	\$1,632.3	\$3,117.3		5/27/09	✓	✓	✓	6/23/09			Project is using \$750,000 TE ARRA funds plus \$882,333 MAG ARRA funds.
SCT09-801	SCT-0(203)	Downtown Canal Bank Improvements	Design and construct transportation enhancements to connect Sun Circle Trail to Goldwater Underpass	\$600,000	\$625,402		5/27/09	✓	✓	✓	11/2/09			
TMP09-704	TMP-0(202)	Crosscut Canal from Papago Park to Mouer Park - Tempe	Design and construct multi-use path (phase II)	\$750,000	\$1,400,000		5/27/09	✓	✓	✓				Bid package being prepared.
				\$5,181,232	\$7,805,436									

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 2, 2010

SUBJECT:

New Finding of Conformity for the FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Plan 2007 Update, As Amended

SUMMARY:

On July 25, 2007, the MAG Regional Council approved a Finding of Conformity for the FY 2008-2012 MAG Transportation Improvement Program (TIP) and MAG Regional Transportation Plan 2007 Update. Since that time, an amendment has been proposed that includes a design-build project to complete High Occupancy Vehicle (HOV) lanes on the Santan Freeway Loop 202 from Interstate-10 to approximately Gilbert Road, including the ramp connections at Interstate-10 and Loop 101, and a design-build project to complete the HOV lanes and other improvements on Loop 101 from Tatum Boulevard to the junction with Interstate-10. The attached January 25, 2010 conformity assessment includes a description of the projects in Attachment B. The conformity assessment for the proposed amendment, which includes a regional emissions analysis, concludes that the TIP and Regional Transportation Plan 2007 Update meet all applicable federal conformity requirements and are in conformance with applicable air quality plans. Approval of the new conformity finding by the Regional Council is required prior to MAG approval of the amendment to the TIP and Regional Transportation Plan 2007 Update. Comments on the conformity assessment and amendment are requested by February 24, 2010.

PUBLIC INPUT:

On January 25, 2010, a 30-day public review period began on the conformity assessment and proposed amendment to the TIP and Regional Transportation Plan 2007 Update.

PROS & CONS:

PROS: Approval of the conformity finding is required prior to approval of a major amendment to a TIP or Regional Transportation Plan by a metropolitan planning organization. The purpose of conformity is to ensure that transportation actions will not cause or contribute to violations of federal air quality standards.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Implementation of the TIP and Regional Transportation Plan 2007 Update will not cause or contribute to new violations of ambient air quality standards, increase the frequency or severity of any existing violations, or delay timely attainment of any standard or required emission reduction.

POLICY: The amendment to the TIP and Regional Transportation Plan 2007 Update may not be adopted until the conformity finding is approved. The conformity assessment is being prepared in accordance with federal and state regulations. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

ACTION NEEDED:

Recommend approval of the new Finding of Conformity for the FY 2008-2012 MAG Transportation Improvement Program and the Regional Transportation Plan 2007 Update, as amended.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

Dean Giles, MAG, (602) 254-6300.



**MARICOPA
ASSOCIATION of
GOVERNMENTS**

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January 25, 2010

TO: Leslie Rogers, Federal Transit Administration
Robert Hollis, Federal Highway Administration
John Halikowski, Arizona Department of Transportation
Benjamin Grumbles, Arizona Department of Environmental Quality
David Boggs, Regional Public Transportation Authority
Debbie Cotton, City of Phoenix Public Transit Department
Richard Simonetta, Valley Metro Rail
Lawrence Odle, Maricopa County Air Quality Department
Maxine Brown, Central Arizona Association of Governments
Donald Gabrielson, Pinal County Air Quality Control District
Gregory Nudd, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: CONSULTATION ON CONFORMITY ASSESSMENT FOR A PROPOSED
AMENDMENT TO THE FY 2008-2012 MAG TRANSPORTATION IMPROVEMENT
PROGRAM AND REGIONAL TRANSPORTATION PLAN 2007 UPDATE

The Maricopa Association of Governments is distributing for consultation a conformity assessment for a proposed amendment to the FY 2008-2012 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan 2007 Update that includes a design-build project to complete High Occupancy Vehicle (HOV) lanes on the Santan Freeway Loop 202 from Interstate-10 to approximately Gilbert Road, including the ramp connections at Interstate-10 and Loop 101, and a design-build project to complete the HOV lanes and other improvements on Loop 101 from Tatum Boulevard to the junction with Interstate-10. The proposed amendment requires a new conformity determination on the TIP and Regional Transportation Plan 2007 Update. The project changes impact the modeling assumptions used in the most recent conformity analysis and a new regional emissions analysis was conducted for the years 2015 and 2018. Comments are requested by February 24, 2010.

The results of the regional emissions analysis for the proposed amendment, when considered together with the TIP and Regional Transportation Plan 2007 Update as a whole, meet the transportation conformity requirements for carbon monoxide, ozone, and particulate matter PM-10 (see Attachment A). A description of the projects is provided in Attachment B. The proposed amendment and the corresponding regional emissions analysis are being provided for review and comment through the MAG Conformity Consultation Process. The amendment, as well as the corresponding consultation, will be on the agenda for the February 10, 2010 MAG Management Committee meeting and the February 24, 2010 MAG Regional Council meeting.

If you have any questions or comments, please contact me at (602) 254-6300.

Attachments

cc: Nancy Wrona, Arizona Department of Environmental Quality
Jennifer Toth, Arizona Department of Transportation
Mark Hodges, Arizona Department of Transportation

A Voluntary Association of Local Governments in Maricopa County

ATTACHMENT A

CONSULTATION ON CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT TO THE FY 2008-2012 MAG TRANSPORTATION IMPROVEMENT PROGRAM AND REGIONAL TRANSPORTATION PLAN 2007 UPDATE

MAG is conducting consultation on an amendment to the FY 2008-2012 MAG Transportation Improvement Program (TIP) and the Regional Transportation Plan 2007 Update (RTP) that includes a design-build project to complete High Occupancy Vehicle (HOV) lanes on the Santan Freeway Loop 202 from Interstate-10 to approximately Gilbert Road, including the ramp connections at Interstate-10 and Loop 101, and a design-build project to complete the HOV lanes and other improvements on Loop 101 from Tatum Boulevard to the junction with Interstate-10. These HOV projects are already included in the conforming RTP. In the amendment, both projects are scheduled to be open to traffic in 2011. Completion of these projects in 2011 requires that a regional emissions analysis be conducted for 2015 and 2018. The conformity assessment indicates that the proposed amendment to the TIP and Regional Transportation Plan 2007 Update satisfies the criteria specified in the federal transportation conformity rule for a conformity determination. A finding of conformity is therefore supported.

The federal conformity regulations at 40 CFR Parts 51 and 93 specify the criteria and procedures for conformity determinations for transportation plans, programs, and projects and their respective amendments. Under the federal transportation conformity rule, the principal criteria for a determination of conformity for transportation plans and programs are: (1) the TIP and Regional Transportation Plan must pass an emissions budget test with a budget that has been found to be adequate or approved by the U.S. Environmental Protection Agency (EPA) for transportation conformity purposes, or an interim emissions test; (2) the latest planning assumptions and emissions models specified for use in air quality implementation plans must be employed; (3) the TIP and Regional Transportation Plan 2007 Update must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and (4) consultation.

The current conformity finding of the TIP and Regional Transportation Plan 2007 Update was made by the Federal Highway Administration and Federal Transit Administration on December 16, 2009. The results of the regional emissions analysis for the proposed amendment to the TIP and Regional Transportation Plan 2007 Update are described below and in Table A-1. As discussed above, the amendment requires a regional emissions analysis for the years 2015 and 2018. Emissions shown in Table A-1 for other analysis years are consistent with the latest conformity determination on December 16, 2009.

Regional Emissions Analysis

The proposed amendment to the TIP and Regional Transportation Plan 2007 Update must pass the emissions budget tests with budgets that have been found to be adequate or approved by the EPA for transportation conformity purposes. The MAG transportation and air quality models were utilized in the regional emissions analysis to assess the effect of the estimated emissions from projects in the amendment, when considered together with the emissions from the TIP and Regional Transportation Plan as a whole.

With this amendment there have been no changes in the transportation networks for modeled years 2008, 2010, and 2028 and the regional emissions analysis results for these years are consistent with the latest conformity

determination on December 16, 2009. New regional emissions analysis results are provided for modeled years 2015 and 2018. The modeling results indicate that for each pollutant and each modeled year the regional emissions from the projects in the proposed amendment considered together with the TIP and Regional Transportation Plan 2007 Update are less than the motor vehicle emissions budgets for carbon monoxide, ozone, and particulate matter (PM-10). In the regional emissions analysis for the amendment, the year 2015 was modeled for carbon monoxide, because there is an EPA-approved emissions budget for the maintenance year of 2015 in the 2003 MAG Redesignation Request and Maintenance Plan for Carbon Monoxide in the Maricopa County Nonattainment Area. The year 2018 was modeled for carbon monoxide, the ozone precursors, volatile organic compounds and nitrogen oxides, and PM-10, since it is an intermediate year that meets the federal conformity rule requirement that horizon years be no more than ten years apart.

The EPA approved the MAG Carbon Monoxide Maintenance Plan and a 2015 budget of 662.9 metric tons per day, effective April 8, 2005. The regional emissions analysis was conducted for carbon monoxide for the years 2015 and 2018. For carbon monoxide, the total regional vehicle-related emissions for the analysis years 2015 and 2018 are projected to be less than the approved emissions budget of 662.9 metric tons per day. The applicable conformity test for carbon monoxide is therefore satisfied.

For eight-hour ozone, the EPA made a finding that the 2008 emissions budgets for volatile organic compounds (VOC) of 67.9 metric tons per day and nitrogen oxides (NOx) of 138.2 metric tons per day in the MAG 2007 Eight-Hour Ozone Plan are adequate for transportation conformity purposes, effective November 9, 2007. The regional emissions analysis was conducted for the eight-hour ozone precursors VOC and NOx for the year 2018. For VOC, the total regional vehicle-related emissions for the analysis year 2018 is projected to be less than the adequate emissions budget of 67.9 metric tons per day. For NOx, the total regional vehicle-related emissions for the analysis year 2018 is projected to be less than the adequate emissions budget of 138.2 metric tons per day. The applicable conformity tests for eight-hour ozone are therefore satisfied.

For particulate matter (PM-10), the EPA made a finding that the 2010 emissions budget for PM-10 of 103.3 metric tons per day in the MAG Five Percent Plan for PM-10 is adequate for transportation conformity purposes, effective July 1, 2008. The regional emissions analysis was conducted for PM-10 for the year 2018. For PM-10, the total vehicle-related emissions for the analysis year 2018 is projected to be less than the 2010 emissions budget of 103.3 metric tons per day. The conformity test for PM-10 is therefore satisfied.

Latest Planning Assumptions and Emissions Models

In accordance with federal conformity requirements, the latest planning assumptions and emissions models specified for use in air quality implementation plans were employed for this conformity determination. The latest planning assumptions used for this conformity determination are consistent with the models, associated methods, and assumptions described in the Proposed Transportation Conformity Processes document distributed for interagency consultation in June 2009, with two exceptions. One exception is that July 2009 vehicle registration data received from the Arizona Department of Transportation (ADOT) was used in the emissions modeling. The other exception is that data from the MAG 2007 Regional Travel Time and Speed Study and ADOT freeway detectors was used to improve the speed estimates produced by the transportation model. A summary of the latest planning assumptions, including population, employment, and vehicle registration data used in the regional emissions analysis, is provided in Table A-2. All analyses were conducted using the latest planning assumptions and emissions models in force at the time the conformity analysis began on January 20, 2010.

Timely Implementation of Transportation Control Measures

The November 24, 1993 transportation conformity rule preamble indicates that "EPA believes that for conformity determinations on TIP amendments, the demonstration of timely implementation of TCMs should focus on the changes to the TIP which impact TCM implementation. A new status report on implementation of TCMs is not necessarily required for TIP amendments; the status report from the previous conformity determination may be relied on if by its nature the TIP amendment does not affect TCM implementation." Therefore, for this amendment to the TIP and Regional Transportation Plan 2007 Update, the 2007 MAG Conformity Analysis is relied on for reporting the timely implementation of transportation control measures since the amendment does not affect TCM implementation.

In accordance with Section 93.113, the TIP and Regional Transportation Plan 2007 Update with the proposed amendment continue to provide for the timely completion or implementation of the TCMs in the applicable air quality implementation plans, and no schedule difficulties have been identified. In addition, nothing in the TIP and Regional Transportation Plan interferes with the implementation of any transportation control measures in the applicable air quality implementation plans, and priority is given to TCMs.

Consultation

In compliance with federal and state rules, MAG is required to provide reasonable opportunity for consultation with state air and transportation agencies, local agencies, U.S. Department of Transportation, Environmental Protection Agency and other interested parties. For this amendment, a 30-day consultation period is being provided on the conformity assessment contained in this memorandum. Consultation is concluded by notifying the agencies and other interested parties of any approval action taken by the MAG Regional Council and any comments received during the period of consultation.

TABLE A-1

CONFORMITY TEST RESULTS FOR CO, VOC, NO_x, AND PM-10 (METRIC TONS/DAY)

Pollutant	Carbon Monoxide ^a		Eight-Hour Ozone ^b		PM-10 ^c		
	2006	2015	2008 VOC	2008 NO _x	Onroad Mobile	Road Construction	2010 Total PM-10
<i>Budget or Test</i>	<i>699.7</i>	<i>662.9</i>	<i>67.9</i>	<i>138.2</i>	<i>N/A</i>	<i>N/A</i>	<i>103.3</i>
2008							
— Action			56.0	109.1			
2010							
— Action	477.1				76.5	8.0	84.5
2015							
— Action		447.8					
2018							
— Action		445.8	40.5	46.4	82.7	8.0	90.7
2028							
— Action		458.5	38.0	37.1	93.5	8.0	101.5

- a** The Carbon Monoxide Maintenance Plan established emissions budgets for 2006 and 2015. The onroad mobile source emissions correspond to a Friday in December episode day conditions.
- b** The MAG 2007 Eight-Hour Ozone Plan established 2008 budgets for volatile organic compounds and nitrogen oxides. The onroad mobile source emissions correspond to a Thursday in June episode day conditions.
- c** The MAG 2007 Five Percent Plan for PM-10 established a 2010 emissions budget corresponding to an annual average day.

TABLE A-2

LATEST PLANNING ASSUMPTIONS FOR MAG CONFORMITY DETERMINATIONS

<u>Assumption</u>	<u>Source</u>	<u>MAG Models</u>	<u>Next Scheduled Update</u>
Population and Employment	Under Governor's Executive Order 95-2, official County projections are updated every 5 years after a census. These official projections must be used by all agencies for planning purposes. Following the release of 2005 U.S. Census Survey data in June 2006, the Arizona Department of Economic Security (DES) prepared a new set of Maricopa County projections. MAG has also developed a set of employment projections for Maricopa County that are consistent with the DES population projections. The MAG Regional Council approved subcounty socioeconomic projections consistent with the 2005 Census Survey in May 2007.	DRAM/EMPAL; SAM-IM	Official Maricopa County socioeconomic projections based on Arizona Department of Commerce (DOC) county projections may be approved by the MAG Regional Council after the 2010 U.S. Census.
Traffic Counts	Transportation models were re-validated in 2009 using approximately 2,200 traffic counts collected in 2006-2008.	TransCAD	Region-wide traffic counts are typically collected by MAG every 2-4 years, if funds are available.
Vehicle Miles of Travel	Transportation models were re-calibrated in 2006 using the 2001 home interview survey and a 2001 on-board bus survey. The base year for the calibration of the transportation models was 2002. Partial re-calibration of the models were conducted in 2008-2009 based on the 2007 on-board bus survey.	TransCAD	The FY 2008 Unified Planning Work Program (UPWP) contained \$300,000 for an External Travel Survey and \$750,000 for a Household Travel Survey. Recalibration of the transportation models using this survey data is scheduled for completion in 2011.
Speeds	Transportation models were validated in 2009 using survey data on peak and off-peak highway speeds collected in 2007.	TransCAD	Travel speed studies are conducted periodically to validate the transportation models.
Vehicle Registrations	July 2009 vehicle registrations were provided by ADOT.	MOBILE6.2	When newer data become available from ADOT in MOBILE6 format.
Implementation Measures	Latest implementation status of commitments in prior SIPs.	N/A	Updated for every conformity analysis.

Request for Project Change - 2008-2012 MAG Transportation Improvement Program

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	ARRA Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT10-817	ADOT	202 (Santan Fwy): I-10 - Gilbert Rd	Design-Build to construct HOV and Ramps in both east and west directions	2010	11	ARRA II	\$ -	\$ 135,700,000	\$ -	\$ -	\$ 135,700,000	Amend: Add a new Design-Build project in FY 2010 for \$135,700,000 dependent on Air Quality Conformity Analysis, and funding availability. Funds will be obligated in 2010 and project will be open to traffic in 2011.
DOT10-818	ADOT	101 (Agua Fria & Pima Fwy): I-10 - Tatum Blvd	Design-Build to construct HOV lanes in both directions, north/east and south/west, and continuation of general purpose lane near I-17	2010	29	ARRA II	\$ -	\$ 139,500,000	\$ -	\$ -	\$ 139,500,000	Amend: Add a new Design-Build project in FY 2010 for \$139,500,000 dependent on Air Quality Conformity Analysis, and funding availability. Funds will be obligated in 2010 and project will be open to traffic in 2011.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 2, 2010

SUBJECT:

Conformity Consultation

SUMMARY:

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program (TIP). The proposed amendment and administrative modification involves projects for Peoria and the Arizona Department of Transportation for FY 2010. In addition, the amendment and administrative modification involves Regional Public Transportation Authority and City of Phoenix projects funded through the Job Access and Reverse Commute and New Freedom programs. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. A description of the projects is provided in the attached interagency consultation memorandum. Comments on the conformity assessment are requested by February 24, 2010.

PUBLIC INPUT:

Copies of the conformity assessment have been distributed for consultation to the Federal Transit Administration, Federal Highway Administration, Arizona Department of Transportation, Arizona Department of Environmental Quality, Regional Public Transportation Authority, City of Phoenix Public Transit Department, Valley Metro Rail, Maricopa County Air Quality Department, Central Arizona Association of Governments, Pinal County Air Quality Control District, U.S. Environmental Protection Agency and other interested parties including members of the public.

PROS & CONS:

PROS: Interagency consultation for the amendment and administrative modification notifies the planning agencies of project modifications to the TIP.

CONS: The review of the conformity assessment requires additional time in the project approval process.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The amendment and administrative modification may not be considered until the consultation process for the conformity assessment is completed.

POLICY: Federal transportation conformity regulations require interagency consultation on development of the transportation plan, TIP, and associated conformity determinations to include a process involving the Metropolitan Planning Organization, State and local air quality planning agencies, State and local transportation agencies, Environmental Protection Agency, Federal Highway Administration, and the Federal Transit Administration. Consultation on the conformity assessment has been conducted in accordance with federal regulations, MAG Conformity Consultation Processes adopted by the Regional Council in February 1996 and MAG Transportation Conformity Guidance and Procedures adopted by the Regional Council in March 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

ACTION NEEDED:

Consultation.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

Dean Giles, Air Quality Planning Program Specialist III, (602) 254-6300.



302 North 1st Avenue, Suite 300 ▲ Phoenix, Arizona 85003
Phone (602) 254-6300 ▲ FAX (602) 254-6490

February 2, 2010

TO: Leslie Rogers, Federal Transit Administration
Robert Hollis, Federal Highway Administration
John Halikowski, Arizona Department of Transportation
Benjamin Grumbles, Arizona Department of Environmental Quality
David Boggs, Regional Public Transportation Authority
Debbie Cotton, City of Phoenix Public Transit Department
Stephen Banta, Valley Metro Rail
Lawrence Odle, Maricopa County Air Quality Department
Maxine Brown, Central Arizona Association of Governments
Donald Gabrielson, Pinal County Air Quality Control District
Gregory Nudd, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: CONSULTATION ON A CONFORMITY ASSESSMENT FOR A PROPOSED
AMENDMENT AND ADMINISTRATIVE MODIFICATION TO THE FY 2008-2012
MAG TRANSPORTATION IMPROVEMENT PROGRAM

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program (TIP). The proposed amendment and administrative modification involves projects for Peoria and the Arizona Department of Transportation for FY 2010. Comments on the conformity assessment are requested by February 24, 2010.

MAG has reviewed the projects for compliance with the federal conformity rule and has found that consultation is required on the conformity assessment. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. The conformity finding of the TIP and the associated Regional Transportation Plan 2007 Update, as amended, that was made by the Federal Highway Administration and Federal Transit Administration on December 16, 2009 remains unchanged by this action. The conformity assessment is being transmitted for consultation to the agencies listed above and other interested parties. If you have any questions or comments, please contact me at (602) 254-6300.

Attachment

cc: Ira Domsy, Arizona Department of Environmental Quality
Jennifer Toth, Arizona Department of Transportation
Mark Hodges, Arizona Department of Transportation

ATTACHMENT

CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT AND ADMINISTRATIVE MODIFICATION TO THE FY 2008-2012 MAG TRANSPORTATION IMPROVEMENT PROGRAM

The federal transportation conformity rule (40 CFR 93.105) requires interagency consultation when making changes to a Transportation Improvement Program (TIP) and Transportation Plan. The consultation processes are also provided in the Arizona Conformity Rule (R18-2-1405). This information is provided for consultation as outlined in the MAG Conformity Consultation Processes document adopted by the MAG Regional Council on February 28, 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

The amendment includes projects that may be categorized as exempt from conformity determinations. Types of projects considered exempt are defined in the federal transportation conformity rule at 40 CFR 93.126. The administrative modification includes minor project revisions that do not require a conformity determination. Examples of minor project revisions include design, right-of-way, and utility projects. The proposed amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program includes the projects on the attached table. The project number, agency, and description is provided, followed by the conformity assessment.

MAG has reviewed the projects for compliance with the federal conformity rule and consultation is required on the conformity assessment. The projects are not expected to create adverse emission impacts or interfere with Transportation Control Measure implementation. The conformity finding of the TIP and the associated Regional Transportation Plan that was made by the Federal Highway Administration and Federal Transit Administration on December 16, 2009 remains unchanged by this action.

Amendment and Administrative Modification to the FY 2008-2012 MAG Transportation Improvement Program

February 2, 2010

TIP #	Agency	Project Location	Project Description	FY	Length	Fund Type	Local Cost	ARRA Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
DOT09-757	ADOT	Interstate-17: Loop 101 (Pima Fwy) to State Route 74 (Carefree Hwy)	Construct landscape	2010	9	STP-AZ & STP-TEA			\$ 10,373,000	\$ 627,000	\$ 11,000,000	Amend: Increase budget by \$6,000,000 and federal funding amounts are now: \$5 mill - STP-AZ, and \$5.373 mill - STP-TEA.	A minor project revision is needed to increase funding. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT10-819	ADOT	US 60: SR101L, Agua Fria - McDowell Rd, Phase 1	Right-of-way acquisition	2010	13	RARF				\$ 8,400,000	\$ 8,400,000	Amend: Create a new ROW project in FY 2010.	The addition of the project would not change the assumptions used in the regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
PEO10-805	Peoria	Lake Pleasant Parkway: Dynamite to Central Arizona Project canal	Design New Four Lane Arterial Roadway	2010	5	STP-MAG	\$ 2,083,218		\$ 2,700,000		\$ 4,783,218	Amend: Add new design project funded with STP-MAG. Funding is through the ALCP from project savings from another Peoria project. Project budgets and life cycle expenditures are balanced.	The addition of the project would not change the assumptions used in the regional emissions analysis. The construction phase is scheduled in the Regional Transportation Plan for FY 2013/2014. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
PEO10-806	Peoria	Lake Pleasant Parkway: Dynamite to Central Arizona Project canal	Right-of-way acquisition	2010	5	STP-MAG	\$ 7,052,823		\$ 2,634,127		\$ 9,686,950	Amend: Add new ROW project funded with STP-MAG. Funding is through the ALCP from project savings from another Peoria project. Project budgets and life cycle expenditures are balanced.	The addition of the project would not change the assumptions used in the regional emissions analysis. The construction phase is scheduled in the Regional Transportation Plan for FY 2013/2014. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.

TIP #	Agency	Project Location	Project Description	FY	Length	Fund Type	Local Cost	ARRA Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment	A.L.I
VMT10-815T	Valley Metro	Regionwide	Purchase Replacement Standard - 40 ft Bus, using FY2008 funds	2010	n/a	5316	75,316		301,264	0	376,580	Amend: Add new project to the TIP.	The new project is considered exempt under the category " Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.	11.12.01
VMT10-816T	Valley Metro	Regionwide	Purchase Expansion Vanpool Vans - using FY2008 funds	2010	n/a	5316	70,000		280,000	0	350,000	Amend: Add new project to the TIP.	The new project is considered exempt under the category " Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.	11.13.15
VMT10-817T	Valley Metro	Regionwide	Operating: Operating Assistance - Marketing for Low income job seekers - using FY2008 funds	2010	n/a	5316	100,000		100,000	0	200,000	Amend: Add new project to the TIP.	The new project is considered exempt under the category " Operating assistance to transit agencies." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.	30.09.01
VMT10-818T	Valley Metro	Regionwide	Operating: Operating Assistance - Vanpool Operating - using FY2008 funds	2010	n/a	5316	34,320		34,320	0	68,640	Amend: Add new project to the TIP.	The new project is considered exempt under the category " Operating assistance to transit agencies." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.	30.09.01

Amendment and Administrative Modification to the FY 2008-2012 MAG Transportation Improvement Program

February 2, 2010

TIP #	Agency	Project Location	Project Description	FY	Length	Fund Type	Local Cost	ARRA Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment	A.L.I.
VMT10-819T	Valley Metro	Regionwide	Operating: Operating Assistance - Route 685 Ajo/Gila Bend Casino - using FY2008 funds	2010	n/a	5316	50,822		50,822	0	101,644	Amend: Add new project to the TIP.	The new project is considered exempt under the category " Operating assistance to transit agencies." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.	30.09.01
VMT10-820T	Valley Metro	Regionwide	Operating: Operating Assistance - Route 685 Gila River Casino - using FY2008 funds	2010	n/a	5316	203,500		203,500	0	407,000	Amend: Add new project to the TIP.	The new project is considered exempt under the category " Operating assistance to transit agencies." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.	30.09.01
PHX10-810T	Phoenix	Regionwide	Program Administration - using FY2009 funds	2010	n/a	5316	0		192,654		192,654	Amend: Add new project to the TIP.	The new project is considered exempt under the category " Operating assistance to transit agencies." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.	11.80.00
PHX10-811T	Phoenix	Regionwide	Operating: Operating Assistance - Sr Taxi Coupon Pilot Program - using FY2008 funds	2010	n/a	5317	62,778		62,778	0	125,556	Amend: Add new project to the TIP.	The new project is considered exempt under the category " Operating assistance to transit agencies." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.	30.09.01
VMT10-821T	Valley Metro	Regionwide	Operating: Operating Assistance - EV Alternative Taxi Subsidy, Vol. Dri. Mile - using FY2008 funds (\$199,004) and FY2009 funds (\$195,996)	2010	n/a	5317	395,000		395,000	0	790,000	Amend: Add new project to the TIP.	The new project is considered exempt under the category " Operating assistance to transit agencies." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.	30.09.01
VMT10-822T	Valley Metro	Regionwide	Operating: Operating Assistance - EV Recurring Medical Taxi Voucher - using FY2008 funds	2010	n/a	5317	129,648		129,648	0	259,296	Amend: Add new project to the TIP.	The new project is considered exempt under the category " Operating assistance to transit agencies." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.	30.09.01
VMT10-823T	Valley Metro	Regionwide	Operating: Operating Assistance - EV Super Senior 85 + Taxi Voucher - using FY2008 funds	2010	n/a	5317	93,927		93,927	0	187,854	Amend: Add new project to the TIP.	The new project is considered exempt under the category " Operating assistance to transit agencies." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.	30.09.01
VMT10-824T	Valley Metro	Regionwide	Mobility Management - On-line Transportation Directory - using FY2008 funds	2010	n/a	5317	6,250		25,000	0	31,250	Amend: Add new project to the TIP.	The new project is considered exempt under the category " Operating assistance to transit agencies." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.	11.7L.00
VMT10-825T	Valley Metro	Regionwide	Mobility Management - DAR/Taxi/Volunteer - using FY2008 funds	2010	n/a	5317	56,981		227,923	0	284,904	Amend: Add new project to the TIP.	The new project is considered exempt under the category " Operating assistance to transit agencies." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.	11.7L.00
VMT10-826T	Valley Metro	Regionwide	Mobility Management - EV Travel Training Program - using FY2008 funds	2010	n/a	5317	36,153		144,613	0	180,766	Amend: Add new project to the TIP.	The new project is considered exempt under the category " Operating assistance to transit agencies." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.	11.7L.00

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 2, 2010

SUBJECT:

Development of the FY 2011 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 2011 proposed projects for the FY 2011 Work Program.

The Budget Workshop, which will also be available via Webinar, is scheduled for Thursday, February 25, 2010, 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, the FY 2010 Work Program, Dues and Assessments were reduced by fifty percent and minimum dues and assessments were not applied to the individual members dues and assessments. With the continuing uncertainty of economic conditions for MAG member agencies, MAG staff is proposing to continue with the overall reduction in the FY 2011 draft Dues and Assessments of fifty percent. Draft Dues and Assessments were presented with and without the minimum dues and assessments in January. In the January 19, 2010 Executive Committee meeting, it was recommended that staff discuss the application of minimum dues and assessments with the affected members. The affected members agreed that applying the minimum to dues and assessments will help cover the administrative costs for meetings at MAG and going forward, draft Dues and Assessments reflect the minimum dues amount of \$350. The changes to draft Dues and Assessments compared to FY 2010 are due to the application of the minimum dues and assessments for each member and the 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 A is the time line for budget development.
- ▶ Attachment B is the draft Dues and Assessments for FY 2011.
- ▶ Attachment C is the Budget Workshop invitation.
- ▶ Attachment D is the Proposed New Projects for FY 2011.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: MAG is presenting a review of the proposed new projects associated estimated costs for FY 2011. 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 2010.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: None.

POLICY: None.

ACTION NEEDED:

Information and input on the development of the fiscal year (FY) 2011 MAG Unified Planning Work Program and Annual Budget.

PRIOR COMMITTEE ACTIONS:

Regional Council: This item was on the January 27, 2010 Regional Council agenda.

MEMBERS ATTENDING

- | | |
|---|--|
| Councilwoman Peggy Neely, Phoenix, Chair | Councilmember Frank Cavalier for Mayor |
| Mayor Thomas Schoaf, Litchfield Park,
Vice Chair | James M. Cavanaugh, Goodyear |
| # Councilwoman Robin Barker, Apache Junction | Mayor Yolanda Solarez, Guadalupe |
| # Mayor Marie Lopez Rogers, Avondale | Supervisor Mary Rose Wilcox, Maricopa Co. |
| Mayor Jackie Meck, Buckeye | # Mayor Scott Smith, Mesa |
| # Mayor David Schwan, Carefree | * Mayor Vernon Parker, Paradise Valley |
| Councilman Dick Esser, Cave Creek | * Mayor Bob Barrett, Peoria |
| Mayor Boyd Dunn, Chandler | Mayor Arthur Sanders, Queen Creek |
| # Mayor Michele Kern, El Mirage | * President Diane Enos, Salt River
Pima-Maricopa Indian Community |
| * President Clinton Pattea, Fort McDowell
Yavapai Nation | * Mayor Jim Lane, Scottsdale |
| # Mayor Jay Schlum, Fountain Hills | # Mayor Lyn Truitt, Surprise |
| Mayor Hugh Hallman, Tempe | Mayor Hugh Hallman, Tempe |
| * Mayor Ron Henry, Gila Bend | * Mayor Adolfo Gamez, Tolleson |
| Lt. Governor Joseph Manuel for Governor
William Rhodes, Gila River Indian
Community | * Mayor Kelly Blunt, Wickenburg |
| Mayor John Lewis, Gilbert | Mayor Michael LeVault, Youngtown |
| # Mayor Elaine Scruggs, Glendale # | * Felipe Zubia, State Transportation Board |
| | * Victor Flores, State Transportation Board |
| | Roc Arnett, Citizens Transportation Oversight
Committee |

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference call.

Executive Committee: This item was on the January 19, 2010 MAG Regional Council Executive Committee agenda.

MEMBERS ATTENDING

- | | |
|--|--------------------------------------|
| Councilwoman Peggy Neely, Chair | * Mayor Marie Lopez Rogers, Avondale |
| Mayor Thomas L. Schoaf, Litchfield Park, Vice
Chair | Mayor James M. Cavanaugh, Goodyear |
| Mayor Hugh Hallman, Tempe, Treasurer | * Mayor Scott Smith, Mesa |
| | Mayor Jim Lane, Scottsdale |

* Not present

Participated by video or telephone conference call

Management Committee: This item was on the January 13, 2010 Management Committee agenda.

