MARICOPA ASSOCIATION of GOVERNMENTS

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March 13, 2006

TO: Members of the MAG Regional Council Executive Committee and Members of the Building Lease Working Group

FROM: Mayor Keno Hawker, City of Mesa, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA FOR THE JOINT MAG REGIONAL COUNCIL EXECUTIVE COMMITTEE AND THE BUILDING LEASE WORKING GROUP

Monday, March 20, 2006 - 12:00 noon
MAG Office, Suite 200 - Cholla Room
302 North 1st Avenue, Phoenix

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

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

A joint meeting of the MAG Regional Council Executive Committee and the Building Lease Working Group (BLWG) has been scheduled for the time and place noted above. Members of the Committee and the Working Group may attend either in person, by telephone conference, or by video conference. If you have any questions, please contact me at (480) 644-2388 or Dennis Smith, MAG Executive Director, at (602) 254-6300.

TENTATIVE AGENDA

	COMMITTEE ACTION REQUESTED
1. Call to Order The meetings of the Executive Committee and the Building Lease Working Group (BLWG) will be called to order.	
2. Call to the Audience An opportunity will be provided to members of the public to address the Executive Committee and the BLWG on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Members of the public will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Executive Committee or the BLWG requests an exception to this limit. Please note that those wishing to comment on action agenda items will be given an opportunity at the time the item is heard.	2. Information and discussion.

ITEMS PROPOSED TO BE HEARD BY THE EXECUTIVE COMMITTEE AND THE BUILDING LEASE WORKING GROUP

3. Update and Possible Site Selection on Phase 1 of the Regional Governmental Service Center On February 13, 2006, both the Executive Committee and the Building Lease Working Group (BLWG) were provided updates on activities regarding the regional office building. A report on five potential sites and possible financing options was also provided. The BLWG meeting followed the February 13, 2006 Executive Committee meeting. At the BLWG meeting, the five sites were narrowed to two potential sites. Additional information on the two sites was requested by the BLWG regarding meeting space and building design issues. An update on the two sites will be provided. The BLWG may recommend one site to the Executive Committee for possible approval.	3. Information, discussion and possible action to select a site for the Regional Governmental Service Center pending legal and financial review of the development agreement and ratification by the Regional Council at their March 29, 2006.

4. Request to Authorize the Executive Director to Request Services for Financial and Legal Services Related to the Regional Office Building Project

On February 13, 2006, both the Executive Committee and the Building Lease Working Group (BLWG) were provided updates on the progress of Phase I of the Regional Governmental Service Center. This update included preliminary discussions regarding using the Phoenix IDA as a financing option and preliminary cost analysis. If it is determined to move forward with this project, there will be a need for professional financial and legal services to begin assessing and preserving opportunities for the construction of the building. It is envisioned that the services of a bond attorney and a real estate/construction attorney would be needed. Also, it would be advisable to obtain the services of a financial advisor. These professional services range from $150 to $300 per hour. If authorized, MAG contingency funds would be used for these services. These services would be requested and presented for approval at the March 29, 2006 Regional Council meeting. Staff will provide an update to the Executive Committee and the BLWG.

4. Information, discussion and approval to authorize the Executive Director to request services for financial and legal services related to the regional office building project and for the firms selected to be presented for approval at the March 29, 2006 Regional Council meeting.

5. Adjournment of the Building Lease Working Group

ITEMS PROPOSED FOR CONSENT FOR THE EXECUTIVE COMMITTEE*

6. Approval of the Executive Committee Consent Agenda

Prior to action on the consent agenda, members of the audience will be provided an opportunity to comment on consent items that are being presented for action. Following the comment period, Committee members may request that an item be removed from the consent agenda. Consent items are marked with an asterisk (*).

6. Recommend approval of the Consent Agenda.

*6A. Approval of the February 13, 2006 Executive Committee Meeting Minutes

6A. Review and approve the February 13, 2006 Executive Committee meeting minutes.

*6B. Approval to Transfer Funds Within the MAG Pedestrian Design Assistance Program

6B. Approval to reallocate $20,000 to the following Pedestrian Design Assistance programs: $15,000

The FY 2005 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council, included $200,000 of Congestion Mitigation and Air Quality (CMAQ) funding for the Pedestrian Design Assistance Program. In May 2005, the Regional Council approved the projects that would receive this funding, which included the City of El Mirage Cactus Road Sidewalk Project in the amount of $20,000. In January 2006, El Mirage decided not to proceed with its project. On February 21, 2006, the MAG Pedestrian Task Force recommended that the $20,000 be reallocated as follows: $15,000 for the City of Avondale - Littleton School Sidewalk Connection and $5,000 for the City of Mesa - North/South Pedestrian Connection. Please refer to the enclosed material.

for the City of Avondale - Littleton School Sidewalk Connection and $5,000 for the City of Mesa - North/South Pedestrian Connection.

ITEMS TO BE HEARD BY THE EXECUTIVE COMMITTEE

7. Discussion of the Draft FY 2007 MAG Unified Planning Work Program and Annual Budget and Expenditures and Projects in the MAG Unified Planning Work Program and Annual Budget

Each year, the MAG Unified Planning Work Program and Annual Budget is developed incrementally in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies and approved by the Regional Council in May. This presentation and review of the draft FY 2007 MAG Unified Planning Work Program and Annual Budget represents the budget document development to-date. The elements of the budget document are about 70 percent complete. Please refer to the enclosed material.

7. Input on the development of the FY 2007 MAG Unified Planning Work Program and Annual Budget.

8. Regionally Significant Development Projects

On July 27, 2005, the MAG Regional Council approved compiling information on Regionally Significant Development Projects (RSDP) to provide MAG member agencies with the regional transportation costs of major development projects. The Regional Council requested information on all new growth arising from new construction that occurred during the year, all RSDP projects submitted by member

8. Information and discussion.

agencies for the year and all development projects received by MAG from member agencies for the year, irrespective of any criteria to designate them as RSDP. A report on the requested information will be provided. Please refer to the enclosed material.

9. Legislative Update

An update will be provided on legislative issues of interest. Please refer to the enclosed material.

9. Information, discussion and possible action.

10. Adjournment

NOTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
BUILDING LEASE WORKING GROUP MEETING
February 13, 2006
MAG Offices
302 North 1st Avenue, Phoenix, Arizona

MEMBERS ATTENDING

Mayor Keno Hawker, Mesa, Chair
Mayor James M. Cavanaugh, Goodyear
*Mayor Ronald B. Clarke, Paradise Valley
Frank Fairbanks, City Manager, Phoenix

* Not present
# Participated by videoconference or telephone conference call

1. Call to Order

The Building Lease Working Group (BLWG) meeting was called to order by Chair Keno Hawker at 1:30 p.m.

2. Update on Phase I of the Regional Governmental Service Center

Denise McClafferty provided a brief update on the activities on the regional office building since the last BLWG meeting. She noted that additional information was received on the site west of the YMCA on 2nd Avenue only. She stated that developers on this site are interested in partnering on a project. Ms. McClafferty reported that on Thursday, February 9th, MAG staff received a call from the County who indicated that they would like to deal directly with MAG regarding this project. In this conversation, the County noted that they are not as far along in the process as the other sites and developers. For example, they have not developed a building concept to the same point as the developers. The County indicated that their approach consists of identify the need first, budget appropriately and build to suit. Ms. McClafferty stated that the County is currently in the process of developing a cost model.

Ms. McClafferty reported that MAG staff met with Bryant Barber, Phoenix Industrial Development Authority (IDA) attorney, regarding using the Phoenix IDA as a financing option. She explained that it was projected that financing could be obtained at a rate of five percent for 20 years, with the loan beginning in year three. This financing option includes paying interest only for the first two years during design and construction of the building. Ms. McClafferty stated that the City of Phoenix recently contacted MAG regarding the Compass Bank space on the ground floor of this building and indicated that this space would soon become available. Ms. McClafferty then introduced Ken Lufkin from Langdon Wilson to provide more details on these five sites.

Mr. Lufkin stated that there was a slight change in the programming of space for Valley Metro Rail (VMR) since the last meeting. He noted that GPEC is programmed into the office space at 11,344 square feet. Mr. Lufkin stated that it is their recommendation to build the full project and not to phase in the office space. He reviewed the five proposed sites: Central and Van Buren; Maricopa Count Block #26; Washington and 45th Street; McKinley and 1st Avenue; and Second Avenue. The following were comments made on each site:

Central and Van Buren

The BLWG discussed whether the purchase price included specific designs, such as identity of the building reflecting regional government, higher ceilings for the meeting room and studio space, and ballroom design. It was also noted that the developer and/or owner will find another agency to use the other 120,000 square feet in the office tower.

Maricopa County Block #26

Mr. Lufkin reported that the County had no interest in selling office space and that the regional agencies would lease the office space in this building. Chair Hawker expressed his concern regarding the distance from the light rail line.

Washington and 45th Street

Chair Hawker asked what the amenities are in that area. Charlotte Selby-Christian replied that this project is proposed to be eight stories with parking on floors one through four. She also noted that there would be an apartment complex west of the project, as well as a hotel and a restaurant. Mr. Smith noted Mayor Gordon's comments at the Executive Committee meeting, which was held just prior to this meeting, regarding the Washington and 45th street site being outside of the downtown core area and not centrally located for all member agencies.

McKinley and 1st Avenue

Patty Boyd-Gentry reported on this site. She noted that the developer, Ryan Companies, built the Phelps Dodge building. Frank Fairbanks stated that the parking garage should be integrated into the building design. Mr. Lufkin replied that is what the proposed design would include, which would be very similar to the Phelps Dodge building. He noted that these special design features, such as the garage and higher ceiling heights were not included in the proposed purchase price. He added that the cost reflects a standard office building. Mr. Fairbanks questioned how the alley access would be handled. He noted that if the garage is tied into the building, then the costs will most likely go up. He suggested keeping the two buildings separate, which keeps the alley access. Mr. Lufkin stated that if the buildings were tied together, then the alley access could be diverted onto 2nd Avenue. He noted that specific placement on this site could be researched further.

Second Avenue

Ms. Selby-Christian reviewed the details on the Second Avenue site. Mr. Lufkin noted that the YMCA will have student housing adjacent to this site, as well as mix use housing. Mr. Fairbanks stated that there is a parking promise that comes with the second avenue site. The YMCA was promised access to parking on any development that happens on this site. Gee Gee Entz noted that there is no knowledge of work in this area or with the City of Phoenix by this developer. Dennis Smith asked what is planned around the McKinley site. Mr. Lufkin suggested that there may be high-rise development around the light rail line on Roosevelt.

Chair Hawker stated that his first choice would be the McKinley site and second would be the Central and Van Buren site. He noted that he does not like the fact of not owning at the County site. Ms. Entz noted that subleasing space should not be a problem. Chair Hawker asked for an analysis on subleasing and how that effects financing.

Frank Fairbanks stated that he would choose the same two sites. However, he noted that he sees these two sites as equivalent with different aspects. Central and Van Buren is in the heart of the downtown area and amenities. The McKinley site is great, close to the light rail stop and is a built to suit site. He noted that he is concerned about the 2nd Avenue coming to fruition. He noted that there is a lot of activity happening in that area. Mr. Fairbanks noted that he likes the Washington and 45th Street site, but it is not centrally located for all members.

Rick Simonetta stated that he prefers the Central and Van Buren site as a first choice and the McKinley site as a second choice. He noted that it would be important to have an identity separate from ASU. Ms. Entz stated that can be suggested and pursued with ASU.

Sylvia Simpson with RPTA stated that her first choice would be Central and Van Buren and second would be the McKinley site. She expressed her concern with the 2nd Avenue site and potential safety issues with the alley.

Diana Pina with AMWUA stated that if she were to speak for Steve based on what was presented today, she would choose the Central and Van Buren site as a first choice and the McKinley site second.

Dennis Smith stated that from the Regional Council perspective, the McKinley site would be more easily accessible. He also noted that this building could be designed to look like a regional governmental building.

Ms. Entz suggested exploring these top two site. She also suggested exploring the issues regarding regional identification on the Central and Van Buren site, as well as ceiling height on the first floor and how that effects cost on both sites. Mr. Smith suggested returning to

the BLWG in March with additional information. He also suggested updating the MAG Regional Council at their next meeting and bringing any input back to the BLWG in March. Mr. Smith noted that Mayor Cavanaugh, via a note from a telephone message, asked that the potential space on the first floor be further researched. He stated that future expansion in this building is still an option. Chair Hawker suggested a cost analysis on MAG leasing space in the current building over the next 20 years versus purchasing.

3. Adjournment

There being no further business, the meeting was adjourned at 3:20 p.m.

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL EXECUTIVE COMMITTEE MEETING
February 13, 2006
MAG Offices
302 North 1st Avenue, Phoenix, Arizona

MEMBERS ATTENDING

Mayor Keno Hawker, Mesa, Chair
Mayor Woody Thomas, Litchfield Park, Vice Chair
Mayor Mary Manross, Scottsdale, Treasurer
Mayor Wendy Feldman-Kerr, Queen Creek
Mayor Phil Gordon, Phoenix
Mayor Joan Shafer, Surprise
Mayor James M. Cavanaugh, Goodyear

* Not present
# Participated by videoconference or telephone conference call

1. Call to Order

The Executive Committee meeting was called to order by Chair Keno Hawker at 12:00 p.m. Chair Hawker stated that transit tickets were available from Valley Metro/RPTA for those using transit to come to the meeting. Parking validation was available from MAG staff for those who parked in the parking garage.

2. Call to the Audience

Chair Hawker noted that according to MAG's public comment process, members of the audience who wish to speak are requested to fill out the public comment cards. He stated that there is a three minute time limit. Public comment is provided at the beginning of the meeting for items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. Chair Hawker stated that there were no public comment cards received.

3. Approval of Consent Agenda

Chair Hawker stated that public comment would be heard before action was taken on the consent items. Each speaker is provided with a total of three minutes to comment on the consent agenda. After hearing public comments, any member of the Committee can request that an item be removed from the consent agenda and considered individually. Chair Hawker stated that agenda items #3A through #3F were on the consent agenda. Chair Hawker stated that there were no public comment cards received.

Mayor Shafer moved to approve consent agenda items #3A through #3F. Mayor Cavanaugh seconded, and the motion carried unanimously.

