



MAGAZine

Quarterly Newsletter Focusing on Regional Excellence

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Photo courtesy of Andi Bridwell

Dust Storms Challenge Air Quality Efforts

In the continuing fight against the Valley’s dust pollution, Mother Nature stepped into the ring with a vengeance this summer, proving herself a worthy opponent as she punched up some mammoth monsoonal dust storms that rivaled some of the worst ever seen in the region.

One such storm on July 5, labeled a haboob, received national attention and was dubbed by media outlets as the “dust storm of the decade.” The unprecedented dust storm left the Maricopa County region covered in a layer of grime, creating additional challenges as the aftermath made it difficult to walk or drive anywhere in the Valley without traveling over loose dirt and kicking the dust back into the air.

“This clearly was an exceptional event in the Valley, and the Maricopa Association of Governments moved quickly to work with the cities and towns in the region to step up street sweeping and other activities to address the dust that was left behind,” said Tempe Mayor Hugh Hallman, who chairs the Maricopa Association of Governments (MAG).

“The storm reminded us that we live in a desert where we are subject to high wind events that can wreak havoc with our air quality. It takes coordinated efforts and advanced planning to be able to quickly respond to dust events, and we were fortunate that many communities had rapid response plans in place prior to the monsoon,” he said.

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Message From the Chair



Mayor Hugh Hallman
City of Tempe

Having had the fortunate experience of serving on the MAG Regional Council since 2004, I am well acquainted with the many great successes that can occur when local governments work cooperatively. For that reason, I am especially honored to have been elected chair of the MAG Regional Council for fiscal year 2012.

During my seven-plus years of service as Tempe's mayor, I have learned that much of the important work needing to be done in our region is beyond the scope of any single municipal government. We have seen how working together has resulted in the passage of Propositions 300 and 400, which built the regional freeway system and bring continued improvements to our bus and light rail networks.

There are many exciting projects ahead in the next year. Our Economic Development Committee will be working on a Metropolitan Business Plan to identify lead initiatives for our region. The goal is to implement targeted strategies to improve the economic performance of our region as it relates to our transportation infrastructure.

We will be executing our five-year Transportation Improvement Program, which contains \$7 billion in projects that mean jobs and economic vitality for our region.



We continue to pursue alternative transportation options, such as developing a viable commuter rail strategy and looking at new ways to enhance our bus and rail systems.

Another focus will be continued efforts to improve our air quality for the benefit of public health and to save our region from potentially harmful economic sanctions. One task before us is to work with the Environmental Protection Agency to improve how it implements rules regarding high wind events and to better consider the challenges faced by desert regions like ours.

MAG will work together with our many stakeholders in the human services arena, especially in the areas of homelessness and domestic violence, to increase efficiencies while protecting our most vulnerable citizens.

Finally, we will augment our collaborative process on an even broader scale throughout the Intermountain West, through such activities as the Western High Speed Rail Alliance and promotion of the Interstate 11 corridor.

I look forward to devoting my energies to directing this important regional work, and I remain grateful for the opportunity to serve MAG and the residents of this region. 

MAG Regional Council Members

Executive Committee Members

-  **Mayor Hugh Hallman**
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-  **Mayor Marie Lopez Rogers**
Avondale, *Vice Chair*
- Mayor Scott Smith**
Mesa, *Treasurer*
-  **Vice Mayor Thelda Williams**
Phoenix, *At-Large Member*
- Mayor Jim Lane**
Scottsdale, *At-Large Member*
-  **Mayor Michael LeVault**
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-  **Councilmember Robin Barker**
Apache Junction
-  **Mayor Jackie Meck**
Buckeye
-  **Mayor David Schwan**
Carefree
-  **Councilmember Dick Esser**
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-  **Mayor Jay Tibshraeny**
Chandler
- Mayor Lana Mook**
El Mirage
-  **President Clinton Pattea**
Fort McDowell Yavapai Nation
- Mayor Jay Schlum**
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-  **Mayor Ron Henry**
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-  **Mayor John Lewis**
Gilbert
-  **Mayor Elaine M. Scruggs**
Glendale
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Goodyear
- Mayor Yolanda Solarez**
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-  **Supervisor Mary Rose Wilcox**
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Salt River Pima-Maricopa Indian Community
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Tolleson
-  **Mayor Kelly Blunt**
Wickenburg
-  **Victor Flores and Felipe Zubia**
Arizona Department of Transportation
-  **F. Rockne Arnett**
Citizens Transportation Oversight Committee
- 

Visit www.azmag.gov and click on Regional Council.



MAGAZine is a quarterly newsletter of the Maricopa Association of Governments. It focuses on the issues and concerns of the cities, towns and tribal communities of Maricopa County. If you know of a friend or colleague who would like to receive MAGAZine, please call the MAG office, (602) 254-6300.

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Glendale is proud to be home to the prestigious Thunderbird School of Global Management. Before this premier school for the MBA in International Business Management was founded, the property was the site of Thunderbird 1 Army Air Field where American, British, Canadian and Chinese pilots trained during WWII. At the heart of the Thunderbird campus is “the Tower,” which served as the Air Control Tower and Officers’ quarters. A student-led initiative is underway to renovate the Tower and restore it to active uses. A once-in-a-lifetime opportunity to be part of the Thunderbird legacy is available in return for contributions of any amount. Find out more about the restoration of one of Arizona’s most significant landmarks at www.glendaleaz.com/mayor. I hope to see your name on the donor’s wall when the Tower project is dedicated in November. Thank you for your consideration.