MEMBERS ATTENDING

- Mark Pentz, Chandler, Chair
- Susan Daluddung for Carl Swenson, Peoria
- # George Hoffman, Apache Junction
- Charlie McClendon, Avondale
- Stephen Cleveland, Buckeye
- Gary Neiss, Carefree
- * Usama Abujbarah, Cave Creek
- Spencer Isom for B.J. Cornwall, El Mirage
- Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation
- Rick Davis, Fountain Hills
- Rick Buss, Gila Bend
- * David White, Gila River Indian Community
- George Pettit, Gilbert
- Ed Beasley, Glendale
- Mark Gaillard for John Fischbach, Goodyear
- Bill Hernandez, Guadalupe

- Sonny Culbreth for Darryl Crossman,
Litchfield Park
- Scott Butler for Christopher Brady, Mesa
- Jim Bacon, Paradise Valley
- David Cavazos, Phoenix
- John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa
Indian Community
- Dave Richert, Scottsdale
- Randy Oliver, Surprise
- Charlie Meyer, Tempe
- # Reyes Medrano, Tolleson
- Gary Edwards, Wickenburg
- Lloyce Robinson, Youngtown
- John Fink for John Halikowski, ADOT
- Kenny Harris for David Smith,
Maricopa County
- 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 2011
DRAFT February 2, 2010
Work Program and Annual Budget Proposed Timeline

Attachment A

01/07/10	<i>Thurs</i>	<i>Intergovernmental Meeting</i>
01/13/10	<i>Wed</i>	<i>Regional Council Management Committee Meeting-dues/assessments; timeline</i>
01/19/10	<i>Mon</i>	<i>Regional Council Executive Committee Meeting-dues/assessments; timeline</i>
01/27/10	<i>Wed</i>	<i>Regional Council-dues/assessments; timeline</i>
02/04/10	<i>Thurs</i>	<i>Intergovernmental Meeting</i>
02/10/10	<i>Wed</i>	<i>Management Committee Meeting- present new projects; presentation of summary budget documents</i>
02/16/10	<i>Mon</i>	<i>Regional Council Executive Committee Meeting- present new projects; presentation of summary budget documents</i>
02/24/10	<i>Wed</i>	<i>Regional Council Meeting- present new projects; presentation of summary budget documents</i>
02/25/10	<i>Thurs</i>	<i>Budget Workshop-webinar 1:30 p.m. Palo Verde Room, 2nd Floor, MAG Building</i>
03/04/10	<i>Thurs</i>	<i>Intergovernmental Meeting</i>
03/10/10	<i>Wed</i>	<i>Management Committee Meeting- information and review of draft budget documents</i>
03/22/10	<i>Mon</i>	<i>Regional Council Executive Committee Meeting- information and review of draft budget documents</i>
03/31/10	<i>Wed</i>	<i>Regional Council Meeting- information and review of draft budget documents</i>
04/08/10	<i>Thurs</i>	<i>Intergovernmental Meeting</i>
04/14/10	<i>Wed</i>	<i>Management Committee Meeting- information and review of draft budget documents</i>
04/19/10	<i>Mon</i>	<i>Regional Council Executive Committee Meeting- information and review of draft budget documents</i>
04/28/10	<i>Wed</i>	<i>Regional Council Meeting- information and review of draft budget documents</i>
April		<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>
April		<i>IPG meeting with FHWA, FTA, ADOT and others (TBD)</i>
05/06/10	<i>Thurs</i>	<i>Intergovernmental Meeting</i>
05/12/10	<i>Wed</i>	<i>Management Committee meeting - present draft Budget for recommendation of approval</i>
05/17/10	<i>Mon</i>	<i>Regional Council Executive Committee meeting - present draft Budget for recommendation of approval</i>
05/26/10	<i>Wed</i>	<i>Regional Council meeting - present draft Budget for approval</i>

Maricopa Association of Governments
Fiscal Year 2011
February 2, 2010
Draft Dues And Assessments - Minimum Dues Applied

Jurisdiction	FY 2011 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 2011 Estimated Dues & Assessment	Total FY 2010 Dues & Assessment	\$ Change from FY 2010 to 2011 Dues & Assessments
Apache Junction (f)	37,864	\$940	\$47	\$547	\$1,096	\$337		\$2,967	\$3,006	(\$39)
Avondale	76,900	\$1,908	\$95	\$1,111	\$2,225	\$684		\$6,023	\$6,078	(\$55)
Buckeye	52,764	\$1,309	\$65	\$762	\$1,527	\$469		\$4,132	\$3,980	\$152
Carefree (d)	3,958	\$138	\$5	\$57	\$115	\$35		\$350	\$313	\$37
Cave Creek	5,208	\$129	\$6	\$75	\$151	\$46		\$407	\$407	\$0
Chandler	245,087	\$6,081	\$302	\$3,542	\$7,092	\$2,180	\$2,067	\$21,264	\$21,451	(\$187)
El Mirage	33,610	\$834	\$41	\$486	\$973	\$299		\$2,633	\$2,668	(\$35)
Fort McDowell Yavapai Nation (d) (h)	824	\$306	\$1	\$12	\$24	\$7		\$350	\$65	\$285
Fountain Hills	26,107	\$648	\$32	\$377	\$755	\$232		\$2,044	\$2,061	(\$17)
Gila Bend (d)	1,900	\$249	\$2	\$27	\$55	\$17		\$350	\$150	\$200
Gila River Indian Community (d) (h)	2,742	\$204	\$3	\$40	\$79	\$24		\$350	\$217	\$133
Gilbert	217,521	\$5,396	\$268	\$3,143	\$6,294	\$1,934	\$1,834	\$18,869	\$18,863	\$6
Glendale	249,197	\$6,183	\$307	\$3,601	\$7,211	\$2,216	\$2,101	\$21,619	\$21,808	(\$189)
Goodyear	61,916	\$1,536	\$76	\$895	\$1,792	\$551		\$4,850	\$4,714	\$136
Guadalupe	6,002	\$149	\$7	\$87	\$174	\$53		\$470	\$475	(\$5)
Litchfield Park	5,122	\$127	\$6	\$74	\$148	\$46		\$401	\$404	(\$3)
Maricopa County (e)	244,712	\$6,072	\$301	\$3,536	\$7,081	\$2,176	\$2,063	\$21,229	\$20,947	\$282
Mesa	461,102	\$11,441	\$568	\$6,663	\$13,341	\$4,101	\$3,888	\$40,002	\$40,351	(\$349)
Paradise Valley	14,686	\$365	\$18	\$212	\$425	\$131		\$1,151	\$1,147	\$4
Peoria (g)	158,712	\$3,938	\$195	\$2,293	\$4,592	\$1,411	\$1,338	\$13,767	\$13,657	\$110
Phoenix	1,575,423	\$39,088	\$1,940	\$22,767	\$45,534	\$14,010	\$13,285	\$91,090	\$91,496	(\$406)
Queen Creek (f)	25,429	\$631	\$31	\$367	\$736	\$226		\$1,991	\$1,878	\$113
Salt River Pima-Maricopa (h)	6,936	\$172	\$9	\$100	\$201	\$62		\$544	\$546	(\$2)
Scottsdale	243,501	\$6,041	\$300	\$3,519	\$7,046	\$2,165	\$2,053	\$21,124	\$21,272	(\$148)
Surprise	109,482	\$2,716	\$135	\$1,582	\$3,168	\$974		\$8,575	\$8,625	(\$50)
Tempe	174,833	\$4,337	\$215	\$2,526	\$5,059	\$1,555	\$1,474	\$15,166	\$15,155	\$11
Tolleson	6,923	\$172	\$9	\$100	\$200	\$62		\$543	\$532	\$11
Wickenburg	6,451	\$160	\$8	\$93	\$187	\$57		\$505	\$502	\$3
Youngtown	6,513	\$162	\$8	\$94	\$188	\$58		\$510	\$508	\$2
TOTALS	4,061,425	\$101,432	\$5,000	\$58,688	\$71,935	\$36,118	\$30,103	\$303,276	\$303,276	\$0

FY 2010 Total Costs		\$101,432	\$5,000	\$58,688	\$71,935	\$36,118	\$30,103
Based on Population		\$0	\$0	\$0	\$0	\$0	\$0
Per Capita Cost		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
		\$0.02497	\$0.00123	\$0.01445	\$0.01771	\$0.00889	\$0.00741

The annual Dues and Assessments are apportioned according to per capita populations. Dues and Assessments remain at a 50% for FY 2011. Changes in population and application of a minimum dues and assessments amount of \$350 account for the difference between FY 2010 and FY 2011 Dues and Assessments totals.

- (a) MAG July 1, 2009 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 at \$350 per member results in an overall increase for these members.
- (e) The Maricopa County portion of the dues and assessments includes the balance of the county, excluding Gila River Indian Community, the Fort McDowell Yavapai Nation, and the Salt River Pima-Maricopa Indian Community (except when calculating the Homeless Prevention assessment).
- (f) Maricopa and Pinal County portions.
- (g) Maricopa and Yavapai County portions.
- (h) Maricopa County portion only.

**MAG WEBINAR PRESENTATION ON THE DEVELOPMENT OF THE FY 2011
UNIFIED PLANNING WORK PROGRAM AND ANNUAL BUDGET**

Thursday, February 25, 2010 at 1:30 p.m.
MAG Office, Suite 200, Palo Verde Room
302 North 1st Avenue, Phoenix, AZ

In an effort to get early input into the FY 2011 MAG Budget and to provide information about the proposed budget for our member agencies, we will hold a budget workshop on Thursday, February 25 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 2011 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/797503962>
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.

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

Draft MAG FY 2011 Work Program
Proposed New Projects

Environmental Division

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Draft MAG FY 2011 Work Program
Proposed New Projects

Environmental Division

Project Name: Air Quality Technical Assistance On Call

Brief Description: As the designated Regional Air Quality Planning Agency for the Maricopa area, the Maricopa Association of Governments conducts air quality modeling and prepares air quality plans to attain and maintain the National Ambient Air Quality Standards. In September 2009, the Environmental Protection Agency announced that the eight-hour ozone standard established in March 2008 (0.075 parts per million) was being reconsidered and a final decision will be issued by August 2010. A new Eight-Hour Ozone Plan is then required by 2013. As approved by the MAG Regional Council on May 23, 2007, MAG will also be issuing a report on the status of the implementation of the committed measures in the MAG Five Percent Plan for PM-10 by the cities, towns, Maricopa County, and the State each year. MAG will also be conducting an inventory of dirt roads and the estimated traffic counts by jurisdiction to measure the progress in eliminating dirt roads each year. In addition, MAG may need to provide supplemental analyses and plan revisions for the Five Percent Plan for PM-10 to the Environmental Protection Agency. Consultant expertise 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; collection and analysis of field 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. Consultant expertise may also be needed for 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 for metropolitan planning organizations may be included in the transportation reauthorization and other Climate Change legislation proposed in Congress.

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

Mission/Goal Statement: Perform data collection, analysis 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: \$280,000

Approximate Time Frame for Project Completion: One year.

Expected Outcome: In September 2009, the Environmental Protection Agency announced that the eight-hour ozone standard established in March 2008 (0.075 parts per million) was being reconsidered and a final decision will be issued by August 2010. A new Eight-Hour Ozone Plan is then required by 2013. Supplemental analyses and plan revisions 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 reconsidered 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: Attainment of the eight-hour ozone standard will protect public health and contribute to overall quality of life for citizenry. 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 2011 Work Program
Proposed New Projects

Environmental Division

Project Name: 2011 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. Supplemental analyses and plan revisions may be necessary to provide to the Environmental Protection Agency (EPA) for the approval of the MAG 2007 Five Percent Plan for PM-10. The new EPA MOVES model will need to be integrated into the MAG air quality modeling and analyses. Technical assistance may also include an analysis of greenhouse gas requirements and emissions. The National Association of Regional Councils and Association of Metropolitan Planning Organizations have indicated that greenhouse gas requirements for metropolitan planning organizations may be included in the transportation reauthorization legislation. These requirements have already been included in the proposed Climate Change legislation passed by the U.S. House of Representatives in June 2009 and the Senate version that is under consideration.

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

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

Resources Required: \$130,000

Approximate Time Frame for Project Completion: One year.

Expected Outcome: In September 2009, the Environmental Protection Agency announced that the eight-hour ozone standard established in March 2008 (0.075 parts per million) was being reconsidered and a final decision will be issued by August 2010. A new Eight-Hour Ozone Plan is then required by 2013. Supplemental analyses and plan revisions 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 reconsidered 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 2011 Work Program
Proposed New Projects

Transportation Division

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

Brief Description: Since 2003 the MAG Traffic Signal Optimization Program (TSOP) has successfully completed nearly 40 projects involving about 300 signalized intersections in many MAG jurisdictions. Projects launched through this program provide technical assistance to member agencies for improving traffic signal coordination, optimization and review of operations through simulation modeling. This assistance is provided by local consultants hired by MAG through an on-call services contract.

Projects of this type result in immediate system improvements in efficiency and safety and are recognized nationally as having the highest benefit to cost ratios for any transportation project. This program 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 also one of the strategies identified in the MAG Regional Concept of Transportation Operations. Projects generally cost up to \$30,000, and do not require a local match. The program also provides an annual training workshop for member agency staff on the use of the computer software SYNCHRO that is used for developing traffic signal timing plans.

Recommended by: This project is recommended by MAG staff. The Traffic Signal Optimization Project has been utilized extensively by the members in this region and fully supported by the MAG ITS Committee.

Mission/Goal Statement: The goal of this program is to ensure that the traffic signal operations in the region are efficient, safe, minimize the impact on the environment, and fits well within the overall goals of the MAG RTP.

Resources Required: \$400,000

Approximate Time Frame for Project Completion: 9 months

Expected Outcome: The key outcomes from TSOP projects are, improved traffic operations and reduced vehicular emissions. Some improvements to traffic operations also lead to secondary benefits in road safety improvements.

Benefit to MAG member agencies: Ability to adjust signal timing to keep up with changes in local traffic patterns, ability to delay the need for costly long-term road capacity improvements by improving traffic flow and reducing congestion through fine adjustments to traffic signal operations.

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

Draft MAG FY 2011 Work Program
Proposed New Projects

Transportation Division

Project Name: 2011 Phase II-Inner Loop Traffic Operations Model

Brief Description: Building upon the efforts established in Phase I, use the multi-modal traffic operations model of the Phoenix Inner Loop to assist with planning for automobile, commercial vehicle, and transit (bus and rail) operations. In Phase II, the model will be used to test alternatives developed through the Central Phoenix Transportation Framework Study.

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

Mission/Goal Statement: As the Central Phoenix Transportation Framework Study moves into alternatives analysis in FY 2011, Phase II of the Inner Loop Traffic Operations Model will provide a significant level of technical and operations analysis to advance the confidence in the study's recommendations.

Resources Required: \$250,000

Approximate Time Frame for Project Completion: As this project will provide data for the Central Phoenix Transportation Framework Study, it is anticipated the effort in Phase II-Inner Loop Traffic Operations Model project will be completed by February 2012.

Expected Outcome: Results from the Phase II - Inner Loop Traffic Operations Model project will be 2030 and Buildout horizon year operations simulation of up to three alternative scenarios, and the recommended scenario, established in the Central Phoenix Transportation Framework Study. The operations simulation results will be analyzed to ascertain the performance of different network scenarios for making a recommendation of the transportation framework.

Benefit to MAG member agencies: The most significant benefit to MAG member agencies will be a new level of transportation analysis for the region at the traffic operations level. With MAG's current planning tools, analysis and recommendations are provided for transportation demand and the mass movements of individuals throughout the region. With the traffic operations model, the analysis can expand beyond an analysis of mass movements to studies of the individual trip taker and how their choices of mode and route impact the transportation network. At this level of detail, the model can provide MAG member agencies with data that can influence their decisions on land use development, traffic operations that range from speed zones to signalization, and the implementation of varying transit modes.

Benefit to the Public: While the results generated by a traffic operations model are highly technical, they are also highly graphical. It is these highly graphical outputs that will make it easier to convey to affected interests, including the general public, a simulated perspective from that of the trip taker of what can be expected by the varying alternatives and recommendations generated in the Central Phoenix Transportation Framework Study. After this phase is completed, the model will be available as another tool in MAG's suite of transportation planning applications, to convey these types of results to the general public to assist them in helping frame decisions about the regional transportation network.

Draft MAG FY 2011 Work Program
Proposed New Projects

Transportation Division

Project Name: 2011 Transportation Planning Services (On-Call)

Brief Description: To establish a list of qualified consultants to carry out specific task orders related to transportation planning activities, including financial, engineering, project planning, and other related issues that arise during the year.

Recommended by: This project is recommended by MAG staff.

Mission/Goal Statement: To have qualified consulting resources identified and pre-qualified for unforeseen transportation related needs that must be dealt with in a short period of time, or which require specialized resources or expertise.

Resources Required: \$100,000

Approximate Time Frame for Project Completion: 12 Months.

Expected Outcome: The ability to respond to unforeseen needs or requests that require resources or expertise beyond those available in the MAG Transportation Division.

Benefit to MAG member agencies: The ability to more quickly respond to requests with the appropriate resources and technical expertise.

Benefit to the Public: Planning for the regional transportation system that is timely and accurate.

Draft MAG FY 2011 Work Program
Proposed New Projects

Transportation Division Program Projects

Project Name: 2011 Pedestrian and Bicycle Facilities Design Assistance Program

Brief Description: The Pedestrian and Bicycle Facilities Design Assistance program was initiated in 1996 to encourage the development of designs for bicycle and pedestrian facilities according to the *MAG Pedestrian Policies and Design Guidelines* and the *MAG Regional Bikeway Masterplan*. The program provides the vehicle for integration of bicycle and pedestrian facilities into the transportation infrastructure.

Recommended by: This project is recommended by MAG staff.

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

Resources Required: \$300,000

Approximate Time Frame for Project Completion: 12 months

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

Benefit to MAG Member Agencies: MAG member agencies obtain planning and design assistance for bicycle and pedestrian projects in accordance with the *Guidelines*. Design projects, through this program, leverages funding for construction of the bicycle and pedestrian facilities.

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

Draft MAG FY 2011 Work Program
Proposed New Projects

Transportation Division

Project Name: I-10 West Sustainable Transportation and Land Use Integration Study.

Brief Description: During FY 2010, MAG and its member agencies have been evaluating opportunities to implement commuter rail service in the region. The UP Yuma West Corridor Development Plan will be completed in early 2010, and will identify the elements necessary to successfully implement commuter rail in the corridor.

The proposed study would build upon the findings of the UP Yuma West Corridor Development Plan by identifying strategies to promote sustainable transportation and alternative land use patterns (e.g., Transit Oriented Development) in the I-10 corridor between downtown Phoenix and Buckeye. Specifically, the proposed study would provide "best practice" recommendations in the following areas:

- Overall strategies necessary to promote sustainable transportation and to enhance the land use/transportation connection in the corridor.
- Development patterns and densities necessary to support high capacity transit service options.
- Economic viability of implementing alternative land use scenarios along the corridor.
- Overall strategies necessary to promote sustainable transportation and to enhance the land use/transportation connection in the corridor.

Recommended by: This project is recommended by MAG staff and the City of Avondale.

Mission/Goal Statement: The goal of this study is to identify appropriate sustainable transportation and land use strategies within the I-10 West corridor.

Resources Required: \$300,000

Approximate Time Frame for Project Completion: 12 Months

Expected Outcome: The study will provide a coordinated, comprehensive approach for promoting sustainable transportation and transit supportive land use strategies along the I-10 West corridor. It is anticipated that the participating jurisdictions would consider the recommended strategies at the completion of the study process.

Benefit to MAG member agencies: The study results will provide Phoenix, Avondale, Goodyear, Buckeye, and Maricopa County with an integrated strategy to promote sustainable transportation and transit supportive land use patterns along the I-10 West corridor.

Benefit to the Public: Planning for sustainable transportation and transit supportive land use strategies along the I-10 West corridor has the potential to benefit the public in two primary ways: 1) improved transportation mobility, including increased transit ridership; and 2) enhanced economic opportunities through public and private investments around transit station areas.

Draft MAG FY 2011 Work Program
Proposed New Projects

Transportation Division

Project Name: Grand Avenue Sustainable Transportation and Land Use Integration Study

Brief Description: During FY 2010, MAG and its member agencies have been evaluating opportunities to implement commuter rail service in the region. The Grand Avenue Corridor Development Plan will be completed in early 2010, and will identify the elements necessary to successfully implement commuter rail in the corridor.

The proposed study would build upon the findings of the Grand Avenue Corridor Development Plan by identifying strategies to promote sustainable transportation and alternative land use patterns (e.g., Transit Oriented Development) within the Grand Avenue corridor. Specifically, the proposed study would provide "best practice" recommendations in the following areas:

- Overall strategies necessary to promote sustainable transportation and to enhance the land use/transportation connection in the corridor.
- Development patterns and densities necessary to support high capacity transit service options.
- Economic viability of implementing alternative land use scenarios along the corridor.
- Overall strategies necessary to promote sustainable transportation and to enhance the land use/transportation connection in the corridor.

Recommended by: This project is recommended by MAG staff, the City of El Mirage, and the City of Peoria.

Mission/Goal Statement: The goal of this study is to identify appropriate sustainable transportation and land use strategies within the Grand Avenue corridor.

Resources Required: \$300,000

Approximate Time Frame for Project Completion: 12 Months

Expected Outcome: The study will provide a coordinated, comprehensive approach for promoting sustainable transportation and transit supportive land use strategies along the Grand Avenue corridor. It is anticipated that the participating jurisdictions would consider the recommended strategies at the completion of the study process.

Benefit to MAG member agencies: The study results will provide Phoenix, Glendale, Peoria, El Mirage, Youngtown, Maricopa County, Surprise, and Wickenburg with an integrated strategy to promote sustainable transportation and transit supportive land use patterns along the Grand Avenue corridor.

Benefit to the Public: Planning for sustainable transportation and transit supportive land use strategies along the Grand Avenue corridor has the potential to benefit the public in two primary ways: 1) improved transportation mobility, including increased transit ridership; and 2) enhanced economic opportunities through public and private investments around transit station areas.

Draft MAG FY 2011 Work Program
Proposed New Projects

Transportation Division

Project Name: Feasibility Study Utilizing Probe-based Real-time Speed Data for ITS (On-Call)

Brief Description: The ability to monitor systemwide real-time traffic speeds plays a key role in current freeway and arterial traffic management. On the urban freeway system, the Freeway Management System (FMS) provides this monitoring ability via vehicle sensors installed with one-mile spacing. The FMS covers about 100 miles of freeway with many more miles of freeway yet to be instrumented. The FMS vehicle speed detection equipment is costly to install and maintain. On the arterial road system, there is no system similar to the FMS, with the exception of a U.S. DOT pilot project that has instrumented a few arterial streets in the region.

Recent developments in traffic data gathering has seen a number of private entities gathering real-time traffic speed data using innovative approaches such as the data provided to them by fleet vehicles. A number of states have signed contracts with these firms and are utilizing data from these sources to support traffic operations and traveler information functions.

A recent MAG comparison of private sector generated data indicates that there may be an opportunity to utilize these private sector sources for obtaining real-time speed data for both freeways and arterial streets. The data obtained could be utilized for traffic management purposes and also possibly incorporated into public sector traveler information Websites. If successful, this could greatly reduce the number of vehicle detectors required for future FMS expansion which would also reduce the associated maintenance costs. This could result in the availability of real-time speed information on all freeways and most arterial streets in the region that could also be archived by MAG for future studies and for system performance measurement.

This particular study is aimed at exploring alternate ways to obtain real-time speed data and does not eliminate the need for permanent traffic data collection stations on the freeway system. These stations are required for gathering traffic volume and vehicle classification data.

Recommended by: This project is recommended by MAG staff. The MAG ITS Committee member agencies that do not have any information on the arterial road system were very much in favor of this project.

Mission/Goal Statement: Explore the possibility of obtaining and using real-time speed data for the MAG region from private providers for use in traffic management and providing traveler information.

Resources Required: \$50,000

Approximate Time Frame for Project Completion: 4 months

Expected Outcome: A feasibility study recommendation on whether real-time vehicle speed data on the regional freeway and arterial network obtained from a private provider could adequately address current and future traffic management and traveler information needs.

Benefit to MAG member agencies: If successful, this information could provide complete coverage of freeway and arterial speed information by the end of 2012. Local agencies with Traffic Management Centers would be able to see real-time traffic flow speeds on their arterial streets and better manage traffic, and the freeway speed map will have full coverage of ADOT traffic in 2012 rather than waiting on the FMS completion schedule of 2020, this is potentially a substantial cost reduction and, the savings could be applied to other FMS instrumentation such as CCTV cameras and ramp meters.

Benefit to the Public: A more efficient and safer regional road system through improved traffic management using real-time information. Real-time road condition information made available to the public in a more timely manner. New travel time displays on freeway corridors that are currently not instrumented.

Draft MAG FY 2011 Work Program
Proposed New Projects

Transportation Division

Project Name: Freight Framework Study

Brief Description: The Freight Framework Study will describe the movement of goods through the MAG region, identify potential hindrances to the safe and efficient flow of goods in the region, and propose strategies for an economical, safe, and efficient goods movement system that will enhance regional mobility.

Recommended by: This project is recommended by MAG staff.

Mission/Goal Statement: Development of the study for the MAG region will set the framework for future transportation investment decisions to improve regional mobility throughout the region and future transportation corridors proposed by the Regional Transportation Plan.

Resources Required: \$500,000

Approximate Time Frame for Project Completion: 12 months

Expected Outcome: The Framework will involve a comprehensive evaluation of the multi-modal goods movement system, and will address system needs and issues in order to increase mobility and access for both commuters and freight.

Benefit to MAG member agencies: A freight framework for the MAG region will represent a vision for enhancing and improving the movement of goods throughout the region. The framework will also provide strategies to increase goods movement capacity and increase regional economic competitiveness.

Benefit to the Public: The study will address system needs and issues in order to increase mobility and access for both commuters and freight throughout the region.

Draft MAG FY 2011 Work Program
Proposed New Projects

Transportation Division

Project Name: Phase II-Central Phoenix Transportation Framework Study

Brief Description: Building upon the efforts in Phase I, complete a multi-modal transportation framework for the Central Phoenix study area, bounded by Loop 101 on the north, east, and west, and the Gila River Indian Community on the south.

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

Mission/Goal Statement: Development of a framework for the central core of the urban area of the region 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: Phase I of the project is expected to be underway by March 2010. The entire Central Phoenix Transportation Framework Study is anticipated to be completed by December 2012.

Expected Outcome: Phase II of the project study will include an alternatives analysis and multi-modal transportation framework recommendation for the Central Phoenix study area.

Benefit to MAG member agencies: The most significant benefit to MAG member agencies will be a long-range framework of multi-modal transportation corridors that will provided mobility between this region's significant activity centers, including Downtown Phoenix, Phoenix Sky Harbor International Airport, Arizona State University campuses in Tempe and Downtown Phoenix, the Camelback Corridor, Downtown Glendale, Downtown Scottsdale, Downtown Chandler, the Interstate 10 Commerce Corridor, Arrowhead, Desert Ridge, the Westgate Stadium District, Metro North, and Scottsdale Airpark. This framework will also serve as a transportation backbone for future updates to General Plans in Phoenix, Scottsdale, Tempe, Chandler, Glendale, Peoria, Paradise Valley, Guadalupe, Tolleson, and Avondale.

Benefit to the Public: A key benefit from the study process is a highly collaborative framework recommendation that incorporates the needs of the region balanced with the concerns and needs expressed by affected interests, including the general public. As this study seeks to establish a long-term transportation framework recommendation for the center of the MAG region, it provides the public with a core transportation vision that provides multi-modal choice and improved accessibility between economic centers, entertainment destinations, and residences, and thereby improvements to this region's quality of life for the general public.

Draft MAG FY 2011 Work Program
Proposed New Projects

Transportation Division

Project Name: Southeast Corridor Major Investment Study

Brief Description: Building upon the recommendations provided by the Central Phoenix Transportation Framework Study in FY 2011, a major investment study will be developed to examine, in economic, social, and environmental detail, the recommendations for key transit components in the Southeast corridor. This corridor extends from downtown Phoenix, generally along Interstate 10, to Chandler.

Recommended by: This project is recommended by the Arizona Department of Transportation and MAG staff.

Mission/Goal Statement: The Southeast Corridor Major Investment Study will take recommendations from the Central Phoenix Transportation Framework Study and add technical analyses to identify a long-range multi-modal corridor that will serve the transportation needs for the considerable travel demand between downtown Phoenix, Phoenix Sky Harbor International Airport, Tempe, Guadalupe, Ahwatukee, and Chandler.

Resources Required: \$300,000

Approximate Time Frame for Project Completion: Completion of this study is anticipated by December 2011.

Expected Outcome: Major investment studies provide information at the social, economic, and environmental level about the effectiveness of transportation decisions at a corridor level. As there are varying plans for meeting this demand, the purpose of this study will be to unite them into a common vision for the Southeast Corridor by providing affected MAG member agencies, Phoenix, Tempe, Guadalupe, and Chandler, direction and goals for improving the circulation between critical activity centers in this area of the region.

Benefit to MAG member agencies: A regional solution for the Southeast Corridor provides the affected MAG member agencies direction for meeting the travel demand southeast of downtown Phoenix and data for developing their General Plans and economic pursuits. This regional solution also benefits the entire MAG region by providing a context for determining how regional funds are expended in the Interstate 10 corridor.

Benefit to the Public: As major investment studies analyze transportation decisions in additional detail, affected interests and the general public will be benefit by having the opportunity to provide input in shaping the study's outcome related to the expenditure of public funds in the Southeast Corridor.

Draft MAG FY 2011 Work Program
Proposed New Projects

Transportation Division

Project Name: 2011 Recalibration of the Regional Transportation Forecasting Models, Models Development and Methodological Models Improvements (On-Call).

Brief Description: The on-call consulting support will include a number of major tasks:

- RPTA, Metro, and MAG are planning to conduct a regional transit on-board survey in the fall of 2010. The survey and subsequent model recalibration are required to comply with FTA requirements for New and Small Starts applications. The exact timeline of the project is subject to FTA approval of the on-board survey schedule.
- The next phase of the Activity-Based Model (ABM) development and implementation with possible recalibration and re-estimation of the Activity-Based Model to the newly available data sets.
- Design and preparation for the 2012 Household Survey with a possible pilot study in 2011.

Recommended by: This project is recommended by MAG staff.

Mission/Goal Statement: The project will insure maintaining high quality and relevance of the MAG regional forecast for the ongoing transit planning efforts and regional transportation planning.

Resources Required: \$740,000

Approximate Time Frame for Project Completion: Two years.

Expected Outcome: Recalibrated regional model to the 2010 transit on-board survey, and implemented methodological model improvements and updates in MAG forecasting models. Completed and implemented ABM and completed preparations (possibly including a pilot survey) and support (if required) for new GPS-based household surveys. Relevant data collection, software development, and maintenance support.

Benefit to MAG member agencies: The MAG Regional Model will be applied in the FTA funding application processes and will provide high quality highway and transit travel forecasts. Ability to provide detailed quantitative input in planning or policy decisions, as required. Ability to model planning scenarios that cannot be adequately addressed due to limitations of the traditional four step trip-based model. Adequate response to existing federal requirements and recommendations produced by various federal research activities and programs. Compatibility with other large MPOs modeling efforts.

Benefit to the Public: The model updates will ensure that the MAG region continues to be competitive in terms of infrastructure planning decisions, acquiring federal funding, and providing relevant travel forecasts for regional planning.

Draft MAG FY 2011 Work Program
Proposed New Projects

Transportation Program Projects

Project Name: Regional Traffic Data Collection and Data Management (On-Call)

Brief Description: Region-wide traffic counts and travel time and speed data collection are required in order to maintain compliance with Federal requirements, keep MAG transportation models up-to-date and comply with performance measurement regulations. The project goal is to provide sufficient validation data for the MAG travel forecasting models, in particular the MAG truck model.

Recommended by: This project is recommended by MAG staff.

Mission/Goal Statement: The project will ensure that MAG continues to maintain compliance with relevant federal requirements, maintains up-to-date regional traffic data sets, can validate MAG transportation forecasting models with recent data and assist MAG member agencies in data collection and data management efforts of regional significance.

Resources Required: \$400,000

Approximate Time Frame for Project Completion: One year.

Expected Outcome: Updated and expanded traffic data that will be used for a variety of planning and analytical purposes by MAG, MAG member agencies and general public.

Benefit to MAG member agencies: Updated and expanded traffic data sets and transportation forecasts. Compliance with federal requirements to ensure that relevant federal funding for the region is not compromised.

Benefit to the Public: Updated and expanded traffic data sets that are available and easily accessible through MAG web sites to general public and professional planning community.

The following main tasks are anticipated: Mid-block traffic counts for existing MAG model screen lines and new truck model screen lines, including classification counts. Arterial, Freeway and Freeway Ramp coverage is required. MAG traffic counts Web portal customization, and license increase as required, and other data management tasks. Possible additional intersection counts. Other related tasks might be identified

Draft MAG FY 2011 Work Program
Proposed New Projects

Transportation Division

Project Name: Texas Transportation Institute (TTI) Transportation Data Analysis and Data Collection Support

Brief Description: MAG utilizes Texas Transportation Institute (TTI) services in order to determine the best course of action in data collection and conducting data analysis for planning purposes. TTI is a national leader in transportation data analysis and research. TTI services provide unbiased recommendations and advice that helps determine and evaluate new data collection technologies and analyze transportation trends in the regional, state, and national context. MAG has a need in evaluating emerged travel and traffic data collection approaches, and determining the best course of action for travel and traffic data collection. This anticipated project with TTI will provide an opportunity to obtain such recommendations and relevant analysis from a nationally recognized research institution.

Recommended by: This project is recommended by MAG staff.

Mission/Goal Statement: The project will ensure that MAG continues to comply with relevant federal requirements, maintain up-to-date regional traffic data sets, and conduct data collection in a most efficient and methodologically sound way.

Resources Required: \$80,000

Approximate Time Frame for Project Completion: One year

Expected Outcome: Assistance with data collection, comparative analysis of experiences accumulated with different data collection methods, data analysis, and recommendations on data collection technologies.

Benefit to MAG member agencies: Increased efficiency and effectiveness of transportation data collection. Compliance with federal requirements.

Benefit to the Public: Better transportation datasets available to general public and efficient utilization of public funds.

Draft MAG FY 2011 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.

Recommended by: This project is recommended by MAG staff and SAFETEA-LU federal transportation law.

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

Resources Required: \$20,000

Approximate Time Frame for Project Completion: Ongoing in one-year contract terms.

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 2011 Work Program
Proposed New Projects

Communications Division

Project Name: Video Outreach Associate.

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

Recommended by: This project is recommended by MAG staff.

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

Resources Required: \$48,000

Approximate Time Frame for Project Completion: Ongoing.

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

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

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

Draft MAG FY 2011 Work Program
Proposed New Projects

Information Services

Project Name: Digital Aerial Photography (Annual)

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.

Recommended by: This project is recommended by MAG staff and the Population Technical Advisory Committee members.

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

Resources Required: \$50,000

Approximate Time Frame for Project Completion: December 2010

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

Benefit to MAG member agencies: MAG will purchase the imagery with a license that allows to MAG to distribute a copy of the imagery to each MAG member agency at no additional cost.

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 2011 Work Program
Proposed New Projects

Information Services

Project Name: AZ-SMART Consultant Support for MAG

Brief Description: MAG is in the process of developing 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. MAG has now completed Phase I of the implementation of the model, which involved adding many of the features of a model that MAG currently uses, the Subarea Allocation Model (SAM). The next phase of the project involves adding a number of important submodels that are currently in SAM to AZ-SMART. Consultant support will be needed to provide detailed technical guidance, support on the implementation, and testing for the new components of AZ-SMART.

Recommended by: This project is recommended by MAG staff.

Mission/Goal Statement: The support provided by the consultant will ensure that the state-of-the art components of SAM are replicated in AZ-SMART in order to support the MAG socioeconomic and transportation models, and better enable member agencies to determine demands on infrastructure and services.

Resources Required: \$45,000

Approximate Time Frame for Project Completion: August 2011 for this budget request

Expected Outcome: Support for the development and testing of submodels in AZ-SMART.

Benefit to MAG member agencies: AZ-SMART will enhance the current socioeconomic modeling capabilities at MAG. It will better support the data requirements for transportation modeling and other regional analysis.

Benefit to the Public: AZ-SMART will take advantage of the most advanced socioeconomic modeling techniques thus better supporting regional planning processes.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 2, 2010

SUBJECT:

MAG FY 2011 Regional Human Services Plan

SUMMARY:

The FY 2011 Regional Human Services Plan recommends funding allocations for the Social Services Block Grant (SSBG). The plan also presents the strategies used by public and private agencies to address the impact of the recession on human services delivery. On January 14, 2010, the MAG Human Services Technical Committee voted unanimously to recommend approval of the FY 2011 Regional Human Services Plan, including the SSBG allocations. On January 19, 2010, the MAG Human Services Coordinating Committee voted unanimously to recommend approval of the FY 2011 MAG Regional Human Services Plan and the SSBG allocation recommendations.