3A. Approval of the January 9, 2006 Executive Committee Meeting Minutes

The Executive Committee, by consent, approved the January 9, 2006 meeting minutes.

3B. Consultant Selection for the MAG Intelligent Transportation Systems (ITS), Traffic Engineering and Transportation Safety On-Call Services Request for Qualifications

The Executive Committee, by consent, approved the selection list of consultants for the ITS/TE and Transportation Safety on-call services, for amounts not to exceed the following: (1) Traffic Engineering ($300,000, approximately ten projects); (2) ITS Planning ($400,000, three projects); (3) ITS Operations Planning ($200,000, one project); (4) ITS Training ($18,000, one project); (5) ITS Evaluation ($68,000, two projects); (6) Traffic Data Collections Systems ($20,000, one project); (7) Transportation Safety, Phase 1 ($50,000, one project); (8) Transportation Safety - Phase 2 ($120,000, one project); (9) Transportation Safety - Phase 3 ($ 150,000, one project). The 2006 MAG Unified Planning Work Program includes 21 projects to be implemented in nine areas of technical expertise (ITS, Traffic Engineering and Transportation Safety) over a two-year span. These projects will be executed through on-call consultant contracts with qualified consultants. A request for qualifications in the nine areas of expertise was advertised on October 16, 2005. Proposals were received from 13 consultant teams with their qualifications in ITS and Traffic Engineering. Eight of these teams also submitted qualifications in Transportation Safety. Two multi-jurisdictional panels evaluated the proposals and recommended to MAG the selection of a number of qualified consultant teams in each of the areas of expertise. The MAG Transportation Safety Committee and the MAG ITS Committee recommended approval.

3C. Amendment to the FY 2006 MAG Unified Planning Work Program and Annual Budget to Accept Federal Highway Administration Planning (PL) Funds

The Executive Committee, by consent, approved an amendment to the FY 2006 MAG Unified Planning Work Program and Annual Budget to include the revised award of $4,044,362 of FY 2006 FHWA planning funds. Each year, MAG prepares a Unified Planning Work Program and Annual Budget that lists anticipated revenues for the coming year. Recently the Arizona Department of Transportation provided the official amount of FY 2006 Federal Highway Administration Planning (PL) funds. The revised amount of FHWA PL funds is $4,044,362. A modification is being requested to the FY 2006 MAG Unified Planning Work Program and Annual Budget to include this revised funding amount.

3D. Status Update on the June 30, 2005 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, 2005

The Executive Committee, by consent, recommended acceptance of the audit opinion issued on the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2005. The public accounting firm of Deloitte & Touche LLP has completed the audit of MAG's Comprehensive Annual Financial Report (CAFR) and Single Audit for the fiscal year ended June 30, 2005. An unqualified audit opinion was issued on January 13, 2006 on the financial statements of governmental activities, the aggregate 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 were no reportable conditions in MAG's internal control over financial reporting considered to be material weaknesses, no instances of noncompliance considered to be material and no questioned costs. No new or repeat Management Letter comments were issued for the fiscal year ended June 30, 2005.

3E. Request for an Accountant I Position for the MAG Summary of Budgeted Positions

The Executive Committee, by consent, approved adding an Accountant I position to the MAG Summary of Budgeted Positions. The FY 2006 Unified Planning Work Program and Annual Budget includes the anticipated staff positions for the coming year. For FY 2006, 72.25 positions were included in the budget. Of these, five are allocated to the Fiscal Services Division. Due to current workload, staff is requesting that an Accountant I position be added, bringing the total positions to 73.25. Currently, the MAG Fiscal Services activities are being performed by four professional positions that have not changed since MAG became independent of the League's administrative functions in 1997. Since that time, funding and contracting activity has greatly increased. This position would ensure that the vital accounting functions at MAG continue to be performed in a timely manner throughout the year.

3F. Consultant Selection for the Interstate 10-Hassayampa Valley Roadway Framework Study

The Executive Committee, by consent, approved the selection of DMJM + Harris to conduct the Interstate 10-Hassayampa Valley Roadway Framework Study for an amount not to exceed $500,000. In October 2005, the Regional Council approved an amendment to the FY 2006 MAG Unified Planning Work Program and Annual Budget to include funding for the Interstate 10-Hassayampa Valley Roadway Framework Study. The purpose of the study is to develop a roadway framework plan for connections to the Interstate and other regional roadways, including US-60/Grand Avenue, SR-85, Bell Road, and SR-303L/Estrella Freeway. A request for proposals was advertised and four responses were received. A multiagency review panel reviewed the proposals and recommended to MAG that the firm DMJM+Harris be selected to conduct the study for an amount not to exceed $500,000.

4. Discussion of the Development of the FY 2007 MAG Unified Planning Work Program and Annual Budget

Becky Kimbrough provided an overview of MAG's early FY 2007 draft revenues and expenditures, proposed projects, and proposed staff positions for the FY 2007 Work Program. Ms. Kimbrough noted that the draft time line has been updated to reflect two newly scheduled budget meetings. She stated that the Budget Workshop is scheduled for Thursday, February 16, 2006 at 9:00 a.m. in the MAG Palo Verde meeting room, and the Intermodal Planning Group meeting is scheduled for Wednesday, April 6, 2006 at 9:00 a.m. in the MAG Cholla room. Ms. Kimbrough reported on the draft Dues and Assessments worksheet. She stated that the proposed construction inflation factor for the estimated dues and assessments is set at seven percent. She added that ADOT is expected to issue the final construction inflation factor in late February and the estimated dues and assessments will be updated at that time. Ms. Kimbrough stated that the MAG Programs in Brief allows members to quickly decipher the financial implications of the MAG budget. She noted that

15 new projects are being proposed and these projects are separated by division. There are two new projects in the human services division, two in information services and 11 in transportation. Chair Hawker asked how the seven percent inflation factor was determined when the Consumer Price Index (CPI) is approximately 3.1 percent. Ms. Kimbrough replied that this percentage came from the highway construction factor official certification. Chair Hawker asked the relationship between the MAG budget and the concrete and steel industries. Dennis Smith explained that there are a number of indexes that could be used. He added that it is early in the process and we can explore other inflation factors. Ms. Kimbrough stated that she will assess what member agencies are doing. Chair Hawker suggested that there may be a reason why we are using this factor. Mr. Smith explained that the connection is with the ADOT Life Cycle Program.

Chair Hawker recognized public comment from Mr. Crowley, who requested that he get his three minute of public comment under the consent agenda because he came in after the meeting began. Mr. Crowley stated that the region has 6,914 bus stops and only 1,874 are sheltered. He stated that funds are going to cover park and rides, because it is more important to shelter cars than people. Mr. Crowley pointed out that the Central Station closes its bathrooms at 7:00 p.m. and on weekends. He noted that there is a rent-a-cop there 24 hours a day. He stated that it was more important to watch property than protect people. Mr. Crowley commented on the light rail stops. Chair Hawker thanked Mr. Crowley for his comments. Chair Hawker noted that the meeting started at 12:00 noon and with a quorum.

Chair Hawker asked for an update on how master plans are linked to transportation planning. Mr. Smith replied that MAG was preparing a paper on the construction costs of Regionally Significant Development Projects as requested by the Regional Council. MAG had also received approval to move forward with phase one of Building a Quality Regional Community. He noted that MAG could proceed further with this project if the Regional Council would like. Mr. Smith also noted that continuation of this project was not budgeted, but could be taken out of contingency. Chair Hawker stated his concern regarding the lack of concurrent development with housing and infrastructure. He asked the best venue to address this issue. Mr. Smith explained the history behind this effort. He noted that there was the MAG Regional Development Committee in 1988; the Urban Forum in 1992; the Blue Ribbon Committee in 1996; and most recently the Governance Task Force 2001. The Governance Task Force's focus was on adequate public facilities. He noted that a white paper was written on this topic. Mr. Smith noted that after each of these committees, there did not seem to be much interest in moving forward. Mr. Smith noted that this is beyond the MAG region. He noted that this topic of leapfrog development will be discussed at the Regional Planning Dialogue Retreat on March 24, 2006.

Mr. Smith stated at the Pinal County Conference in Florence, Pinal County discussed how they implemented a minimal development fee. He added that San Diego just renewed its sales tax for 40 years and a fee of $2,000 on each new residential development. He noted that low income housing would be exempt from the $2,000 fee. Mr. Smith suggested having a discussion at the March retreat with the other elected officials. He stated that if there is a desire to put together a study, we can still include the study in this Work Program. Chair Hawker asked if there was a better way than reacting after the fact. Mayor Manross stated that she shares in this frustration. She also noted that this needs to be looked at from a regional and state level and it should not be delayed until it gets that bad. Mayor Manross asked how we move forward with this issue. Mayor

Thomas expressed his concern regarding the legislature going beyond the Transportation Policy Committee's (TPC) planning effort. He noted that funds set aside to widen I-17 were never part of Proposition 400. Mayor Cavanaugh agreed with Chair Hawker on addressing infrastructure with development. He noted that we should take a long-range view. He noted that it will not happen overnight and we need to start planning now. Mayor Feldman-Kerr stated that concurrent planning needs to start happening now before other projects are approved. Mayor Shafer agreed with Mayor Cavanaugh that it would take time. Mr. Smith stated that this starts with building relationships at the retreat next month. He noted that we need to work cooperatively with other agencies around the state. He noted that the information gathering is here at MAG. Mr. Smith commented on the popularity of the red dot maps. He noted that Maricopa County already requested nine of these maps. Mr. Smith noted that we need to get the private sector involved and at the table. Mayor Thomas stated that we need to determine if there would be community acceptance of the idea of impact fees and explore this as a group.

Mr. Smith referenced the Pinal County Summit presentation. He stated that Pinal County has the opportunity to plan their gateway routes. He noted that the Hassayampa plan is similar. It can be determined what the major arterials are that need to be preserved to ensure mobility. Chair Hawker stated that we need to make sure that there is money in the budget for a study. Mayor Thomas thanked the committee and staff for their efforts in providing the commuter rail update. Mayor Manross stated that we need the regional connections from rail. Chair Hawker stated that it should be structured like the TPC and bring to the table outside agencies like the developers.

5. Request to Update the MAG Compensation Study

Dennis Smith stated that in 2004, the Executive Committee concurred with staff recommendation to have a compensation study conducted for the MAG organization. He noted that Public Sector Personnel Consultants conducted the study and the recommendations were approved in May 2004. Mr. Smith noted that to continue to keep MAG competitive, staff is recommending that the compensation study be updated. He noted the difficulty in filling some of the technical positions in the transportation and air quality divisions at MAG. Mr. Smith stated that the recommendations from the study would be considered at the May 2006 Executive Committee for consideration in the FY 2007 budget. He also noted that three firms were contacted for a quote and Public Sector Personnel Consultants came in the low bid at $12,500. Chair Hawker thanked Mr. Smith for his report.

Mayor Thomas moved to approve conducting an update to the MAG Compensation Study through Public Sector Personnel in the amount of $12,500 to be provided from the MAG contingency funds. Mayor Shafer seconded, and the motion carried unanimously.

6. Update on Phase 1 of the Regional Governmental Service Center

Denise McClafferty updated the Executive Committee on the activities of the Building Lease Working Group (BLWG). She noted that in November 2005, The Executive Committee was provided an update on the programming of space for the potential partners of the regional office building. An update was also provided on potential sites, including the four proposed sites identified by the BLWG. These sites included: Lund site (south side of Van Buren at 2nd Avenue);

YMCA site; Central and McDowell (northwest corner; 6-7 acres); and the Viad site (Central & Palm). She noted that at the January 9th BLWG meeting, it was determined that these four sites were not ready for development or sale, or required much larger buildings. Also at the meeting, Maricopa County gave a presentation regarding a potential partnership in an office building on a site adjacent to the Maricopa County Complex. Ms. McClafferty stated that the County is proposing a 350,000 square feet building with the County using 150,000 square feet of the building and 200,000 square feet for the regional partners. The County indicated that the next steps would be a commitment from all partnering agencies so that the scope of the project could be determined by February 2006 and project authorization no later than March 2006.

Ms. McClafferty stated that a presentation was also given by Hines, a development and investment company, on a potential partnership in an office building on Central and Van Buren. After recent discussions with the consultant, Langdon Wilson, we were informed that Hines is no longer the developer on this site. However, plans for development have not changed. She noted that this site is proposing a 1.4 million gross square foot, mixed-use development that will have 320,000 square feet of Class A office space; approximately 200,000 square feet of classroom space for ASU; 50,000 square feet of ground floor retail space; 345,000 square feet of residential condominium space and 510,000 square feet of parking. Construction on this site is planned to begin in the fourth quarter of 2006 with completion in the fourth quarter of 2008. Ms. McClafferty reported that the real estate team identified two additional sites, which include McKinley and 1st Avenue and 45th Street and Washington. She stated that the BLWG directed the consultant to pursue the four sites discussed. These sites include: Maricopa County - Block #26; Central and Van Buren; McKinley and 1st Avenue; and Washington and 45th Streets.

Ms. McClafferty stated that since the BLWG meeting, additional information was received on the site west of the YMCA on 2nd Avenue. She noted that the real estate team has been in contact with the developer who is interested in partnering on a project. Ms. McClafferty also reported that MAG staff met with Bryant Barber, Phoenix Industrial Development Authority (IDA) attorney, regarding using the Phoenix IDA as a financing option. It was projected that financing could be obtained at a rate of five percent for 20 years, with the loan beginning in year three. She noted that this financing option includes paying interest only for the first two years during design and construction of the building. In addition, the City of Phoenix recently contacted MAG regarding the Compass Bank space on the ground floor of this building and indicated that this space would become available later this year. She stated that MAG staff directed the consultant to add this potential space as an option for staying in the current building. Ms. McClafferty reported that the BLWG meets following the Executive Committee meeting. At this meeting, the consultant will be providing proposals with detailed information on each site, as well as financial information on each site. She noted that once a site is selected and financial information is completed, further commitment from the partnering agencies and their board of directors would be the next step.