PUBLIC INPUT:

Opportunities for public input were made available at the January MAG Human Services Technical and Coordinating Committee meetings. No input was offered at those meetings.

PROS & CONS:

PROS: As needs increase and funding becomes uncertain, it is more important than ever to strategically assess and define priorities in order to maximize the existing resources. This plan combines the expertise of the member agencies, feedback from the public, and the benefit of detailed research to recommend strategies that will directly impact regional human services.

CONS: No cons are anticipated.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The SSBG allocation recommendations include a shift from basic needs to crisis management services. The shift in funding came as a result of a funding formula developed by the committee that takes into account rankings of the services supported by this funding source. The funding formula may be refined each year as needs and demographics of the people served changes. SSBG funding for transportation services was moved to services sustaining funding reductions in order to minimize the impact of the reductions. The agencies that historically have received the SSBG funding for transportation services will be assisted to apply for funding from transportation sources.

POLICY: The revision to the SSBG allocation recommendations will ensure that the most vulnerable populations receive assistance when they need it the most. Nearly \$190,000 is proposed to be shifted to high ranking services that will impart the most benefit to vulnerable residents in the region.

ACTION NEEDED:

Recommend approval of the MAG FY 2011 Regional Human Services Plan, including the Social Services Block Grant allocation recommendations.

PRIOR COMMITTEE ACTIONS:

On January 19, 2010, the MAG Human Services Coordinating Committee voted unanimously to recommend approval of the MAG FY 2011 Regional Human Services Plan, including the Social Services Block Grant allocation recommendations.

MEMBERS ATTENDING

- Councilmember Trinity Donovan, Chandler, Chair
- * Councilmember Rob Antoniak, Goodyear
- Councilmember John Sentz, Gilbert
- + Arleen Chin, Tempe Community Council
- * Susan Hallett, Arizona Department of Economic Security
- + Kathleen Hemmingsen, Scottsdale Human Services Commission
- + Councilmember Dennis Kavanaugh, Mesa
- * Mayor Marie Lopez Rogers, Avondale
- + Vice Mayor Manuel Martinez, Glendale
- * Carol McCormack, Mesa United Way
- * Vice Mayor Michael Nowakowski, Phoenix, Vice Chair
- * Supervisor Mary Rose Wilcox, Maricopa County

- + Those members present by audio/videoconferencing.
- * Those members neither present nor represented by proxy.

On January 14, 2010, the MAG Human Services Technical Committee voted unanimously to the MAG FY 2011 Regional Human Services Plan, including the Social Services Block Grant allocation recommendations.

COMMITTEE MEMBERS

- Sylvia Sheffield, City of Avondale, Chair
- Jayson Matthews, Tempe Community Council, Vice Chair
- Keith Burke for Kathy Berzins, City of Tempe
- + Kyle Bogdon, DES/ACYF
- Andy Hall for Laura Guild, DES/CPIP
- Jeffery Jamison, City of Phoenix
- Tim Cole for Deanna Jonovich, City of Phoenix
- * Jim Knaut, Area Agency on Aging
- Frances Delgado for Margarita Leyvas, Maricopa County
- + Joyce Lopez-Powell, Valley of the Sun United Way
- * Paul Ludwick, City of Scottsdale
- Steven MacFarlane, City of Phoenix
- Jose Mercado, for Dorris Marshall, City of Phoenix
- + Joy McClain, City of Tolleson
- Carl Morgan, Town of Gilbert
- + Carol Sherer, DES/DDD

- + Those members present by audio/videoconferencing.
- * Those members neither present nor represented by proxy.

CONTACT PERSON:

Amy St. Peter, MAG Human Services Manager, (602) 254-6300

MARICOPA ASSOCIATION OF GOVERNMENTS

FY 2011

REGIONAL HUMAN SERVICES PLAN



DRAFT
FEBRUARY 2010

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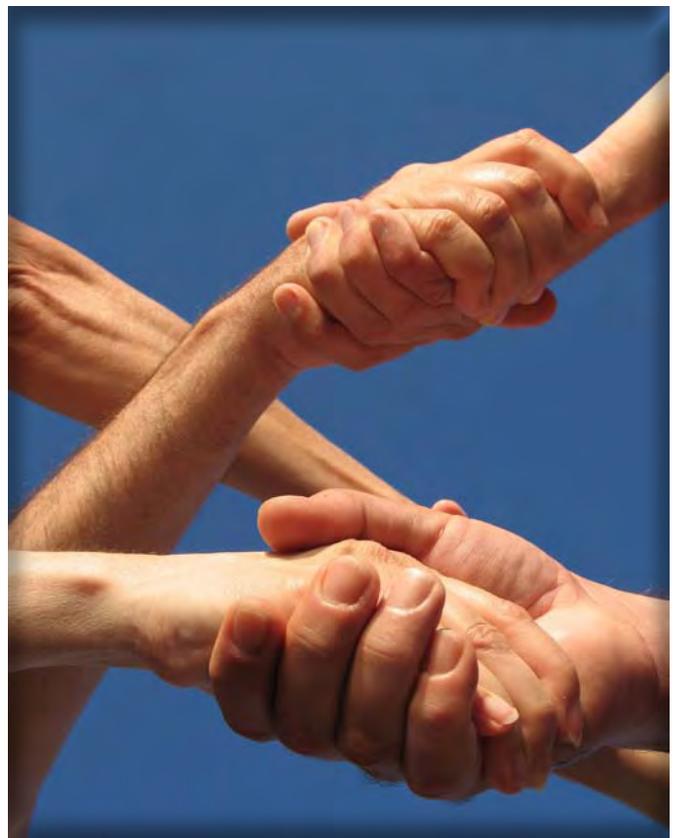
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EXECUTIVE SUMMARY

The Maricopa Association of Governments (MAG) has played a role in regional human services planning through a contract with the Arizona Department of Economic Security (DES) for more than 30 years. The rationale behind the relationship is that the planning closest to the people served is the most effective. Since then, regional planning initiatives have received national recognition and made an indelible difference regionally. The goal of this plan is to detail the environment facing human services providers, the needs of the people to be served, and to maximize the capacity of the Social Services Block Grant.

The **MAG FY 2011 Regional Human Services Plan** offers an environmental scan, crisis management strategies, the impact of regional human services planning, and research and recommendations for Social Services Block Grant (SSBG) service allocations. Fact sheets for the target populations served through SSBG services are included as an attachment. The effort to create this regional plan is indebted to the MAG Human Services Coordinating Committee for the leadership and vision of the Committee members and community partners.

MAG began developing regional human services plans 30 years ago as part of the contract with the DES to develop allocation recommendations for locally planned Social Services Block Grant (SSBG) dollars. Last year, MAG created and implemented a funding formula and public participation process that systematically assesses each service and moves funding to the services with the highest priority. This year, more than 180 surveys were collected from a number of community partners, committee members, and clients. These data were used to carefully assess the services, the funding provided, and the best way to maximize the resources to address the escalating demand.





In response to the service ranking, a total of \$189,999.59 is being shifted to the services with the highest rankings. Just more than \$88,600 of this funding is being re-allocated from transportation services, regardless of their ranking, to services that ranked low. This has been done to minimize the impact of the funding reduction to services without the option of applying to transportation sources. Of the amount available to the region, \$3.8 million has been allocated to services in four target groups of adults, families, and children; older adults; persons with disabilities; and persons with developmental disabilities.

Faced with uncertain funding and escalating demand, the following points will be essential to remember in order to maintain a productive human services system:

- Consider the return on investments made in human services, not just the cost to operate the program.
- The human services infrastructure is an interdependent web. Maintaining funding for DES benefits all partners.
- Careful, strategic coordination will maximize what funding remains after the reductions have been made.

INTRODUCTION

The challenges facing the region are well-documented. The housing crisis dealt a terrible blow to the region's economy. The loss of jobs has left many without a way to sustain their families. At the same time, revenues are down. The impact of the recession has been particularly devastating for social services providers that must negotiate increased demand with decreased funding. The goal of this plan is to detail the environment facing human services providers, the needs of the people to be served, and to maximize the capacity of the Social Services Block Grant.

Despite the challenges, the resilience of the region remains. According to the W.P. Carey Business School, the fundamentals of a strong economy are present and they predict this region will be one of the top five economies by 2015. The years between now and recovery will mark the region for years to come. Human services programs and partners represent the region's defense against poverty. Investments made now in public and nonprofit social service programs will help lay the foundation for a sound recovery and a thriving region in the future.



The Maricopa Association of Governments (MAG) first played a role in regional human services planning through a contract with the Arizona Department of Economic Security (DES) more than 30 years ago. The rationale behind the relationship was that the planning closest to the people served is the most effective. Since then, regional planning initiatives have received national recognition and made an indelible difference regionally.

For example, hosting the MAG Continuum of Care Regional Committee on Homelessness at a council of governments is the exception nationally. The synergy between elected officials and nonprofit agencies has been instrumental to the committee's success. When the Continuum of Care first came to MAG in 1999, the annual award was \$7 million. The region received a record award in 2009 of more than \$24 million. Regional collaboration has an impact.



DeDe Gaisthea,
MAG; Amy St. Peter,
MAG; Dale Marisco,
Executive Director,
Community Transpor-
tation Association of
America.

Innovations like the Continuum of Care continue. In March 2009, the MAG plans to coordinate human services transportation garnered the **United We Ride National Leadership Award** for major urbanized areas. One of the key elements responsible for the award was the ongoing collaboration between the human services providers and transportation providers.

The importance of relationships lasting more than three decades cannot be overstated. The need to maintain the partners within these relationships is paramount. DES, for example, has lost nearly 40 percent of their budget throughout the last two years. Funding for DES and other community partners needs to be maintained if the safety net for the region's most vulnerable residents is to remain intact.

This plan offers an environmental scan, crisis management strategies, the impact of regional human services planning, and research and recommendations for Social Services Block Grant service allocations. Fact sheets for the target populations served through SSBG services are included as an attachment. The next section will provide an analysis of how the demographics and needs of the community impact human services delivery.

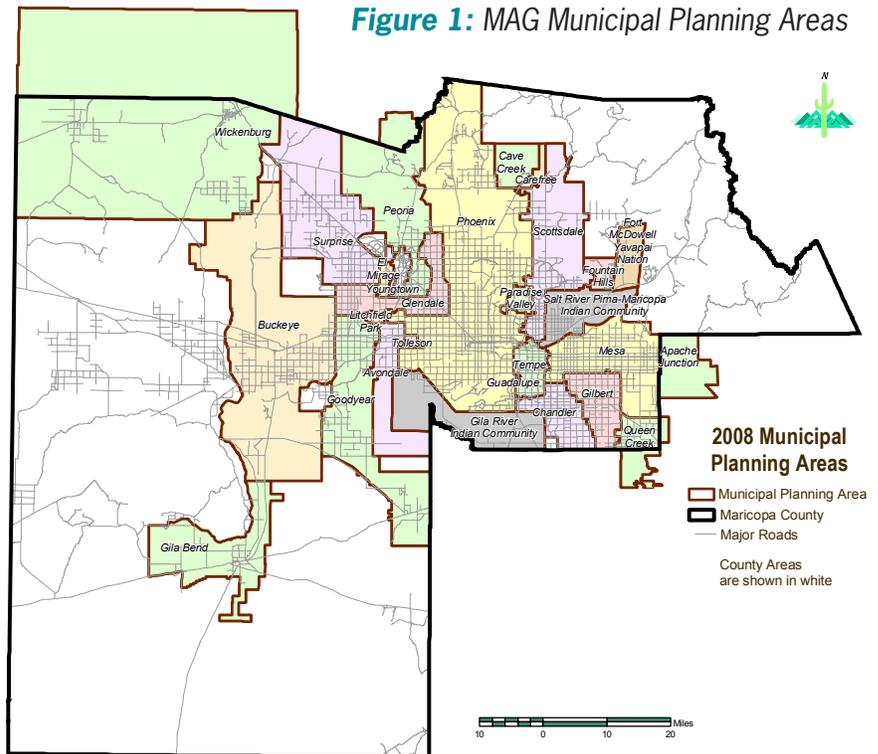
ENVIRONMENTAL SCAN

The MAG region has been marked by dynamic growth, and most recently, by unprecedented challenges. This section will highlight recent demographic data and the most significant issues that currently impact human services delivery.

According to the **2008 American Community Survey (ACS)** one year estimates, more than 3.92 million people call this region home. The characteristics of the population impact the Valley and human services delivery. In an average year, there is a net gain of roughly 100,000 people in the region. Generally 300,000 move to the region and 200,000 leave.

Only 35 percent of people born in the United States and living in Arizona at the time of the 2008 ACS were actually born in Arizona. The national average for people living in their state of birth at the time of the 2008 ACS is 59 percent. Historically, this churn has placed unique demands on the human services delivery system to respond to emerging needs from a population that has not yet acculturated into the community. From a policy perspective, it can be difficult to address long-term issues from a short-term outlook brought on by lack of understanding or appreciation for the history of the region.

From 2007 to 2008, the number of additional people living the region decreased by more than 50 percent from the previous year. According to the 2007 American Community Survey (ACS), there were 3.88 million people living in the MAG region. The 2008 ACS reports 3.95 million people in the Valley. This is an increase but it is half of the region's average annual population growth. This shift is contributable in part to the recession. The burst of the housing bubble has made it more difficult to sell homes, limiting the number of people from other areas able to move to the region. Anecdotally, many people losing their homes in this region remain here and move in with friends or family. This may limit the number of people moving out of the region.



The basic demographics of the region's residents, in most cases, are comparable to the national average. The 2008 ACS reports slightly more veterans in the region than the national average at 10.2 and 9.8 percent respectively. The same percentage of residents has graduated with a Bachelor's degree at 17.5 percent. Slightly less of the Valley's residents claim disability status (10.6 percent) than the national average of 12.1 percent. The number of males and females are nearly even with slightly more males and slightly fewer females than the national average. The Valley's residents continue to be slightly younger and slightly more affluent than the national average with a median age of 34.1 years and an average income of \$56,499. Households in the MAG region are slightly larger than the national average of 2.61 people with a regional average household size of nearly three people. Slightly higher than the national average of 75 percent, the majority of the region's residents are White at 82.2 percent.



The strong presence of a Hispanic community diverges from the national average. In this region, nearly a third of the residents are Hispanic. This more than doubles the national average of 15.4 percent according to the 2008 ACS one year estimates. This has important implications for ensuring human services programs are culturally competent and available in Spanish. This issue is felt more keenly here than in other parts of the country. The percentage of people age five years and older who speak Spanish here (22.2 percent) is nearly double the national average of 12.2 percent. Of the people who live here and speak Spanish, 11.3 percent do not speak it "very well," compared to 5.7 percent nationally. Not only does this region have a higher concentration of Spanish speakers, but a higher percentage speak English less well than their counterparts in other states according to the 2008 ACS one year estimates.

Like the national average, more than 60 percent of employed residents age 16 and older work in management, professional and related occupations (34 percent) or in sales and office occupations (27.7 percent). Also similar to the national average, roughly one out of five people work in education, healthcare or social services industries according to the 2008 ACS one year estimates.

Due to the recession and the housing crisis, more construction jobs have been lost in the region than the national average. According to the 2007 ACS, 11.3 percent of the jobs were in construction regionally. This percent dropped to 9.8 percent in the 2008 ACS. On the national level, the percent of construction jobs decreased by only .3 percent,

from 7.7 percent in 2007 to 7.4 percent in 2008. Since the housing peak in 2006, the State has lost 100,000 construction jobs according to Arizona State University's W.P. Carey Business School. In 2008, the State lost 57,000 jobs across all industries and is expected to lose another 183,100 jobs in 2009. This places Arizona as the third highest absolute job losses in the West. With a total of 260,000 jobs lost since 2007, Arizona is considered to have the one of the weakest job markets in the country. The region is expected to return to pre-recession employment by 2013 according to the W.P. Carey Business School.

Despite the job loss, unemployment rates in the region are actually lower than the national average at nearly 10 percent. The prevalence of extensive work furloughs, discouraged workers, and transient workers who have left are keeping the rate low. Presently, consumers are acting cautiously by saving more money and paying down their debt, according to the W.P. Carey Business School. For the first time in 40 years of recorded history, personal income in the region dipped by 1.5 percent in 2009 and is projected to decrease by two percent in 2010.

The face of someone living in poverty is more likely to be a young child in this region than in the rest of the country. Nearly one out of every five people living in poverty is a child under the age of 18 years. Adults in the region age 65 years and older fare better with 7.5 percent living in poverty as opposed to 9.9 percent nationally. The percentage of all people living in poverty in this region is 13.4, slightly above the national average of 13.2 percent according to the 2008 ACS one year estimates.

The State Economic Distress Index (SEDI) assesses the rates of foreclosure, unemployment, and food stamp participation. According to the Children's Action Alliance, Arizona ranks fifth highest in the country on the SEDI. From September 2008 to September 2009, enrollment in food stamps has increased by 41.5 percent, according to the Association of Arizona Food Banks. Currently, 75.7 percent of potentially eligible households in the State receive food stamps.

Food security is defined as not missing or reducing meals often. The United States Department of Agriculture reports the percentage of people with very low food security has increased by more than 51 percent in the last five years. At 13.2 percent, Arizona ranks 14th highest in the country for the percentage of households going hungry. This represents an increase of eight percent from five years ago.





People are finding it more difficult to obtain health insurance as well as food. In 2000, 68 percent of people in Arizona had private health insurance. By 2008, that percent had dropped to 60 percent according to Protecting Arizona's Family Coalition. Enrollment in Arizona's Health Care Cost Containment System (AHCCCS) has increased by 18 percent from last year.



As more people in the region lose their jobs, many are losing their homes as well. The foreclosure crisis is still rampant in parts of the region while other areas are showing signs of stability. According to Realty Trac, there were 79,706 homes in foreclosure in the region with an average price of \$146,051 in November 2009. One out of every 156 homes in the region had received a foreclosure filing. In some areas, this ratio rose to one out every 12 homes. In other parts of the region, the ratio of foreclosures dropped to one out every 2,402 homes. In 2009, housing permits dropped by 40 percent and by 49 percent in 2008 according to the W.P Carey Business School.

Each quarter, apartment vacancy rates hit all time highs with 15.7 percent recorded in September 2009. The national apartment vacancy rate is 14.7 percent. Rents dropped by \$22 from the second quarter in 2008 to the same in 2009. The decrease in rents is expected to continue. Due to the high number of foreclosures and vacancies, the region's housing market is considered still to be soft and is not expected to recover until 2014 according to the Arizona Multi-Housing Association.



The revenues available to address these challenges are limited. At the State level, revenue remains at FY 2004 levels with a \$3.6 billion structural deficit that is expected to continue through FY 2013. Revenues for October 2009 were down by 23.8 percent according to the Yellow Sheet Report. Since 1989, tax cuts have been passed by the State's Legislature every year with the exception of 2003 according to the Arizona Children's Action Alliance. In 1990, Arizona ranked ninth nationally for the collection of state and local taxes. In 2007, Arizona ranked 20th nationally.

The Rockefeller Institute released the State Revenue Flash Report in November 2009. The report indicates decreases in personal income tax, corporate income tax, and sales tax collection from July through September of 2008 through the same time period in 2009 for 44 states. Arizona's tax collections have fallen at a similar percentage as the Southwest, but at a greater rate than the national average as indicated in the following chart.

Faced with decreasing revenue and a \$3.2 billion deficit, the Legislature has been forced to make difficult decisions. As of December 2009, more than half the funding cut by the Legislature has been made to agencies serving children and families according to the Arizona Children's Action Alliance. The Arizona Department of Economic

State Revenue Flash Report - Rockefeller Institute July - September 2008 to 2009

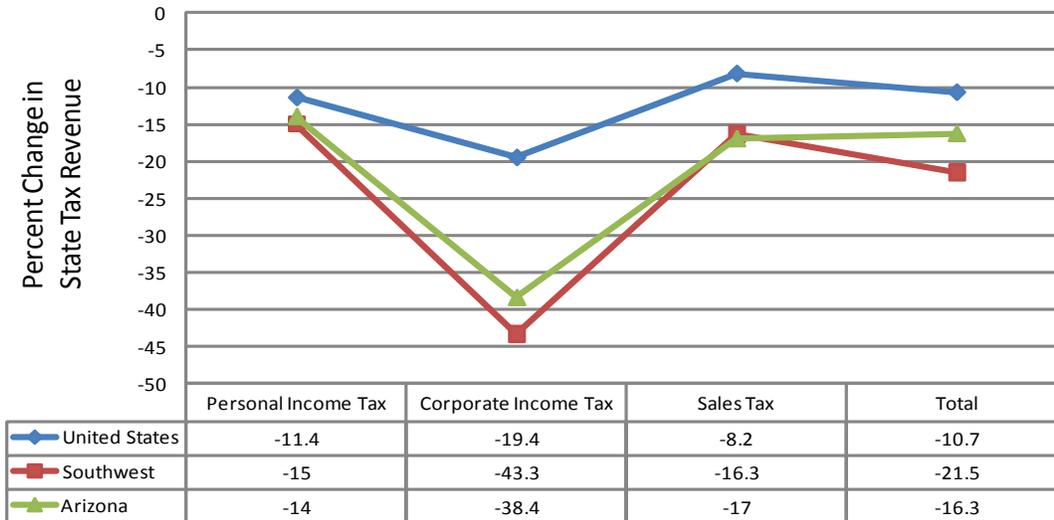


Figure 2: State Revenue Flash Report - Percent Change in State Tax Revenue

Security, for example, represents 11 percent of the State’s general fund budget but has lost 26 percent of its budget. To date, services for 330,000 people have been eliminated or reduced according to Protecting Arizona’s Family Coalition. As budget reductions continue, more services, and ultimately more of the region’s most vulnerable residents, are at risk. The investments made today will shape the region’s future for years to come.

Amidst the housing crisis and budget deficit, people still feel connected to the region. In a recent Gallup poll conducted for the **Arizona We Want Report** by the Center for the Future of Arizona, respondents were more attached to the State than the majority of respondents in other areas. People of all races, incomes and gender expressed much higher satisfaction with their communities than 23 of the 26 other cities included in the poll. The study found that 36 percent of people living here were “passionate” about and “loyal” to their communities. Fifty-seven percent strongly agreed with the statement that they were proud of where they lived. Nearly half strongly believed their city was the perfect place for them to live. These results are among the highest reported for any area polled.



Ultimately, the report indicates that for all its challenges, the region is worth fighting for. The next section will describe what local governments and nonprofit agencies are doing in the struggle to care for the region’s most vulnerable residents.



CRISIS MANAGEMENT STRATEGIES

The economic crisis facing the region is greater than most could have imagined and it is not over. Economists in the W.P. Carey Business School predict Arizona's recovery will lag behind the rest of the country due to the State's dependence on construction and tourism. As revenues diminish and the demand for services increases, social service providers scramble to keep their doors open. This section focuses on what local governments and nonprofit agencies are doing to address the relentless need for assistance.

The **2009 MAG Regional Human Services Survey** solicited input from 186 public and private agencies providing human services in the region in the first quarter of FY 2010. The 33 agencies that responded shared their strategies and struggles to address the impact of the recession on service delivery. The 17 percent response rate does not allow for the survey results to speak for all agencies in the region, but it does offer a glimpse of the tenacious commitment social services providers have to serving those most vulnerable.

Survey respondents cited increased demand and reduced funding as the two most important issues currently facing them. The full ranking results are provided below.

• Increased demand for service	1
• Reduced/eliminated funding for programs	2
• Unemployment	3
• Homelessness	4
• Domestic violence	5
• Food insecurity	6
• Child abuse	7
• Foreclosures	8
• Limited access to transportation	9
• Utility disconnects	10
• Uninsured/underinsured health coverage	11
• Other	12

Note: Other represents:

- High utility costs for clients
- Ability to support services for very old and very young
- Job competition
- Mental health issues are not being addressed to the extent they once were.
- Lower tax revenues have caused budget cuts

Nearly 70 percent of those surveyed eliminated staff positions last fiscal year in response to funding reductions, making it even more difficult to address the increased demand. More than 60 percent plan to eliminate more positions this fiscal year. Services

are more difficult to maintain and as a result, more than 68 percent reduced or eliminated services while a chilling 76 percent plan to do so this fiscal year.

REDUCTIONS: FY 2009 vs. FY 2010 Projected

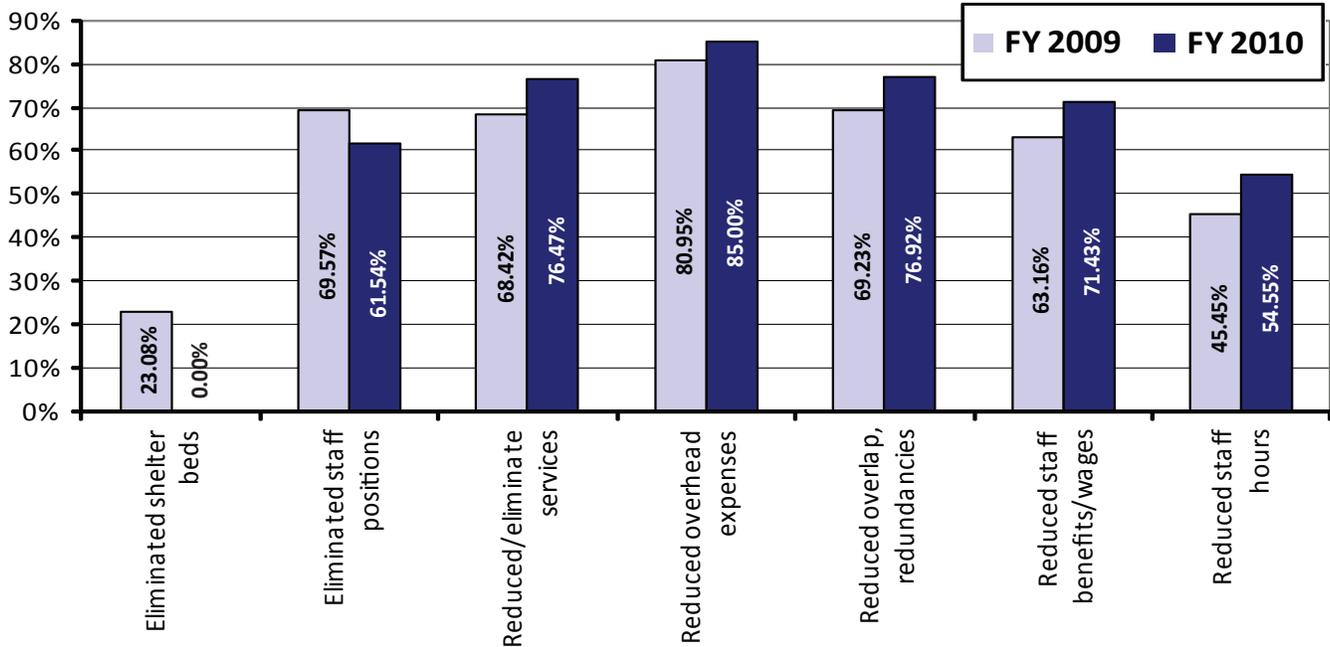


Figure 3: Human Services Reductions: FY 2009 vs. FY 2010 Projected

Local government agencies and nonprofit agencies are doing what they can to address the escalating demand. The majority (85 percent) are working to reduce their overhead while 94 percent are ramping up fundraising efforts. More than 84 percent are shifting the work to more volunteers and half have combined programs to be more efficient.

ENHANCEMENTS: FY 2009 VS. FY 2010 Projected

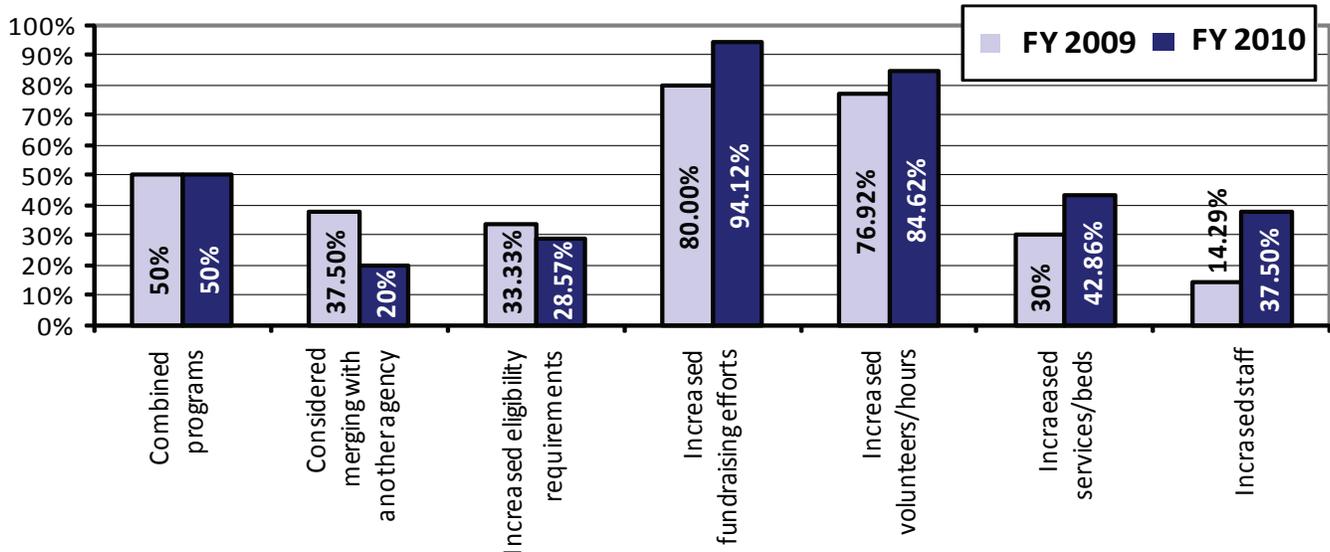


Figure 4: Human Services Enhancements: FY 2009 vs. FY 2010 Projected



Budget Funding Sources: FY 2009 vs. FY 2010 Projected

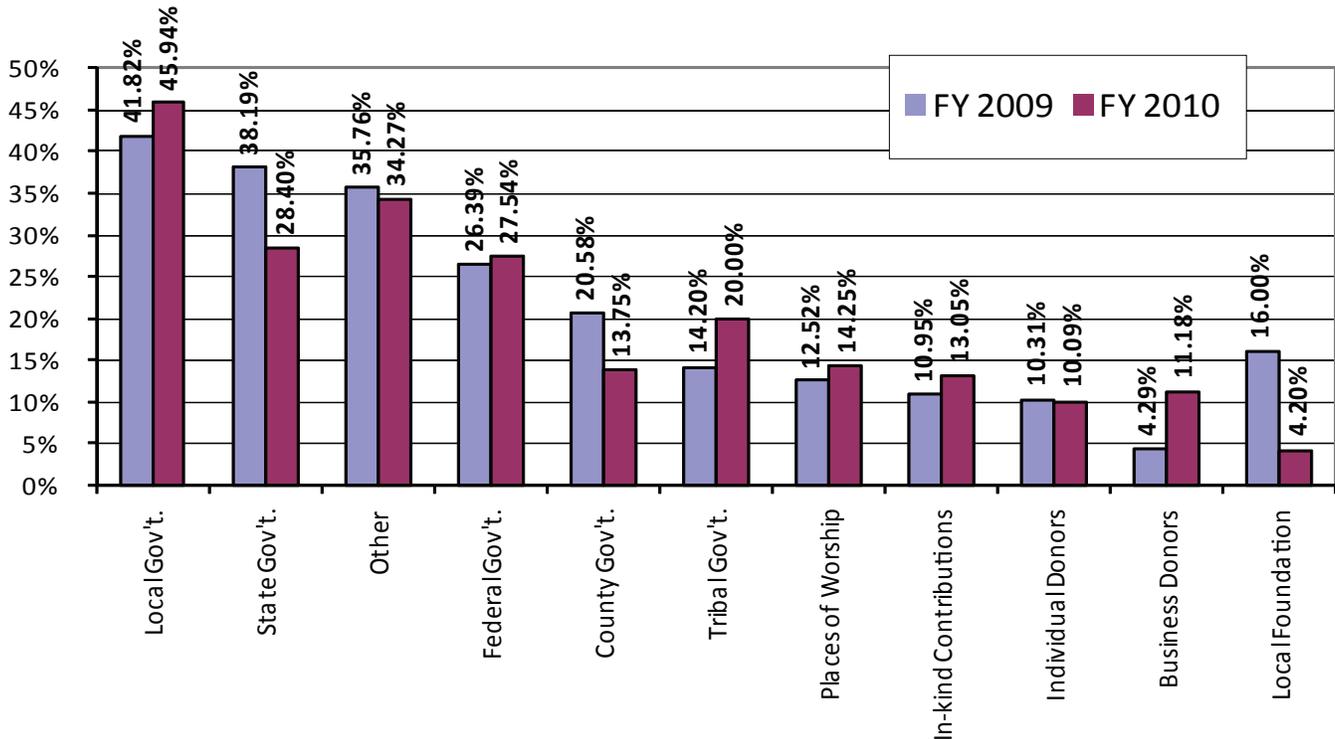


Figure 5: Budget Funding Sources: FY 2009 vs. FY 2010 Projected

Respondents report relying more heavily on local government funding while they indicate state funding has slid from second to third place. Agencies are approaching other funders to replace lost state funding, such as projected increases in funding from places of worship, in-kind contributions, and the federal government.

Survey respondents also report an increased reliance on MAG to coordinate human services activities and planning. Some noted that other agencies have decreased their presence in the community, leaving the need to disseminate information and convene partners to MAG. Many agencies cited the benefits they depend on from the information, networking, and coordination MAG provides. The next section will detail the impact human services planning offers for the region.

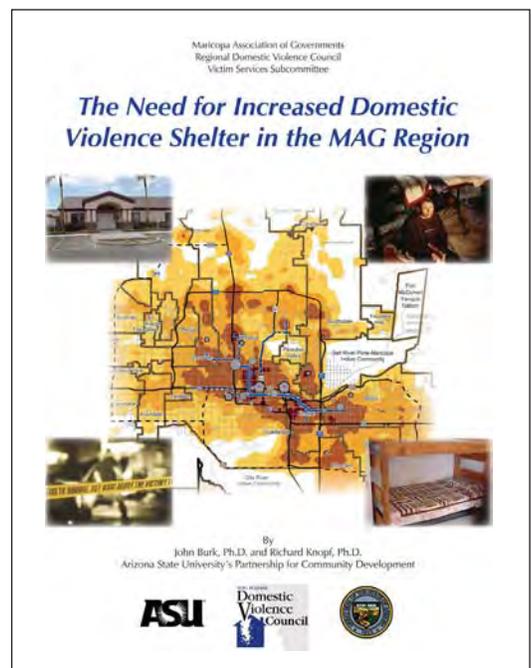
IMPACT OF REGIONAL HUMAN SERVICES PLANNING

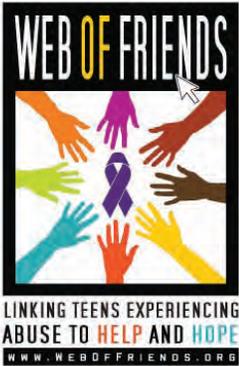
The economy has increased demand for human services. Budget reductions have resulted in the elimination of services and the closure of programs. Now more than ever, the region is looking to MAG for leadership and coordination. These coordination efforts result in a cost effective way to manage limited resources at a time when demand is rapidly increasing. Without coordinating human services on a regional basis, there would be more competition, more fragmentation, and less collaboration.

Respondents of the **2009 MAG Regional Human Services Survey** cited the benefits of regional planning. Specifically, they reported data collection and analysis, networking and electronic information, and communication as the key benefits received. With so many agencies facing uncertain futures, the coordination provided by MAG has proved to be even more essential. The strength of regional planning is the member agencies and community partners who lend their best talent to collaborate through MAG.

MAG facilitates the sharing of best practices and the replication of these practices on a regional scale. For example, the Earned Income Tax Credit Program was championed by MAG through the committee process. What started on a small scale with one city was promoted throughout the entire Valley. Other municipalities were supported in their efforts to launch similar campaigns. A coordinated regional effort led the way to a statewide approach. In FY 2008, low-income families in Arizona received nearly \$15.8 million in EITC refunds, a 123 percent increase from FY 2004 when coordination efforts began. The current recession makes it even more important to draw down every dollar possible.

People who are in crisis also benefit from regional planning efforts. Just a few years ago, domestic violence shelters had to turn away 85 percent of callers. MAG completed a study to determine the need for additional shelter so no one would be turned away. Research indicated the need for at least 325 more beds. The Governor at the time provided funding to add 319 beds to the region. Today, the turn away rate has decreased to 15 percent.





In FY 2009, regional human services planning directly affected 111,981 people:

- 536 teens received resources to address dating violence through the Youth Empowerment Project
- 1,700 people connected to teen dating violence resources online through www.WebofFriends.org
- 3,413 domestic violence survivors found safety through the additional shelter beds
- 13,590 older adults and people with disabilities were transported with Section 5310 vans
- 214 MAG Transportation Ambassadors received information and contacts to help people coordinate human services transportation
- 4,500 homeless individuals and families found shelter and housing through the consolidated application to the US Department of Housing and Urban Development
- 88,028 people served with referrals to shelter, outreach, case management, employment services, job training and education, child care, life skills training, alcohol and drug abuse services, mental health and counseling services, health services, and HIV/AIDS services as a result of the consolidated application to the US Department of Housing and Urban Development
- An unknown number of people were supported through services funded with locally planned Social Services Block Grant dollars



The effect of such planning extends even beyond the region. In the last few years, the efforts in human services transportation, homelessness, and domestic violence in particular have received national acclaim. In March 2009, MAG received the *United We Ride 2008 National Leadership Award* for major urbanized areas from the Federal Transit Administration for excellence in plans to coordinate human services transportation.

In addition, coordination among domestic violence and homeless shelters has resulted in people receiving better service more efficiently. This has been achieved through the development of a standardized screening question, an eligibility matrix, a client principles statement, and a capacity study to maximize shelter space. This work is on the cutting edge nationally. Coordination made it possible to connect these people with critical services. With continued support, human services planning will continue to have a profoundly positive impact on the region and beyond.

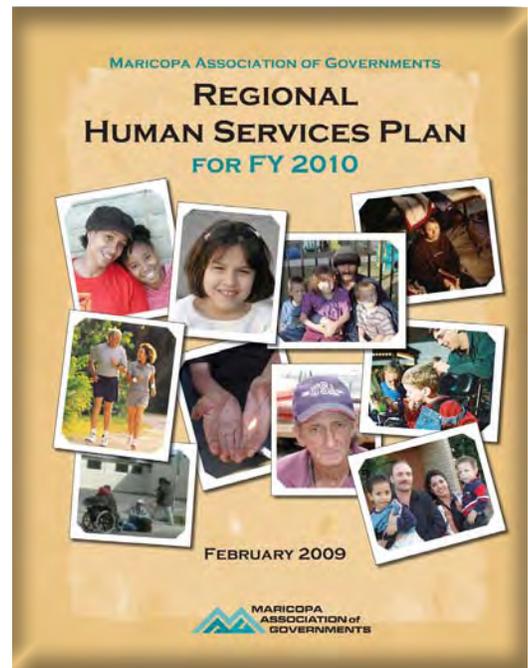
SOCIAL SERVICES BLOCK GRANT POPULATIONS

MAG began developing regional human services plans 30 years ago as part of a contract with the Arizona Department of Economic Security (DES) to develop allocation recommendations for locally planned Social Services Block Grant (SSBG) dollars. The contract was originally established on the premise that DES would benefit from having a regional entity closest to the people determine a portion of the allocations. This relationship benefits the entire region by offering a more comprehensive, responsive allocation of resources.

Last year, MAG created and implemented a funding formula and public participation process that systematically assesses each service and moves funding to the services with the highest priority. The results from a ranking of SSBG services by MAG Committee members and community partners define the groups used in the funding formula. This resulted in funding being shifted from low priority services to high priority services last year. The need to critically examine the services provided is greater now due to the rapidly changing and strained funding environment.

This year, more than 180 surveys were collected from a number of community partners, committee members, and clients. These data were used to carefully assess the services, the funding provided, and the best way to maximize the resources to address the escalating demand. In response to the service ranking, a total of \$189,999.59 is being shifted to the services with the highest ranking. Just more than \$88,600 of this funding is being re-allocated from transportation services, regardless of their ranking, to services that ranked low. This has been done to minimize the impact of the funding reduction to services without the option of applying to generously funded transportation sources.

The following sections will offer detail about the research conducted to inform the allocation development process as well as the allocation recommendations for each SSBG target group. Years ago, the region defined four target groups that would be eligible for SSBG funding. These include adults, families and children; older adults; persons with developmental disabilities; and persons with disabilities.



Adults, Families, and Children

According to the **2008 American Community Survey** (ACS), there are 878,874 family households in the region. Nearly half have their own children under the age of 18 years living with them. A third of the family households are married couples with children under the age of 18 years. Female headed households with children under the age of 18 years without a husband represent 10.5 percent of the family households in the region. This mirrors the national average closely. The average family size in the region of 3.59 is slightly larger than the national average of 3.22 people.

Arizona is one of the states hardest hit by the housing crisis along with Florida, California, and Nevada. Many homeowners no longer have any equity in their home. Since the housing peak in 2006, housing prices have dropped 50 percent as of 2009. Half the homeowners in the Valley have negative equity in their home, meaning their home is worth less than their mortgage.

The *Wall Street Journal* reports poverty has increased across all races. Rates of deep poverty are the highest they have been in the last 14 years. Rates of deep child poverty have reached a peak not seen since 1997. Local food banks have given out 42 percent more food than last year, many of it to people who used to donate food themselves. Many people who have turned to the government for assistance are not receiving support. For example, more than 10,000 parents from low-income families lost their health insurance when the State reduced funding for KidsCare.



This region has prioritized locally planned SSBG funds for services that meet basic needs. Seventy percent of the services target people who have experienced homelessness or domestic violence. The remaining 30 percent of the services assists low income people or at-risk youth. The needs and demographics of low-income people have been presented in the environmental scan. Information about the trends in homelessness, domestic violence, and youth on their own is presented below.

Homelessness

Homelessness in the region is dramatically rising. Homeless Street Count data shows more than a 20 percent increase among those experiencing homelessness in the region from 2,426 people in 2008 to 2,918 people in 2009. There was a startling increase of more than 300 percent among people in families. The numbers of people in shelters and who are doubled-up with other families are also rising. The 2009 Homeless Shelter

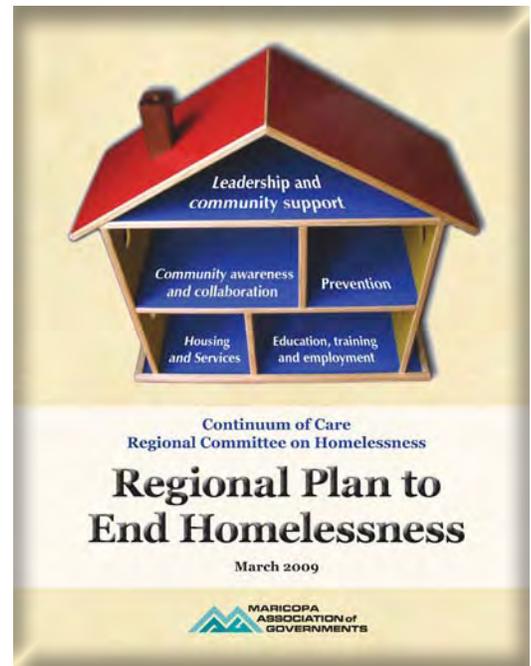
Count data indicates an increase of four percent among emergency and transitional homeless shelters, from 4,763 in 2008 to 4,971 in 2009. The Department of Education reports an 11 percent increase in the number of homeless people doubled-up (homeless families staying with other families) in the region, from 6,096 in 2008 to 6,768 in 2009. Combining the number of people sleeping on the streets, the number in shelters, and the number of people doubled-up equates to 14,657 homeless men, women and children at any point-in time in the region.

The downturn in the economy has directly impacted those living on the brink of homelessness. With many individuals and families unemployed and jobs difficult to find, many people have to make difficult choices between paying rent and buying food. Data from the region's Homeless Management Information System (HMIS) shows that 40 percent of people in shelters report being homeless for the first time. The primary reason for their homelessness is due to loss of job (unemployed), lack of financial resources, or being evicted.



The MAG Continuum of Care Regional Committee on Homelessness is working to implement the **2009 Regional Plan to End Homelessness** with 30 action steps leading the region's charge to ending homelessness. Of the 30 action steps identified in the plan, there has been a significant amount of work in the area of housing-first or rapid re-housing. The concept behind housing-first is moving people from the streets directly into permanent supportive housing. Research shows that when people are stabilized in their own housing and receive supportive services, they are able to make great strides toward moving to self-sufficiency, their overall health is improved, and they are able to address issues like drug and alcohol abuse.

The Valley of the Sun United Way and the Arizona Coalition to End Homelessness are working collaboratively to advance the permanent supportive housing goals in the Regional Plan. Valley of the Sun United Way is currently implementing a 35 unit pilot project in collaboration with the City of Tempe beginning in January of 2010. The long-term goals are to create 250 units across the region by 2010 and 3,000 units in the region by 2020. The Arizona Coalition to End Homelessness is contributing to the permanent supportive housing efforts by leading a regional effort to identify the 50 most vulnerable homeless people most likely to die on the streets and placing them in housing. The project is part of a national effort to house 100,000 of the most vulnerable people in the nation.





Domestic Violence

One in five women will experience domestic violence according to national statistics. In FY 2008, 6,428 people were served by 12 domestic violence shelters in the region. An estimated 15-20 percent of requests for domestic violence shelter go unmet, according to CONTACTS Shelter Hotline data.

Many victims of domestic violence leave behind their homes, their personal items, and their access to financial resources. Victims may turn to government programs, such as the Temporary Assistance for Needy Families (TANF) program, for help in securing safe housing. According to the National Law Center on Homelessness and Poverty, at least 50 percent of women accessing TANF have experienced domestic violence. Budget cuts to programs, such as TANF, have a huge impact on victims' ability to access safe housing. Nearly 20 percent of women experiencing homelessness report abuse or domestic violence as a reason for their homelessness (National Law Center on Homelessness and Poverty 2009).



The MAG Regional Domestic Violence Council and the MAG Continuum of Care Regional Committee on Homelessness are working collaboratively to address common issues. Joint Committee meetings have focused on sharing promising practices for utilizing shelter resources to best serve those seeking shelter. The shelter community came together to declare their dedication to working together to better serve individuals and families in the region. A study of shelter capacity was also conducted with a report to be completed in early 2010.

Prevention efforts have led to an increased focus on teen-focused education about building healthy dating relationships. According to Break the Cycle's *2009 State-By-State Teen Dating Violence Report Card*, 39 states have civil domestic violence protection or restraining order laws protecting teenagers. In July 2009, Arizona became the 40th state to amend the definition of domestic violence to recognize dating relationships including those among teenagers. Regionally, outreach efforts such as MAG's Youth Empowerment Project have partnered with high schools, community agencies, and faith-based organizations to raise awareness of dating violence.

Regional planning efforts have focused on providing safety to victims and their children. Discussions are now turning to topics of primary prevention, offender accountability, and batterer intervention. Community stakeholders are engaging in a strength-based process for developing a new regional plan. The plan will highlight what is being done well, and what can be expanded upon to make the biggest impact for ending domestic violence in the region.

Social Services Block Grant Allocations for Adults, Families, and Children

The services were ranked and divided into Groups A through E. A base was applied of 10 percent and 20 percent. Services in Group A received an increase of 20 percent. Group B received an increase of 10 percent. Group C services were held harmless and received neither an increase nor a decrease. Services in Group D received a 10 percent decrease. Group E services received a 20 percent decrease. The funding for transportation services was removed and re-allocated to non-transportation services in Groups D and E. The number after each service represents their ranking with higher numbers indicating a higher ranking.

Table 1: Social Services Block Grant Allocations for Adults, Families, and Children

Target	Service	Group	FY 2010 Funding	FY 2011 Funding	Summary (+/-)
AFC:	Transportation: Homeless/ Unemployed (++) 2.32	A	\$16,167.07	\$0.00	-\$16,167.07
AFC:	Case Mgt: Pregnant/Parenting Youth (-) 1.73	D	\$38,536.93	\$37,731.70	-\$805.23
AFC:	Supp Intervention/Guidance Counseling: Outpatient DV Victims (0) 1.83	C	\$40,332.00	\$40,332.00	\$0.00
AFC:	Supp Intervention /Guidance Counseling: High Risk Children (+) 2.11	B	\$47,021.00	\$54,858.93	\$7,837.93
AFC:	Case Mgt: Homeless, Trans. Housing (-) 1.41	D	\$64,803.01	\$63,448.95	-\$1,354.06
AFC:	Crisis Shelter Services: Children & Runaway Children (++) 2.40	A	\$69,676.12	\$72,277.42	\$2,601.30
AFC:	Shelter: Homeless Families and Individuals (++) 2.37	A	\$83,288.32	\$86,397.82	\$3,109.50
AFC:	Shelter: Trans. housing for elderly homeless people who have disabilities (+) 2.01	B	\$83,288.32	\$97,171.64	\$13,883.32
AFC:	Case Mgt: Homeless, ER Shelter (++) 2.30	A	\$174,206.92	\$180,710.80	\$6,503.88
AFC:	Crisis Shelter Services: Domestic Violence (++) 2.82	A	\$336,352.35	\$348,909.79	\$12,557.44
AFC:	Case Mgt: Basic Needs (++) 2.66	A	\$983,150.35	\$1,019,855.48	\$36,705.13
ADULTS, FAMILIES & CHILDREN			\$1,936,822.39	\$2,001,694.53	\$64,872.14



Older Adults

The trend for older adults has been and continues to be living longer and in place. According to the 2008 ACS, 13.9 percent (549,190) of the residents are age 62 years and older. Each year, this percentage increases slightly. In 2007, 13.7 percent of people in the region were age 62 years or older and in 2006 the percentage was 13.5. This trend is expected to continue until older adults represent 20 percent of all residents in the region by the year 2020. Longer life expectancies, combined with the recession and decimation of savings, have positioned older adults to more often re-career instead of retiring permanently.

Despite longer lives, rates of disability still tend to rise as people age. Children under the age of 18 years only exhibit disabilities at 3.6 percent. Just more than one third or 34.4 percent of adults older than 65 years report disabilities. An emerging priority has been the desire to age in place, or not move to an age-restricted community or retirement home. Adaptations such as universal design can modify a home to accommodate mobility devices such as walkers and wheel chairs. Research repeatedly shows the benefits such as cost savings and a better quality of life when people are able to remain in their homes.

The SSBG allocation recommendations below reflect these priorities. Home care such as housekeeping, health aides, and personal care received a 20 percent increase. Home delivered meals, another important service, were held harmless.

Transportation also helps people to live as independently as possible. While funding is not being recommended through this SSBG funding source, agencies that used to provide the service will be made more aware of transportation funding sources such as Section 5317, the New Freedom Act that may provide support. Older adults are also included as a target group in MAG's efforts to coordinate human services transportation. The transportation needs of older adults are addressed vigorously through this complementary initiative. The allocations recommendations for the older adults target group were derived using the same funding formula described in the last section.

Table 2: Social Services Block Grant Allocations for Elderly

Target	Service	Group	FY 2010 Funding	FY 2011 Funding	Summary (+/-)
ELD:	Transportation (+) 2.05	B	\$35,528.32	\$0.00	-\$35,528.32
ELD:	Supp Intervention/Guidance Counseling (-) 1.32	D	\$0.00	\$0.00	\$0.00
ELD:	Adult Day Care/Adult Day Health Care: Homeless, ER Shelter (0) 1.90	C	\$203,322.00	\$203,322.00	\$0.00
ELD:	Home Care: Housekeeping/Homemaker, Chore, Home Health Aide, Pers. Care, Respite & Nursing Services (++) 2.42	A	\$341,751.21	\$354,510.22	\$12,759.01
ELD:	Home Delivered Meals (0) 1.92	C	\$413,941.62	\$413,941.62	\$0.00
ELDERLY			\$994,543.15	\$971,773.84	-\$22,769.31

Persons with Developmental Disabilities

The Division for Developmental Disabilities (DDD) within the Arizona Department of Economic Security reports nearly a 20 percent increase in the number of people served with many applying for benefits for the first time. The trend for these first-time applicants is they are older adults, many of whom are living with elderly parents who are no longer able to provide care due to their own age and the impact of the recession. One individual who recently applied had outlived his parents, and at the age of 72 years, sought assistance for the first time in his life.



People with developmental disabilities historically have displayed higher rates of abuse and neglect. This requires extensive interaction between DDD, Child Protective Services, and Adult Protective Services. The recent budget reductions have made this vital collaboration more difficult to maintain with fewer staff and resources. Some of the providers that have contracted with DDD have been forced to shut their doors due to funding lost. DDD maintains 220 staff vacancies and caseloads have grown by four times. Lack of capacity within the system will result in people not being assisted and more likely to suffer unabated exploitation and abuse.

The recession has made it necessary for more people with developmental disabilities to secure employment. The high rate of unemployment in the region makes securing a job all the more difficult. In October 2009, the regional unemployment rate reached 9.3 percent. The unemployment rate for people with developmental disabilities historically has been more than 70 percent. Employment assistance services at risk for being cut are a vital link to helping this target group overcome barriers associated with finding a job.

The allocation recommendations for persons with developmental disabilities are provided below. Re-allocated transportation funds were added to the services in Groups D and E to minimize the impact of funding reductions.

Table 3: Social Services Block Grant Allocations for Persons with Developmental Disabilities

Target	Service	Group	FY 2010 Funding	FY 2011 Funding	Summary (+/-)
DD:	Transportation Service (+) 2.04	B	\$26,044.44	\$0.00	-\$26,044.44
DD:	Attendant Care Services (-) 1.15	E	\$28,264.00	\$27,053.35	-\$1,210.65
DD:	Respite Service (+) 1.97	B	\$32,606.10	\$38,041.21	\$5,435.11
DD:	Ext Supp Employment Services: Individuals with DD who reside in family home & need wk training opportunities (-) 0.92	E	\$74,761.00	\$71,558.72	-\$3,202.28
DD:	Ext Supp Employment Services: Individuals with DD in need of wk training opportunities (-) 1.62	D	\$336,435.00	\$329,405.18	-\$7,029.82
DD:	Habilitation Services (-) 0.81	E	\$32,103.90	\$30,728.78	-\$1,375.12
DEVELOPMENTALLY DISABLED			\$530,214.44	\$496,787.24	-\$33,427.20

Persons with Disabilities

People who have disabilities are more likely to live in poverty, have less education, and be unemployed than people who do not have disabilities in the region. According to the 2008 ACS one year estimates, nearly 70 percent of those with a disability are unemployed. This is in stark contrast to the nearly 70 percent of those without a disability who are in the labor force. If employed, people with disabilities tend to work in the same fields as those without disabilities with roughly 60 percent of both working in management, professional, and related occupations; and in sales and office occupations. Employed people with disabilities are less likely to drive themselves to work at 66.8 percent as opposed to 76 percent of those without disabilities. People with disabilities are more likely to use public transportation with 6.2 percent using this mode of travel while only 2.5 percent of people without disabilities use public transportation according to the 2008 ACS one year estimates.



Many research studies link education to income later in life. More than one out of five people with disabilities have less than a high school degree. Correspondingly, more than one out of four earns less than \$5,000 a year. This drops to 14.8 percent of people without disabilities earning less than \$5,000 a year and 15.4 percent with less than a high school education. At the other end of the spectrum, only 16.7 percent of people with disabilities has a Bachelors degree or higher while 29.1 percent of those without disabilities has attained this level of education. In regard to higher income levels, only 8.5 percent of those with disabilities earn \$75,000 or more a year, compared to 13.4 percent of those without disabilities. These trends result in nearly 17 percent of people with disabilities living under the federal poverty level while that figure drops to just more than 10 percent for people without disabilities.

The higher rates of poverty result in people with disabilities being more likely to need services. This can be a jarring transition for someone who has acquired a disability whether through age or injury. Many of the service men and woman returning from wars abroad have suffered traumatic brain injuries that may impair them for the rest of their lives. According to the Army Institute of Surgical Research, 22 percent of the wounded soldiers from Iraq and Afghanistan conflicts who have passed through the military's Landstuhl Regional Medical Center in Germany had injuries to the head, face, or neck.

Supported employment, independent living, and supportive counseling can make an incredible difference in assisting people to adjust to life with a disability. Due to funding

reductions, the State is under an Order of Selection. Up to 40 other states are under the same restriction. This means that as of March 15, 2009, anyone not currently receiving services has been put on a wait list. As of August 2009, there were up to 1,500 individuals on the wait list for Arizona.

The SSBG allocation recommendations for persons with disabilities were determined through the service ranking and funding formula used for the other three target groups.

Table 4: Social Services Block Grant Allocations for Persons with Disabilities

Target	Service	Group	FY 2010 Funding	FY 2011 Funding	Summary (+/-)
PwD:	Congregate Meals (-) 1.10	E	\$13,425.00	\$12,849.96	-\$575.04
PwD:	Adult Day Care/Adult Day Health Care (-) 1.32	D	\$13,425.00	\$13,144.48	-\$280.52
PwD:	Adaptive Aids and Devices (-) 1.31	D	\$15,753.60	\$15,424.43	-\$329.17
PwD:	Rehabilitation Instructional Services (-) 1.09	E	\$16,832.00	\$16,111.03	-\$720.97
PwD:	Home Delivered Meals (0) 1.92	C	\$19,230.72	\$19,230.72	\$0.00
PwD:	Supp Intervention/Guidance Counseling (-) 0.81	E	\$22,540.00	\$21,574.53	-\$965.47
PwD:	Home Care (-) 1.74	D	\$38,340.29	\$37,539.17	-\$801.12
PwD:	Supp Employment, Extended (-) 1.73	D	\$239,452.00	\$234,448.65	-\$5,003.35
PEOPLE WITH DISABILITIES			\$378,998.61	\$370,322.97	-\$8,675.64



CONCLUSION

Much about the future is unknown, but the importance of human services planning and delivery is indisputable. The recession will continue to affect both the demand for human services programs and the funding needed to support these efforts. It is undeniable that the region suffers from the recession more keenly than many other parts of the country. Many project a resounding comeback for Arizona based on the existing fundamentals needed for a strong economy.

In the meantime, there is work to be done. The \$3.8 million allocated for SSBG services by this plan is a starting point for the funding needing to be distributed. As this plan goes to print, news is eagerly awaited from the U.S. Department of Housing and Urban Development about the anticipated funding award of \$23.2 million in Stuart B. McKinney funds. In Spring 2010, the application competitions for Section 5310, Elderly and Persons with Disabilities Transportation Program; Section 5316, Job Access and Reverse Commute; and Section 5317, New Freedom will solicit projects serving older adults, low-income people, and people with disabilities. For the first time, agencies previously receiving SSBG funds for transportation will be encouraged to apply. These funding sources represent MAG's direct responsibility. Many other funding sources support the regional human services infrastructure as well.

The shifting of SSBG funds from low-priority services and transportation services to high-priority services is one step. Other steps may include the following:

- Consider the return on investments made in human services, not just the cost to operate the program. For example, every dollar given to the Arizona Statewide Gleaning Project yields 25 pounds of food given to local food banks.
- The human services infrastructure is an interdependent web. It is more productive to support all providers rather than advocate solely for any one program. For example, the funding reductions made to DES gravely impact a multitude of providers. Maintaining funding for DES benefits all partners.
- Careful, strategic coordination will maximize what funding remains after the reductions have been made. The standards of "business as usual" no longer apply. Innovative solutions need to be developed. Some strategies may pull agencies outside their comfort zone, but new activities will offer new and promising results.

For information about regional human services planning, please contact MAG at (602) 254-6300, email

humanservices@mag.maricopa.gov, or visit mag.maricopa.gov.

Thank you!

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Acknowledgements

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SSBG Fact Sheets

Adults, Families and Children Fact Sheet

1. Purpose Statement

Help adults, families, and youth in crisis stabilize and attain self-sufficiency.



2. Demographics

The following data represent a compilation from sources that focus on homelessness, domestic violence and unaccompanied youth.

- ^ Arizona Department of Education FY 2008
- ~ Arizona Department of Education point in time count 2009
- * Homeless Management Information System FY 2009
- # Arizona Department of Economic Security and calls to CONTACTS FY 2009
- + MAG Annual Homeless Street Count FY 2009

Table 5: SSBG Fact Sheet: Adults, Families and Children

Demographic	Homeless	Domestic Violence	Youth
Population	2,918 on streets+ 14,215 in shelter* <u>6,445 doubled up~</u> 23,578 total	6,428 served in 12 domestic violence shelters within Maricopa County for FY08	3,566 in shelters with family* 115 in shelters without family* <u>4,834 doubled up~</u> <u>220 on streets+</u> 8,735 total
Age			
0-5 years	1,598 or 11%*	26%#	Please refer to homeless data
6-8 years	628 or 4%	16.6%	
9-12 years	758 or 5%		
13-15 years	445 or 3%	5%	
16-17 years	252 or 2%		
18-24 years	1,332 or 9%	(18-29 yrs) 18.5%	
25-34 years	2,149 or 15%	(30-44 yrs) 22.6%	
35-44 years	2,550 or 18%		
45-61 years	4,023 or 28%	(45-61 yrs) 11%	
61+ years	440 or 3%	4.05%	
Unknown	40 or 0%	N/A	



Race/ethnicity			
American Indian/Alaskan Native	633 or 4%*	7%	224 or 6%*
American Indian/Alaskan/Black	71 or 0%		39 or 1%
American Indian/Alaskan Native/White	128 or 1%		36 or 1%
Asian	70 or 0%	1.3%	11 or 0%
Asian/Black	10 or 0%		8 or 3%
Asian/White	22 or 0%		10 or 0%
Black/African American	3,104 or 23%	17%	913 or 25%
Black/White	234 or 2%		141 or 4%
Native Hawaiian/Other Pacific Islander	55 or 0%	N/A	16 or 0%
White	8,876 or 62%	33%	1,991 or 54%
Other Multi-Racial	962 or 7%	8%	290 or 8%
Unknown	50 or 0%	N/A	2 or 0%
Hispanic	3,073 or 22%	34%	1,269 or 34%
Gender			
Female	6,288 or 44%*	Adults – 54%# Children – 22.8%	1,827 or 50%*
Male	7,890 or 56%	Adults - .2% Children – 23%	1,854 or 50%
Unknown	37 or 0%	N/A	0 or 0%
Income (Monthly)			
\$0	174 or 1%*	(0-500) 76%#	2 or 0%*
1-49	61 or 0%		0 or 0%
50-99	58 or 0%		0 or 0%
100-149	177 or 1%		4 or 0%
150-199	122 or 1%		0 or 0%
200-249	148 or 1%		4 or 0%
250-299	124 or 1%		0 or 0%
300-499	383 or 3%		6 or 0%
500-749	1,157 or 8%	(501-833) 12%	13 or 0%
750-999	550 or 4%		6 or 0%
1,000-1499	718 or 5%	(834-1500) 11%	5 or 0%
1,500-1,999	373 or 3%	1 %	0 or 0%
2,000+	284 or 2%		1 or 0%
Employment			
Employed	1,888 or 13% of people in shelter *	N/A#	N/A
Unemployed	7,324 or 52%	N/A	
Unknown	5,003 or 35%	N/A	
Assistance Levels			
Shelter	14,215 in shelter*	6,428 #	3,681*

Disability Rates			
None	2,779 or 20%*	N/A#	103 or 3%*
Alcohol Abuse	888 or 6%	140	4 or 0%
Alzhiemers/Dementia	7 or 0%	N/A	0
Developmental	121 or 1%	N/A	47 or 1%
Drug Abuse	1,303 or 9%	296	8 or 0%
Dual Diagnosis	175 or 1%	N/A	1
Hearing Impaired	94 or 1%	N/A	6 or 0%
HIV/AIDS	98 or 1%	N/A	0
Mental Handicap/Injury	120 or 1%	N/A	1 or 0%
Mental Illness	3,371 or 24%	N/A	58 or 2%
Physical/Medical	1,312 or 9%	N/A	45 or 1%
Physical/Mobility Limits	507 or 4%	N/A	6 or 0%
Vision Impaired	61 or 0%	N/A	1 or 0%
Other	103 or 1%	N/A	6 or 0%
Other: Cognitive	20 or 0%	N/A	1
Other: Hepatitis C	175 or 1%	N/A	1 or 0%
Other: Learning	157 or 1%	N/A	11 or 0%
Other: Speech	22 or 0%	N/A	4 or 0%
Family status			
Two parents & kids	376*	N/A	Households are not tracked because unaccompanied youth are counted with the rest of youth in the homeless count.
Single parent & kids	1,422	N/A	
Non custodial	1	N/A	
Grandparent & kids	18	N/A	
Couple, no kids	75	N/A	
Parent, partner, kids	127	N/A	
Extended family	14	N/A	
Other	561	N/A	

3. Gaps and Impact

a. **Wait list data:**

Domestic Violence: CONTACS reports that an average of 85 percent of calls for domestic violence shelter resulted in victims obtaining shelter for FY 2009. This leaves an estimated 15 percent who went without shelter. Since 2006, a total of 330 new beds have been opened for a total of 649 beds in Maricopa County. In this same time period, requests for shelter in Maricopa County have decreased by fifteen percent to 8,619.

Homeless: CONTACS reported that for FY 2009, an average of 48 percent of calls was connected with shelter. This leaves a gap of 11,198 calls or 52 percent. When the duplicate calls are removed, the



number drops to 4,388. As of January 2009, there were 9,363 homeless people living on the streets and in doubled up conditions throughout this region. It is anticipated that these people would be eligible for services.

Youth: In January 2009, there were 5,054 youth living on the streets and doubled up with and without their families. It is anticipated that these youth would be eligible for services.

b. Number of people estimated to be eligible for services:

Homeless: There are a total of 23,578 homeless people in shelters, on the streets and doubled up in this region. There was an increase of twenty percent in the number of homeless people counted in Maricopa County during the January 27, 2009 point-in-time street count. There was also an eleven percent increase in the number of people counted in emergency shelter during the point in time shelter count. CONTACTS reports that 17,691 calls were connected to shelters in FY 2009.

Youth: Cumulatively, there are 8,735 homeless youth in this region living in shelters, on the streets and doubled up. There was an increase of 280 percent in the number of homeless children in families counted during the point-in-time street count. There was also a 248 percent increase in the number of homeless youth-on-their-own counted during the point-in-time street count.

The Arizona Department of Education reports 4,834 homeless children enrolled in school in Maricopa County during the point-in-time count. This is an increase of six percent compared to the point-in-time count the previous year.

Domestic Violence: Nationally, domestic violence incidences have increased during 2009. The economic downturn has been attributed to the increase in reported instances as well as the increase in the number of complex cases. The national trends are reflected locally as well.

In 2005, MAG commissioned a survey that indicated 40 percent of residents personally knew someone or had experienced domestic violence themselves. MAG conducted focus groups in 2006 that reported 51 percent of teens personally knew someone or had experienced dating violence themselves.

Research indicates that one in five women will experience domestic violence. The 2006 American Community Survey reports a population of 1,369,579 of women age 18 and over in this region. If the research holds true, then 273,915 women would experience domestic violence and be eligible for services.

c. Global impact of services

Youth: Homeless youth service providers indicate the numbers are increasing and homeless youth report being victims of domestic violence and abuse. They also report poor physical health, substance abuse issues, and are pregnant or parenting. They struggle with education, and 19 percent report attempted suicide. The services rendered by locally planned SSBG assist youth by placing them in safe, constructive

settings with services to help them stabilize. Research also indicates that at-risk teens are more likely to miss school, have lower grades and higher drop out rates.

Homelessness: More than forty percent of the people in shelter report being homeless for the first time, according to data in the Homeless Management Information System (HMIS). The primary reason for being homeless, given by those in HMIS, is due to loss of job at fifteen percent, lack of financial resources at fourteen percent and being evicted at eleven percent. These three reasons account for more than 5,500 people in HMIS. It is expected that these numbers will continue to increase as the economy has not recovered and people continue to lose their jobs and the eviction rate continues to climb. This will increase the burden on the region.

Research indicates that homeless people utilize expensive emergency services like jails and hospitals much more than the average person who is not homeless. Even when factoring in the cost of providing supportive services, it is still less expensive to house someone than to have a person live on the streets and access high dollar emergency services. The services funded by locally planned SSBG assist homeless people to move more quickly and effectively from the streets to self-sufficiency.

Domestic Violence: The Arizona State budget deficit has led to significant decreases in state funding for domestic violence shelters. Throughout the state, domestic violence programs received 12 percent cuts to their state contracts in FY 2009. In Maricopa County the average reduction to domestic violence shelters was 12.6 percent amounting to a total funding reduction of \$1,058 million. They experienced additional funding losses as private and corporate philanthropy decreased following the downturn in the economy. Programs throughout the region have reduced their staff, benefits, and minimized the program offerings to balance their budgets. These programs await the approval of a FY 2010 budget to know the financial impact to their programs this year.

In July 2009, the Arizona Legislature approved SB1088 also known as “Kaity’s Law”. This bill adds additional language to the state recognized definition of domestic violence to include instances of dating violence and teen dating violence.

4. DES Update

August 13, 2009: Ms. Guild said Community Partners and Innovative Practices provide funding for several core areas of human services; including homelessness, domestic violence, and hunger. She noted MAG conducts regional planning in the areas of homelessness and domestic violence but does not develop allocation recommendations in the area of hunger. Ms. Guild said the Community Action Programs (CAP) handle the majority of dollars planned for by MAG that go into domestic violence and homelessness programs, case management, and basic need.