Mayor Gordon stated that the Committee voted to stay in the core downtown area and asked why Washington and 45th Street was on the list of sites. Chair Hawker explained that a number of sites in downtown had drop out for one reason or another. He also noted that the consultant indicated that this site has a planned development that would be close to the light rail line and would be very competitive in cost. Mr. Smith added that the BLWG expressed concerns about this site not being

centrally located for all member agencies. Chair Hawker stated that he was surprised to see how many sites dropped out. Mayor Gordon noted that there will be other sites in the downtown area on the market soon. Mayor Shafer noted that the 45th Street and Washington site would not be the best site for the west valley members. It would add more time on their commute to meetings. She also noted the importance of having good parking. Mayor Shafer asked if the area around the capital was discussed. Chair Hawker noted that it was discussed and that area is slated for other development. Ms. McClafferty noted that parking, as well as location and ease of accessibility are all criteria being evaluated on each site. Mr. Smith stated that security is another issue being addressed. He noted that the downtown area had a bomb threat the day of the Management Committee meeting. He thanked the City of Phoenix for their assistance in securing the building before the meeting. Chair Hawker asked when the downstairs would be available. Ms. McClafferty replied that the Compass Bank will vacate their site in June 2006. This space could potentially be used for meeting room space. Mr. Smith noted that Mayor Cavanaugh indicated, through a telephone message after leaving the meeting, that he would like to see more information on staying in the current building with the ground floor space. Chair Hawker thanked Ms. McClafferty for the update.

7. Legislative Update

Mr. Smith reported that of the ten bills being tracked, seven are related to bonding, acceleration, or funds from the general fund to help with transportation issues. Mr. Smith commented that getting general fund money into transportation is positive, but expressed concern regarding earmarking funds. He noted that there was a general counsel opinion issued at the House of Representatives that clearly stated that the authority of planning is through MAG. The reason for that is that federal funds need to come through MAG. In addition, state funds come through MAG because of the air quality conformity provision. He explained that if a project is in our plan and accelerated but does not cross one of our modeling years, then it may still meet conformity. However, if it crosses one of these "horizon years" (years when modeled) in the air quality conformity modeling, then we would have to redo conformity.

Mayor Gordon stated that there are 18 or more eminent domain bills. Mayor Thomas highlighted SB 1504. He stated that Verrado is another Anthem. He stated that you cannot legislate good decisions. Mayor Thomas stated that the TPC and the voters agreed on a plan and it should be followed.

Chair Hawker recognized public comment from Mr. Crowley, who stated that light rail needs to cross I-17. He noted that a map in the hallway shows a future transit center at 25th Avenue and Mountain View, which will require a shuttle. Mr. Crowley referenced the Work Program. He asked if it would take the Legislature to tell you what to do. Mr. Crowley commented on the list of air quality exceedances and warnings. Mr. Crowley stated that legislation says that buses have an exemption on idling time and are allowed to idle up to an hour, longer than other vehicles. He said he wanted the Legislature to allow Maricopa County to change this rule. Chair Hawker thanked Mr. Crowley for his comments

8. Adjournment

Mayor Shafer moved to adjourn the Executive Committee meeting. Mayor Cavanaugh seconded, and the motion carried unanimously.

There being no further business, the meeting was adjourned at 12:55 p.m.

_____

Chair

_____

Secretary

Agenda Item #6B

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review

DATE:
March 10, 2006

SUBJECT:
Approval to Transfer Funds Within the MAG Pedestrian Design Assistance Program

SUMMARY:
The FY 2005 Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council, included $200,000 of Congestion Mitigation and Air Quality (CMAQ) funding for the Pedestrian Design Assistance Program. In May 2005, the Regional Council approved the following projects that would receive this funding:

City of Scottsdale - Enhancing Pedestrian Mobility in Downtown Scottsdale ($70,000)
City of Phoenix - Roosevelt Row Pedestrian Connection ($70,000)
City of El Mirage - Cactus Road Sidewalk Project ($20,000)
City of Avondale - Littleton School Sidewalk Connection ($12,270)
City of Mesa - North/South Pedestrian Connection ($30,000)

In January 2006, the City of El Mirage decided not to proceed with its Cactus Road Sidewalk Project in the amount of $20,000. On February 21, 2006, the MAG Pedestrian Working Group recommended that the $20,000 be reallocated as follows:

$15,000 for the City of Avondale - Littleton School Sidewalk Connection
$ 5,000 for the City of Mesa - North/South Pedestrian Connection

PUBLIC INPUT:
None.

PROS & CONS:
PROS: The additional funding to these two projects is essential for the design of the projects. The Pedestrian Design Assistance program assists MAG member agencies to offer facilities for modes of travel which help reduce congestion and improve air quality. The program also leverages additional funding for pedestrian projects. An investment of $901,000 in 20 projects has leveraged nearly $5 million in federal transportation funds for pedestrian areas, which does not include local or private funds used to construct the designs.

CONS: According to federal law, any project which is not constructed after being designed with federal transportation funds could be required to return the funds used for design to the Federal Highway Administration.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: The Design Assistance Program encourages implementation of the adopted MAG Pedestrian Area Policies and Design Guidelines, and provides demonstration projects for "best practice" pedestrian area policies and facilities.

POLICY: This program encourages the development of facilities to encourage walking.

ACTION NEEDED:
Approval of reallocating $20,000 to the following Pedestrian Design Assistance programs: $15,000 for the City of Avondale - Littleton School Sidewalk Connection and $5,000 for the City of Mesa - North/South Pedestrian Connection.

PRIOR COMMITTEE ACTIONS:
On March 8, 2006, the Management Committee recommended that the $20,000 be reallocated as follows:

$15,000 for the City of Avondale - Littleton School Sidewalk Connection
$ 5,000 for the City of Mesa - North/South Pedestrian Connection

MEMBERS/PROXY:

Mike Hutchinson, Mesa, Chair
Ed Beasley, Glendale, Vice Chair
George Hoffman, Apache Junction
Charlie McClendon, Avondale
Carroll Reynolds, Buckeye
Jon Pearson, Carefree
Usama Abujbarah, Cave Creek
Mark Pentz, Chandler
B.J. Cornwall, El Mirage
Alfonso Rodriguez for Orlando Moreno, Fort McDowell Yavapai Nation
Tim Pickering, Fountain Hills
Lynn Farmer, Gila Bend
Urban Giff, Gila River Indian Community
George Pettit, Gilbert
Stephen Cleveland, Goodyear
Mark Johnson, Guadalupe
Darryl Crossman, Litchfield Park
Tom Martinsen, Paradise Valley
Prisila Ferreira for Terry Ellis, Peoria
Frank Fairbanks, Phoenix
Mark Young for Cynthia Seelhammer, Queen Creek
* Bryan Meyers, Salt River
Pima-Maricopa Indian Community
Jan Dolan, Scottsdale
Jim Rumpeltes, Surprise
Amber Wakeman for Will Manley, Tempe
* Reyes Medrano, Tolleson
Shane Dille, Wickenburg
* Mark Fooks, Youngtown
Andy Smith for Victor Mendez, ADOT
Mike Ellegood 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.

On February 21, 2006, the MAG Pedestrian Working Group has recommended that the $20,000 in Pedestrian Design Assistance funds be reallocated as follows: $15,000 for the City of Avondale - Littleton School Sidewalk Connection and $5,000 for the City of Mesa - North/South Pedestrian Connection

MEMBERS/PROXY:

Tami Ryall, Gilbert, Chair, Regional Bicycle Task Force and Acting Chair of the Pedestrian Working Group
Bruce Meyers, ADOA Gen. Services
Michael Sanders, ADOT
Michael Eagan, ASLA, Arizona Chapter
Anna Bertanzetti, Avondale
* Michael Normand, Chandler
Bill Lazenby, Coalition of Arizona Bicyclists
Steve Hancock, Glendale
* Farhad Tavassoli, Goodyear
Michael Cartsonis, Litchfield Park
Peggy Rubach, Maricopa County
Mitch Foy, Mesa
Karen Flores, Peoria
Katherine Coles, Phoenix
Briiana Leon, Phoenix
Randi Alcott, RPTA
* Dawn Coomer, Scottsdale
Reed Kempton, Scottsdale
Eric Iwersen, Tempe
* Gary Norris, Surprise
Mark Smith, El Mirage

* Those members neither present nor represented by proxy.

CONTACT PERSON:
Maureen DeCindis, MAG, (602) 254-6300.

Agenda Item #7

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review

DATE:
March 10, 2006

SUBJECT:
Discussion of the Draft FY 2007 MAG Unified Planning Work Program and Annual Budget and Expenditures and Projects in the 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 in April by the federal agencies and approved by the Regional Council in May. The proposed budget information is being presented incrementally in parallel with the development of the budget information (see Prior Committee Actions below for the presentation timeline of the budget). This presentation and review of the FY 2007 MAG Unified Planning Work Program and Annual Budget represent the budget document development to-date. The elements of the budget document are about 80 percent complete.

The Management Committee reviewed the development of the Work Program and Annual Budget at its meetings on January 11, February 8 and March 8, 2006. The estimated dues and assessments were presented at these meetings using the construction inflation factor from the most current Regional Freeway System Certification. At the Regional Council Executive Committee meeting on February 13, 2006, staff was directed to explore other indices for calculating the estimated dues and assessments. Staff is currently researching other options and will take this information to the March 20 Regional Council Executive Committee meeting for review and possible approval of the factor that will be used for the estimated dues and assessments. Interest was also expressed at the Executive Committee to have the flexibility in the budget to address future growth issues such as adequate public facilities. If these types of studies are desired, existing projects such as *Building a Quality Regional Community* could be modified, or a new project could be initiated using contingency funds.

In May 2004, a formal compensation study on the MAG salary schedule was performed by an outside consultant. Adjustments to the MAG salary structure were made based on the approved recommendations from this study. At the February 13, 2006 Executive Committee meeting, the Executive Committee approved a review of the MAG salary structure. This study is currently underway and it is anticipated that the results of this study will be incorporated into the final budget in May.

Each year new projects are proposed for inclusion in the MAG planning efforts. These new project proposals come from the various MAG technical committees, policy committees and other discussions with members and stakeholders regarding joint efforts within the region. These projects are subject to review and input by the committees as they go through the budget process. The proposed new projects for FY 2007 were presented at the February 8 Management Committee meeting the February 13 Executive Committee meeting, and the February 22 Regional Council meeting. A transportation project titled "Access to Freeway Condition Information Via Handheld Devices," has been added and an updated proposed project list is included in this material. A preliminary discussion on a "Southwest Valley/Pinal County Transportation Study" is currently taking place. The details of this proposed project are not yet available, but it is initially proposed to be a shared cost study between MAG and Pinal County. Preliminary estimates for this study are $200,000 each. Updates on this proposed study will be provided.

The estimated overhead budget for MAG shows an increase over last year. This overall increase represents adjustments for higher health care costs, an increase in the contribution rate for the Arizona State Retirement System, and proposed budgeted salary increases of five percent. MAG does not have cost of living increases, longevity pay, or step merit increases for its employees. The annual performance evaluation is the only salary increase in place for MAG staff. Each MAG staff has an annual performance evaluation in June and based on the evaluation, salary increases that average up to five percent may be awarded. Additional overhead costs for other items such as postage, supplies, etc. are not projected for FY 2007. Projected capital outlays for FY 2007 are mainly capital purchases for replacement computer hardware equipment which is typically updated on a cyclical basis.

In addition to the detailed MAG Unified Planning Work Program and Annual Budget, a summary budget document, "MAG Programs in Brief," is being produced that will allow our members to quickly decipher the financial implications of the MAG budget. The summary budget is four pages and highlights the changes from the prior year budget in a summarized form. The summary document also includes a list of new projects with summary narrative, new staff positions, and the budgeted resources needed to implement these items.

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

- Draft of the "MAG Programs in Brief." The projects and the associated budget estimates represent actual budgeted amounts.
- Draft of the FY 2007 MAG Unified Planning Work Program and Annual Budget portions of the financial summary pages, narrative by division and associated table boxes, and some portions of the budget index, including dues and assessments, summary of budgeted positions, time estimates by position and program, consultant pages for new and carryforward consultants, and program allocations and funding sources.
- Draft listing of proposed projects with detailed narrative for FY 2007.

The information is considered draft and is subject to change as the budget continues through the review process.

The MAG Region as a Transportation Management Area and as a Metropolitan Planning Organization, is required (by Federal regulations 23 CFR 450.314) to describe all of the regional transportation-related activities within the planning area, regardless of funding sources or agencies conducting activities. We are awaiting information from ADOT and other regional agencies to complete this section of the Unified Planning Work Program.

PUBLIC INPUT:

At the February 13, 2006 Executive Committee meeting, a citizen commented on having covered park and ride lots, but not all transit stops are sheltered.

PROS & CONS:

PROS: MAG is presenting a draft of the FY 2007 budget as well as the accompanying summary budget document, "MAG Programs in Brief." This presentation provides for an incremental review of key budget details of the complete draft budget. In January and February proposed new projects, estimated revenues and expenditures, and dues and assessments were reviewed. Additionally, we are producing a summary budget document, "MAG Programs in Brief," initially brought forward for review in February. The format for this document, as well as the draft detailed budget information, is included for continuous review. The budget summary will allow our members to quickly decipher the financial implications of the MAG budget.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The Federal Intermodal Surface Transportation Efficiency Act of 1991 requires a metropolitan planning organization to develop a unified planning work program that meets the

requirements of federal law. Additionally, the MAG by-laws require approval and adoption of a budget for each fiscal year and a service charge schedule.

POLICY: As requested by the MAG Executive Committee and subsequently approved by the Regional Council in May 2002, the MAG Work Program and Annual Budget detail is being presented earlier to the Management Committee and there is increased notice to members on the budget. MAG is providing a budget summary that outlines new programs and presents the necessary resources to implement these programs. This summary allows member agencies to quickly decipher the financial implications of such programs prior to their approval for implementation.

ACTION NEEDED:
Input on the development of the FY 2007 MAG Unified Planning Work Program and Annual Budget.

PRIOR COMMITTEE ACTIONS:
On March 8, 2006, the Management Committee was provided a draft budget, draft "MAG Programs In Brief," and a detailed listing of proposed new projects for FY 2007.