Ms. Guild referenced the DES Web site noting there have been consistent messages distributed directly from the director's office informing on the status of CPIP. She reported there have been more than \$3.3 million in reductions to core services in FY 2009. Of that, \$2.2 million was reduced from domestic violence programs with the majority out of emergency shelter. The homeless program was reduced \$283,000 and the hunger program experienced a \$167,000 reduction. Additionally, emergency services through the CAP offices and case management was reduced approximately \$636,000.

October 2, 2009: The final day of the Director's Office of Community Partnerships and Innovative Practices (CPIP) is October 3, 2009. The Hunger Program will be relocated to the Division of Benefits and Medical Eligibility (DBME). Family Connections staff are receiving their new assignments and will be assuming various positions within Tucson and Phoenix, in several different divisions. Their cases have been closed and families have been transitioned to community partners where possible. The remaining programs (Homeless, Domestic Violence, Emergency Services) and many of the support functions will be reassigned to the Division of Aging and Adult Services (DAAS).

October 29, 2009: In response to a request from the Governor to prepare a budget reflecting a 15 percent cut, DES proposed the following:

• Reduce or Eliminate DCYF Programs:	\$5,300,000
• Restrict Cash Assistance Eligibility:	\$9,000,000
• Community Services Reductions:	\$2,350,000
• In-Home Child Welfare Services Reductions:	\$10,100,000
• Means Testing and Fee Increases (shared with DDD):	\$5,500,000
• Maintain Services Reductions:	\$23,500,000
• Eliminate Sight Conservation Program:	<u>\$120,000</u>
TOTAL:	\$55,870,000

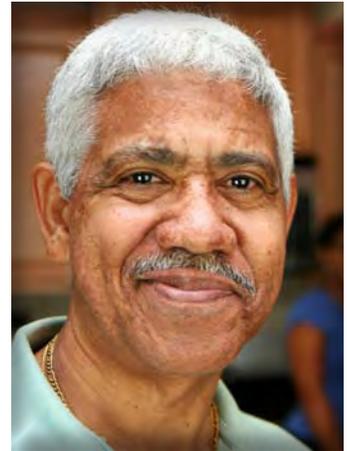
Elderly Fact Sheet

1. Purpose Statement

Assist older adults and persons with disabilities aged 18-59 with services to help them to live as independently as possible.

2. Demographics

The following data represent older adults living in Maricopa County at the time of the 2008 American Community Survey.



Maricopa County, Arizona
 S0102. Population 60 Years and Over in the United States
 Data Set: 2008 American Community Survey 1-Year Estimates
 Survey: American Community Survey

Table 6: SSBG Fact Sheet: Elderly

Subject	Total	Margin of Error	60 years and over	Margin of Error
Total population	3,954,598	*****	629,986	+/-5,157
SEX AND AGE				
Male	50.4%	+/-0.1	44.7%	+/-0.4
Female	49.6%	+/-0.1	55.3%	+/-0.4
Median age (years)	34.1	+/-0.1	70.2	+/-0.3
RACE AND HISPANIC OR LATINO ORIGIN				
One race	97.6%	+/-0.2	99.3%	+/-0.1
White	82.2%	+/-0.5	91.6%	+/-0.4
Black or African American	4.3%	+/-0.1	2.6%	+/-0.2
American Indian and Alaska Native	1.9%	+/-0.1	0.8%	+/-0.2
Asian	2.9%	+/-0.1	2.1%	+/-0.1
Native Hawaiian and Other Pacific Islander	0.2%	+/-0.1	0.1%	+/-0.1
Some other race	6.1%	+/-0.5	2.1%	+/-0.4
Two or more races	2.4%	+/-0.2	0.7%	+/-0.1
Hispanic or Latino origin (of any race)	31.0%	*****	9.9%	+/-0.3
White alone, not Hispanic or Latino	58.7%	+/-0.1	84.0%	+/-0.4



Subject	Total	Margin of Error	60 years and over	Margin of Error
RELATIONSHIP				
Population in households	3,915,990	+/-6,304	624,539	+/-5,599
Householder or spouse	51.1%	+/-0.4	85.0%	+/-0.9
Parent	1.8%	+/-0.1	6.5%	+/-0.6
Other relatives	39.7%	+/-0.4	4.8%	+/-0.6
Nonrelatives	7.5%	+/-0.3	3.7%	+/-0.5
Unmarried partner	2.2%	+/-0.1	1.1%	+/-0.2
HOUSEHOLDS BY TYPE				
Households	1,344,597	+/-8,226	364,451	+/-5,102
Family households	65.4%	+/-0.6	57.5%	+/-1.0
Married-couple family	48.8%	+/-0.7	49.9%	+/-0.9
Female householder, no husband present, family	11.1%	+/-0.4	6.0%	+/-0.6
Nonfamily households	34.6%	+/-0.6	42.5%	+/-1.0
Householder living alone	27.5%	+/-0.5	39.5%	+/-1.0
MARITAL STATUS				
Population 15 years and over	3,038,155	+/-210	629,986	+/-5,157
Now married, except separated	48.2%	+/-0.6	59.7%	+/-1.0
Widowed	5.3%	+/-0.2	21.4%	+/-0.9
Divorced	12.3%	+/-0.4	14.6%	+/-0.8
Separated	1.8%	+/-0.2	0.9%	+/-0.2
Never married	32.5%	+/-0.5	3.4%	+/-0.4
EDUCATIONAL ATTAINMENT				
Population 25 years and over	2,524,283	+/-446	629,986	+/-5,157
Less than high school graduate	16.3%	+/-0.4	14.8%	+/-0.7
High school graduate, GED, or alternative	23.8%	+/-0.5	28.0%	+/-0.9
Some college or associate's degree	32.7%	+/-0.5	31.0%	+/-0.9
Bachelor's degree or higher	27.2%	+/-0.4	26.2%	+/-0.8
RESPONSIBILITY FOR GRANDCHILDREN UNDER 18 YEARS				
Population 30 years and over	2,221,641	+/-289	629,986	+/-5,157
Living with grandchild(ren)	4.0%	+/-0.3	5.4%	+/-0.6
Responsible for grandchild(ren)	1.4%	+/-0.2	1.4%	+/-0.3
VETERAN STATUS				
Civilian population 18 years and over	2,864,852	+/-2,071	629,986	+/-5,157
Civilian veteran	10.2%	+/-0.3	25.6%	+/-0.7
DISABILITY STATUS				
Civilian noninstitutionalized population	3,929,175	+/-3,625	626,483	+/-5,148
With any disability	10.6%	+/-0.3	30.1%	+/-1.0
No disability	89.4%	+/-0.3	69.9%	+/-1.0

Subject	Total	Margin of Error	60 years and over	Margin of Error
RESIDENCE 1 YEAR AGO				
Population 1 year and over	3,888,140	+/-4,779	629,986	+/-5,157
Same house	81.5%	+/-0.6	90.5%	+/-0.6
Different house in the United States	17.9%	+/-0.6	8.9%	+/-0.6
Same county	13.5%	+/-0.6	5.6%	+/-0.6
Different county	4.4%	+/-0.3	3.3%	+/-0.4
Same state	1.1%	+/-0.2	0.5%	+/-0.2
Different state	3.3%	+/-0.3	2.8%	+/-0.4
Abroad	0.6%	+/-0.1	0.6%	+/-0.2
PLACE OF BIRTH, CITIZENSHIP STATUS AND YEAR OF ENTRY				
Total population	3,954,598	*****	629,986	+/-5,157
Native	3,303,527	+/-15,972	553,604	+/-5,891
Foreign born	651,071	+/-15,972	76,382	+/-4,488
Entered 2000 or later	35.3%	+/-1.9	14.9%	+/-3.3
Entered 1990 to 1999	32.0%	+/-1.7	16.8%	+/-3.4
Entered before 1990	32.7%	+/-1.4	68.3%	+/-4.1
Naturalized U.S. citizen	27.4%	+/-1.3	58.8%	+/-3.9
Not a U.S. citizen	72.6%	+/-1.3	41.2%	+/-3.9
LANGUAGE SPOKEN AT HOME AND ABILITY TO SPEAK ENGLISH				
Population 5 years and over	3,622,282	*****	629,986	+/-5,157
English only	72.5%	+/-0.4	85.4%	+/-0.6
Language other than English	27.5%	+/-0.4	14.6%	+/-0.6
Speak English less than "very well"	13.1%	+/-0.4	7.7%	+/-0.5
EMPLOYMENT STATUS				
Population 16 years and over	2,978,977	+/-3,298	629,986	+/-5,157
In labor force	67.1%	+/-0.4	26.1%	+/-0.9
Civilian labor force	66.9%	+/-0.4	26.1%	+/-0.9
Employed	63.3%	+/-0.4	25.0%	+/-0.9
Unemployed	3.6%	+/-0.2	1.1%	+/-0.2
Percent of civilian labor force	5.3%	+/-0.3	4.3%	+/-0.8
Armed forces	0.2%	+/-0.1	0.0%	+/-0.1
Not in labor force	32.9%	+/-0.4	73.9%	+/-0.9
INCOME IN THE PAST 12 MONTHS (IN 2008 INFLATION-ADJUSTED DOLLARS)				
Households	1,344,597	+/-8,226	364,451	+/-5,102
With earnings	81.6%	+/-0.4	45.1%	+/-1.2
Mean earnings (dollars)	75,474	+/-1,173	56,421	+/-2,657
With Social Security income	24.8%	+/-0.4	76.6%	+/-1.0
Mean Social Security income (dollars)	15,936	+/-203	16,899	+/-220



Subject	Total	Margin of Error	60 years and over	Margin of Error
INCOME IN THE PAST 12 MONTHS (IN 2008 INFLATION-ADJUSTED DOLLARS) - Continued				
With Supplemental Security Income	2.2%	+/-0.2	3.4%	+/-0.5
Mean Supplemental Security Income (dollars)	8,587	+/-427	8,860	+/-722
With cash public assistance income	1.9%	+/-0.2	1.0%	+/-0.2
Mean cash public assistance income (dollars)	3,036	+/-404	4,881	+/-1,461
With retirement income	16.3%	+/-0.4	46.0%	+/-1.2
Mean retirement income (dollars)	22,055	+/-667	23,138	+/-849
With Food Stamp benefits	6.6%	+/-0.3	3.4%	+/-0.5
POVERTY STATUS IN THE PAST 12 MONTHS				
Population for whom poverty status is determined	3,915,041	+/-4,668	626,483	+/-5,148
Below 100 percent of the poverty level	13.4%	+/-0.6	7.8%	+/-0.7
100 to 149 percent of the poverty level	8.5%	+/-0.5	8.2%	+/-0.7
At or above 150 percent of the poverty level	78.1%	+/-0.7	84.0%	+/-0.9
HOUSING				
Occupied housing units	1,344,597	+/-8,226	364,451	+/-5,102
Housing tenure				
Owner-occupied housing units	68.0%	+/-0.7	82.9%	+/-1.1
Renter-occupied housing units	32.0%	+/-0.7	17.1%	+/-1.1
Household size: owner- vs renter-occupied				
Average household size of owner-occupied unit	2.89	+/-0.03	2.03	+/-0.03
Average household size of renter-occupied unit	2.95	+/-0.06	1.63	+/-0.07
Selected Characteristics				
No telephone service available	3.1%	+/-0.3	1.0%	+/-0.3
1.01 or more occupants per room	3.9%	+/-0.3	0.8%	+/-0.3
Owner-occupied housing units	914,774	+/-9,913	301,979	+/-5,899
SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME IN THE PAST 12 MONTHS				
Less than 30 percent	65.2%	+/-0.7	71.5%	+/-1.1
30 percent or more	34.8%	+/-0.7	28.5%	+/-1.1
OWNER CHARACTERISTICS				
Median value (\$)	250,800	+/-2,569	234,400	+/-3,288
Median selected monthly owner costs with a mortgage (\$)	1,640	+/-14	1,326	+/-32
Median selected monthly owner costs without a mortgage (\$)	394	+/-6	382	+/-7
Renter-occupied housing units	429,823	+/-9,443	62,472	+/-3,956
GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME IN THE PAST 12 MONTHS				
Less than 30 percent	53.1%	+/-1.4	41.3%	+/-2.7
30 percent or more	46.9%	+/-1.4	58.7%	+/-2.7

Subject	Total	Margin of Error	60 years and over	Margin of Error
GROSS RENT				
Median gross rent (dollars)	940	+/-13	892	+/-35
HOMELESS MANAGEMENT INFORMATION SYSTEM (HMIS) DEMOGRAPHIC DATA				
The HMIS data shows that 440, or three percent, of people in shelter during Fiscal Year 2009 were over the age of 62.				
SERVICES RENDERED				
The following data were reported from the Area Agency on Agency for Fiscal Year 2009 for unduplicated people served through their programs funded by locally planned SSBG. There may be duplication between services.				
Service	Number People Served		Units of Service	
Transportation	1,201		190,997	
Case Management	4,893		32,241	
Home Care	2,564		143,051	
Adult Day Health Care	613		105,934	
Counseling/program development	1,129		7,626	
Home Delivered Meals	5,535		789,919	

3. Gaps and Impact

a. Wait list data

Transportation numbers are not available for the wait list because the funds are not targeted to one specific program.

- i. Adult day health care: 37
- ii. Home delivered meals: 1
- iii. Home care: 573
- iv. Counseling: No longer exists

b. Number of people estimated to be eligible for services

According to the 2008 American Community Survey, there are 629,986 people age 60 over in this region. Of this number, 7.8 percent are living at 100 percent of the federal poverty level. Some programs serve any older adult in the region while others restrict eligibility to those with lower incomes.

c. Global impact of services

Services funded by locally planned SSBG dollars assist older adults and persons with disabilities age 18-59 to live in their homes as independently as they can. Without this support, many would need to move into an assisted living facility or nursing homes at a much higher cost. For example, these facilities can cost \$4,000-\$5,000 a month.



The monthly cost for home delivered meals for one person is \$150 and the monthly charge for a person to receive bathing services is \$200. Even when a person needs more than one service on a monthly basis, the cost is generally significantly lower than if they needed to move into a nursing home or an assisted living facility.

4. DES Updates

August 13, 2009: Mr. Millman said DAAS receives funding from the U.S. Administration on Aging as part of health and human services. The funding received primarily targets the 60+ population and those with a disability. He said DAAS contracts with the Area Agency on Aging who has absorbed a \$2 million cut in state funding. He said the direct impact is in areas such as case management, home base services, respite care, visiting nurse, and home health aid. These reductions impact one's ability to maintain independence in their own home. He said reductions in FY 2010 are an open chapter and like many others, DAAS is also waiting to see what happens. He said it is a very unsettling time and as cuts are made, resources are greatly impacted.

Mr. Millman said one positive element is that DAAS received \$1.9 million through the Federal Stimulus Recovery Act for congregate meals and home delivered meals. That was in addition to \$315,000 for the senior employment program which is funded through the Department of Labor. He said they will be working with the Area Agency on Aging to see how funds can be leveraged to sustain or maintain certain levels of services. Mr. Millman said funding for these programs ends June 30, 2010. He said DAAS is also waiting on the new budget. They have been greatly impacted by the reductions and are trying to adjust to the previous cuts made.

Chair Harris-Morgan asked if there is an expenditure deadline for the stimulus funding. Mr. Millman reported June 30, 2009, for the senior program and September 30, 2010, for the home delivered and congregate meals program. Additionally, he said Arizona is one of sixteen states that have received stimulus funding, and under federal guidelines, expenditures are monitored very closely. The first report is due October 10, 2009.

October 29, 2009: In response to a request from the Governor to prepare a budget reflecting a 15 percent cut, DES proposed the following:

• Aging and Adult Services Reductions:	\$1,550,000
• Eliminate Grandparent Kinship Care Program:	\$450,000
TOTAL	\$2,000,000

Developmental Disabilities Fact Sheet

1. Purpose Statement

Provide assistance so people with developmental disabilities may live as independently as possible.



2. Demographics

The American Community Survey and the US Census report on disabilities but do not offer data the way the State of Arizona defines developmental disabilities. As a result, data for persons with developmental disabilities not receiving services already from the Arizona Department of Economic Security's Division for Developmental Disabilities is not available. These data were reported by DES for July 2009. Of the 18,793 people described below, 330 of them receive services directly funded by locally planned SSBG.

Table 7: SSBG Fact Sheet: Persons with Developmental Disabilities

a. Age	
Birth to three years of age	2,358
3.1 years to 18 years of age	9,535
18.1 years to 50 years of age	5,438
50.1 years to 89 years of age	1,462
Total	18,793
b. Race/ethnicity	
Alaska/American Indian	487
Asian/Pacific Island	399
Black or African American	1,357
Hispanic or Latino	5,646
White not Hispanic	10,290
Other	431
Unknown	183
Total	18,793
c. Gender	
Male	11,839
Female	6,954
Total	18,793
d. Income	
Eligible for Title XIX	13,906
Not Eligible for Title XIX	4,887
Total	18,793

e. Employment	
Eligible for Employment	2,772
Employed	1,013
Wait listed	185
Total	3,970
e. Assistance levels: See Income	
g. Disability rates	
Cognitive Disability	7,652
Autism	2,819
Cerebral Palsy	1,691
Epilepsy	751
Other	5,880
Total	18,793
h. Family status	
Living at home or on their own	17,073
Group quarters	1,720
Homeless	121 (per HMIS)
Total	18,914



3. Gaps and Impact

a. *Wait list data*

Employment	185 (increase of 44 people)
Overall services	4,684 (increase of 203 people)
Total	4,869 (increase of 247 people)

b. *Number of people estimated to be eligible for services*

18,793 are currently enrolled and eligible for services.

c. *Global impact of services*

People with developmental disabilities have much higher rates of unemployment. The state's unemployment rate as of August 1, 2009 was 9.1 percent. According to the DES Division for Developmental Disabilities, the unemployment rate for persons with developmental disabilities is 78 percent. When persons with developmental disabilities are employed, their salary tends to be much lower than the average for persons without developmental disabilities.

The impact of this funding is that persons with developmental disabilities receive assistance that enables them to work, live as independently as possible and depend less on the community to provide for their care.

For example, according to the Division, the average employed person with developmental disabilities pays \$1,207 in taxes, no longer needs or qualifies for \$49,608 in state and local services, and receives only half of the Social Security Income benefit at \$2,432. This saves tax payers \$53,247 per person every year. This computes to a savings of \$32.71 for every SSBG dollar allocated to this target group.

4. DES Updates

August 13, 2009: Ms. Sherer said they do not have a budget at this time and do not know the impact it will have on the division next year. However, she said the number of individuals in the state-funded program grew by 1,300 over the previous year. Additionally, because no new funds will be available, those individuals will no longer receive services. Ms. Sherer said they had been able to supplement people living on their own with rent, employment, and transportation subsidies through special funding that no longer exist. However, they now have individuals who cannot pay their rent or live independently. She said it is too early to project how many are affected and the wait list for Section 8 is very long.

Ms. Sherer said cuts were primarily made in staffing, leading to large increases in case loads. She reported what used to be an average of 47 cases can now be upwards to 90 or more. She said the number is higher in cases regarding early intervention due to the freeze on positions. She said cuts were avoided in service areas therefore most cuts fell on staffing. As such, they will continue to provide the services they have in place as

much as possible but without the ability to provide service to new clients.

October 29, 2009: In response to a request from the Governor to prepare a budget reflecting a 15 percent cut, DES proposed the following:

• Eliminate Enhanced Rates for DDD Contracts:	\$680,000
• Reduce State-Only DDD Services:	\$1,850,000
• Restrict or Eliminate Early Intervention Services:	\$8,200,000
• Eliminate Residential Services for State-Only DDD Clients:	\$4,200,000
• Means Testing and Fee Increases (shared with AFC):	\$5,500,000
TOTAL:	\$20,430,000



Disability Fact Sheet

1. Purpose Statement

Assist persons with disabilities with services that help them to live as independently as possible.



2. Demographics

The following demographics on persons with disabilities were retrieved from the 2008 American Community Survey for Maricopa County.

Maricopa County, Arizona

S1810. Disability Characteristics

Data Set: 2008 American Community Survey 1-Year Estimates

Survey: American Community Survey

Table 8: SSBG Fact Sheet: Persons with Disabilities

Subject	Total	Margin of Error	With a disability	Margin of Error	Percent with a disability	Margin of Error
DISABILITY BY AGE GROUP						
Total civilian noninstitutionalized population	3,929,175	+/-3,625	415,951	+/-11,911	10.6%	+/-0.3
Population under 5 years	332,316	+/-6	2,707	+/-1,153	0.8%	+/-0.3
With a hearing difficulty	(X)	(X)	1,769	+/-878	0.5%	+/-0.3
With a vision difficulty	(X)	(X)	1,463	+/-906	0.4%	+/-0.3
Population 5 to 17 years	749,850	+/-681	36,047	+/-3,506	4.8%	+/-0.5
With a hearing difficulty	(X)	(X)	6,062	+/-1,501	0.8%	+/-0.2
With a vision difficulty	(X)	(X)	8,777	+/-2,524	1.2%	+/-0.3
With a cognitive difficulty	(X)	(X)	22,215	+/-2,484	3.0%	+/-0.3
With an ambulatory difficulty	(X)	(X)	5,015	+/-1,311	0.7%	+/-0.2
With a self-care difficulty	(X)	(X)	7,564	+/-1,536	1.0%	+/-0.2
Population 18 to 64 years	2,399,398	+/-3,043	223,250	+/-8,909	9.3%	+/-0.4
With a hearing difficulty	(X)	(X)	44,645	+/-4,190	1.9%	+/-0.2
With a vision difficulty	(X)	(X)	52,433	+/-4,850	2.2%	+/-0.2
With a cognitive difficulty	(X)	(X)	80,834	+/-5,867	3.4%	+/-0.2
With an ambulatory difficulty	(X)	(X)	103,438	+/-4,877	4.3%	+/-0.2
With a self-care difficulty	(X)	(X)	39,055	+/-3,879	1.6%	+/-0.2
With an independent living difficulty	(X)	(X)	71,006	+/-5,253	3.0%	+/-0.2

Subject	Total	Margin of Error	With a disability	Margin of Error	Percent with a disability	Margin of Error
Population 65 years and over	447,611	+/-1,155	153,947	+/-5,710	34.4%	+/-1.3
With a hearing difficulty	(X)	(X)	69,582	+/-4,005	15.5%	+/-0.9
With a vision difficulty	(X)	(X)	34,363	+/-3,134	7.7%	+/-0.7
With a cognitive difficulty	(X)	(X)	38,277	+/-3,777	8.6%	+/-0.8
With an ambulatory difficulty	(X)	(X)	97,752	+/-4,687	21.8%	+/-1.0
With a self-care difficulty	(X)	(X)	34,070	+/-3,358	7.6%	+/-0.7
With an independent living difficulty	(X)	(X)	64,908	+/-4,382	14.5%	+/-1.0
SEX						
Male	1,974,905	+/-3,079	205,525	+/-8,023	10.4%	+/-0.4
Female	1,954,270	+/-1,635	210,426	+/-7,739	10.8%	+/-0.4
RACE AND HISPANIC OR LATINO ORIGIN						
One Race	3,835,029	+/-8,911	406,861	+/-11,831	10.6%	+/-0.3
White alone	3,232,103	+/-19,377	351,097	+/-11,387	10.9%	+/-0.4
Black or African American alone	167,790	+/-4,772	19,968	+/-2,342	11.9%	+/-1.4
American Indian and Alaska Native alone	71,951	+/-3,815	8,312	+/-1,790	11.6%	+/-2.4
Asian alone	114,225	+/-3,685	7,858	+/-1,376	6.9%	+/-1.2
Native Hawaiian and Other Pacific Islander alone	7,114	+/-1,003	650	+/-368	9.1%	+/-5.3
Some other race alone	241,846	+/-18,395	18,976	+/-3,181	7.8%	+/-1.2
Two or more races	94,146	+/-8,271	9,090	+/-1,770	9.7%	+/-1.7
White alone, not Hispanic or Latino	2,306,899	+/-2,968	295,682	+/-9,572	12.8%	+/-0.4
Hispanic or Latino (of any race)	1,216,289	+/-1,509	79,774	+/-5,741	6.6%	+/-0.5
PERCENT IMPUTED						
Disability status	6.3%	(X)	(X)	(X)	(X)	(X)
Hearing difficulty	4.7%	(X)	(X)	(X)	(X)	(X)
Vision difficulty	4.9%	(X)	(X)	(X)	(X)	(X)
Cognitive difficulty	5.3%	(X)	(X)	(X)	(X)	(X)
Ambulatory difficulty	5.4%	(X)	(X)	(X)	(X)	(X)
Self-care difficulty	5.3%	(X)	(X)	(X)	(X)	(X)
Independent living difficulty	5.3%	(X)	(X)	(X)	(X)	(X)



Maricopa County, Arizona

S1811. Selected Economic Characteristics for the Civilian Non-institutionalized Population By Disability Status

Data Set: 2008 American Community Survey 1-Year Estimates

Survey: American Community Survey

Table 9: SSBG Fact Sheet: Persons with Disabilities - 1 Year Estimates

Subject	Total Civilian Non-institutionalized Population	Margin of Error	With a Disability	Margin of Error	No Disability	Margin of Error
Population Age 16 and Over	2,954,279	+/-5,024	382,775	+/-10,888	2,571,504	+/-11,210
EMPLOYMENT STATUS						
Employed	63.9%	+/-0.4	28.8%	+/-1.4	69.1%	+/-0.4
Not in Labor Force	32.6%	+/-0.4	67.9%	+/-1.4	27.3%	+/-0.4
Employed Population Age 16 and Over	1,886,532	+/-12,888	110,410	+/-6,221	1,776,122	+/-13,951
CLASS OF WORKER						
Private for-profit wage and salary workers	77.0%	+/-0.7	72.9%	+/-2.3	77.2%	+/-0.7
Employee of private company workers	73.0%	+/-0.7	68.6%	+/-2.2	73.3%	+/-0.7
Self-employed in own incorporated business workers	4.0%	+/-0.3	4.3%	+/-1.2	4.0%	+/-0.3
Private not-for-profit wage and salary workers	5.2%	+/-0.3	6.6%	+/-1.5	5.2%	+/-0.3
Local government workers	6.6%	+/-0.4	5.7%	+/-1.2	6.7%	+/-0.4
State government workers	3.7%	+/-0.3	4.9%	+/-1.3	3.6%	+/-0.3
Federal government workers	1.5%	+/-0.2	1.9%	+/-0.9	1.5%	+/-0.2
Self-employed in own not incorporated business workers	5.8%	+/-0.4	7.8%	+/-1.7	5.7%	+/-0.4
Unpaid family workers	0.2%	+/-0.1	0.2%	+/-0.2	0.2%	+/-0.1
OCCUPATION						
Management, professional, and related occupations	34.0%	+/-0.7	29.3%	+/-2.8	34.3%	+/-0.7
Service occupations	17.8%	+/-0.6	19.1%	+/-2.0	17.7%	+/-0.6
Sales and office occupations	27.7%	+/-0.6	28.7%	+/-2.4	27.6%	+/-0.6
Farming, fishing, and forestry occupations	0.2%	+/-0.1	0.1%	+/-0.2	0.2%	+/-0.1
Construction, extraction, maintenance, and repair occupations	11.3%	+/-0.5	11.0%	+/-1.9	11.4%	+/-0.5
Production, transportation, and material moving occupations	9.1%	+/-0.5	11.8%	+/-2.1	8.9%	+/-0.5

Subject	Total Civilian Non-institu- tionalized Population	Margin of Error	With a Disability	Margin of Error	No Disability	Margin of Error
INDUSTRY						
Agriculture, forestry, fishing and hunting, and mining	0.6%	+/-0.1	0.4%	+/-0.3	0.6%	+/-0.1
Construction	9.8%	+/-0.5	8.0%	+/-1.3	10.0%	+/-0.5
Manufacturing	8.0%	+/-0.4	7.0%	+/-1.3	8.0%	+/-0.4
Wholesale trade	2.9%	+/-0.2	2.8%	+/-1.0	2.9%	+/-0.2
Retail trade	12.7%	+/-0.4	14.5%	+/-2.1	12.6%	+/-0.4
Transportation and warehousing, and utilities	5.3%	+/-0.4	5.4%	+/-1.3	5.3%	+/-0.4
Information	2.1%	+/-0.2	2.0%	+/-0.8	2.1%	+/-0.2
Finance and insurance, and real estate and rental and leasing	9.7%	+/-0.5	8.6%	+/-1.5	9.7%	+/-0.5
Professional, scientific, and management, and administrative and waste management services	12.1%	+/-0.5	13.2%	+/-2.2	12.0%	+/-0.5
Educational services, and health care and social assistance	18.0%	+/-0.5	20.3%	+/-2.2	17.9%	+/-0.5
Arts, entertainment, and recreation, and accommodation and food services	9.6%	+/-0.5	8.2%	+/-1.6	9.7%	+/-0.5
Other services (except public administration)	5.2%	+/-0.3	5.6%	+/-1.4	5.1%	+/-0.3
Public administration	4.1%	+/-0.2	4.0%	+/-1.0	4.1%	+/-0.2
COMMUTING TO WORK						
Workers Age 16 and Over	1,843,623	+/- 13,744	105,072	+/-6,480	1,738,551	+/- 14,667
Car, truck, or van - drove alone	75.4%	+/-0.7	66.8%	+/-2.5	76.0%	+/-0.8
Car, truck, or van - carpooled	13.1%	+/-0.6	12.3%	+/-1.8	13.1%	+/-0.6
Public transportation (excluding taxicab)	2.7%	+/-0.3	6.2%	+/-1.9	2.5%	+/-0.3
Walked	1.5%	+/-0.2	2.7%	+/-0.9	1.4%	+/-0.2
Taxicab, motorcycle, bicycle, or other means	2.4%	+/-0.3	5.0%	+/-1.4	2.2%	+/-0.3
Worked at home	4.9%	+/-0.3	7.0%	+/-1.7	4.8%	+/-0.3
EDUCATIONAL ATTAINMENT						
Population Age 25 and Over	2,504,414	+/-3,212	357,536	+/-10,387	2,146,878	+/- 10,747
Less than high school graduate	16.2%	+/-0.5	21.6%	+/-1.4	15.4%	+/-0.5
High school graduate, GED, or alternative	23.7%	+/-0.5	30.6%	+/-1.6	22.6%	+/-0.6
Some college or associate's degree	32.7%	+/-0.5	31.1%	+/-1.4	32.9%	+/-0.6
Bachelor's degree or higher	27.4%	+/-0.4	16.7%	+/-1.0	29.1%	+/-0.5



Subject	Total Civilian Non-institutionalized Population	Margin of Error	With a Disability	Margin of Error	No Disability	Margin of Error
EARNINGS IN PAST 12 MONTHS (IN 2008 INFLATION ADJUSTED DOLLARS)						
Population Age 16 and over with earnings	2,060,301	+/- 12,878	131,546	+/-7,134	1,928,755	+/- 14,388
\$1 to \$4,999 or loss	15.5%	+/-0.5	25.7%	+/-2.4	14.8%	+/-0.5
\$5,000 to \$14,999	8.3%	+/-0.4	9.2%	+/-1.6	8.2%	+/-0.4
\$15,000 to \$24,999	16.2%	+/-0.5	16.4%	+/-1.8	16.2%	+/-0.6
\$25,000 to \$34,999	15.0%	+/-0.6	13.4%	+/-2.2	15.1%	+/-0.6
\$35,000 to \$49,999	17.4%	+/-0.5	15.6%	+/-1.9	17.6%	+/-0.6
\$50,000 to \$74,999	14.4%	+/-0.4	11.3%	+/-1.4	14.7%	+/-0.5
\$75,000 or more	13.1%	+/-0.4	8.5%	+/-1.5	13.4%	+/-0.4
Median Earnings	31,423	+/-304	24,064	+/-2,005	31,721	+/-308
POVERTY STATUS IN THE PAST 12 MONTHS						
Population Age 16 and over for whom poverty status is determined	2,949,622	+/-5,466	382,267	+/-10,899	2,567,355	+/- 11,340
Below 100 percent of the poverty level	11.5%	+/-0.5	16.9%	+/-1.4	10.7%	+/-0.5
100 to 149 percent of the poverty level	7.5%	+/-0.4	10.8%	+/-1.2	7.0%	+/-0.4
At or above 150 percent of the poverty level	81.0%	+/-0.6	72.2%	+/-1.5	82.3%	+/-0.5

Homeless Management Information System (HMIS) Demographic Data

Data reported from HMIS for Fiscal Year 2009 reveals the following demographic data of clients reporting disabilities.

Hearing impaired	94 people	1% of all clients*
Physical/Medical	1,312 people	9% of all clients
Physical/Mobility Limits	507 people	4% of all clients
Vision Impaired	61 people	0% of all clients

*There were a total of 14,215 people in HMIS during Fiscal Year 2009.

Assistance Levels

In FY 2008, 795 clients were served in the region.

Family Status

It does not appear that the American Community Survey reports data about household status for people with disabilities.

3. Gaps and Impact

- a. **Wait list data:** In FY 2009, there were approximately 300 clients waiting for services in Maricopa County. Currently, there are 3,500 people on the wait list.

- b. **Number of people estimated to be eligible for services:** About 63 percent of all traumatic brain injuries (TBI) occur in teenagers and adults aged 15-64 years, the primary working population. An estimated 5.3 million Americans are living with disabilities that resulted from TBIs, according to the Centers for Disease Control and Prevention. According to the Army Institute of Surgical Research, 22 percent of the wounded soldiers from Iraq and Afghanistan conflicts who have passed through the military's Landstuhl Regional Medical Center in Germany had injuries to the head, face, or neck. This percentage can serve as a rough estimate of the fraction that have TBI. The Department of Veterans Affairs is now planning for the large influx of veterans with TBIs from the current conflicts who will need continuing care during the coming years.

- c. **Global impact of services:** There are substantial differences in government health services and independent living services for people with selected disabilities. For example Deaf-Blind, Blind, and Deaf persons do not get selected services that are available to other persons with disabilities under Title XIX and Medicare. The supported employment concept assumes that all persons, regardless of the degree of their disability, have the capacity and should be afforded the opportunity to engage in competitive employment with appropriate support services. The scope of supported employment services vary based on the amount, intensity, and kind of support needed by each individual. Supported employment offers more than just the assistance needed to obtain employment. It provides the necessary on-going support to help an individual maintain employment. According to a recent review, the most promising development in the vocational rehabilitation field during the past decade has been the supported employment (SE) movement. SE emphasizes competitive jobs in integrated work settings with follow-along supports.

4. DES Updates

August 13, 2009: Mr. Scione said Social Services Block Grant (SSBG) funds are used to supplement services not funded by vocational rehabilitation funds in the areas of supported employment, independent living, and supportive counseling. He noted the most important and largest expenditure is supportive employment which includes long-term one-on-one job coaching required by individuals with disabilities. He said federal law prevents the use of funds for anything beyond vocational rehabilitation services. He said individuals with severe disabilities must maintain employment through monthly contact in order to qualify for long-term support dollars. SSBG funds are used to support individuals with brain injury, spinal cord injuries, or any other kind of disability to help maintain employment.

Mr. Scione said other available funding is primarily in the second category to support independent living. This includes devices such as assistive technical devices for the blind or visually impaired. Devices are purchased from a vendor that resides in Maricopa County. The third category of supportive counseling benefits those



individuals not served by vocational rehabilitation program but who need supportive counseling to assist them in overcoming barriers.

Mr. Scione said RSA has implemented an Order of Selection; meaning anyone not having a plan of service as of March 15, 2009 has been put on a wait list. He said 35 to 40 states are also under an Order of Selection. Mr. Scione said they are required to contact individuals every six months to let them know they are still on a wait list and determine if the individual wishes to remain on the wait list or have their case closed. He reported 1,400 to 1,500 individuals are currently on a wait list.

MAG Regional Human Services Plan for FY 2011



Maricopa Association of Governments, 302 North 1st Avenue, Suite 300, Phoenix, Arizona 85003
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MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 2, 2010

SUBJECT:

Status Update on the June 30, 2009 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, 2009

SUMMARY:

The accounting firm of LarsonAllen, LLP, has completed the audit of MAG's Comprehensive Annual Financial Report (CAFR) and Single Audit for the fiscal year ended June 30, 2009. An unqualified audit opinion was issued on January 29, 2010 on the financial statements of governmental activities, the discretely presented component units, each major fund and the aggregate remaining fund information. The independent auditors' report on compliance with the requirements applicable to major federal award programs, expressed an unqualified opinion on the Single Audit. The Single Audit report indicated there was a reportable condition in MAG's internal control over financial reporting considered to be a material weakness that was corrected prior to the issuance of the statements. There were no instances of noncompliance considered to be material and no questioned costs. The Single Audit report had no repeat findings.

The CAFR financial statements and related footnotes were prepared in accordance with the Government Finance Officers Association's (GFOA) standards for the Certificate of Achievement for Excellence in Financial Reporting awards program. Management intends to submit the June 30, 2009 CAFR to the GFOA awards program for review. If awarded the certificate for the June 30, 2009 CAFR, this would be the agency's 12th consecutive award.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: MAG is required by its By-Laws and federal regulations to have an audit performed for all major federal programs on an annual basis. The audit must be performed in compliance with the provisions described in the U.S. Office of Management and Budget ("OMB") Circular A-133, Audits of States, Local Governments, and Non-Profit Organizations.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: LarsonAllen, LLP, conducted the audit in accordance with Generally Accepted Auditing Standards (GAAS), and the standards applicable to financial audits contained in the Government Audit Standards, issued by the Comptroller General of the United States and the provisions of OMB Circular A-133. For the year ended June 30, 2009, the audit report indicates that MAG conducted its activities

in conformance with the laws and regulations governing federal financial assistance programs and according to Generally Accepted Accounting Principles (GAAP).

POLICY: Pursuant to Article 12, Section 5 of the MAG By-Laws, the annual audit must be presented to the Regional Council.

ACTION NEEDED:

Recommend acceptance of the audit opinion issued on the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2009.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

Rebecca Kimbrough, MAG, (602) 254-6300



U.S. Department
of Transportation
**Federal Highway
Administration**

ARIZONA DIVISION

January 27, 2010

4000 North Central Avenue,
Suite 1500
Phoenix, Arizona 85012-3500
(602) 379-3646

In Reply Refer To:
HPM-AZ

(727)
Arizona FY 2010-2013
Statewide Transportation Improvement Program (STIP)
Approval

Mr. John S. Halikowski, Director
Arizona Department of Transportation, (100A)
Phoenix, Arizona 85007

Dear Mr. Halikowski:

We have completed our review of the Arizona Department of Transportation's 2010-2013 Statewide Transportation Improvement Program (STIP).

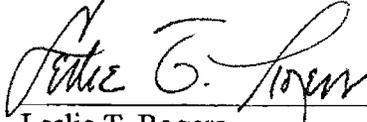
The FHWA and FTA find that the 2010-2013 STIP is based on transportation planning processes that substantially meet the requirements of 23 U.S.C. Section 134 and 135 and 49 U.S.C. Sections 5303-5305. This finding is based on: the self-certifications of the statewide and MPO planning process by the State of Arizona and respective metropolitan planning organizations; a review of the self-certification supporting documentation; the federal certification of planning processes in designated transportation management areas in Arizona; and, other federal involvement in the State and metropolitan transportation planning processes. Our finding includes the entire State of Arizona. We do have some concerns regarding fiscal constraint and the following conditions are made a part of this approval.

- ADOT will need to allocate the difference between OA and FTA apportionment to each MPO and each MPO will need to incorporate the allocation(s) into its current financial plan to demonstrate fiscal constraint. Should additional changes be made to the State's fund estimates, ADOT may need to submit additional documentation regarding the demonstration of fiscal constraint.
- Additionally those Metropolitan Transportation Organizations (MPO's) that programs local revenue –sales tax, developer fees, etc- the MPO will need to update those revenue estimates to reflect current economic conditions.
- In order to allow sufficient time for the state and MPO's to update their financial plans, to reflect all of these changes (State and Local) any STIP amendment released for public review after March 31, 2010, should reflect any changes to either State or local revenues in order for FHWA/FTA to approve such amendments.

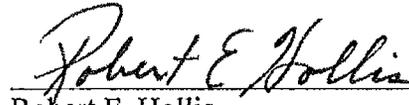


As usual, individual project approvals will require a separate action by the FHWA or FTA and the projects will need to satisfy all program requirements at that time of authorization.

Sincerely yours,



Leslie T. Rogers
FTA Regional Administrator



Robert E. Hollis
FHWA Division Administrator

Enclosure



Arizona Department of Transportation

Office of the Director

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janice K. Brewer
Governor

John S. Halikowski
Director

John A. Bogart
Chief of Operations

John McGee
Executive Director
for Planning & Policy

February 1, 2010

Dear COG/MPO Executive Director:

Based on the discussion at the last COG/MPO/ADOT meeting on January 21, we would like to provide the following additional information.

Funding for transportation infrastructure in Arizona is experiencing considerable change and uncertainty as a result of a number of concurrent state and federal issues:

- **Rescissions:** In September 2009, unobligated federal highway funds were subject to a rescission through an act of Congress. Arizona lost nearly \$171 million of federal apportionments as a result of this rescission. The resulting FFY 2009 closeout process zeroed out (or nearly zeroed out) virtually every category of federal funds, including Surface Transportation Program funds (STP). All unused sub allocations were also rescinded, which means any balances local agencies have built up over the years are gone.

In addition to the 2009 rescission, ADOT has experienced six others since 2005 (including one additional rescission earlier in 2009), resulting in the loss of an additional \$221 million (see Figure 1). In these earlier rescissions, ADOT had some discretion regarding which federal categories were impacted, and our practice was to reduce those that would impact ADOT only or would have limited impact on the MPOs, COGs and other local projects. As a result, the majority of these rescissions were applied to Interstate Maintenance and National Highway System apportionments, and not passed along to local agencies. If these earlier rescissions had been applied proportionally across programs as happened in September 2009, federal funding for the MPOs and COGs likely would have been impacted in prior years.

- **Carryover Impact:** The FFY 2009 rescissions have also carried over to FFY 2010, meaning we must continue to operate under a reduced level of federal funding.
- **Continuing Resolutions:** Because Congress has not passed a long-term authorization of the federal highway program, we are further operating under a series of continuing resolutions. To date, these continuing resolution have only allocated 151 days (out of 365) of annual apportionments to the states. As a result, only about 41% of annual STP amounts are currently available.

This will continue to be an issue until a permanent, long-term federal transportation funding bill is passed, the timing of which is uncertain. Prior to the passage of SAFETEA-LU (the most recent transportation funding act, passed in 2005), Congress passed 14 continuing resolutions to keep the program operating.

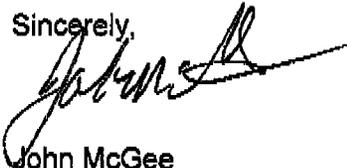
COG/MPO Executive Director
Page 2

- **State Highway Fund Sweeps and Appropriations:** Due to the state budget deficit, the Legislature has increased appropriations from the State Highway Fund and has swept the available balance. In FY 09 and 10 alone, appropriations to the Department of Public Safety were \$250 million and sweeps to the state general fund amounted to another \$110.7 million.

This means that for the foreseeable future, there are no state funds available to swap with local governments. Essentially, Arizona is now dependent on federal funding, and therefore, nearly every project in the department's five-year program must be built to federal standards to be eligible for reimbursement. This also applies to most local agency projects which, in the past, would have used state funding in lieu of federal funding.

As we continue to work through these unprecedented events, the discussion with our planning partners is critical. We would propose this be a continued discussion at the monthly COG/MPO/ADOT meeting on February 16. Please feel free to call John Fink at 602-712-6164 if you have questions prior to the meeting on February 16.

Sincerely,



John McGee

Attachment (1)

Figure 1

ARIZONA DEPARTMENT OF TRANSPORTATION								
RESCISSIONS OF UNOBLIGATED BALANCE OF APPORTIONMENTS SINCE 2005								
Funding Category	Rescission Date							
	Feb-05	Jan-06	Apr-06	Jul-06	Apr-08	May-09	Sep-09	Total
Interstate Maintenance	22,613,302	30,501,832	15,446,438	11,977,101	18,800,774	32,384,038	35,925,809	167,649,294
National Highway System	0	0	0	0	22,504,351	32,208,439	43,700,914	98,413,704
Surface Transportation Program								
TEA	0	0	0	0	2,138,173	0	4,990,004	7,128,177
Areas > 200K	0	0	0	0	0	0	16,502,680	16,502,680
Areas < 200K	0	0	0	0	0	0	4,318,570	4,318,570
Areas < 5K	0	0	0	0	0	0	2,812,248	2,812,248
Available for Any Area	0	0	0	0	7,216,337	0	9,954,166	17,170,503
Bridge	0	5,739,187	5,257,072	745,007	2,962,801	0	7,237,263	21,941,330
CMAQ	0	0	0	0	6,454,370	0	12,613,214	19,067,584
Highway Safety Improvement Program	0	0	0	0	0	0	9,304,933	9,304,933
Rail-Hwy Crossing	0	0	0	0	0	0	703,539	703,539
High Risk Rural Roads	0	0	0	0	0	0	539,054	539,054
Recreational Trails	0	0	0	0	219,364	0	425,254	644,618
Metro Planning	0	0	0	0	90,884	0	*	90,884
Equity Bonus	0	0	0	0	3,705,777	0	19,527,220	23,232,997
Other	0	0	0	0	0	0	2,290,619	2,290,619
Total	22,613,302	36,241,019	2,073,510	12,722,108	64,092,831	64,592,477	170,845,487	391,810,734

* The September 2009 rescission notices from FHWA specified that \$1,403,508 was to be rescinded from Metro Planning funds. ADOT elected to cover this amount from other funding categories to preserve Metro Planning funds that had already been obligated by the MPCs.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 2, 2010

SUBJECT:

2008 Implementation Status of Committed Measures in the MAG 2007 Five Percent Plan for PM-10

SUMMARY:

The MAG 2007 Five Percent Plan for PM-10 for the Maricopa County Nonattainment Area was submitted to the Environmental Protection Agency by December 31, 2007, as required by the Clean Air Act. Commitments to implement measures in the Plan were received from the State, Maricopa County, and the twenty-three local governments in the PM-10 nonattainment area. The Plan includes fifty-three committed measures that began implementation in 2008.

On May 23, 2007, the MAG Regional Council approved additional items for the Suggested List of Measures to Reduce PM-10 Particulate Matter. One of these items was that each year, MAG would issue a report on the status of the implementation of the committed measures for this region by the cities, towns, Maricopa County, and the State. The report would be made available to the Governor's Office, Legislature, Arizona Department of Environmental Quality, and the Environmental Protection Agency.

A report has been prepared that provides the implementation status of the committed measures for calendar year 2008. In general, the implementation results for 2008 meet or exceed the commitments made to implement the measures in the MAG 2007 Five Percent Plan for PM-10. For example, Maricopa County and the local governments paved or stabilized 62 miles of public dirt roads in 2008, which is 12 miles more than the 2008 commitments in the Five Percent Plan. Please refer to the enclosed material.

PUBLIC INPUT:

No public comments were received at the December 10, 2009, or January 28, 2010, meetings of the MAG Air Quality Technical Advisory Committee.

PROS & CONS:

PROS: This report documents the progress that has been made in implementing the fifty-three measures in the MAG 2007 Five Percent Plan for PM-10 in 2008.

CONS: Some measures in the Five Percent Plan will not be fully implemented until 2009 or 2010.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: MAG will also prepare Implementation status reports for calendar years 2009 and 2010.

POLICY: It is important that the measures in the Five Percent Plan be implemented as quickly as possible so that the PM-10 standard can be attained at the monitors. Three consecutive years of clean data at all PM-10 monitors in the nonattainment area are required in order to attain the federal standard.

ACTION NEEDED:

Recommend forwarding the 2008 Implementation Status of Committed Measures in the MAG 2007 Five Percent Plan for PM-10 in the Maricopa County Nonattainment Area to the Governor's Office, Legislature, Arizona Department of Environmental Quality, and the Environmental Protection Agency.

PRIOR COMMITTEE ACTIONS:

Air Quality Technical Advisory Committee: On January 28, 2010, the MAG Air Quality Technical Advisory Committee unanimously recommended forwarding the 2008 Implementation Status of Committed Measures in the MAG 2007 Five Percent Plan for PM-10 in the Maricopa County Nonattainment Area to the Governor's Office, Legislature, Arizona Department of Environmental Quality and the Environmental Protection Agency.

MEMBERS PRESENT

- Doug Kukino, Glendale, Chairman
- Gaye Knight, Phoenix, Vice Chair
- Sue McDermott, Avondale
- Elizabeth Biggins-Ramer, Buckeye
- # Jim Weiss, Chandler
- # Jamie McCullough, El Mirage
- Kurt Sharp for Tami Ryall, Gilbert
- Cato Esquivel, Goodyear
- # Greg Edwards for Scott Bouchie, Mesa
- Maher Hazine for William Mattingly, Peoria
- # Larry Person, Scottsdale
- # Antonio DeLaCruz, Surprise
- Oddvar Tveit, Tempe
- # Mark Hannah, Youngtown
- # Ramona Simpson, Queen Creek
- * Walter Bouchard, Citizen Representative
- * Corey Woods, American Lung Association of Arizona
- Grant Smedley, Salt River Project
- Brian O'Donnell, Southwest Gas Corporation
- Mark Hajduk, Arizona Public Service Company
- # Gina Grey, Western States Petroleum Association
- * Randi Alcott, Valley Metro/RPTA
- * Dave Berry, Arizona Motor Transport Association
- Jeannette Fish, Maricopa County Farm Bureau
- * Russell Bowers, Arizona Rock Products Association
- * Greater Phoenix Chamber of Commerce
- * Amanda McGennis, Associated General Contractors
- * Spencer Kamps, Homebuilders Association of Central Arizona
- * Mannie Carpenter, Valley Forward
- Erin Taylor, University of Arizona Cooperative Extension
- Beverly Chenausky, Arizona Department of Transportation
- * Diane Arnst, Arizona Department of Environmental Quality
- * Wienke Tax, Environmental Protection Agency
- Jo Crumbaker, Maricopa County Air Quality Department
- # Duane Yantorno, Arizona Department of Weights and Measures
- * Ed Stillings, Federal Highway Administration
- * Judi Nelson, Arizona State University
- Christopher Horan, Salt River Pima-Maricopa Indian Community

*Members neither present nor represented by proxy.

#Participated via telephone conference call.

CONTACT PERSON:

Cathy Arthur, Air Quality Policy Manager, (602) 254-6300

**2008 IMPLEMENTATION STATUS OF COMMITTED MEASURES
IN THE MAG 2007 FIVE PERCENT PLAN FOR PM-10 FOR THE
MARICOPA COUNTY NONATTAINMENT AREA**

JANUARY 2010



2008 IMPLEMENTATION STATUS OF COMMITTED MEASURES IN THE MAG 2007 FIVE PERCENT PLAN FOR PM-10 FOR THE MARICOPA COUNTY NONATTAINMENT AREA

The MAG 2007 Five Percent Plan for PM-10 for the Maricopa County Nonattainment Area was submitted to the Environmental Protection Agency (EPA) in December 2007. In order to reduce PM-10, a broad range of commitments to implement measures were received from the State, Maricopa County, and the twenty-three local governments in the PM-10 nonattainment area. The plan includes fifty-three committed control measures which began implementation in 2008. The Maricopa Association of Governments is tracking the implementation of the measures in the plan.

A tracking form was prepared to assist the implementing entities in reporting the progress made to implement measures for calendar year 2008. This tracking form was sent to MAG member agencies on March 12, 2009. All completed tracking forms were received by July 22, 2009. MAG has summarized the status of the implementation of the committed measures for calendar year 2008 in Table 1. Table 2 provides additional policies and actions initiated by the Maricopa County Air Quality Department in 2009. In general, the implementation results for 2008 meet or exceed the commitments made to implement a majority of the measures in the MAG Five Percent Plan for PM-10.

Figure 1 illustrates the PM-10 emission reductions in 2010 for the committed control measures that were quantified for numeric credit to meet the five percent per year target and demonstrate attainment. Figure 2 provides the PM-10 emission reductions in 2010 for the committed contingency measures that were quantified for numeric credit. In some cases, the emission reductions represent the impact of multiple, reinforcing measures.

BACKGROUND INFORMATION

In accordance with the Clean Air Act, the MAG 2007 Five Percent Plan for PM-10 was submitted to the Environmental Protection Agency by December 31, 2007. The plan was required to reduce PM-10 emissions by five percent per year until the standard is met. In order to attain the standard, the region needs three years of clean data at the monitors (2008, 2009, 2010). It is important to attain the PM-10 standard as quickly as possible or additional years of five percent reductions may need to be added to the plan. The Executive Summary for the MAG 2007 Five Percent Plan for PM-10 is attached.

On May 23, 2007, the MAG Regional Council approved additional items for the Suggested List of Measures to Reduce PM-10. One of the items was that each year, MAG would issue a report on the status of the implementation of the committed measures for this region by the cities, towns, Maricopa County and the State. The report would be made available to the Governor's Office, Legislature, Arizona Department of Environmental Quality and the Environmental Protection Agency. This report provides the implementation status of committed measures for calendar year 2008.

The forms for tracking the implementation of committed measures were developed with input from the implementing entities. MAG conducted three workshops to discuss the tracking of the measures on December 18, 2007; September 23, 2008; and March 31, 2009. The draft forms were also transmitted in October 2008 to give advance notice of the types of information that would be needed by MAG.

Monitored exceedances of the 24-hour PM-10 standard have declined since 2006, as shown in Figure 3. There can be no more than three daily exceedances at any PM-10 monitor over a three year period in order for the standard to be met. The measures described in this tracking report will be important in reducing PM-10 emissions, to enable the region to meet the standard by 2010. MAG will continue to monitor the implementation status of the measures, as well as monitor PM-10 concentrations.

TABLE 1
2008 IMPLEMENTATION STATUS OF COMMITTED MEASURES
IN THE MAG 2007 FIVE PERCENT PLAN FOR PM-10

COMMITTED MEASURE IN THE MAG 2007 FIVE PERCENT PLAN FOR PM-10	2008 IMPLEMENTATION STATUS	IMPLEMENTING ENTITY
Fugitive Dust Control Rules		
<p>1. Public education and outreach with assistance from local governments.</p> <p>Quantified for numeric credit as a contingency measure.</p>	<p>353 Articles (internal and public media, newsletters, etc.) were published.</p> <p>119 Media / Events (specific air events, booths on air quality at other events, media, etc.) were held.</p> <p>Over 137,000 visits to the Maricopa County Air Quality Department website; over 24,000 visits to the Air Quality news page.</p> <p>In addition to publishing articles and conducting events, Maricopa County and 14 local governments performed other types of public education and outreach activities.</p>	<p>County, State, local governments</p>
<p>2. Extensive Dust Control Training Program.</p> <p>Quantified for numeric credit to meet the five percent per year target and demonstrate attainment.</p>	<p>Dust Control training program required by Senate Bill (SB) 1552. (A.R.S. § 49-474.05 A. & B.)</p> <p>In March 2008, Maricopa County adopted Rule 310, Rule 280, and Rule 316 revisions in regard to dust control training.</p> <p>Maricopa County hired 2 dust control compliance and 2 administrative support personnel to coordinate and conduct the training program.</p> <p>11,100 individuals completed County-certified dust control training classes. This includes training conducted by certified trainers in local government.</p> <p>One local government has provided all applicable workers with dust control training.</p> <p>In one jurisdiction, 63 staff received training and certificates for the Maricopa County Basic Dust Control Rule 310 and 1 staff member received the Comprehensive Dust Control Rule 310 training and certificate.</p> <p>In one federal agency, 2 staff members completed training to become certified dust control coordinators.</p>	<p>County, private sector</p>

COMMITTED MEASURE IN THE MAG 2007 FIVE PERCENT PLAN FOR PM-10	2008 IMPLEMENTATION STATUS	IMPLEMENTING ENTITY
<p>3. Dust Managers required at construction sites of 50 acres and greater.</p> <p>Quantified for numeric credit to meet the five percent per year target and demonstrate attainment.</p>	<p>Dust managers required by SB 1552. (A.R.S. § 49-474.05 A. & E.)</p> <p>In March 2008, Maricopa County adopted Rule 310 and Rule 316 revisions in regard to dust managers.</p>	<p>County</p>
<p>4. Dedicated enforcement coordinator for unpaved roads, unpaved parking, and vacant lots.</p>	<p>Maricopa County assigned a supervisor to oversee the vacant lot program.</p>	<p>County</p>
<p>5. Establish a certification program for Dust Free Developments to serve as an industry standard.</p> <p>Quantified for numeric credit as a contingency measure.</p>	<p>SB 1552 required ADEQ to establish a certification program. (A.R.S. § 49-457.02 A.)</p> <p>This measure was not implemented because ADEQ delayed the certification program indefinitely due to budgetary constraints.</p> <p>Maricopa County will support ADEQ's efforts (when ADEQ's budgetary constraints are lifted) to develop a program to certify and publicize companies that routinely demonstrate exceptional efforts to reduce airborne dust.</p> <p>As the regulatory authority, Maricopa County will provide verifications of eligible companies as necessary to implement this program and as requested by ADEQ.</p>	<p>State, County</p>
<p>6. Better defined tarping requirements in Rule 310 to include enclosure of the bed.</p>	<p>In March 2008, Maricopa County adopted Rule 310 and Rule 310.01 revisions in regard to tarping.</p> <p>Maricopa County changed the requirements regarding loading haul trucks (i.e., load all haul trucks such that at no time shall the highest point of the bulk material be higher than the sides, front, and back of the cargo container area).</p>	<p>County</p>

COMMITTED MEASURE IN THE MAG 2007 FIVE PERCENT PLAN FOR PM-10	2008 IMPLEMENTATION STATUS	IMPLEMENTING ENTITY
<p>7. Conduct mobile monitoring to measure PM-10 and issue NOVs.</p>	<p>In December 2008, Maricopa County filled 1 chemical engineering position for the mobile monitoring program.</p> <p>In February 2009, the mobile monitoring van was delivered to Maricopa County.</p>	<p>County</p>
<p>8. Conduct nighttime and weekend consistent inspections.</p> <p>Quantified for numeric credit to meet the five percent per year target and demonstrate attainment.</p>	<p>Although Maricopa County conducted nighttime and weekend inspections during 2008, the program was not fully implemented, as the department was focused on hiring and training additional staff.</p> <p>Nighttime and weekend inspections conducted in 2008 included complaint inspections and targeted inspections of specific industries that operate at night and on weekends.</p> <p>In 2009, Maricopa County initiated a pilot nighttime and weekend inspection program. Following the pilot program, the County initiated a cross-training program for all inspectors to better utilize their abilities to deal with all circumstances and source types they may encounter.</p>	<p>County</p>
<p>9. Increase consistent inspection frequency for permitted sources.</p> <p>Quantified for numeric credit to meet the five percent per year target and demonstrate attainment.</p>	<p>In March 2008, Maricopa County adopted Rule 280 revisions in regard to inspection frequency.</p> <p>Maricopa County hired 32 inspectors, 13 administrative and permit technicians, 6 inspector supervisors, and 4 administrative supervisors for the Dust Control Compliance Program.</p> <p>Maricopa County issued 4,355 permits for dust control sources (Rule 310).</p> <p>Maricopa County conducted 12,303 inspections of dust control permitted sources (Rule 310).</p> <p>Maricopa County hired 5 inspectors for nonmetallic mineral processing facilities (Rule 316). These 5 inspector positions are included in the 32 inspector positions mentioned above.</p> <p>Maricopa County issued 117 permits for nonmetallic processing facilities (Rule 316).</p> <p>Maricopa County conducted 443 inspections of nonmetallic mineral processing facilities (Rule 316).</p>	<p>County</p>

COMMITTED MEASURE IN THE MAG 2007 FIVE PERCENT PLAN FOR PM-10	2008 IMPLEMENTATION STATUS	IMPLEMENTING ENTITY
<p>10. Increase number of proactive consistent inspections in areas of highest PM-10 emissions densities.</p> <p>Quantified for numeric credit to meet the five percent per year target and demonstrate attainment.</p>	<p>Maricopa County conducted monitor surveillance on six days.</p>	<p>County</p>
<p>11. Notify violators more rapidly to promote immediate compliance.</p>	<p>Maricopa County Air Quality Department (MCAQD) continued the standard practice of dust compliance inspectors who observe potential violations making reasonable efforts to inform a person on-site or call the permit holder so that measures can be taken to prevent, reduce, or mitigate dust generation before a violation occurs.</p>	<p>County</p>
<p>12. Provide timely notification regarding high pollution days.</p>	<p>Maricopa County sent 1,154,570 text alerts and messages to subscribers for high pollution advisories (HPAs) and health watches.</p> <p>Since August 2008, Maricopa County sent 25 emails and 77 text messages to 4,870 subscribers.</p> <p>Maricopa County posted news articles, related to particulate matter HPAs and health watches, on its website.</p> <p>Maricopa County website visits: 20,727 unique visitors; average pages visited = 3.24; average time spent = 2.22 minutes.</p>	<p>County</p>

COMMITTED MEASURE IN THE MAG 2007 FIVE PERCENT PLAN FOR PM-10	2008 IMPLEMENTATION STATUS	IMPLEMENTING ENTITY
<p>13. Develop a program for subcontractors.</p>	<p>Subcontractor program required by SB 1552. (A.R.S. § 49-474.06 A.)</p> <p>In March 2008, Maricopa County adopted Rule 200 and Rule 280 revisions in regard to the subcontractor registration program.</p> <p>Maricopa County hired 4 permit technicians to administer the subcontractor registration program. These positions are included in the 55 positions noted in Committed Measure #9.</p> <p>Maricopa County registered 4,882 subcontractors.</p>	<p>County</p>
<p>14. Reduce dragout and trackout emissions from nonpermitted sources.</p> <p>Quantified for numeric credit as a contingency measure.</p>	<p>In March 2008, Maricopa County adopted Rule 310.01 revisions in regard to dragout and trackout.</p> <p>Maricopa County added the requirement to install a trackout control device to sections covering unpaved parking lots and off-site hauling of bulk materials by livestock operations. Also, in Rule 310.01, Maricopa County added the definitions of "trackout/carryout" and "trackout control device".</p>	<p>County</p>
<p>15. Cover loads/haul trucks in Apache Junction.</p> <p>Quantified for numeric credit as a contingency measure.</p>	<p>In early 2008, the City of Apache Junction adopted an ordinance to cover loads/haul trucks.</p>	<p>City of Apache Junction</p>
<p>16. Require dust coordinators at earthmoving sites of 5-50 acres.</p> <p>Quantified for numeric credit to meet the five percent per year target and demonstrate attainment.</p>	<p>Dust coordinator required by SB 1552. (A.R.S. § 49-474.05 A. & E.)</p> <p>In March 2008, Maricopa County adopted Rule 310 and Rule 316 revisions in regard to dust coordinators.</p>	<p>County</p>

COMMITTED MEASURE IN THE MAG 2007 FIVE PERCENT PLAN FOR PM-10	2008 IMPLEMENTATION STATUS	IMPLEMENTING ENTITY
<p>36. Require barriers in addition to Rule 310 stabilization requirements for construction where all activity has ceased, except for sites in compliance with storm water permits.</p> <p>Quantified for numeric credit to meet the five percent per year target and demonstrate attainment.</p>	<p>In March 2008, Maricopa County adopted Rule 310 revisions in regard to barriers.</p> <p>Maricopa County revised long-term stabilization control measures to reduce the period of inactivity to 30 days and added the requirement for barriers, if water is chosen as the control option.</p>	<p>County</p>
<p>37. Reduce the tolerance of trackout to 25 feet before immediate cleanup is required for construction sites be placed in Maricopa County Rule 310.</p> <p>Quantified for numeric credit to meet the five percent per year target and demonstrate attainment.</p>	<p>In March 2008, Maricopa County adopted Rule 310 revisions in regard to the trackout requirements by reducing the toleration of trackout to 25 feet before cleanup is required.</p>	<p>County</p>
<p>38. No visible emissions across the property line be placed in Maricopa County Rule 310 and 310.01, and in local ordinances for nonpermitted sources appropriate.</p> <p>Quantified for numeric credit to meet the five percent per year target and demonstrate attainment.</p>	<p>In March 2008, Maricopa County adopted Rule 310 and Rule 310.01 revisions in regard to visible emissions.</p> <p>One local government adopted an ordinance that restricts visible emissions from crossing property lines.</p>	<p>County, local governments</p>
<p>49. Allow Peace Officer enforcement of load covering.</p>	<p>SB 1552 amended existing state law to require that for the purpose of highway safety or air pollution prevention, a person shall not drive or move a vehicle on a highway unless the vehicle is constructed or loaded in a manner to prevent any of its load from dropping, sifting, leaking or otherwise escaping from the vehicle. (A.R.S. § 28-1098 A. - C.)</p>	<p>State</p>

COMMITTED MEASURE IN THE MAG 2007 FIVE PERCENT PLAN FOR PM-10	2008 IMPLEMENTATION STATUS	IMPLEMENTING ENTITY
Industry		
<p>17. Fully implement Rule 316.</p> <p>Quantified for numeric credit as a contingency measure.</p>	<p>The Rule 316 litigation was settled on June 20, 2007. As a result, the June 8, 2005, version of Rule 316 was in place as of the settlement date. Maricopa County is enforcing the provision of Rule 316 for nonmetallic mineral processing sources of PM-10.</p>	<p>County</p>
<p>39. Modeling cumulative impacts - The measure would need further definition by Maricopa County and the Arizona Department of Environmental Quality and be subject to input to ensure that unintended consequences for temporary uses are not created.</p>	<p>Maricopa County and the Arizona Department of Environmental Quality have prepared a draft cumulative air quality modeling policy and guidance. The draft is undergoing internal and management review at the Maricopa County Air Quality Department.</p> <p>It is important to note that no emission reduction credit was quantified for this measure in the Five Percent Plan.</p>	<p>State, County</p>
Nonroad Activities		
<p>18. Ban or discourage use of leaf blowers on high pollution advisory days.</p>	<p>Program to ban or discourage leaf blowers required by SB 1552. (A.R.S. § 9-500.04 A.5.(a). and A.R.S. § 11-877 A.1.)</p> <p>Maricopa County and 22 local governments have implemented programs that restrict or prohibit the use of leaf blowers on high pollution advisory days.</p>	<p>County, local governments</p>

COMMITTED MEASURE IN THE MAG 2007 FIVE PERCENT PLAN FOR PM-10	2008 IMPLEMENTATION STATUS	IMPLEMENTING ENTITY
<p>19. Reduce off-road vehicle use in areas with high off-road vehicle activity impoundment or confiscation of vehicles for repeat violations.</p> <p>Quantified for numeric credit as a contingency measure.</p>	<p>Ordinance to prohibit off-road vehicle use required by SB 1552. (A.R.S. § 9-500.27 A.- E. and A.R.S. § 49-457.03)</p> <p>In February 2008, Maricopa County adopted the P-28 Off-Road Vehicle Use in Unincorporated Areas of Maricopa County Ordinance. This ordinance was developed to address dust concerns raised by vehicle use and trespass on private and public property. It is intended to complement Maricopa County Rule 310.01, which focuses on property owners' responsibility to maintain soil stabilization.</p> <p>Currently, the Maricopa County Ordinance P-28 is undergoing revisions to its penalty structure, which is intended to provide more flexibility in adjudicating cases. Until these revisions are approved, the County is developing information on frequent complaint areas and access points, enforcement history, ongoing outreach efforts by police departments, Justice Court procedures, and database needs. In addition to responding to complainants' concerns, MCAQD has organized a group of inspectors to gather this type of information and begin making direct contacts in the field. In 2009, MCAQD initiated efforts to develop a partnership with law enforcement agencies, not only to address the inspectors' limited authority on these contacts, but also to provide a consistent enforcement message to the public.</p> <p>23 local governments have new or existing ordinances to prevent or discourage off-road vehicle use and restrict access to areas with high off-road vehicle use.</p> <p>ADEQ distributed 3,700 hard copies of "Nature Rules" map to off-road highway vehicle (OHV) dealers and posted materials on the Arizona State Parks website (website received 11,660 visits), ADEQ's website (website received 2,741 visits), and the Arizona Game and Fish Department website.</p>	<p>County, State, local governments, private sector</p>

COMMITTED MEASURE IN THE MAG 2007 FIVE PERCENT PLAN FOR PM-10	2008 IMPLEMENTATION STATUS	IMPLEMENTING ENTITY
<p>19. Reduce off-road vehicle use in areas with high off-road vehicle activity impoundment or confiscation of vehicles for repeat violations - CONTINUED.</p>	<p>Maricopa County, 17 local governments, and ADEQ, have conducted public education and outreach to discourage off-road vehicle use in the PM-10 nonattainment area.</p> <p>The Tonto National Forest included a segment on dust control education in its off-highway vehicle (OHV) training program.</p> <p>8 jurisdictions with high off-road activity have restricted vehicle use by installing signs and/or physical barriers.</p> <p>One local government stabilized 57 acres with hydroseed and posted "No Trespassing" signs on 4.1 miles of vacant areas in two washes.</p> <p>Arizona State Trust Land spent \$159,203 to implement the following control measures: installation of 1,037 linear feet of concrete barriers; installation of 7,352 linear feet of chain link fence; purchase of 300 "No Trespassing" signs; purchase and installation of two 10-foot gates; posting of 38 "Area Closed by Commissioners Orders" signs; posting of 2 "Closed for Soil Stabilization" signs; posting of 14 "No Trespassing" signs; and increasing the presence of law enforcement.</p> <p>Arizona State Parks installed one kiosk and two access gates; replaced 1 mile of fencing; provided outreach at 77 official events; and provided 3,100 public information contacts.</p> <p>Arizona Game and Fish Department issued 27 citations for violations of the OHV law.</p>	<p>County, State, local governments, private sector</p>