MEMBERS ATTENDING

Ed Beasley, Glendale, Chair
Jan Dolan, Scottsdale, Vice Chair
Janine Hanna-Solley for George Hoffman, Apache Junction
Charlie McClendon, Avondale
Carroll Reynolds, Buckeye
* Jon Pearson, Carefree
* Usama Abujbarah, Cave Creek
Mark Pentz, Chandler
* B.J. Cornwall, El Mirage
Alfonso Rodriguez for Orlando Moreno, Fort McDowell Yavapai Nation
Ellen Pence for Tim Pickering, Fountain Hills
+ Lynn Farmer, Gila Bend
* Gila River Indian Community
George Pettit, Gilbert
Stephen Cleveland, Goodyear
Mark Johnson, Guadalupe
Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
Tom Martinsen, Paradise Valley
Terry Ellis, Peoria
Frank Fairbanks, Phoenix
Cynthia Seelhammer, Queen Creek
Jacob Moore for Bryan Meyers, Salt River Pima-Maricopa Indian Community
Jim Rumpeltes, Surprise
Will Manley, Tempe
* Reyes Medrano, Tolleson
* Shane Dille, Wickenburg
Mark Fooks, Youngtown
Dale Buskirk for Victor Mendez, ADOT
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.

On February 22, 2006, the MAG Regional Council was provided a proposed budget timeline, proposed dues and assessments, projected funding sources and uses, a draft "MAG Programs In Brief," and a detailed listing of proposed new projects for FY 2007.

MEMBERS ATTENDING

Mayor Keno Hawker, Mesa, Chair
Mayor Woody Thomas, Litchfield Park, Vice Chair
* Mayor Douglas Coleman, Apache Junction
Councilmember Jim Buster for Mayor Marie Lopez-Rogers, Avondale
Mayor Dusty Hull, Buckeye
* Mayor Edward Morgan, Carefree
* Vice Mayor Dick Esser, Cave Creek
Mayor Boyd Dunn, Chandler
Mayor Fred Waterman, El Mirage
* President Raphael Bear, Fort McDowell Yavapai Nation
Councilmember John Kavanagh for Mayor Wally Nichols, Fountain Hills
* Mayor Daniel Birchfield, Gila Bend

* Governor William Rhodes, Gila River Indian Community
Mayor Steven Berman, Gilbert
* Mayor Elaine Scruggs, Glendale
Mayor James M. Cavanaugh, Goodyear
* Mayor Bernadette Jimenez, Guadalupe
Supervisor Max Wilson, Maricopa County
Councilmember Jini Simpson for Mayor Ron Clarke, Paradise Valley
Mayor John Keegan, Peoria
Councilmember Peggy Neely for Mayor Phil Gordon, Phoenix
Mayor Wendy Feldman-Kerr, Queen Creek
* President Joni Ramos, Salt River Pima-Maricopa Indian Community
Mayor Mary Manross, Scottsdale
Mayor Joan Shafer, Surprise
Mayor Hugh Hallman, Tempe
Mayor Adolfo Gamez, Tolleson
Mayor Ron Badowski, Wickenburg
* Mayor Bryan Hackbarth, Youngtown
* Vacant, ADOT
* Joe Lane, ADOT
F. Rockne Arnett, Citizens Transportation Oversight Committee

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

Executive Committee: On February 13, 2006, the Executive Committee was provided a proposed budget timeline, proposed dues and assessments, projected funding sources and uses, a draft "MAG Programs In Brief," a detailed listing of proposed new projects for FY 2007 and an invitation for the videoconference Budget Workshop.

MEMBERS ATTENDING

Mayor Keno Hawker, Mesa, Chair
Mayor Woody Thomas, Litchfield Park, Vice Chair
Mayor Mary Manross, Scottsdale, Treasurer
Mayor Wendy Feldman-Kerr, Queen Creek
Mayor Phil Gordon, Phoenix
Mayor Joan Shafer, Surprise
Mayor James M. Cavanaugh, Goodyear

* Not present
# Participated by videoconference or telephone conference call

Management Committee: On February 8, 2006, the Management Committee was provided a proposed budget timeline, proposed dues and assessments, projected funding sources and uses, a draft "MAG Programs In Brief," a detailed listing of proposed new projects for FY 2007 and an invitation for the videoconference Budget Workshop.

MEMBERS ATTENDING

Dana Tranberg for Ed Beasley, Glendale, Chair
Jan Dolan, Scottsdale, Vice Chair
Janine Solley for George Hoffman, Apache Junction
Charlie McClendon, Avondale
Carroll Reynolds, Buckeye
* Jon Pearson, Carefree
* Usama Abujbarah, Cave Creek
Mark Pentz, Chandler
* B.J. Cornwall, El Mirage
Alfonso Rodriguez for Orlando Moreno, Fort McDowell Yavapai Nation
Tim Pickering, Fountain Hills
+ Lynn Farmer, Gila Bend
* Urban Giff, Gila River Indian Community
George Pettit, Gilbert
Stephen Cleveland, Goodyear
Mark Johnson, Guadalupe
Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
* Tom Martinsen, Paradise Valley
John Wenderski for Terry Ellis, Peoria
Frank Fairbanks, Phoenix
Cynthia Seelhammer, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Jim Rumpeltes, Surprise
Will Manley, Tempe
Reyes Medrano, Tolleson
Shane Dille, Wickenburg
Mark Fooks, Youngtown
Dale Buskirk for Victor Mendez, ADOT
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.

On January 25, 2006, MAG Regional Council was provided a proposed budget timeline and proposed dues and assessments.

MEMBERS ATTENDING

Mayor Keno Hawker, Mesa, Chair
Mayor Woody Thomas, Litchfield Park, Vice Chair
+ Councilmember Dave Waldron for Mayor Douglas Coleman, Apache Junction
Mayor Marie Lopez-Rogers, Avondale
* Mayor Dusty Hull, Buckeye
* Mayor Edward Morgan, Carefree
Vice Mayor Dick Esser, Cave Creek
* Mayor Boyd Dunn, Chandler
* Mayor Fred Waterman, El Mirage
President Raphael Bear, Fort McDowell Yavapai Nation
Mayor Wally Nichols, Fountain Hills
+ Mayor Daniel Birchfield, Gila Bend
* Governor William Rhodes, Gila River Indian Community
Mayor Steven Berman, Gilbert
Mayor Elaine Scruggs, Glendale
Mayor James M. Cavanaugh, Goodyear
Mayor Bernadette Jimenez, Guadalupe
* Supervisor Don Stapley, Maricopa County
* Mayor Ron Clarke, Paradise Valley
Vice Mayor Bob Barrett for Mayor John Keegan, Peoria
* Mayor Phil Gordon, Phoenix
+ Councilmember Gary Holloway for Mayor Wendy Feldman-Kerr, Queen Creek
* President Joni Ramos, Salt River Pima-Maricopa Indian Community
Mayor Mary Manross, Scottsdale
* Mayor Joan Shafer, Surprise
# Mayor Hugh Hallman, Tempe
# Mayor Adolfo Gamez, Tolleson
* Mayor Ron Badowski, Wickenburg
* Mayor Bryan Hackbarth, Youngtown
* Vacant, ADOT
Joe Lane, ADOT
F. Rockne Arnett, Citizens Transportation Oversight Committee

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

On January 11, 2006, the Management Committee was provided a proposed budget timeline and proposed dues and assessments.

MEMBERS ATTENDING

Dana Tranberg for Ed Beasley, Glendale, Chair
Jan Dolan, Scottsdale, Vice Chair
* George Hoffman, Apache Junction
Charlie McClendon, Avondale
Carroll Reynolds, Buckeye
* Jon Pearson, Carefree
* Usama Abujbarah, Cave Creek
Patrice Kraus for Mark Pentz, Chandler
B.J. Cornwall, El Mirage
Alfonso Rodriguez for Orlando Moreno, Fort McDowell Yavapai Nation
Tim Pickering, Fountain Hills
* Lynn Farmer, Gila Bend
Urban Giff, Gila River Indian Community
George Pettit, Gilbert
Stephen Cleveland, Goodyear
Mark Johnson, Guadalupe
Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
* Tom Martinsen, Paradise Valley
Terry Ellis, Peoria
Frank Fairbanks, Phoenix
Cynthia Seelhammer, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Jim Rumpeltes, Surprise
Amber Wakeman, for Will Manley, Tempe
* Reyes Medrano, Tolleson
* Shane Dille, Wickenburg
Mark Fooks, Youngtown
Dale Buskirk for Victor Mendez, ADOT
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.

On January 9, 2006, the MAG Regional Council Executive Committee was provided a proposed budget timeline and proposed dues and assessments.

MEMBERS ATTENDING

Mayor Keno Hawker, Mesa, Chair
Mayor Woody Thomas, Litchfield Park, Vice Chair
Mayor Mary Manross, Scottsdale, Treasurer
Mayor Wendy Feldman-Kerr, Queen Creek
* Mayor Phil Gordon, Phoenix
Mayor Joan Shafer, Surprise
Mayor James M. Cavanaugh, Goodyear

* Not present
# Participated by videoconference or telephone conference call

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

DRAFT MAG FY 2007
Work Program Proposed New Projects
February 28, 2006

TRANSPORTATION PROGRAM PROJECTS

Project 1. Update of Congestion Management Process (CMP).

Brief Description: Passage of SAFETEA-LU and interim guidance from Federal Highway Administration (FHWA) require the region to "assess the extent that the [region's] existing CMS meets the new statutory requirements for a congestion management process under amended 23 U.S.C. 134(k)(3) and 49 U.S.C. 5303(k)(3) and define a plan and schedule to implement this process." A formal reevaluation of the existing MAG CMS will be required as part of this assessment. MAG has a Congestion Management System (CMS) that was first approved in August 1994, primarily as a result of regulations stemming from the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The MAG CMS contains a variety of elements that focus on updating and analyzing a series of performance measures, policies, strategies and rating procedures and then identifying, evaluating and rating a series of projects for incorporation into the regional Transportation Improvement Program (TIP).

Proposed Budget: $300,000 to $400,000.

Project 2. 2007 External Travel Survey.

Brief Description: The purpose of this study is to update information on vehicle travel that crosses into or out of the modeling area boundaries of the MAG region. The last external travel survey was conducted by MAG in 1999. By repeating this survey on a regular basis, current travel behavior can be observed, long term trends can be monitored, and the effect of the changes on the system can be evaluated. The data to be derived from the external travel survey include trip origins and destinations stratified by vehicle class and time of day. An important subset of this information is through truck travel. Data gathered from the surveys will include vehicle occupancy, origins, destinations, purpose of trip, and vehicle type. The resulting profile will show patterns of vehicle travel reflecting location, time of day, and purpose for trip which will be used to calibrate the MAG Regional Travel Demand Model.

Proposed Budget: $300,000.

DRAFT MAG FY 2007
Work Program Proposed New Projects
February 28, 2006

Project 3. Implementation of Regional Traffic Monitoring System.

Brief Description: The purpose of this study is to address technical and institutional issues in implementing a regional traffic monitoring system in cooperation with the Arizona Department of Transportation (ADOT). As of late 2005, ADOT has designated numerous traffic detectors from their Freeway Management System (FMS) as priority locations for gathering traffic data for planning purposes. Various data quality and equipment maintenance problems have delayed previous attempts to gather usable traffic data. The study will produce three deliverables: 1) technical guidance on periodic evaluation of ADOT FMS detector data; 2) an annual report that summarizes traffic conditions and trends in 2005; and 3) a report that summarizes recommendations for improving various aspects of the traffic monitoring system. The contractor for the study will also work closely and provide technical assistance to MAG and ADOT in further implementing the regional traffic management system.

Proposed Budget: $95,000.

Project 4. Local Street and Highway Cost and Bid Database.

Brief Description: The MAG Street Committee has discussed the development of bid estimates database for street and highway projects. This procedure could be utilized by members agencies to more accurately estimate costs of a variety of projects similar to the database that is maintained by ADOT for state highway projects. By being able to analyze a series of bids for a variety of different bid items, it will be possible to spot trends in construction material and labor cost increases (or decreases) and this should allow for a smoother process for providing funding for the delivery of transportation projects.

Proposed Budget: $200,000.

Project 5. Commuter Rail Update.

Brief Description: An update of the commuter rail component of the 2003 High Capacity Transit Study is being proposed because of the high level of interest in commuter rail in the region. The proposed project would update the inventory and assessment of the rail infrastructure in the MAG region, prepare ridership projections, assess the capital and operating costs and fare revenue, develop a detailed implementation plan, and review possible funding options.

Proposed Budget: $300,000.

DRAFT MAG FY 2007
Work Program Proposed New Projects
February 28, 2006

Project 6. 2007 Regional Travel Speed Study.

Brief Description: The travel speed data will be used to calibrate the MAG travel demand model, to accommodate the needs of MAG member agencies, traffic engineers, and the general public. The last regional traffic travel speed study was conducted in 2002. With rapid population growth and change of traffic patterns in the MAG region, it is necessary to conduct a new travel speed study and update the MAG databases on a periodic basis. Data will be collected for the AM peak period, the midday, and the PM peak period on about 2,000 centerline miles of freeways and arterial streets.

Proposed Budget: $500,000.

Project 7. Pedestrian Design Assistance Program.

Brief Description: The Pedestrian Design Assistance program was initiated in 1996 to encourage the development of designs for pedestrian facilities according to the MAG Pedestrian Policies and Design Guidelines. The intent of the program is to stimulate integration of pedestrian facilities into the planning and design of all types of infrastructure and development. The MAG Pedestrian Work Group supports the continuation of this program.

Proposed Budget: $200,000.

Project 8. Bicycle Design Assistance Program.

Brief Description: The Bicycle Design Assistance program would be developed similar to the Pedestrian Design Assistance Program. The intent of the program is to design crossings, on-street and off-street facilities with an emphasis on creating an interconnected network. There are hundreds of miles of canals that could potentially be connected to create an amazing greenbelt throughout the region similar to Scottsdale's Indian Bend Wash. The MAG Regional Bicycle Task Force supports the implementation of this new program.

Proposed Budget: $300,000.

DRAFT MAG FY 2007
Work Program Proposed New Projects
February 28, 2006

Project 9. Context Sensitive Design.

Brief Description: MAG proposes a four-day workshop with recognized leaders in effective Context Sensitive Design (CSD) professional practices. CSD is among the most significant concepts to emerge in highway project planning, design, and construction in recent years. Also known as "Thinking Beyond the Pavement," it is a process of creating public works projects that meet the needs of the users, the neighboring communities, and the environment. It integrates projects into the context or setting in a sensitive manner through careful planning, consideration of different perspectives, and tailoring designs to particular project circumstances. In the project planning stage, community and environmental issues are dealt with through design innovation and features that reduce impacts and result in a transportation project that is more integrated into the specific area in which they are located.

Proposed Budget: $20,000.

Project 10. Access Management.

Brief Description: This workshop covers access management along streets and highways. General benefits as well as the social, economic, political, and legal implications of access control are examined. Existing access management practices and policies from states and jurisdictions are used as examples of what types of programs have been implemented and how effective they have been. Through in-depth discussion, access management techniques and the warrants for their use are reviewed. Guidelines for design and application of these access management techniques are described in detail. Strategies for developing and implementing retrofit programs to improve existing access control are presented. The workshop illustrates the application of various techniques and strategies by other states. Techniques and procedures for evaluating the impacts of access control on the safety and operations of the highway system are also covered.

Proposed Budget: $10,000.

Project 11: Ramp Metering Strategies for Bottleneck Improvement.

Brief Description: The purpose of this study, to be conducted in cooperation with the Arizona Department of Transportation (ADOT), is to provide technical guidance to MAG in the area of ramp metering. The Federal Highway Administration (FHWA) recognizes ramp metering as a key strategy for proactively managing freeway congestion and bottlenecks. Ramp metering has the potential to reduce or eliminate adverse impacts of

bottlenecks. Potential benefits include reductions in delay, travel time, fuel consumption, and emissions. However, a ramp metering system should be carefully planned and designed to produce expected benefits, while keeping motorists happy. The study will produce three deliverables: 1) technical guidance on periodic evaluation of ADOT's existing ramp metering system, 2) technical guidance/training on issues that need to be addressed for future ramp metering installations; and 3) a report summarizing all work performed. The contractor for the study will also work closely and provide technical assistance to MAG and ADOT in other areas related to areas.

The study will provide valuable information/resource that MAG can use in: 1) evaluating existing and proposed ramp metering systems, and 2) planning for more proactive traffic operations and management. Technical guidance provided by the contractor will help MAG in identifying options, strategies, and hardware infrastructure needed to target specific bottlenecks on the freeway system.

Proposed Budget: $95,000.

Project 12: Access to Freeway Condition Information Via Handheld Devices.

Brief Description: This project will create an Internet Web page that can be accessed via handheld Web-enabled devices such as Personal Digital Assistants and cellular telephones. The information to be posted on this Web page will be the same freeway traffic speed information that is currently displayed at the ADOT Web site AZ511.com. A similar display has been developed for the Houston metropolitan region by the Texas Transportation Institute (TTI). This project is also expected to be implemented using TTI expertise.

The execution of this project will help alleviate traffic congestion and improve air quality in the region. The proposed Web page, anticipated to be located at the ADOT FMS Web server, would provide access to real-time freeway condition information to many commuters in the region. Providing access to real-time freeway condition information to motorists heading for the freeway would help motorists select routes that may be less congested, thus helping balance traffic demand with available road capacity on the freeway and arterial systems. It is likely the success of this project would lead to similar applications for real-time transit information, currently available in many urban regions.

Proposed Budget: $40,000.

Project 13: Litter Education.

Brief Description: This project scope of work is currently being developed. An estimate has been provided for the proposed Litter Public Education project work.

Updates on this project will be provided.

Proposed Budget: $380,000.

INFORMATION SERVICES PROGRAM PROJECTS

Project 14. Socioeconomic Models Surveys and Assumptions Enhancement Project.

Brief Description: MAG socioeconomic models are required to produce projections for a number of socioeconomic attributes that are key to the MAG transportation modeling. It is essential to conduct surveys to understand the socioeconomic characteristics such as household size, composition and age, income levels, job/housing balance, seasonal and transient populations, etc. Based on these surveys, assumptions are made and models are developed for the projections of these socioeconomic attributes.

MAG socioeconomic models are required to produce projections for a number of socioeconomic attributes that are key to the MAG transportation and air quality modeling activities. This consultant project is essential to the ongoing maintenance and understanding of existing socioeconomic characteristics and development of projections.

Proposed Budget: $150,000.

Project 15. Pilot Project for Innovative Three Dimensional Data Sets.

Brief Description: New Geographic Information Systems (GIS) products are being produced and marketed, including oblique imagery and other three dimensional datasets. This project would include investigating these products and vendors and purchasing data for selected areas to evaluate its usefulness to MAG and MAG member agencies.

It is anticipated that this data would enhance MAG databases with improved accuracy and visual capabilities. Other Councils of Governments are making extensive use of oblique imagery and MAG should determine whether this imagery would be of benefit.

Proposed Budget: $40,000.

DRAFT MAG FY 2007
Work Program Proposed New Projects
February 28, 2006

HUMAN SERVICES PROGRAM PROJECTS

Project 16. Regional Human Services Retreat.

Brief Description: The goal of the Regional Human Services Retreat is to engage the members of the MAG Human Services committees, subcommittees, member agencies and community stakeholders in a dialogue about service integration. At the event, participants will identify ways to streamline communication and activities in order to better serve the community through a wide variety of players.

A plan will be developed throughout the course of the retreat that will identify responsible parties and strategies for integrating services across the disciplines within the committee structure at MAG. These disciplines include:

a. Human Services Transportation
b. Elderly Mobility
c. Homelessness
d. Domestic Violence
e. Youth
f. Aging
g. Disabilities
h. Developmental Disabilities

The event will build on the issues featured in the 2006 MAG Regional Human Services Plan. Community participation will be a critical component of the retreat to ensure the plans are responsive to current local concerns.

This event will improve regional human services planning by making communication more responsive and activities more effective by engaging a broad audience including the public sector, private sector, faith based and community organizations. Centralized planning will reduce duplication of efforts within MAG and throughout the community. This event will also provide followup to the 2006 MAG Regional Human Services Plan and lay the foundation for the next plan.

The event will be held in February 2007.

Proposed Budget: $7,600.

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Work Program Proposed New Projects
February 28, 2006

ENVIRONMENTAL PROGRAM PROJECTS

Project 17. Air Quality Technical Assistance On-Call.

Brief Description: As the designated Regional Air Quality Planning Agency for the Maricopa area, MAG conducts air quality modeling and prepares air quality plans to attain and maintain the National Ambient Air Quality Standards. MAG is in the process of preparing the Eight-Hour Ozone Plan that is due to EPA on June 15, 2007. In addition, MAG is initiating the development of a Five Percent Plan for PM-10 due to apparent violations of the 24-hour PM-10 standard at two monitors. The Five Percent Plan for PM-10 is due to EPA by December 31, 2007 and must show a five percent reduction in PM-10 emissions per year until attainment is achieved at all monitors. In preparing the Eight-Hour Ozone and Five Percent PM-10 Plans, MAG may require technical assistance in one or more of the following areas: (1) recommending models and reviewing modeling protocols; (2) compiling inputs for and performing meteorological, emissions, and/or dispersion modeling; (3) reviewing model outputs; (4) researching and evaluating potential control measures; and (5) preparing technical documentation. MAG may also require technical assistance in performing air quality conformity analyses for transportation plans, programs, and projects. This conformity assistance may include technical research, preparation of assumptions, emissions modeling, and documentation. MAG may also require technical assistance in order to address other Clean Air Act requirements, new EPA standards and regulations, and court rulings, as they occur.

MAG is the designated Regional Air Quality Planning Agency for the Maricopa area. This FY 2007 technical assistance on-call will enable MAG to complete the air quality modeling and technical work necessary to submit approvable plans to EPA by the required dates in 2007.

Proposed Budget: $250,000.

3/10/2006

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MAG PROGRAMS IN BRIEF

DRAFT FY 2006 - 2007 Summary
Unified Planning Work Program and Annual Budget

Maricopa Association of Governments
302 North 1st Avenue
Phoenix, AZ 85003

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Budget Highlights

The MAG annual budget process begins eight months before the final budget is adopted, however, budget management activities at MAG continue throughout the year. To begin preparing the budget, each division is asked to submit new project and/or staffing requests. These requests are initiated by MAG committee project needs and other requests and guidance from our members. The requests are brought to the Regional Council, Management Committee, Regional Council Executive Committee and Intergovernmental Representatives for review and discussion during January and February.

REGIONAL DEVELOPMENT

New projects added to this year's budget include:

Description	Est Budgeted Amount
ENVIRONMENTAL PROGRAMS	
* **Air Quality Technical Assistance On-Call**	**$250,000**
This project will enable MAG to complete the air quality modeling and technical work necessary to submit approvable plans to EPA by the required dates in 2007.	
HUMAN SERVICES PROGRAMS	
* **Regional Human Services Retreat**	**$7,600**
Engage the members of the MAG Human Services committees, subcommittees, member agencies and community stakeholders in a dialogue about service integration. Participants will identify ways to streamline communication and activities in order to better serve the community through a wide variety of players. A registration charge is proposed in order to help cover costs.	
TRANSPORTATION PROGRAMS	
* **Update of Congestion Management Process (CMP)**	**$400,000**
Passage of SAFETEA-LU and interim guidance from FHWA require the region to "assess the extent that the [region's] existing CMS meets the new statuatory requirements for a congestion management process under amended 23 U.S.C. 134(k)(3) and 49 U.S.C.5303(k)(3) and define a plan and schedule to implement this process."	
* **2007 External Travel Survey**	**$300,000**
Calibrate the travel demand model for traffic entering and leaving the region.	
* **Implementation of Regional Traffic Monitoring System**	**$95,000**
Improve the ability to monitor traffic on the regional freeway system on a continuous basis using the Freeway Management System infrastructure	
* **Local Street and Highway Cost and Bid Database**	**$200,000**
Compile public sector bid information and construct a database that will provide updated bid and unit cost information.	
* **Commuter Rail Update**	**$300,000**
MAG member agencies have requested that the commuter rail portion of the 2003 High Capacity Transit Study be updated and a more detailed implementation strategy be developed. This scope is being prepared and this funding estimate may need to be adjusted. In addition, matching funds may need to be provided to ADOT for the statewide study.)	
* **2007 Regional Travel Speed Study**	**$500,000**
Calibrate the travel demand model with current speed data for freeways and arterial streets.	
* **Access to Freeway Condition Information Via Handheld Devices**	**$40,000**
This project will create an Internet Web page that can be accessed via handheld Web-enabled devices such as Personal Digital Assistants. The information posted on this Web page will be current freeway information from the ADOT Web site AZ511.com. Motorists accessing this information may select routes based on current road conditions.	

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MAG PROGRAMS IN BRIEF 2007

Budget Highlights (continued)

Description	Est Budgeted Amount
TRANSPORTATION PROGRAMS (continued)	
* **Pedestrian Design Assistance Program**	**$200,000**
Provide MAG members with design assistance for pedestrian projects that use the *MAG Pedestrian* Policies and Design Guidelines.	
* **Bicycle Design Assistance Program**	**$300,000**
Provide MAG members with design assistance for bicycle and multiuse paths.	
* **Context Sensitive Design**	**$20,000**
Provide MAG and MAG members with an opportunity to explore the use of context sensitive design to improve public acceptance of transportation projects.	
* **Access Management**	**$10,000**
Provide MAG and MAG members with an opportunity to explore the use of access management to improve the operational flow of the Valley's roadways.	
* **Ramp Metering Strategies for Bottleneck Improvement**	**$95,000**
Provide MAG and MAG members technical guidance in the area of ramp metering in order to improve information and resources for evaluating existing and proposed ramp metering systems. The consultant project will assist in identifying options, strategies, and hardware infrastructure needed to target specific bottlenecks on the freeway system.	
* **Litter Education**	**$380,000**
This scope of work is currently being developed. An estimate has been provided for the proposed Litter Public Education project work. Updates on this work will be provided.	
INFORMATION SERVICES PROGRAMS	
* **Socioeconomic Models Surveys and Assumptions for Enhancement Project**	**$150,000**
MAG Socioeconomic models are required to produce projections for a number of socioeconomic attributes that are key to the MAG Transportation modeling. It is essential to conduct surveys to understand the socioeconomic characteristics such as household size, composition and age, income levels, job/housing balance, seasonal and transient populations, etc. Based on these surveys, assumptions are made and models developed for the projections of these socioeconomic attributes.	
* **Pilot Project for Three Dimensional Data Sets**	**$40,000**
New Geographic Information Systems (GIS) products are being produced and marketed, including oblique imagery and other three dimensional datasets. This project includes investigating these products and vendors and purchasing data for selected areas for evaluation of the usefulness to MAG and MAG member agencies.	
Total New Projects	**$3,287,600**

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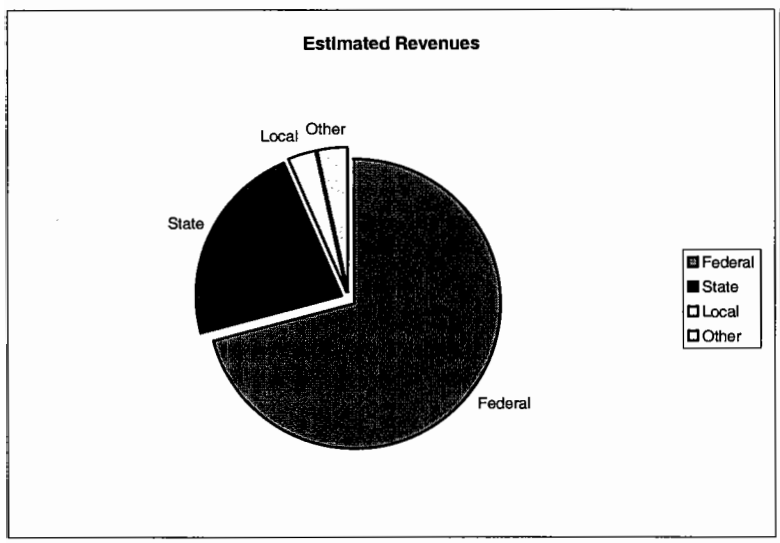
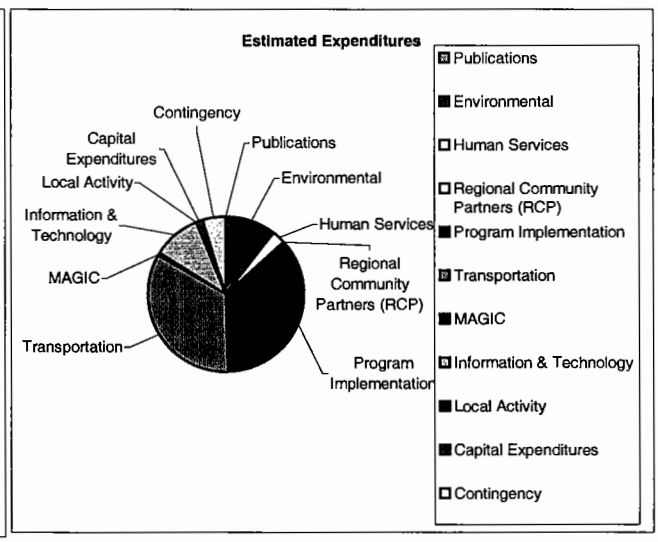
MAG PROGRAMS IN BRIEF 2007