COMMITTED MEASURE IN THE MAG 2007 FIVE PERCENT PLAN FOR PM-10	2008 IMPLEMENTATION STATUS	IMPLEMENTING ENTITY
<p>20. Provide incentives to retrofit nonroad diesel engines and encourage early replacements with advanced technologies.</p>	<p>In 2007, the Arizona Legislature adopted Senate Bill 1552 which included a voluntary diesel equipment retrofit program. (A.R.S. § 49-474.07 A. - D.)</p> <p>According to A.R.S. § 49-474.07 A., a County with a population of more than four hundred thousand persons shall operate and administer a voluntary diesel emissions retrofit program in the county for the purpose of reducing particulate emissions from diesel equipment. The program shall provide for real and quantifiable emissions reductions based on actual emissions reductions by an amount greater than that already required by applicable law, rule, permit or order and computed based on the percentage emissions reductions from the testing of the diesel retrofit equipment prescribed in Subsection C as applied to the rated emissions of the engine and using the standard operating hours of the equipment.</p> <p>Maricopa County Air Quality Department (MCAQD) has indicated that A.R.S. § 49-474.07 did not establish a fund to provide incentives to retrofit nonroad engines, but rather established provisions applicable to permitted stationary source diesel powered equipment. Under the provisions of ARS 49-474.07, the permittee may retain one-half of the particulate emissions reductions from retrofit of diesel equipment operated at the permitted site for purposes of receiving a permit modification or a new permit provision that allows for extended hours of operation for the permitted equipment. The provisions of ARS § 49-747.07 are undergoing legal review and analysis during the current statewide new source review rulemaking, and if implemented, will require revision of MCAQD's stationary source permitting program and applicable rules. However, this review and analysis has no bearing on the Five Percent Plan or on Committed Measure #20.</p> <p>It is important to note that no emission reduction credit was quantified for this measure in the Five Percent Plan.</p>	<p>State</p>

COMMITTED MEASURE IN THE MAG 2007 FIVE PERCENT PLAN FOR PM-10	2008 IMPLEMENTATION STATUS	IMPLEMENTING ENTITY
<p>21. Ban leaf blowers from blowing debris into streets.</p> <p>Quantified for numeric credit to meet the five percent per year target and demonstrate attainment.</p>	<p>Ordinance required by SB 1552. (A.R.S. § 9-500.04 A.5.(b)., A.R.S. § 11-877 A.2., and A.R.S. § 49-457.01 B.)</p> <p>Maricopa County adopted the P-25 Leaf Blower Restriction Ordinance to ban leaf blowers from blowing debris into streets in Maricopa County. In addition, 23 local governments have new or existing ordinances to ban leaf blowers from blowing debris into streets.</p>	<p>County, local governments</p>
<p>22. Implement a leaf blower outreach program.</p> <p>Quantified for numeric credit to meet the five percent per year target and demonstrate attainment.</p>	<p>Leaf blower outreach program required by SB 1552. (A.R.S. § 49-457.01 D., E. and F.)</p> <p>ADEQ produced and distributed 8,000 hard copies of leaf blower fact sheets to six retail leaf blower outlets.</p> <p>ADEQ distributed warning signs for posting on HPA days to leaf blower rental outlets.</p> <p>ADEQ authored an article about the unsafe use of leaf blowers that was published in the Arizona Landscape Contractors Association's (ALCA) Influence magazine. A public-awareness advertisement was published in the ALCA Influence and Southwest Horticulture.</p> <p>ADEQ's leaf blower outreach materials, which were posted on the agency's website, received a total of 11,491 visits. ADEQ adapted and posted a leaf blower training manual, provided by the Outdoor Power Equipment Institute, on ADEQ's website. Those materials received 1,659 unique visits.</p> <p>A number of cities and towns also conduct leaf blower outreach as part of the efforts reported in Committed Measure #1.</p>	<p>State, private sector</p>

COMMITTED MEASURE IN THE MAG 2007 FIVE PERCENT PLAN FOR PM-10	2008 IMPLEMENTATION STATUS	IMPLEMENTING ENTITY
<p>23. Ban ATV use on high pollution days.</p> <p>Quantified for numeric credit to meet the five percent per year target and demonstrate attainment.</p>	<p>All terrain vehicle (ATV) ban required by SB 1552. (A.R.S. § 49-457.03)</p> <p>ADEQ distributed HPA forecasts to subscribers and to the U.S. Forest Service, U.S. Bureau of Land Management, Arizona State Land Department, Arizona Game and Fish Department, Arizona State Parks Department, and the Maricopa County Air Quality Department. ADEQ also posted HPA forecasts and warnings on the agency's website and works with television broadcast stations to communicate HPA notices to the public.</p> <p>On February 27, 2009, Fox Motorsports filmed a half-hour program focused on off-highway vehicle (OHV) use and the 5% Plan requirements on High Pollution Advisory Days. Representatives of ADEQ, MCAQD, Arizona Game and Fish, Arizona State Lands, U.S. Bureau of Land Management and the Arizona Rock Products Association were filmed near the Hassayampa River for this program. Broadcast date has not yet been scheduled.</p> <p>ADEQ: "Law enforcement officers who are authorized under Title 28 will enforce this requirement. On Federal Lands, the Federal agency with jurisdiction enforces it".</p>	<p>State</p>
<p>45. Prohibit use of leaf blowers on unstabilized surfaces.</p> <p>Quantified for numeric credit to meet the five percent per year target and demonstrate attainment.</p>	<p>Ordinance required by SB 1552. (A.R.S. § 11-877 A.3. and A.R.S. § 49-457.01 C.)</p> <p>Maricopa County adopted an ordinance to prohibit use of leaf blowers on unstabilized surfaces. In addition, a local government, although not required, adopted this ordinance.</p>	<p>County</p>
<p>46. Outreach to off-road vehicle purchasers.</p>	<p>The Arizona State Parks Department has convened a Dealer Pilot Program Committee to develop printed dust abatement educational materials for off-road vehicle renters/purchasers. ADEQ participates in these committee meetings.</p>	<p>State</p>

COMMITTED MEASURE IN THE MAG 2007 FIVE PERCENT PLAN FOR PM-10	2008 IMPLEMENTATION STATUS	IMPLEMENTING ENTITY
Paved Roads		
<p>24. Sweep street with PM-10 certified street sweepers. Quantified for numeric credit as a contingency measure.</p>	<p>SB 1552 requires that new or renewed contracts for street sweeping on city streets must be conducted with PM-10 certified street sweepers. (A.R.S. § 9-500.04 A.9. and A.R.S. § 49-474.01 A.8.)</p> <p>The 3 local governments that issue street sweeping contracts require that their contractors use PM-10 certified street sweepers.</p> <p>Local governments purchased 8 PM-10 certified street sweepers with CMAQ funds and 3 PM-10 certified street sweepers with other funds.</p> <p>ADOT's current contract for sweeping State Highways does not require use of PM-10 certified street sweepers (one street sweeper is not PM-10 certified). However, when the ADOT street sweeping contract is renewed, the contract will be revised to require that only PM-10 certified street sweepers are to be used.</p>	<p>State, County, local governments</p>
<p>52. Coordinate public transit services with Pinal County.</p>	<p>ADOT has coordinated public transit services with Pinal County. See the following websites for information regarding this coordination:</p> <p>(1) Arizona Rural Transit Needs Study Final Report - May 2008 (http://mpd.azdot.gov/transit/documents/Rural_Transit_Needs_Study_Final_Report_May_2008.pdf)</p> <p>(2) Maricopa 5311 information (http://mpd.azdot.gov/transit/Maricopa.asp).</p>	<p>State</p>
<p>53. Repave or overlay paved roads with rubberized asphalt. Quantified for numeric credit to meet the five percent per year target and demonstrate attainment.</p>	<p>ADOT repaved 12.5 miles of State Highways with rubberized asphalt pavement (7.29 miles more than the commitment).</p>	<p>State</p>

COMMITTED MEASURE IN THE MAG 2007 FIVE PERCENT PLAN FOR PM-10	2008 IMPLEMENTATION STATUS	IMPLEMENTING ENTITY
Unpaved Parking Lots		
<p>25. Pave or stabilize existing unpaved parking lots.</p> <p>Quantified for numeric credit to meet the five percent per year target and demonstrate attainment.</p>	<p>Ordinance required by SB 1552. (A.R.S. § 9-500.04 A.6. & A.7. and A.R.S. § 49-474.01 A.5. & A.6.)</p> <p>Maricopa County revised parking lot provisions in Rule 310.01 (Fugitive Dust from Non-traditional Sources of Fugitive Dust) to synchronize with SB 1552 requirements. These rule revisions were adopted in March 2008.</p> <p>23 local governments have new or existing ordinances to require paving or stabilizing existing unpaved parking lots.</p> <p>212 Maricopa County and local government staff are enforcing the ordinances.</p> <p>Maricopa County performed 186 inspections of unpaved parking lots.</p> <p>One local government:</p> <ul style="list-style-type: none"> • Paved 39,446 square yards of unpaved parking lots with AC pavement; • Stabilized 45,496 square yards of unpaved parking lots with turf; and • Stabilized 51,524 square yards of unpaved parking lots with a polymer stabilizer. <p>One local government paved/stabilized eight existing town-owned unpaved parking lots with a total surface area of 340,365 square feet.</p>	<p>County, local governments</p>

COMMITTED MEASURE IN THE MAG 2007 FIVE PERCENT PLAN FOR PM-10	2008 IMPLEMENTATION STATUS	IMPLEMENTING ENTITY
Unpaved Roads, Alleys, and Shoulders		
<p>26. Pave or stabilize existing public dirt roads and alleys. Quantified for numeric credit as a contingency measure.</p>	<p>Plan requirements for paving or stabilizing public dirt roads and alleys were amended by SB 1552. (A.R.S. § 9-500.04 A.3. and A.R.S. § 49-474.01 A.4.)</p> <p>In March 2008, Maricopa County adopted Rule 310.01 revisions in regard to unpaved roads and alleys.</p> <p>Maricopa County and 19 local governments have developed or updated plans to pave or stabilize targeted public dirt roads and alleys.</p> <p>Maricopa County and local governments have implemented this measure for:</p> <p><u>Public Dirt Roads</u></p> <p>By paving 25.02 miles of public dirt roads (15.07 miles more than the commitments) and stabilizing 36.76 miles of public dirt roads (3.09 miles less than the commitments), with a total of 61.78 miles of public dirt roads paved or stabilized (11.98 miles more than the commitments).</p> <p><u>Dirt Alleys</u></p> <p>By paving 65.89 miles of dirt alleys (20.74 miles more than the commitments) and stabilizing 175.71 miles of dirt alleys (69.36 miles more than the commitments) with a total of 241.60 miles of dirt alleys paved or stabilized (90.10 miles more than the commitments).</p> <p>One local government improved 7 intersections by paving turn lanes and/or shoulders.</p>	<p>County, local governments</p>
<p>27. Limit speeds to 15 miles per hour on high traffic dirt roads. Quantified for numeric credit as a contingency measure.</p>	<p>5 local governments have posted 26.30 miles of dirt roads and alleys with 15 mph (or less) speed limit signs (42.30 miles less than the commitments).</p> <p>Note: For Committed Measure #26, jurisdictions paved or stabilized 11.98 more miles of dirt roads and 90.10 more miles of dirt alleys than commitments in the MAG Five Percent Plan for PM-10. The PM-10 emission reductions attributable to paving and stabilizing 102 extra miles of dirt roads and alleys far exceed the benefit of posting lower speed limits on 42 miles of dirt roads and alleys.</p> <p>Several jurisdictions report that all high traffic dirt roads have been paved.</p>	<p>County, local governments</p>

COMMITTED MEASURE IN THE MAG 2007 FIVE PERCENT PLAN FOR PM-10	2008 IMPLEMENTATION STATUS	IMPLEMENTING ENTITY
<p>28. Pave or stabilize unpaved shoulders.</p> <p>Quantified for numeric credit to meet the five percent per year target and demonstrate attainment.</p>	<p>Plan requirements to pave or stabilize unpaved shoulders were amended by SB 1552. (A.R.S. § 9-500.04 A.3. and A.R.S. § 49-474.01 A.4.)</p> <p>Maricopa County and 19 local governments have developed or updated plans to pave or stabilize unpaved shoulders on targeted arterials.</p> <p>ADOT, Maricopa County, and local governments implemented this measure by paving 139.13 curb miles of dirt shoulders (107.63 curb miles more than the commitments) and stabilizing 272.81 curb miles of dirt shoulders (59.56 curb miles more than the commitments), with a total of 411.94 curb miles of dirt shoulders paved or stabilized (167.19 curb miles more than the commitments).</p> <p>ADOT added 19.26 curb miles of curb and gutter.</p> <p>One local government improved 7 intersections by paving turn lanes and/or shoulders.</p>	<p>County, State, local governments</p>
<p>43. MAG allocate \$5 million in FY 2007 MAG federal funds matched on a 50/50 basis by MAG member agencies for paving dirt roads and shoulder projects and that these projects be immediately submitted to MAG for consideration at the July meetings of the MAG Management Committee and Regional Council for an amendment to the Transportation Improvement Program. These funds would be on a nonsupplanting basis for new projects.</p> <p>Quantified for numeric credit as a contingency measure.</p>	<p>\$5 million is programmed in the FY 2007-2011 MAG Transportation Improvement Program to fund 9 projects that pave dirt roads and shoulders in the PM-10 nonattainment area.</p>	<p>MAG, local governments</p>
<p>51. Conduct an inventory of dirt roads, alleys and estimated traffic counts.</p>	<p>The City of El Mirage developed a preliminary inventory of unpaved roads in its jurisdiction. In addition, other local governments, although not required, developed preliminary inventories of their unpaved roads.</p>	<p>local government</p>

COMMITTED MEASURE IN THE MAG 2007 FIVE PERCENT PLAN FOR PM-10	2008 IMPLEMENTATION STATUS	IMPLEMENTING ENTITY
Unpaved Surfaces		
29. Create a fund for paving and stabilizing in high pollution areas.	Four of Maricopa County's settlement agreements for air quality violations included supplemental environmental projects.	County
40. MAG member agencies reexamine existing ordinances to ensure that nonpermitted sources, such as unpaved parking, unpaved staging areas, unpaved roads, unpaved shoulders, vacant lots and open areas, receive priority attention.	One local government re-examined existing ordinances to ensure non-permitted sources received priority attention.	MAG member agencies
Vacant Lots		
30. Strengthen and increase enforcement of 310.01 for vacant lots. Quantified for numeric credit to meet the five percent per year target and demonstrate attainment.	Maricopa County hired a supervisor to oversee the vacant lot program. This staff position was also included in the data provided for Committed Measures #4 and #9. Maricopa County conducted 5,005 vacant lot inspections.	County
31. Restrict vehicular use and parking on vacant lots. Quantified for numeric credit to meet the five percent per year target and demonstrate attainment.	Ordinance required by SB 1552. (A.R.S. § 9-500.04 A.8. and A.R.S. § 49-474.01 A.7.) In February 2008, Maricopa County adopted the P-27 Vehicle Parking and Use on Unstabilized Vacant Lots Ordinance. In addition, 23 local governments have new or existing ordinances to prohibit vehicle trespass on vacant land.	County, local governments

COMMITTED MEASURE IN THE MAG 2007 FIVE PERCENT PLAN FOR PM-10	2008 IMPLEMENTATION STATUS	IMPLEMENTING ENTITY
<p>32. Enhanced enforcement of trespass ordinances and codes.</p> <p>Quantified for numeric credit to meet the five percent per year target and demonstrate attainment.</p>	<p>In February 2008, Maricopa County adopted the P-28 Off-Road Vehicle Use in Unincorporated Areas of Maricopa County and P-27 Vehicle Parking and Use on Unstabilized Vacant Lots ordinances.</p> <p>In addition, 18 local governments report increased enforcement of vehicle trespass ordinances and codes for vacant lots.</p>	<p>County, local governments</p>
<p>33. Ability to assess liens on parcels to cover the costs of stabilizing them (Recover costs of stabilizing vacant lots).</p> <p>Quantified for numeric credit to meet the five percent per year target and demonstrate attainment.</p>	<p>SB 1552 requires rule revisions for stabilization of disturbed surfaces of vacant lots. (A.R.S. § 49-474.01 A.11.)</p> <p>Maricopa County adopted Rule 310.01 revisions in March 2008 to incorporate A.R.S. § 49-474.01 A.11. to allow the County to recover stabilization costs through the penalty process.</p>	<p>County</p>
Open Burning / Woodburning		
<p>34. Increase fines for open burning.</p> <p>Quantified for numeric credit to meet the five percent per year target and demonstrate attainment.</p>	<p>SB 1552 requires increasing the fines for unlawful open burning. (A.R.S. § 11-871 D.4. and A.R.S. § 49-501 G.)</p> <p>In March 2008, Maricopa County revised the Residential Woodburning Restriction Ordinance to increase the civil penalty to \$250 for the fourth or any subsequent violation of the ordinance in accordance with Senate Bill 1552.</p> <p>Maricopa County responded to 158 illegal open burning complaints and 30 wrongful fireplace use complaints which resulted in 11 documented violations of Rule 314 (Open Outdoor Fires and Indoor Fireplaces at Commercial and Institutional Establishments) and 20 warnings for violations of Ordinance P- 26 (Residential Woodburning Restriction Ordinance).</p>	<p>State, County</p>

COMMITTED MEASURE IN THE MAG 2007 FIVE PERCENT PLAN FOR PM-10	2008 IMPLEMENTATION STATUS	IMPLEMENTING ENTITY
<p>35. Restrict use of outdoor fireplaces and pits and ambience fireplaces in the hospitality industry.</p> <p>Quantified for numeric credit to meet the five percent per year target and demonstrate attainment.</p>	<p>SB 1552 requires Maricopa County to prohibit use of wood-burning chimineas, outdoor fire pits, and similar outdoor fires on County No-Burn Days. (A.R.S. § 49-501 F.)</p> <p>In March 2008, Maricopa County adopted revisions to P-26 (Residential Woodburning Restriction Ordinance) and Rule 314 (Open Outdoor Fires and Indoor Fireplaces at Commercial and Institutional Establishments) to restrict use of outdoor fireplaces and pits and ambience fireplaces in the hospitality industry.</p>	<p>State, County</p>
<p>47. Ban open burning during the ozone season.</p> <p>Quantified for numeric credit to meet the five percent per year target and demonstrate attainment.</p>	<p>Open burning ban from May 1 through September 30 each year required by SB 1552. (A.R.S. § 49-501 A.2.)</p> <p>Maricopa County implemented an open burning ban during the ozone season by adding these requirements to Rule 314 (Open Outdoor Fires and Indoor Fireplaces at Commercial and Institutional Establishments) and to P-26 (Residential Woodburning Restriction Ordinance).</p>	<p>County</p>
<p>48. Require residential woodburning ordinances to include no burn restrictions on high pollution advisory days.</p> <p>Quantified for numeric credit to meet the five percent per year target and demonstrate attainment.</p>	<p>Revision of County ordinance required by SB 1552. (A.R.S. § 11-871 B.)</p> <p>The "no burn restrictions on HPA days" was already a requirement in Maricopa County's Residential Woodburning Restriction ordinance.</p> <p>Note: Maricopa County revisions to the Residential Woodburning Ordinance, adopted in March 2008, pertained to Committed Measure #35.</p> <p>See Committed Measure #34 for data on complaints received by the County in regard to open burning and wrongful fireplace use.</p>	<p>County</p>

COMMITTED MEASURE IN THE MAG 2007 FIVE PERCENT PLAN FOR PM-10	2008 IMPLEMENTATION STATUS	IMPLEMENTING ENTITY
Agriculture		
<p>41. Forward to the Governor's Agricultural Best Management Practices Committee that cessation of tilling be required on high wind days and that agricultural best management practices be required in existing Area A.</p>	<p>Agricultural Best Management Practices required in Area A by SB 1552. (A.R.S. § 49-457 H. & N.6. and A.R.S. § 49-542 Sec. 20.)</p> <p>On September 25, 2007, the Governor's Agricultural Best Management Practices (BMP) Committee revised its rule to double the number of BMPs that farmers must implement, added 5 BMP choices (including cessation of tilling on High Pollution Advisory Days), and expanded the area for BMPs.</p> <p>Arizona State Rules 18-2-610 and 611 were revised, effective November 14, 2007, to comply with Senate Bill (SB) 1552. The Legislature adopted a requirement in SB 1552 that expanded the regulated area for Agricultural BMPs to include the portion of Area A in Maricopa County and increased the number of required Agricultural BMPs from one to two from each category by December 31, 2007.</p>	State
<p>42. The Arizona State Legislature provide funding to the Arizona Department of Environmental Quality for four agriculture dust compliance officers for a total of five inspectors.</p>	<p>According to ADEQ information provided to MAG for the Five Percent Plan, the Legislature provided funding for two additional agriculture dust compliance officers.</p>	State
<p>50. Require two agricultural best management practices. Quantified for numeric credit as a contingency measure.</p>	<p>Required by SB 1552. (A.R.S. § 49-457 H. & N.6. and A.R.S. § 49-542 Sec. 20.)</p> <p>Arizona State Rules 18-2-610 and 611 were revised, effective November 14, 2007, to comply with Senate Bill (SB) 1552.</p> <p>The Legislature adopted a requirement in SB 1552 that expanded the regulated area for Agricultural BMPs to include the portion of Area A in Maricopa County and increased the number of required Ag BMPs from one to two from each category by December 31, 2007.</p>	State

COMMITTED MEASURE IN THE MAG 2007 FIVE PERCENT PLAN FOR PM-10	2008 IMPLEMENTATION STATUS	IMPLEMENTING ENTITY
All Sources		
<p>44. Maricopa County should increase consistent enforcement in areas where PM-10 violations continue to occur, along with efforts throughout the region. When an area continually experiences higher PM-10 concentrations than other areas, increased enforcement in areas experiencing high monitor readings is needed to protect public health.</p> <p>Quantified for numeric credit to meet the five percent per year target and demonstrate attainment.</p>	<p>Maricopa County has increased consistent enforcement in areas where PM-10 violations continue to occur.</p> <p>In March 2008, Maricopa County revised Rule 280 (Fees) to cover increased staffing levels for the MCAQD as a result of Maricopa County's Five Percent Plan commitments.</p>	County

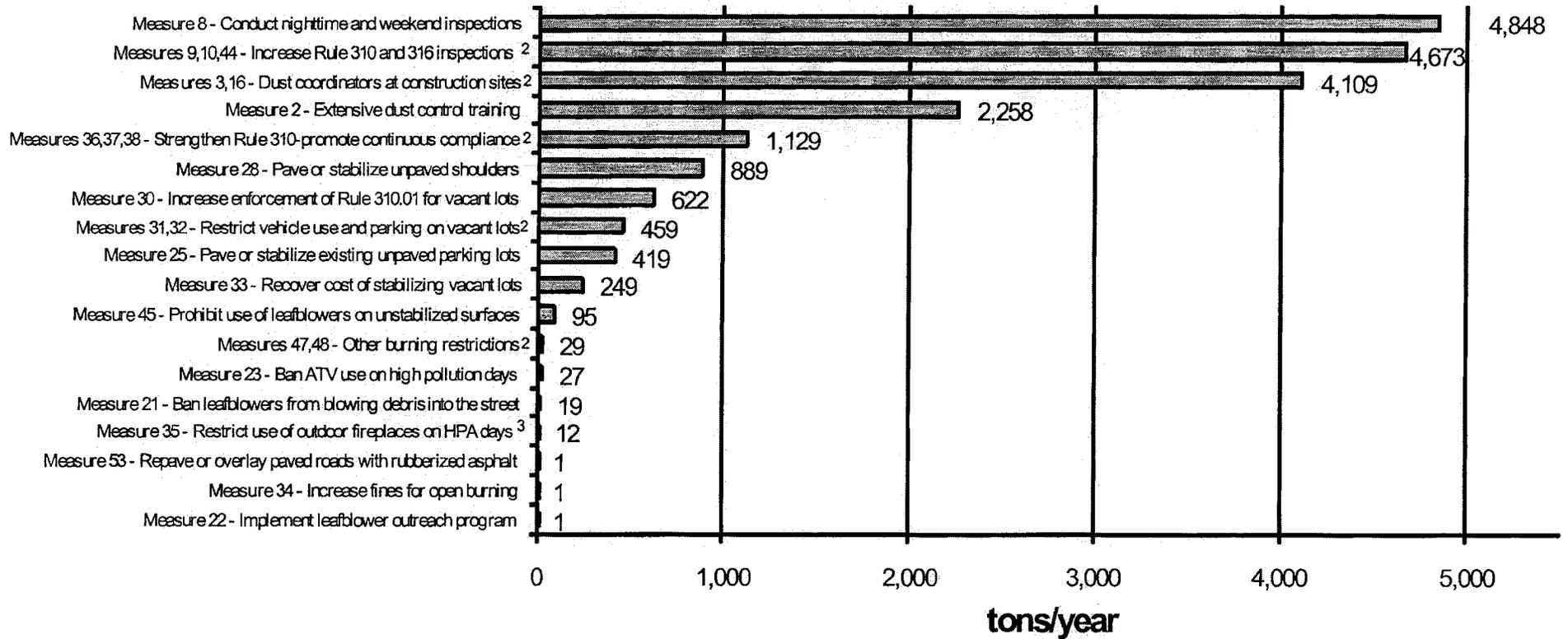
Table 2, on the following page, lists additional policies and actions that the Maricopa County Air Quality Department (MCAQD) initiated during 2009 (as described in a September 22, 2009 letter) to further reduce particulate emissions.

**TABLE 2
ADDITIONAL POLICIES AND ACTIONS INITIATED BY MCAQD IN 2009**

In a September 22, 2009 letter, the Maricopa County Air Quality Department indicated that, in addition to other measures, the following new policies are being initiated during 2009 to further reduce particulate emissions:

1.	Daily follow up inspections at <u>each</u> stationary source that has been issued an emissions related violation notice until the source demonstrates compliance.
2.	Increased stationary source inspection frequency.
3.	Dedicated funded account and active contract for sweeper clean up of any trackout identified by a field inspector.
4.	Implementation of an Assistant Inspector program, wherein air monitoring personnel are trained to identify potential fugitive dust emission issues and stationary source emissions and relay the observation to field inspectors.
5.	Aerial inspection program on selected HPA days coordinated with field personnel for prompt investigation of aerial observations of dust emissions.
6.	Revision to the Enforcement Penalty program calling for maximum penalties for emission violations on NAAQS exceedance days.
7.	Proposed particulate speciation study at selected air monitoring sites exceeding the NAAQS specifically focused on speciated particulates on HPA and NAAQS exceedance days.
8.	Critical area inspection program focusing increased localized field site inspections concentrated in and around air monitoring sites when the PM levels exceed 125 µg/m ³ .
9.	Targeted department PM NAAQS task force charged with developing effective field controls on potential sources of PM around air monitoring sites.
10.	Focused education notice concerning all businesses and residences within ½ mile of all monitoring sites, advising of the department's focus on PM regulations and controls.
11.	Review and development of an improved PM emission inventory on HPA and NAAQS days; looking to move the inventory from a paper inventory to a field inventory.
12.	Proposed focused regulation development of sources impacting air monitors exceeding PM NAAQS; e.g. auto crushing and reclamation rule for the West 43rd Avenue monitor.
13.	Proposed area stabilization programs with localized focus in and around air monitors.
14.	Regular area source inspections program localized around air monitoring stations exceeding NAAQS.

Figure 1
Reductions in 2010 for Committed Control Measures
in the Five Percent Plan for PM-10¹

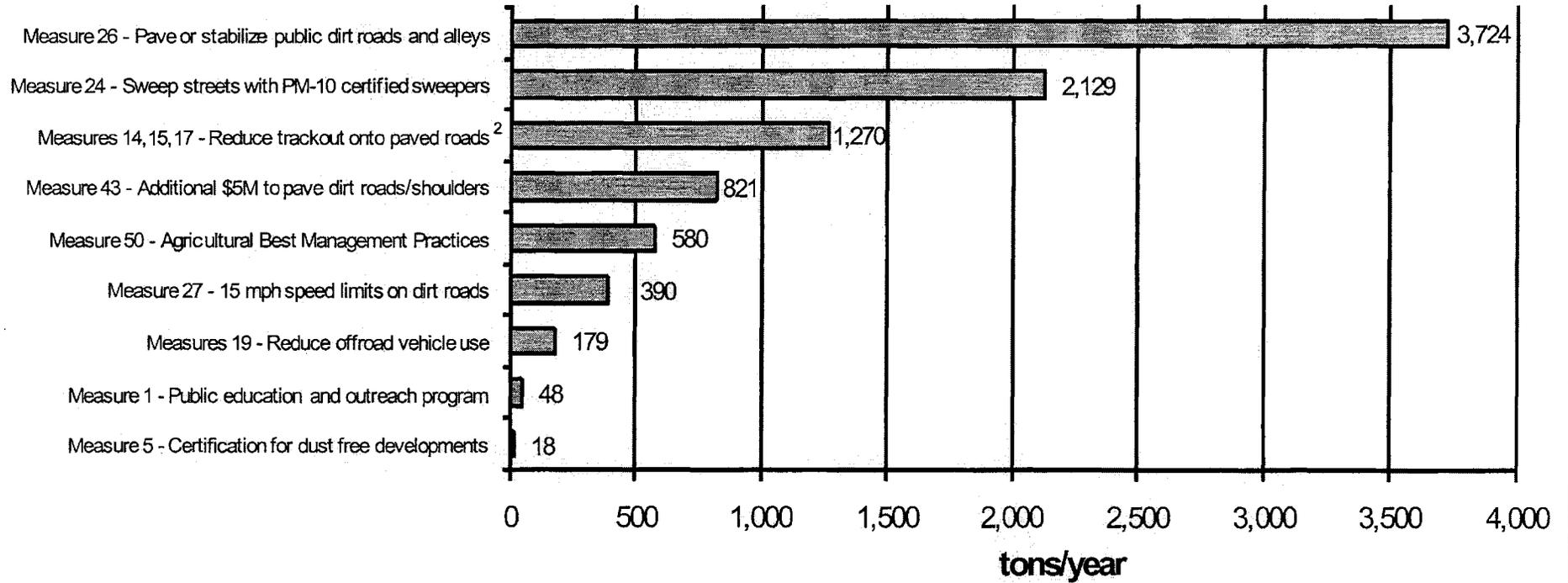


¹Committed measures quantified for numeric credit to meet the five percent per year target and demonstrate attainment.

²In these cases, the emission reductions represent the combined impact of multiple, reinforcing measures.

³HPA days = high pollution advisory days

Figure 2
Reductions in 2010 for Contingency Measures
in the Five Percent Plan for PM-10¹



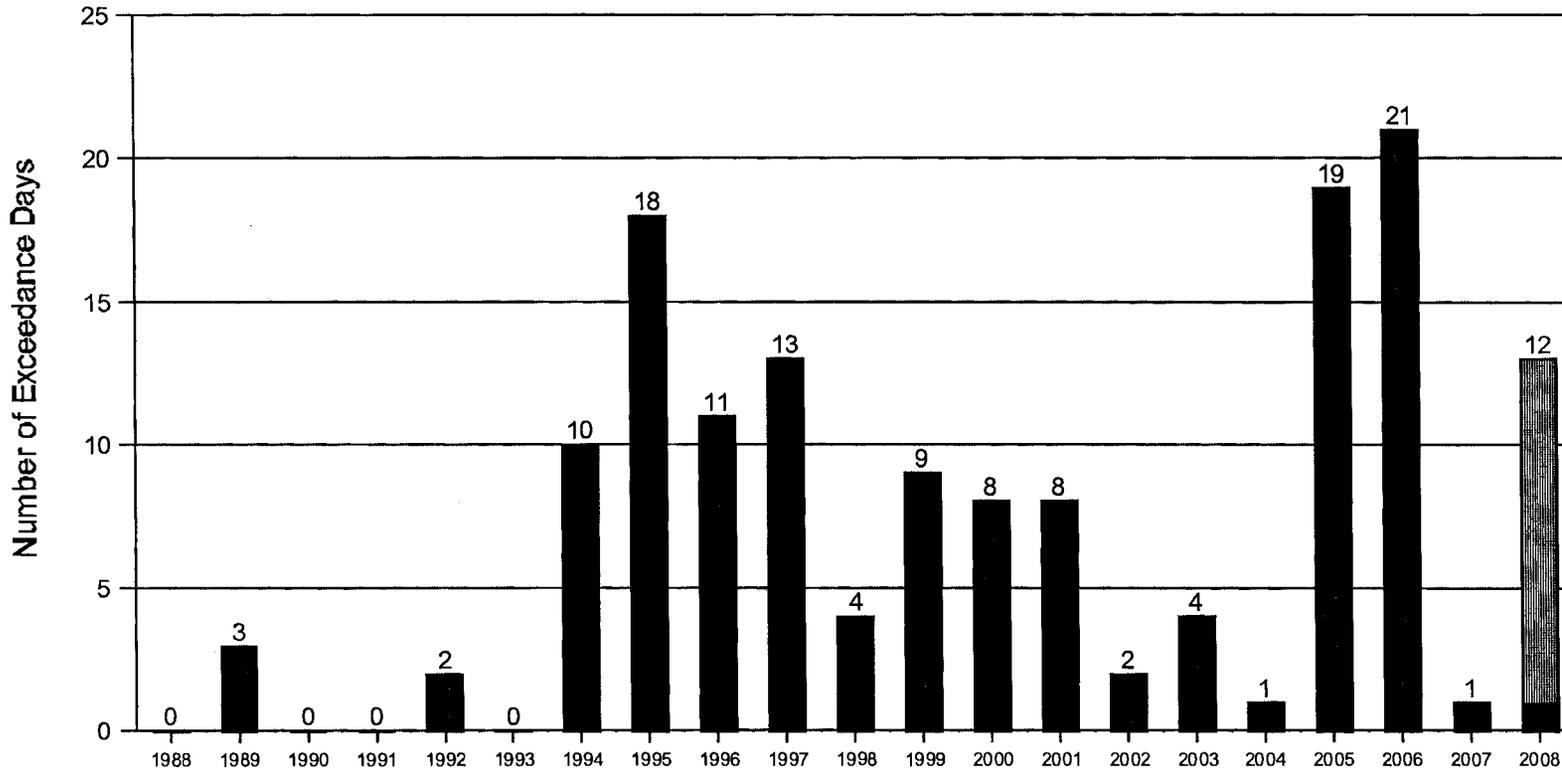
¹Committed measures quantified for numeric credit as contingency measures.

²For "Reduce trackout onto paved roads," the emission reduction represents the combined impact of Measures 14, 15 and 17.

Figure 3

PM-10 Monitoring Data

Days Exceeding the 24-Hour PM-10 Standard in Maricopa County



Notes:

1. The hatched blue area represents 11 exceedance days in 2008 that ADEQ has documented as exceptional/natural events, but have not been approved by EPA.
2. Most of the exceedances before 2004 were recorded by filter-based monitors that measured PM-10 concentrations on every sixth day. Since 2004, the filter-based monitors that exceeded the PM-10 standard have been replaced with monitors that measure PM-10 concentrations every day.
3. The 2007 exceedance occurred at the Buckeye monitor, which is outside of the PM-10 nonattainment area.
4. The 2008 exceedance occurred at the Durango Complex.