FY 2006 Budget Compared to FY 2007 Budget

Revenues By Source	2005 Actual	2006 Revised Budget	2007 Proposed Budget	$ Change FY 06-FY 07	% Change FY 06-FY 07
Federal	$16,063,690	$12,156,064	$14,153,391	$1,997,327	16.43%
State	$32,348	$4,357,270	$4,516,161	$158,891	3.65%
Local	$1,210,425	$3,920,286	$607,885	($3,312,401)	-84.49%
Other	$490,096	$1,799,523	$689,623	($1,109,900)	-61.68%
Less: Restricted Reserves	-	($2,678,249)	($1,282,482)	$1,395,767	-52.11%
Total Estimated Revenues Without Carryforward	$17,796,559	$19,554,894	$18,684,578	($870,316)	-4.45%
Total Estimated Revenue Carryforward		14,352,600	13,258,254	(1,094,346)	-7.62%
Total Estimated Revenue		$33,907,494	$31,942,832	($1,964,662)	-5.79%
Expenditures By Division/Function					
Publications	$60,936	126,761	$69,212	($57,549)	-45.40%
Environmental	$1,386,519	1,585,337	$1,921,995	$336,658	21.24%
Human Services	$457,347	598,992	$522,536	($76,456)	-12.76%
Regional Community Partners (RCP)	$15,738	8,684	$11,750	$3,066	35.31%
Program Implementation	$5,432,089	6,131,166	$6,715,914	$584,748	9.54%
Transportation	$3,742,296	3,804,658	$6,308,406	$2,503,748	65.81%
MAGIC	$132,809	89,489	$112,170	$22,681	25.35%
Information & Technology	$6,395,958	6,247,611	$1,877,495	($4,370,116)	-69.95%
Local Activity	$8,680	12,533	$15,000	$2,467	19.68%
Capital Expenditures	$164,187	143,663	$233,000	$89,337	62.19%
Contingency		806,000	$897,100	$91,100	11.30%
Total Estimated Expenditures Without Carryforward	$17,796,559	$19,554,894	$18,684,578	($870,316)	-4.45%
Total Estimated Expenditures With Carryforward		14,352,600	$13,258,254	($1,094,346)	-7.62%
Total Estimated Expenditures		33,907,494	$31,942,832	($1,964,662)	-5.79%





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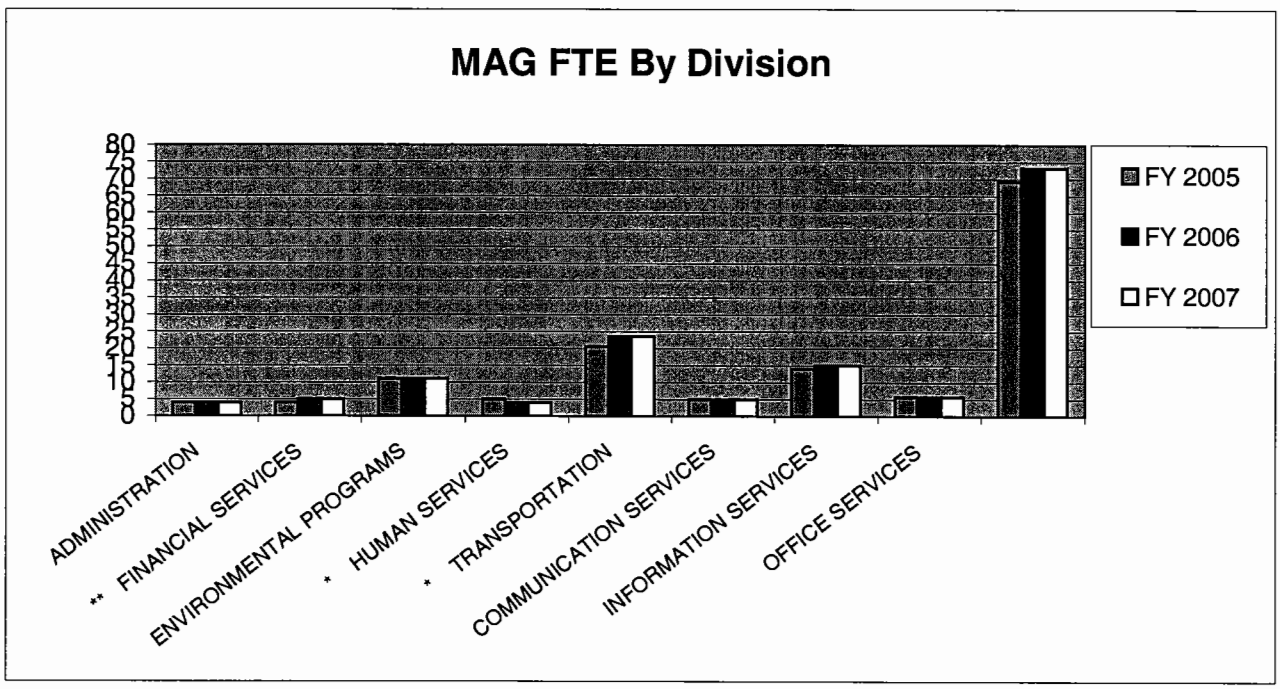
MAG PROGRAMS IN BRIEF 2007

SUMMARY OF AUTHORIZED POSITIONS AND FULL-TIME EQUIVALENTS BY PROGRAM AREA COMPARISON FOR 3 YEARS

	FY 2005	FY 2006	FY 2007
ADMINISTRATION	4	4	4
** FINANCIAL SERVICES	4	5	5
ENVIRONMENTAL PROGRAMS	11	11	11
* HUMAN SERVICES	5	4	4
* TRANSPORTATION	20.5	23.5	23.5
COMMUNICATION SERVICES	5	5	5
INFORMATION SERVICES	14	15	15
OFFICE SERVICES	5.75	5.75	5.75
TOTAL FTE	69.25	73.25	73.25

* Position moved from Human Services to Transportation

** One new position, Accountant I, was added during FY 2006.



Agenda Item #8

MARICOPA ASSOCIATION of GOVERNMENTS

302 North 1st Avenue, Suite 300 ▲ Phoenix, Arizona 85003
Phone (602) 254-6300 ▲ Fax (602) 254-6490
E-mail: mag@mag.maricopa.gov ▲ Web site: www.mag.maricopa.gov

March 10, 2006

TO: Members of the MAG Executive Committee

FROM: Rita Walton, MAG Information Services Manager

SUBJECT: REGIONALLY SIGNIFICANT DEVELOPMENT PROJECTS

In 2003, the Maricopa Association of Governments (MAG) Regional Council directed MAG staff to evaluate Regionally Significant Development Projects (RSDP) submitted by individual member agencies, if requested by the member agency. In 2005, the MAG Regional Council requested that MAG staff prepare a paper to analyze development, particularly regionally significant development, at the regional level. This paper provides the information requested by the Regional Council on the regional transportation costs of significant development projects.

The Regional Council requested that this paper cover the period ending June 30, 2005, and include all RSDP projects dating from the July 1, 2003 start-up. In November 2005, MAG staff sent a summary of all documents received from each member agency to member agency staff for final review. This review was not only for the RSDP documents, but also part of MAG's ongoing data collection efforts for the socioeconomic projection process. This resulted in more than 200 additional documents being submitted to MAG by December 31, 2005. Since this analysis depends on when projects were submitted to MAG, and since such a large number of additional projects were submitted after July 1, 2005, MAG staff is also preparing this analysis based on all projects from from July 1, 2003 to December 31, 2005.

This paper analyzes all growth associated with projects submitted in the requested time frame. Since some of the growth analyzed in this paper would include projects that were incorporated in the growth assumed in the Regional Transportation Plan, regional transportation capacity would already have been planned for this growth. The paper focuses on freeway and arterial street construction costs only, and does not include any costs associated with non-arterial roadways and other transportation modes, such as transit.

The paper analyzes construction costs and/or discusses the following:

- All Residential Completions between July 1, 2003 to June 30, 2005
- Land Use Changes from revised General Plans and General Plan Amendments between July 1, 2003 and December 31, 2005
- All Developments submitted to MAG between July 1, 2003 and June 30, 2005
- All Developments submitted to MAG between July 1, 2003 and December 31, 2005
- All Regionally Significant Developments submitted to MAG between July 1, 2003 and June 30, 2005
- All Regionally Significant Developments submitted to MAG between July 1, 2003 and December 31, 2005

In the process of evaluating the construction costs of Regionally Significant Developments, MAG staff identified possible future enhancements to this analysis. Those enhancements are identified in the paper and could be added to the next paper if requested by the Regional Council. If you have any questions or need additional information, please contact me at (602) 254-6300.

Regionally Significant Development Projects in the MAG Region
Analysis of Projects Received Since July 1, 2003

Introduction

In 2003, the Maricopa Association of Governments (MAG) Regional Council directed MAG staff to evaluate Regionally Significant Development Projects (RSDP) submitted by individual member agencies, if the agency requests it. In 2005, the MAG Regional Council requested that MAG staff prepare a paper to analyze development, particularly regionally significant development, at a regional level only. This paper provides the information requested by the Regional Council on the regional transportation costs of significant development projects.

The information requested by the Regional Council was population, total vehicle miles traveled, and estimated construction cost of freeway and arterial lanes needed to accommodate the growth or potential growth. The categories to be compiled were actual new construction, Regionally Significant Development Projects submitted to MAG and all development projects submitted to MAG. The first paper was to be for projects submitted since July 1, 2003. Future papers are to be provided on an annual basis.

This paper analyzes all growth associated with projects submitted in the requested time frame. Since some of the growth analyzed in this report would include projects that were incorporated in the growth assumed in the Regional Transportation Plan, regional transportation capacity would already have been planned for this growth.

Background

On June 25, 2003 and October 22, 2003, the Maricopa Association of Governments (MAG) Regional Council discussed and approved compiling information on Regionally Significant Development Projects (RSDP). The purpose was to provide MAG member agencies with the regional transportation costs of major development projects. This procedure was approved for an eighteen-month evaluation period.

The procedure specified that MAG staff, with input from member agency staff, would, if requested, analyze the regional transportation costs of significant development projects. MAG and member agency staff would then meet to review the information. If requested by the member agency, a written report would be developed. The member agency could use the information in its consideration of the proposed project.

MAG member agencies would submit information on the following plans to MAG:

- General plans
- General plan amendments
- Special study areas
- Specific plans
- Planned Area Development or Planned Unit Development documents
- Other major development plans

The criteria for RSDP, developed in conjunction with the MAG Planners Stakeholders Group and approved by the Regional Council, apply to all projects that meet certain size thresholds. The size threshold criteria to define RSDP were determined by linking the trip generation on

each land use type to the capacity of a single freeway lane. The criteria are identified in *Table 1.*

Table 1: Criteria for Regionally Significant Development Projects

Land Use	Threshold Criteria	Equivalent Acres
Housing	2,800 housing units or more	640
Office	1.9 million sq. ft. or more	N/A
Retail	667,000 sq. ft. or more	55
Industrial	2.8 million sq. ft. or more	215
Wholesale/Distribution	4 million sq. ft. or more	267
Hotels	500 rooms or more	27
Nonresidential Mixed Use	1 million sq. ft. or more	80
Hospitals/Healthcare Facilities	667 beds or more	15
Attractions & Recreational Facilities	2,000 parking spaces or more, or seating capacity of 8,000 or more	N/A

At the July 27, 2005 Regional Council meeting, the Regional Council approved the preparation of an annual paper on the regional impacts (including transportation) of cumulative development. The Regional Council recommended including all data from July 1 through June 30 for each year. The first paper would cover the period ending June 30, 2005, and would include all RSDP projects dating from the July 1, 2003 start-up. Thereafter, each paper would include all RSDP projects from the just-ended fiscal year. The Regional Council also required member agencies to transmit appropriate documents to MAG to ensure that the universe of development plans and projects is included. MAG is continuing to work with member agencies to identify ways to facilitate this process for certain categories of planning documents prepared by member agencies. The documents include all development proposals that would meet the RSDP criteria.

The Regional Council was particularly interested in the total vehicle miles traveled (VMT) and estimated construction cost of transportation needed to accommodate the new growth. It was understood that some of the growth was due to projects that were included in the development of the Regional Transportation Plan. Therefore, regional transportation capacity would already have been planned for that portion of future growth. MAG staff would address the cumulative regional transportation impacts of regionally significant development and of all development projects submitted, regardless of size. This cumulative regional transportation impact of development would be prepared and presented annually. The information would be shown only for the region, not by municipality.

In addition, MAG staff will continue to provide an analysis of individual RSDP projects as specifically requested by member agencies and, if requested by a member agency, an analysis of development projects that are smaller in size than the approved RSDP criteria will be provided by MAG as staff time allows.

Collection of information on developments, and particularly regionally significant developments, is extremely important for creating accurate socioeconomic projections. These projections are used not only by MAG for its transportation and air quality planning, but also by local governments, regional and state agencies, human services providers and others for long range planning.

Methodology

The method used to calculate the transportation costs of various developments is based on statistics derived from the MAG transportation models, standard cost of construction estimates, and VMT standards per lane-mile by transportation facility. The actual trip rates and trip lengths, as well as costs, could vary. Recent commodity shortages are impacting the construction industry and have led to price increases nationwide and in the region. Since it is unknown whether these shortages reflect temporary or long-term conditions, this analysis did not increase the standard construction cost estimates.

The report focuses on freeway and arterial street construction costs only, and does not include any costs associated with other roadways and other transportation modes, such as transit.

The method used is as follows:

- Run the MAG transportation models to derive the total daily vehicle miles traveled (VMT) for 2004 and 2030 within the Transportation Modeling Area (TMA).
- Determine the total housing units for 2004 and 2030 from the socioeconomic input files to the transportation models within the Transportation Modeling Area (TMA).
- Calculate the overall average VMT per housing unit by averaging the VMT per housing unit for 2004 and 2030.
- Determine the split between freeway and arterial travel using the transportation models.
- Calculate the cost per VMT per lane-mile of freeways and arterials in 2002 dollars, consistent with the Regional Transportation Plan base, using standard cost of construction estimates, and VMT standards per lane-mile by transportation facility.
- Develop an average transportation facility construction cost using:
    - Split of VMT between freeway and arterial.
    - Cost per VMT per lane-mile of freeway and arterial.

This methodology resulted in the following costs in 2002 dollars:

- Initial freeway construction cost per vehicle mile of capacity $310.08
- Initial arterial construction cost per vehicle mile of capacity $88.24

Since this methodology is based on outputs from the MAG transportation model it is based on local conditions in the MAG Region. The impact of new development is calculated as a function of household trips, which means that travel resulting from commercial developments are included through this methodology. This analysis does not take into account the useful life of the improvements, operations and maintenance costs, the useful life of the residence, the timing of development, or unexpected changes in construction costs or trip patterns. Since this analysis is performed on information submitted to MAG, it also does not take into account the development in areas outside the MAG Region.

Residential Completion Analysis

Residential building completions indicate the direction and magnitude of actual growth and are used by MAG in preparing updates of current population as well as projections of future population. Since the 1990 Census, MAG has collected residential building completions from MAG member agencies. These residential completions signify certificates of occupancy granted by the jurisdiction for a single family house, condo/townhouse, apartment or mobile home.

Residential completions for the time period from July 1, 2003 to June 30, 2005 accounted for 88,000 new units. This is consistent with the housing unit growth projected in the MAG Interim Socioeconomic Projections, approved by the MAG Regional Council in June 2003, and it is likely that a significant majority of these units was incorporated in the development of the MAG Regional Transportation Plan. Thus, regional transportation capacity would already have been planned for this growth. The analysis for freeways and arterials in 2002 dollars is shown in *Table 2.*

Table 2: Cost of Freeway and Arterial Construction Based on Residential Completions, July 1, 2003 to June 30, 2005

Residential Completions	88,000
Estimated Population	215,000
Total Vehicle Miles Traveled (VMT)	5.76 million
Cost of Freeway Construction	$590 million
Cost of Arterial Construction	$340 million
Total Cost of Construction	$930 million

Land Use Changes

Land use is an important component of the MAG socioeconomic projection process. MAG staff collects existing and future land use information from MAG member agencies. The existing land use information establishes areas that have already been developed or are not suitable for further development. The developed areas become ineligible for the allocation of population and employment growth, except where the area is planned for redevelopment. The future land use information is based upon the plans of MAG member agencies and identifies both the type of development that is anticipated to occur in the future and the intensity of that development.

Table 3 shows future land use as reported in July 2003. The predominant land use type is open space, which includes parks, mountains, riverbeds, washes, and other public areas. Residential land uses are next, with low density residential lands capturing 36 percent of the land use. Land developed for retail, office, and industrial uses, as well as public and other types of employment, comprises the approximately three percent of the land dedicated to those uses. Mixed use, which is a combination of land use types that can include residential, non-residential and open space, comprises another five percent of the land.

Table 3 also shows future land use as reported in December 2005. The predominant land use type is still open space, which has increased by one percent since 2003. Low density residential has decreased by four percent, with the majority of that decrease being offset not only by open space, but also by a two percent increase in mixed use land uses and a one percent increase in medium density residential land use.

Table 3: Land Use Comparisons of Future Land Use
MAG Region, 2003 and 2005

Land Use Type	2003		2005		Change	
	Square Miles	Share of Total	Square Miles	Share of Total	Absolute Change	Share Change
Low Density Residential	3,350	36%	2,990	32%	-360	-4%
Medium Density Residential	480	5%	550	6%	70	1%
High Density Residential	400	4%	370	4%	-30	0%
Multi-family Residential	90	1%	120	1%	30	0%
Non-residential	290	3%	300	3%	10	0%
Mixed Use	470	5%	690	7%	220	2%
Open Space/ Undevelopable	4,250	46%	4,310	46%	60	1%

Note: numbers may not add due to rounding.

Land use changes as identified in general plans, general plan amendments, special study areas and other specific plans indicate possible change to buildout of the area. In many areas throughout the county, this buildout may not take place for more than one hundred years. When growth is likely to take place in an area, a development plan is usually prepared and those plans are addressed in the following section.

The detailed changes in land uses reported from 2003 can be seen in *Table 4* by reading across the table. Those reported in 2005 can be seen by reading down the table. For example, please reference the highlighted row in *Table 4.* One hundred square miles of Medium Density Residential Land Use in 2003 were converted to 40 square miles of Low Density Residential, 10 square miles each of High Density Residential, Multi-family Residential, Non-residential and Open Space, and 20 square miles of Mixed Use in 2005.

Table 4: Change in Land Uses in Square Miles
MAG Member Agency General Plans, 2003 and 2005

		2005							
	Land Use Category	LDR	MDR	HDR	MF	NON	MU	OS	TOTAL
2003	Low Density Residential (LDR)		100	10		10	190	180	490
	Medium Density Residential (MDR)	40		10	10	10	20	10	100
	High Density Residential (HDR)		30		20	10	10	10	80
	Multi-family Residential (MF)			10					10
	Non-residential (NON)		10	10			20	20	60
	Mixed Use (MU)		10			30		10	50
	Open Space (OS)	90	20	10	10	10	30		170
	TOTAL	130	170	50	40	70	270	230	960

Note: please see explanation of highlighted row in previous paragraph.

Developments

MAG member agencies submitted information to MAG on major residential and non-residential developments including number of units or square footage. For socioeconomic projection purposes, MAG maintains this data in a development database to ensure that the location of anticipated growth is identified. Currently, the database tracks more than 1.3 million housing units and more than 603 million square feet of non-residential space.

This analysis was intended to be for the period from July 1, 2003 to June 30, 2005. In November 2005, MAG staff sent a summary of all documents received from each member agency to member agency staff for final review. This review was not only for the RSDP documents, but also part of MAG's ongoing data collection efforts for the socioeconomic projection process. This resulted in more than 200 additional documents being submitted to MAG by December 31, 2005. Since this analysis depends on when projects were submitted to MAG, and since such a large number of additional projects were submitted after July 1, 2005, MAG staff is also preparing this analysis based on all projects from July 1, 2003 to December 31, 2005.

Between July 1, 2003 and June 30, 2005, member agencies submitted 88 development projects that accounted for 160,000 units. Thirteen of these developments were regionally significant and accounted for 154,000 of these units.

During the six-month period from July 1, 2005 to December 31, 2005, member agencies submitted 240 additional development projects that accounted for 104,000 units. Nineteen of these developments were regionally significant and accounted for 83,000 of these units.

In total, member agencies submitted 328 development projects between July 1, 2003 and December 31, 2005. These developments accounted for 264,000 new units. Thirty-two of these developments were regionally significant and accounted for 237,000 of the units. Regionally significant projects accounted for only a small percentage of developments submitted, but accounted for about 90 percent of all of the units.

This new development is consistent with the housing unit growth projected in the MAG Interim Socioeconomic Projections, approved by the MAG Regional Council in June, 2003. It is likely that a majority of these units was incorporated in the development of the MAG Regional Transportation Plan, and regional transportation capacity would already have been planned for those units.

Member agencies submitted most of the development projects during the data collection efforts performed by MAG staff prior to beginning its next socioeconomic projection process. The receipt of numerous submissions late in the process has precluded a complete check of all of the data, and there may be some duplication. For example, development names may have changed or the same development may have been submitted at different stages of its approval process. This potential duplication will be clarified prior to producing the next set of socioeconomic projections.

Analysis of All Developments Submitted to MAG

Housing units reported in developments for the time period from July 1, 2003 to June 30, 2005 accounted for 160,000 new units. Housing units reported in developments for the time period

from July 1, 2003 to December 31, 2005 accounted for 264,000 new units. Many of these developments are final or subsequent plans of preliminary information for the same development and were known during the preparation of the MAG Interim Socioeconomic Projections, approved by the MAG Regional Council in June 2003, and therefore incorporated in the development of the MAG Regional Transportation Plan. Regional transportation capacity would already have been planned for this growth. The analysis for freeways and arterials in 2002 dollars is shown in *Table 5.*

Table 5: Cost of Freeway and Arterial Construction Based on All Developments Submitted to MAG

Measure	July 1, 2003 to June 30, 2005	July 1, 2003 to December 31, 2005
Number of Developments	88	328
Units in Developments	160,000	264,000
Estimated Population	391,000	645,000
Total Vehicle Miles Traveled (VMT)	10.48 million	17.29 million
Cost of Freeway Construction	$1.07 billion	$1.77 billion
Cost of Arterial Construction	$0.62 billion	$1.02 billion
Total Cost of Construction	$1.69 billion	$2.79 billion

Analysis of Regionally Significant Developments Submitted to MAG

Housing units reported in regionally significant developments for the time period from July 1, 2003 to June 30, 2005 accounted for 154,000 new units. Housing units reported in regionally significant developments for the time period from July 1, 2003 to December 31, 2005 accounted for 237,000 new units. The analysis for freeways and arterials in 2002 dollars is shown in *Table 6.*

Table 6: Cost of Freeway and Arterial Construction Based on Regionally Significant Developments Submitted to MAG

Measure	July 1, 2003 to June 30, 2005	July 1, 2003 to December 31, 2005
Number of Regionally Significant Developments	13	32
Units in Regionally Significant Developments	154,000	237,000
Estimated Population	376,000	579,000
Total Vehicle Miles Traveled (VMT)	10.04 million	15.52 million
Cost of Freeway Construction	$1.03 billion	$1.59 billion
Cost of Arterial Construction	$0.60 billion	$0.92 billion
Total Cost of Construction	$1.63 billion	$2.51 billion

Next Steps

The support of the MAG Regional Council recommendations requiring the collection of data for regionally significant developments has been very helpful. Through the provision of data, member agencies can ensure that future socioeconomic projections incorporate all development activity in their jurisdictions.

MAG staff, working with member agencies, has developed a process for ongoing collection, review and analysis of the data in order to ensure complete, current and accurate development information. MAG will also be collecting information on the status of the development, the likely start year of construction, and any changes from previous submissions of the same development. This work is now underway and should help significantly in future analyses of development activity in the region. When the development information is incorporated into the MAG socioeconomic models, it will be used for transportation modeling to assess potential changes in travel patterns due to the new development information.

In the process of evaluating the construction costs of Regionally Significant Developments, MAG staff identified possible future enhancements to this analysis of regionally significant developments. In particular, MAG staff identified information that was not included in this paper and might be included in future papers as well as recommended suggestions for future analysis.

Recent commodity shortages are impacting the construction industry and have led to price increases nationwide and in the region. Since it is unknown whether these shortages reflect temporary or long-term conditions, this analysis did not increase the standard costruction cost estimates.

This analysis also did not take into account any revenue or other costs of new development. Nor did this paper distinguish between the projects that were incorporated in the development of the Regional Transportation Plan and projects that were unidentified at that time.

Although the cost methodology used in the analysis was presented to the MAG Planners Stakeholders Group and received general concurrance, MAG staff will continue to review and refine the methodology. In particular, standard freeway and arterial construction costs may need to be revised, given the recent significant cost increases that have been experienced. In addition, MAG staff will review the work of peer Metropolitan Planning Organizations and other agencies to ascertain whether similar analysis has been done and if so, what methodology was used. This may potentially change the method of analysis in future papers.

This analysis did not take into account the useful life of the improvements, the useful life of the residence, the timing of development, or unexpected changes in construction costs or trip patterns. Additionally, it did not include any costs associated with non-arterial streets and other transportation modes, such as transit. The full impact of new development not only includes costs of construction of roadways, but also other infrastructure improvements as well as maintenance and operation costs and fiscal impacts associated with new development, such as sales tax revenue and assessments. These factors may need be analyzed in future papers.

MAG is also currently working with member agencies on a project called Building a Quality Regional Community. This project focuses on providing information to MAG member agencies to assist them in understanding metropolitan subregions that are as self sufficient as possible. Self sufficient subregions will likely reduce cross-region travel demand, provide a mix of housing types that encourage all workforce skills to locate near their place of work and similarly provide a mix of industries for all subregions. The MAG Regional Council has approved an analysis of current job centers in the MAG Region for Phase I. Future phases, which include creating a local site factor database for the MAG Region and an industry cluster compatibility model, are contingent upon Regional Council approval.