ATTACHMENT

**MAG 2007 FIVE PERCENT PLAN FOR PM-10 FOR THE
MARICOPA COUNTY NONATTAINMENT AREA**

EXECUTIVE SUMMARY

**MAG 2007 FIVE PERCENT PLAN FOR PM-10 FOR THE
MARICOPA COUNTY NONATTAINMENT AREA**

EXECUTIVE SUMMARY



MAG 2007 FIVE PERCENT PLAN FOR PM-10 EXECUTIVE SUMMARY

Within the Maricopa County nonattainment area, the National Ambient Air Quality Standard has not yet been attained for PM-10 particulate pollution. The Maricopa Association of Governments was designated by the Governor of Arizona in 1978 and recertified by the Arizona Legislature in 1992 to serve as the Regional Air Quality Planning Agency to develop plans to address air pollution problems.

Based upon the 1990 Clean Air Act Amendments, the Maricopa County nonattainment area was initially classified as Moderate for PM-10 particulate pollution. However, on May 10, 1996, the nonattainment area was reclassified to Serious due to failure to attain the particulate standard by December 31, 1994. The Serious Area reclassification was effective on June 10, 1996.

The Revised MAG 1999 Serious Area Particulate Plan for PM-10 for the Maricopa County Nonattainment Area was submitted to the Environmental Protection Agency (EPA) in February 2000. On July 25, 2002, EPA published a notice of final approval for the plan. Collectively, the plan contained approximately seventy-seven committed control measures from the State and local governments. The plan demonstrated attainment of the PM-10 standard by December 31, 2006.

In order to be in attainment, the region needed three years of clean data at the monitors for 2004, 2005, and 2006. However, there were numerous exceedances of the 24-hour standard in 2005 and 2006. On June 6, 2007, EPA published a final notice with its findings that the Maricopa County nonattainment area had failed to attain the PM-10 standard by the federal deadline of December 31, 2006.

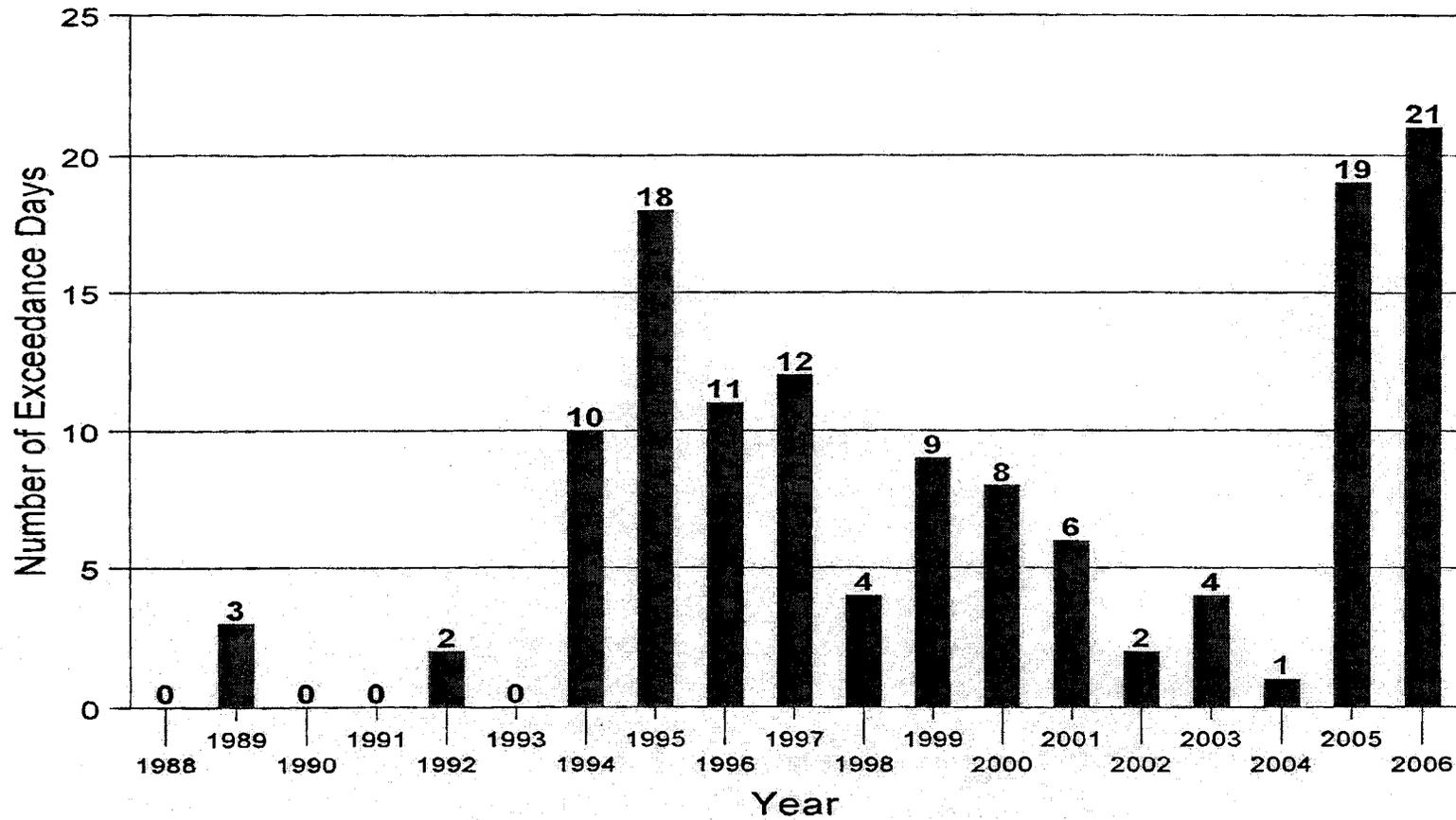
In accordance with Section 189 (d) of the Clean Air Act, the Five Percent Plan for PM-10 is due to the Environmental Protection Agency by December 31, 2007. The plan is required to reduce PM-10 emissions by at least five percent per year until the standard is attained as measured by the monitors. The Clean Air Act specifies that the plan must be based upon the most recent emissions inventory for the area and also include a modeling demonstration of attainment.

Particulate air pollution can occur throughout the year. The formation of PM-10 particulate pollution is dependent upon several factors. Among these factors are stagnant masses, severe temperature inversions in the winter, high winds in the summer, and fine, silty soils characteristic of desert locations. In the Maricopa County nonattainment area, particulate matter (PM-10) concentrations are elevated during various seasons of the year and under different weather conditions. The variability is due to the diverse composition of PM-10 and the sources contributing to this diversity.

The trend in PM-10 levels for the Maricopa County nonattainment area is presented in Figure ES-1. The 24-hour PM-10 standard is 150 micrograms per cubic meter. In 2004,

FIGURE ES-1

NUMBER OF 24-HOUR PM-10 EXCEEDANCE DAYS



Note: The Arizona Department of Environmental Quality began flagging natural and exceptional events in 2004. Exceedances that have been approved or are pending approval by EPA as natural or exceptional events have been removed from this chart.

Sources: 1988 - 1997 - Revised MAG 1999 Serious Area Particulate Plan for PM-10 for the Maricopa County Nonattainment Area, February 2000.
1998 - 2006 - EPA Air Quality System; Maricopa County Network Reviews; ADEQ Air Quality Reports.

there was one exceedance day of the 24-hour standard. However, in 2005 there were 19 exceedance days and in 2006 there were 21 exceedance days of the 24-hour standard. Figure ES-2 indicates the monitors where exceedances occurred. The violations of the standard at the Bethune Elementary School, Durango Complex, and West 43rd Avenue monitors caused the region to fail to attain the PM-10 standard by the December 31, 2006 attainment date.

A rigorous planning effort was conducted to prepare the MAG 2007 Five Percent Plan for PM-10. An extensive Preliminary Draft Comprehensive List of Measures was compiled for evaluation. The MAG Analysis of Particulate Control Measure Cost Effectiveness report provided an evaluation of forty-six control measures. For each measure, the following information was prepared: narrative description; suggested implementing entity; estimate of the cost of implementation; estimate of the PM-10 emission reduction potential; estimate of the cost effectiveness (\$/ton of PM-10 reduced); and discussion of implementation issues and comments. In preparing the information for the analysis, measures from other PM-10 Serious Areas were reviewed and contacts were established. Relevant dust control literature reviews were performed to obtain data on measured emission reductions. Contacts were established with local agencies and businesses in Maricopa County to determine the cost of labor, equipment, materials, etc.

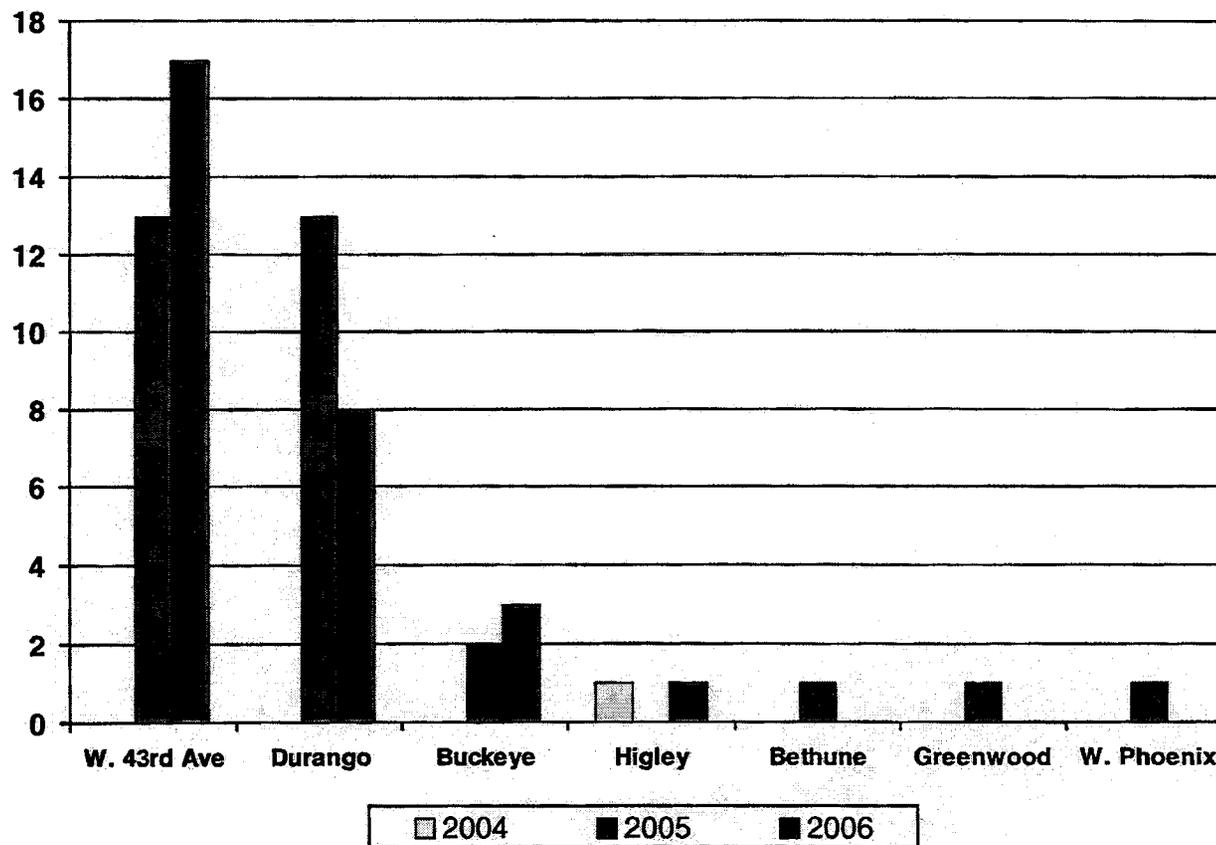
The MAG PM-10 Source Attribution and Deposition Study was another major study which provided information for the evaluation of control measures. The study was designed to identify the sources of emissions contributing to violations of the PM-10 standard at monitors in the nonattainment area during stagnant conditions and characterize the deposition of PM-10 particles emitted by these sources. The MAG consultants for the study were T&B Systems and Sierra Research. The key questions addressed in the study were:

1. Where are the specific source areas and/or sources in the Salt River region that contribute to the particulate matter (PM) loading at the Durango Complex and West 43rd monitoring sites?
2. To obtain useful results from models such as AERMOD, can the regional particle size distribution be characterized on an area basis (i.e., is there an area of uniformity that can be generalized?)
3. What are the causes of heavy PM loading during the morning hours at the Durango and West 43rd monitors? Are the diurnal variations of PM-10 and peaks due to reentrainment of paved road dust, or due to other activities in the surrounding areas that are coincident with traffic peaks?

The approach used for the study involved assessing existing meteorological and PM data; selecting monitoring tools; establishing a sampling plan; defining routes for mobile sampling; determining locations of meteorological data collection; selecting locations to investigate dispersion of roadway sources; conducting sampling in two phases;

FIGURE ES-2

EXCEEDANCES OF THE 24-HOUR PM-10 STANDARD AT MONITORS IN MARICOPA COUNTY



- Notes: 1. Exceedances are based on data from the EPA Air Quality System (AQS). Exceedances due to natural events have been removed from the AQS by EPA.
2. The exceedance at the Bethune, Greenwood, and W. Phoenix monitors occurred on 12/12/05.

coordinating with local agencies for related data; and performing daily review of collected data to identify insights, opportunities and problems. The monitoring tools for the study included: a particle lidar; mobile monitoring; DustTrak optical PM-10 monitors; DustTrak optical PM-2.5 monitors; an aerodynamic particle size analyzer; MiniVol filter based samplers; a sodar; and a SCAMPER vehicle. The SCAMPER (System for Continuous Aerosol Monitoring of Particulate Emissions from Roadways) vehicle was used to measure PM-10 from paved roads. From November 15, 2006 through December 14, 2006, extensive measurements were taken in the Salt River area using state-of-the-art technologies.

In general, the study identified a number of sources of PM-10 in the Salt River area. They included: trackout; dragout from unpaved or poorly maintained paved roads or parking lots; unpaved shoulders; unpaved roads; open burning; agriculture; and vehicle activity on unpaved parking areas and vacant lots. Preliminary results from the study were used in the evaluation of control measures and the final results were used in the modeling attainment demonstration.

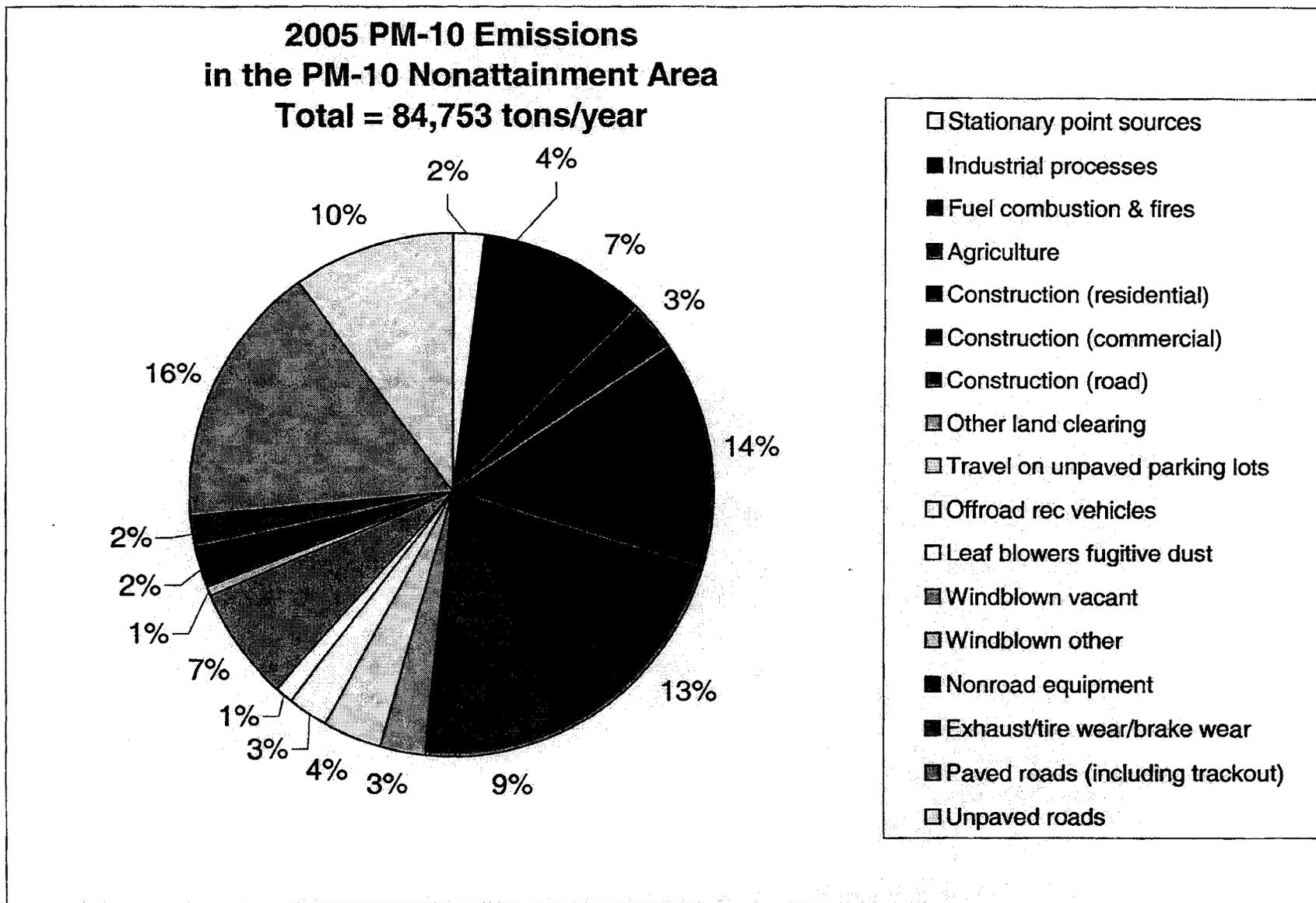
Based upon the Maricopa County Air Quality Department 2005 Periodic Emissions Inventory for PM-10 for the Maricopa County Nonattainment Area, the primary sources of PM-10 are: Paved Roads (including trackout) 16 percent; Construction (residential) 14 percent; Construction (commercial) 13 percent; Unpaved Roads 10 percent; Construction (road) 9 percent; Fuel Combustion and Fires (industrial natural gas and fuel oil, commercial/institutional natural gas and fuel oil, and residential natural gas, wood and fuel oil) 7 percent; and Windblown Vacant (vacant lots) 7 percent. The sources are depicted in Figure ES-3.

The emissions in the 2005 Periodic Emissions Inventory for PM-10 were projected to 2007, 2008, 2009, and 2010. The total controlled emissions of 97,436 tons in the 2007 projected inventory were used to calculate the five percent reduction target in emissions (see Figure ES-4). This number was multiplied by five percent to determine the PM-10 emissions reduction target of 4,872 tons per year. To meet this annual target, the 2008 emissions with committed control measures must be at least 4,872 tons less than the base case 2008 emissions; the controlled 2009 emissions must be at least 9,744 tons less than the 2009 base case emissions; and the controlled 2010 emissions must be at least 14,616 tons less than the 2010 base case emissions.

In order to reduce PM-10, a broad range of commitments to implement measures were received from the State, Maricopa County, and the twenty-three local governments in the PM-10 nonattainment area. Collectively, the MAG 2007 Five Percent Plan for PM-10 includes fifty-three committed measures.

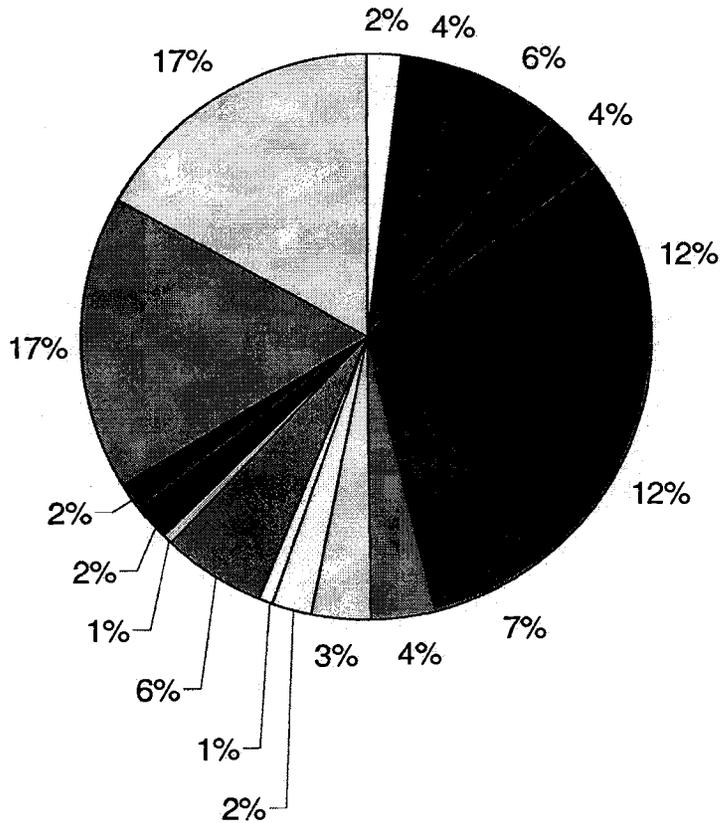
The key committed measures that were quantified as control measures include: Dust Managers/Coordinators at Earthmoving Sites; Increase Rule 310 and 316 Inspections; Extensive Dust Control Training; Conduct Nighttime and Weekend Inspections; Strengthen Rule 310 to Promote Continuous Compliance; Pave or Stabilize Dirt Shoulders; Pave or

FIGURE ES-3



Source: 2005 Periodic Emissions Inventory for the Maricopa County, Arizona Nonattainment Area. Maricopa County Air Quality Department. May 2007.

Figure ES-4
2007 PM-10 Emissions
with Committed Control Measures
Total = 97,436 tons/year



- Stationary point sources
- Industrial processes
- Fuel combustion & fires
- Agriculture
- Construction (residential)
- Construction (commercial)
- Construction (road)
- Other land clearing
- Travel on unpaved parking lots
- Offroad rec vehicles
- Leaf blowers fugitive dust
- Windblown vacant
- Windblown other
- Nonroad equipment
- Exhaust/tire wear/brake wear
- Paved roads (including trackout)
- Unpaved roads

Stabilize Unpaved Parking Lots; Restrict Vehicle Use on Vacant Lots; Strengthen Rule 310.01 for Vacant Lots; and Recover the Cost of Stabilizing Vacant Lots.

The committed control measures were quantified in order to model attainment and meet the five percent reduction targets. The PM-10 emissions reductions for the committed control measures are shown in Figure ES-5.

With the implementation of the committed control measures, the total PM-10 emissions in 2010 are 82,829 tons (See Figure ES-6), which represents a 19.3 percent reduction in the 2010 base case emissions. These reductions are necessary to model attainment of the PM-10 standard at all monitors as expeditiously as practicable, which is 2010. The total reductions due to the committed control measures also exceed the annual five percent reduction targets in 2008, 2009 and 2010, as indicated in Table ES-1.

In accordance with the Clean Air Act, the MAG 2007 Five Percent Plan for PM-10 also contains contingency measures. The contingency measures are committed measures in the adopted plan which achieve emissions reductions beyond those measures relied upon to model attainment of the standard and demonstrate progress toward attainment (i.e., five percent reductions, reasonable further progress, and milestones).

The key committed measures in the Five Percent Plan that were quantified as contingency measures are: Pave or Stabilize Dirt Roads and Alleys; Sweep with PM-10 Certified Street Sweepers; Reduce Trackout Onto Paved Roads; Additional Five Million Dollars in FY 2007 MAG Federal Funds for Paving Dirt Roads and Shoulders; Agricultural Best Management Practices; 15 Mile Per Hour Speed Limits on Dirt Roads; Reduce Offroad Vehicle Use; Certification for Dust Free Developments; and Public Education and Outreach Program.

EPA guidance indicates that contingency measures should provide emissions reductions equivalent to one year of reasonable further progress. The reasonable further progress requirements for Serious PM-10 nonattainment areas are included in Section 189(c) of the Clean Air Act. For the Five Percent Plan, one year of reasonable further progress is equivalent to a reduction in PM-10 emissions of 4,869 tons.

Figure ES-7 shows the impacts of the individual contingency measures in 2010. Collectively, the contingency measures reduce PM-10 emissions by 5,223 tons in 2008, 7,213 tons in 2009, and 9,159 tons in 2010 versus the contingency target of 4,869 tons per year, as shown in Table ES-1.

The total 2010 PM-10 emissions with committed control measures and committed contingency measures are 73,670 tons (see Figure ES-8). Together, these measures reduce base case PM-10 emissions by 28.2 percent in 2010.

For conformity analyses, the onroad mobile source emissions budget includes reentrained dust from travel on paved roads; vehicular exhaust, tire wear, and brake wear; travel on unpaved roads; and road construction. In 2010, the PM-10 emissions from these four source categories total 103.3 metric tons per day. This represents the onroad mobile source emissions budget for conformity.

Figure ES-5
Reductions in 2010 for Committed Control Measures
in the Five Percent Plan for PM-10

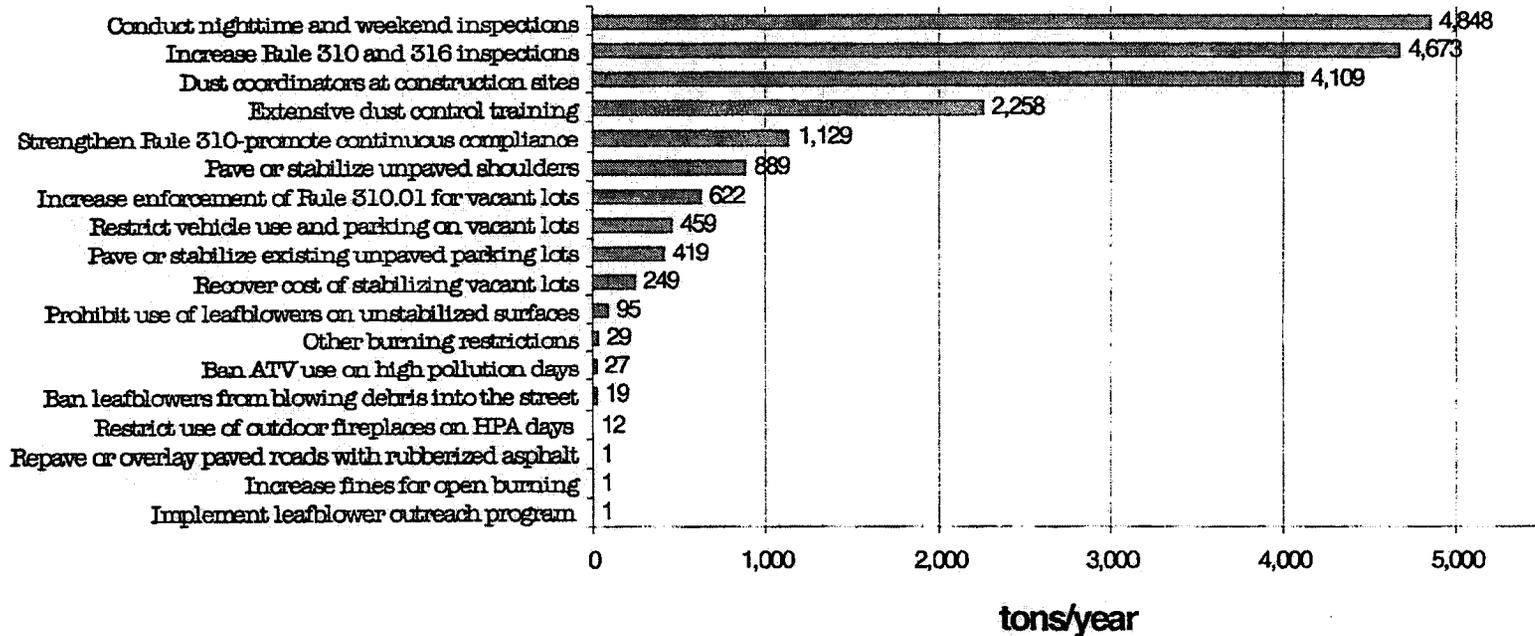


Figure ES-6
2010 PM-10 Emissions
with Committed Control Measures
Total = 82,829 tons/year
(19.3% reduction)

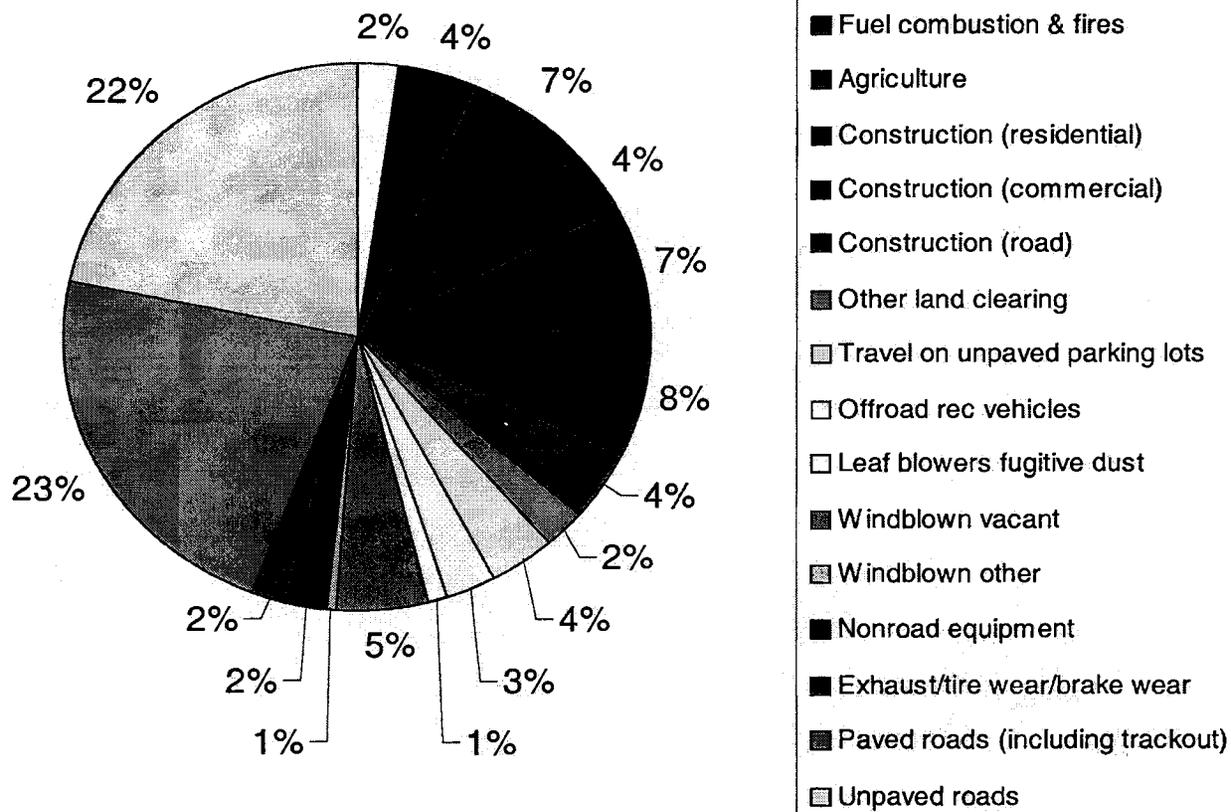


TABLE ES-1

EMISSIONS REDUCTIONS FOR COMMITTED CONTROL MEASURES QUANTIFIED TO MODEL ATTAINMENT AND MEET THE FIVE PERCENT REDUCTION REQUIREMENT

- 6,605 tons vs. five percent reduction target of 4,872 tons in 2008
- 15,423 tons vs. five percent reduction target of 9,744 tons in 2009
- 19,840 tons vs. five percent reduction target of 14,616 tons in 2010

EMISSIONS REDUCTIONS FOR COMMITTED CONTINGENCY MEASURES QUANTIFIED TO MEET THE CONTINGENCY MEASURE REQUIREMENT

- 5,223 tons vs. contingency reduction target of 4,869 tons in 2008
- 7,213 tons vs. contingency reduction target of 4,869 tons in 2009
- 9,159 tons vs. contingency reduction target of 4,869 tons in 2010

Figure ES-7
Reductions in 2010 for Contingency Measures
in the Five Percent Plan for PM-10

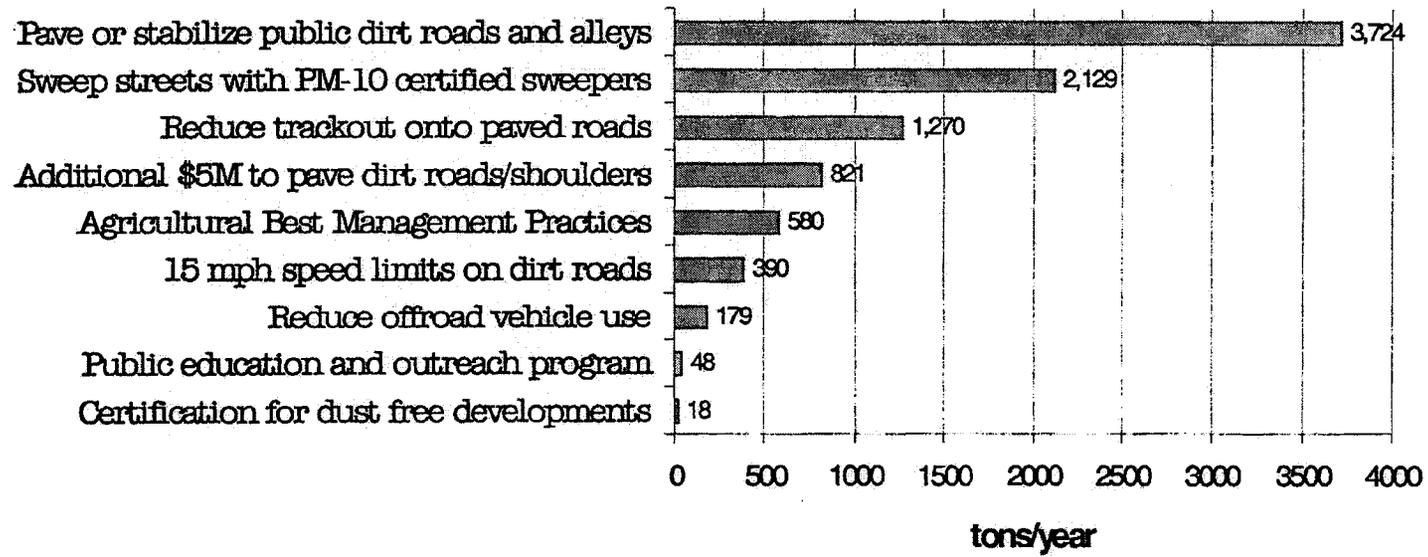


Figure ES-8
2010 PM-10 Emissions
with Committed Control and Contingency Measures
Total = 73,670 tons/year
(28.2% reduction)