Agenda Item #9

MAG Related Bills
BILL SUMMARY
(47th Legislature – 2nd Regular Session)
Updated: March 1, 2006

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
			LAND USE; COMPENSATION; & EMINENT DOMAIN		
Takings; Public Use; Juries; Fees	SCR 1002	Blendu Bee Burns R Martin Flake Gould Gray L Harper Huppenthal Verschoor Weiers JP	Would propose for the 2006 general election ballot a constitutional amendment granting any party the right to request a jury trial to determine whether or not the taking of the property is intended for public use. Additional amendment changed the legislation to ensure that the proposal only applies to cities. Concerns: By allowing "any affected party" to appeal, the set of possible appeals and the dynamics of the appeal process increase by orders of magnitude.	SENATE FIRST READ: 01/11/06 SECOND READ: 01/12/06 Assigned: JUD: DPA 1/23/06 RULES: PFC 1/30/06 COW: DPA 2/02/06 Sent to House 2/09/06 HOUSE FIRST READING: 2/20/06 SECOND READING: 2/21/06 Assigned: FMPR: RULES:	Oppose

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Land Use Regulation; Compensation	SCR 1019 (As Amended)	Bee, Bennett, Burns R, Jarrett, & Tibshraeny	The Strike Everything Amendment to SCR 1019 proposes a ballot measure that, among other things, would require governments to compensate property owners for every zoning or land use decision they make. If passed the law would freeze current zoning, preventing government from responding to future community concerns. Examples of actions that could trigger lawsuits and payment from government: • Approval or disapproval of historic overlay zoning; • Change in residential density; • Change from commercial, residential or industrial use; • Approval or disapproval of building height limits; • Approval or disapproval of neighborhood-developed special planning districts; • Approval or disapproval of liquor licenses; • Regulation of business hours or building design; • Enforcement or enactment of neighborhood preservation codes; and • Virtually any other land use regulation. Furthermore, the law will provide a right to compensation when the zoning authority takes no action, as long as the owner can show that inaction reduces the value of his property.	SENATE FIRST READ: 01/26/06 SECOND READ: 02/01/06 TRANS: DPA/SE 02/16/06 RULES: Held in Committee PFCA 2/22/06	Oppose

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Eminent Domain; Presumption	HCR 2002	Gray C Burges Pearce	States that the use of eminent domain by the state, a political subdivision of the state or a person creates a presumption that the taking is for a private use. The burden would rest with the state, political subdivision or person exercising eminent domain to establish by clear and convincing evidence facts rebutting the presumption. Concerns: The proposed language is tantamount to alleging that the condemning authority is attempting to perpetrate a fraud on the court in every condemnation action that it files. Ordinarily, in pleadings filed with the court, the condemning authority alleges, as required by law that the taking is for a public purpose. A presumption that the taking is actually for a private purpose seems to accuse the condemning authority of being untruthful in every condemnation pleading it files.	HOUSE FIRST READ: 1/09/06 SECOND READ: 1/10/06 Assigned FMPR: DP 1/09/06 RULES: C&P 01/31/06. COW: DPA 2/09/06 Third Read 2/13/06 Sent to Senate SENATE FIRST READ: 2/15/06 SECOND READ: 2/16/06 Assigned: JUD RULES	Oppose
Takings; Public Use; Jury Determination	HCR 2003	Gray C Burges Pearce	Very similar to SCR 1002. Allows a private property owner to request a jury to determine whether an eminent domain taking is for a public use. Concerns: By allowing "any affected party" to appeal, the set of possible appeals and the dynamics of the appeal process increase by orders of magnitude.	HOUSE FIRST READ: 1/09/06 SECOND READ: 1/10/06 Assigned FMPR: DPA 1/09/06 RULES: C&P 01/31/06. COW: DPA 2/09/06 Third Read 2/13/06 Sent to Senate SENATE FIRST READ: 2/15/06 SECOND READ: 2/16/06 Assigned: JUD RULES	Oppose

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Land Use Regulation: Compensation	HCR 2031	Gray C	The bill is identical to the amended version of SCR 1019. It proposes a ballot measure that, among other things, would require governments to compensate property owners for every zoning or land use decision they make.	HOUSE FIRST READ: 1/30/06 SECOND READ: 1/31/06 Assigned: FMPR: DPA/SE 2/13/06 RULES: C&P 3/07/06	Oppose
Eminent domain; fees; costs; interest	HB 2062	Gray, C Burges Pearce	Requires plaintiffs in actions for condemnation to fully disclose in writing the final project, including all aspects of work that must be performed to complete the project, to the property owner of record.	HOUSE FIRST READ: 1/09/06 SECOND READ: 1/10/06 Assigned FMPR: DP 1/09/06 RULES: C&P 01/09/06. Approved House COW: DPA 01/26/06 Third Read 2/13/06 Passed the House 2/13/06. Sent to Senate SENATE FIRST READ: 2/14/06 SECOND READ: 2/15/06 Assigned: GOV RULES	Oppose

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Eminent Domain; Appraisals; Taxes	HB 2736	Farnsworth Gorman	Appraisals shall include the property's "good will value." Plaintiff responsible for any property taxes paid during the condemnation process. The court shall make the final order of condemnation within 180 days after the commencement of the condemnation action. Changes made to relocation costs and appraisal language. A government entity many not sell, lease, or transfer property that it acquires through eminent domain for 10 years.	HOUSE FIRST READ: 02/02/06 SECOND READ: 02/06/06 Assigned: FMPR: DP 02/13/06 RULES: C&P 3/07/06	Oppose
			TRANSPORTATION		

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Bond Requirements; Authorized Third Parties	SB 1098	Verschoor	Increases the bond requirement for individuals applying to participate in the Arizona Department of Transportation's (ADOT) Motor Vehicle Division (MVD) third party program. Updates exemptions from the third party application bond requirement. A Strike Everything amendment was adopted in the House Transportation Committee on Thursday March 9, 2006. The amendment will do the following: • Appropriates $463 million to a highway acceleration account in the state highway fund. • 50% of the appropriated funds would go to Maricopa County. • 25% of the appropriated funds would go to counties with a population of 500,000 or more persons. • 25% of the appropriated funds would go to counties with a population of less than 500,000 or less persons. • Design a right of way purchase or construction related to new, or improvements to, I-10 between milepost 230 and milepost 260 (City of Tucson and the edge of Pima County).	SENATE FIRST READ: 01/11/06 SECOND READ: 01/12/06 Assigned: TRANS: DP 1/24/06 RULES: PFC 1/30/06 COW: DP 2/08/06 THIRD READING: 2/08/06 Sent to House 2/08/06 HOUSE FIRST READ: 02/20/06 SECOND READ: 02/21/06 Assigned: TRANS: DPA/SE 3/09/06 RULES:	Support House Trans Committee Amendment

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Appropriation Highway Const.	SB 1248	Blendu	Appropriates $118 million in FY 2006-2007 to the State Highway Fund to accelerate existing highway construction projects. According to ADOT, from October 2003 to October 2005, the prices of the six primary materials used in highway construction have increased in the following amounts: • Steel 41 percent • Concrete 21 percent • Lumber 9 percent • Gasoline 104 percent • Diesel 162 percent • Asphalt 40 percent This legislation will result in a $118 million impact to the state General Fund in FY 2006-2007. <u>Amendments Adopted by the Appropriations Committee</u> • Increases the appropriation to $118 million from $100 million. • Appropriates the monies to the State Highway Fund instead of ADOT. <u>Amendments Adopted on the Floor</u> • Amendment by Sen. Martin that forces funds to be used on I-10 and/or I-17	SENATE FIRST READ: 01/19/06 SECOND READ: 01/25/06 Assigned: TRANS: DP 02/07/06 APPROP: DPA 2/14/06 RULES: PFC 2/20/06 COW: DPA 2/22/06 THIRD READING: 3/06/06 Sent to House 3/06/06	Support
ADOT ITS	SB 1420	Martin	Appropriates $15 million from the state general fund in fiscal year 2006 - 2007 to ADOT for funding of ADOT ITS systems in Maricopa County consisting of highway cameras, message boards and a web site with current highway information. The state general fund would be repaid over a 14-year period ($1 million per yr.) from the Regional Area Road Fund. These accelerated expenditures have not been included in the MAG Transportation Improvement Program. The section of highway that would be instrumented is 15 miles on Interstate 17 from Dunlap to Carefree Highway. This project is currently programmed for construction in 2013. The current bill requires that payments be made to the general fund on an annual basis beginning in 2007. There are a number of projects programmed prior to 2013, which have a higher priority.	SENATE FIRST READ: 01/30/06 SECOND READ: 02/01/06 Assigned TRANS: DP 2/14/06 APPROP: RULES:	Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
I-17 Widening	SB 1504	Martin, Bee, Bennet, Blendu, Miranda, Aguirre, Flake, Garcia, Harper, Mitchell, Tibshraeny, Verschoor, Gorman, Gallardo, Reagan, Stump	The sum of $75,000,000 is appropriated from the state general fund in fiscal year 2006-2007 and in each of the five subsequent fiscal years to the department of transportation for the widening of interstate 17 from Carefree highway north approximately twenty miles to Black Canyon City with an additional highway lane in each direction. ADOT has completed the Design Concept Report (DCR) to Black Canyon City. An environmental assessment (or environmental impact statement) would need to be completed before design could begin (1-2 years for an EA or 3 + years if an EIS is required). Design could take 2 years. Construction probably could not start for at least 3 year and perhaps longer.	SENATE FIRST READ: 1/31/06 SECOND READ: 2/02/06 Assigned: APPROP: TRANS: DP 2/14/06 RULES:	Monitor
Relating to municipal debt	HCR 2001	Nelson Mason Blendu Prezelski Weiers	Increases the bonding capacity from 6 percent to 20 percent for public safety and transportation projects.	HOUSE FIRST READ: 1/09/06 SECOND READ: 1/10/06 Assigned: CMMA DP 1/10/06 GRGFA DP 1/18/06 RULES: C&P 01/31/06 COW: DP 2/13/06. Sent to Senate SENATE FIRST READ: 2/15/06 SECOND READ: 2/16/06 Assigned: GOV: RULES:	Support

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
State highway fund bonds	HB 2206	Biggs	Removes the statutory cap (currently set at $1.3 billion) on Highway User Revenue Fund (HURF) parity bonds issued by the State Transportation Board.	HOUSE FIRST READ: 1/17/06 SECOND READ: 1/18/06 Assigned: TRANS: DP 01/19/06. APPROP (P): DP 2/01/06 RULES: Amend C&P 2/21/06 COW: DPA2/23/06 Sent to Senate SENATE FIRST READ: 2/28/06 SECOND READ: 3/01/06 Assigned: TRANS: APPROP: RULES:	Support
Appropriation; highway monies; repayment	HB 2332	McClure Konopnicki Lopez	Appropriates $52,215,300 from the State General Fund to the Highway User Revenue Fund (HURF) for distribution to counties for repayment of HURF monies diverted in fiscal year 2004-2005.	HOUSE FIRST READ: 1/17/06 SECOND READ: 1/18/06 Assigned: TRANS: DPA 01/26/06. APPROP (P): RULES:	Support

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Freeway expansion; Intergovernmental Agreements	HB 2756	Weiers Kirkpatrick Allen Brown Chase Downing Jones Mclain Pearce	Provides that three or more contiguous cities may enter into an intergovernmental agreement for a period of not to exceed five years for the construction or expansion of controlled access highways in the state or interstate highway system. The cities would have an election to increase the sales tax by the same percentage in each city. The monies from the tax would be provided to the state treasurer and to ADOT. Each year, the tax is collected, an equal amount up to $5 million per year would be allocated from the state general fund to the state treasurer for deposit into the ADOT freeway construction account. Projects are required to be identified in the ADOT Long Range Transportation Plan.	HOUSE FIRST READ: 02/02/06 SECOND READ: 02/06/06 Assigned: TRANS: DISC/HELD 2/23/06 APPROP (P) RULES	Monitor
Transportation Facilities; Priorities; Appropriation	HB 2769	Gorman Burges Mason Pierce Martin Barnes Burns Farnsworth Groe Hershberge r Jones McLain Murphy Nelson Nichols Paton	Provides that a ADOT departmental committee in recommending priorities shall give additional weight to projects that relieve congestion, improve accessibility, promote safety and provide economic benefits to major arterial routes. A sum of $80 million is appropriated from the state general fund in fiscal year 2006-2007 to ADOT for deposit in a separate account of the state highway fund for cost related to new construction and improvements to the portion of Interstate 17 between the Loop 101 and northern edge of Maricopa County to relieve congestion, improve accessibility, promote safety and provide economic benefits.	HOUSE FIRST READ: 02/07/06 SECOND READ: 02/08/06 Assigned: TRANS: DISC/HELD 2/23/06 APPROP (P) RULES	Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
ADOT; Receiving monies from developer	HB 2791	Chase P	Allows the Arizona Department of Transportation to receive monies from a developer for use by the department for transportation projects. Current statute provides exemptions from bidding requirements for private entities that fund transportation projects with private monies. However, the statute does impose mandates on a private entity that chooses to pay for construction of a transportation project. These requirements include: • The private entity must obtain a bond in an amount equal to one hundred twenty-five per cent of the anticipated construction cost of the project before advertising for bids. • The private entity must solicit sealed bids from at least four contractors who are prequalified by the department to perform a contract of the anticipated dollar amount of the construction. • The private entity is required to Award the contract to the best bidder taking into account price and other criteria as provided in the bid documents. • The private entity must obtains bonds from the selected contractor that provide the same coverage as performance and payment bonds issued under title 34, chapter 2, article 2. • The private entity is required to use department construction standards and pay all costs of department reviews of the contract and inspections of the project. • In addition, current statute allows the Department to accept donations of land for transportation purposes; for the construction, improvement and maintenance of state highways or bridges; or for transportation construction equipment. This bill was introduced as a vehicle to pass a compromise that the developers, ADOT, legislature, and the AG hope to reach in the near future. The language is expected to change and a Strike Everything Amendment will put the legislative compromise in place before it passes the legislature.	HOUSE FIRST READ: 02/07/06 SECOND READ: 02/08/06 Assigned: TRANS: DP 2/23/06 APPROP (P) RULES	Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
			OTHERS		
Local building construction; procedures	HB 2136	Nelson Blendu	Specifies that cities and towns must follow regulations outlined in title 34 relating to local building construction and procedures.	HOUSE FIRST READ: 1/11/06 SECOND READ: 1/12/06 Assigned: CMMA: DP 01/17/06 GRGFA: DPA 02/01/06 RULES: C&P 02/14/06 COW: DPA 2/16/06 Sent to Senate 2/20/06 SENATE FIRST READ: 2/21/06 SECOND READ: 2/28/06 Assigned: GOV: HELD 3/02/06 RULES:	Support

Committee Legend:

APP	Appropriations
APP-B	Appropriations - Boone
APP-P	Appropriations - Pearce
CED	Commerce and Economic Development
CMA	Counties, Municipalities and Military Affairs
COM	Commerce
COW	Committee of the Whole
ED	K-12 Education
ENV	Environment

FII	Financial Institutions and Insurance
FIN	Finance
FMPR	Federal Mandates and Property Rights
FS	Family Services
GAR	Government Accountability and Reform
GOV	Government
GRGFA	Government Reform and Govt Finance Accountability
HE	Higher Education
HEA	Health

HS	Human Services
JUD	Judiciary
NRRA	Natural Resources and Rural Affairs
NRA	Natural Resources and Agriculture
PIR	Public Institutions and Retirement
RULES	Rules
S/E	Strike Everything
TRANS	Transportation
UCCT	Universities, Community Colleges and Technology
WM	Ways and Means
W/D	Withdrawn