—Glendale Mayor Elaine Scruggs



In these tough economic times, municipalities need to reevaluate their relationships with the private sector. The best way for us to support business is to get out of its way. In order to spur job growth we need to adapt to the new economic reality and adjust accordingly. That is why I will be looking to complete a comprehensive review and revamping of Scottsdale’s permitting and regulatory process to see where needless and burdensome rules and fees have discouraged business attraction and/or retention. I encourage my colleagues in other cities to do the same.

—Scottsdale Mayor W. J. “Jim” Lane



One of the first things I learned as Mayor is that no city is an island unto itself. Being able to work cooperatively with other entities and agencies is vital to a successful future. A great example for El Mirage is our partnership with MAG, Maricopa County and the Arizona Department of Transportation to improve El Mirage Road. This transportation project will bring a tremendous benefit to our small northwest Valley city, and it is a direct result of working together with regional organizations such as MAG.

—El Mirage Mayor Lana Mook



July was a big month for public-private partnerships within Maricopa County. Not only did our stadium host the All Star Game, but Major League Baseball made a \$50,000 contribution to help repair the roof of American Legion Post 41 close to Chase Field. In addition, Maricopa County worked with the Department of Housing and Urban Development, our Housing Authority and many other organizations to purchase and make available 300 low-cost housing units at Campaigne Place, which will be geared to helping single women and men re-enter and stabilize them to succeed in the workforce.

—Maricopa County Supervisor Mary Rose Wilcox



Chandler and Gilbert’s friendly Food Drive Competition raised more than 9,500 pounds of food in May. Chandler earned bragging rights, but the real winners were the families who will benefit from the 45,000 meals our cities donated by working together.

—Chandler Mayor Jay Tibshraeny

—Gilbert Mayor John Lewis





Mayor Lana Mook
City of El Mirage



Getting a Fix on El Mirage Mayor Lana Mook

El Mirage Mayor Lana Mook is a self-described “fixer.”

“That’s my approach. If I see something wrong, I say okay, what can I do about it? And it is not just what *can* I do, but what am I *going* to do about it?” says Mook. “That is something I enjoy doing; I like to see things fixed and repaired and to provide solutions to problems.”

Perhaps that’s one reason she spent much of her career managing medical practices, including an office for four plastic surgeons.

“In plastic surgery, you’re usually fixing something. It may be cosmetic, it may be reconstructive, but they are happy to be there and you can see a difference almost immediately.”

The satisfaction she finds in seeing such immediate results may also explain why Mook spends her free time remodeling a recently purchased foreclosed home with her husband.

“In September we started remodeling and fixing it up. We got it to the point where we could move in without sawdust and sheetrock dust, but of course the remodeling is not finished, so a great deal of time is spent on that right now,” she says.

Similarly, it was the desire to fix the things she found wrong with her community that led Mook to run for mayor in 2009. She says she made the decision after learning about efforts that were threatening Luke Air Force Base and its potential for landing the F-35 joint strike fighter mission.

“As a supporter of our military, and as someone who moved to El Mirage knowing full well we were right next door to Luke, I was appalled... I continued to learn how damaging these anti-Luke efforts were to the city in terms of regional relationships and reputation. I became worried and decided to do something about it. So I started attending council meetings, speaking out, writing letters to the editor, attending forums, and meeting with community and civic leaders just to find out what we were doing and why we were doing that.”

Her efforts led to the campaign trail, and she was elected to office. Mook says she is enjoying the job

and the opportunities for finding positive solutions, but, unlike reconstructive surgery and home remodeling, the efforts aren’t always immediately seen.

“It frustrates me how long it takes to solve some of these issues and problems. I had no idea how long it takes to fix some of these things. And it is really too bad, because I’m not that patient,” she laughs.

Mook has found that one of the most difficult issues to fix is the immigration problem.

“It is a really complicated issue, and representing a largely Hispanic community, I see a real need to find a solution that will work for both the legal and illegal immigrants, as well as the businesses, families and government. It’s easy to spout rhetoric, but not so easy to find a meaningful, positive solution. That would be something that I would really like to see fixed in a totally realistic manner,” she says.

Mook says there are two other key issues at the top of her “to-do” list. One is sustainable economic development.

“We need to build a more stable future and continue our efforts to recruit industries—businesses and jobs that are long term. If we can shift our economy from being less service and construction oriented, and to be more manufacturing oriented, I think we’d be much better off in the future,” says Mook.



Mayor Mook (center) participates in a ribbon cutting to open a local business. Also pictured are City Manager Spencer Isom and Karen Gagne of Karen’s Kreamery.

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Mayor Mook breaks ground with representatives of AutoZone and Aaron's, Inc. The May ceremony was the first groundbreaking for the city in recent years.

Mayor Lana Mook (continued)

Her second key issue area surrounds governance.

"It's about electing leadership at the state and local level that really understands what it means to lead the government and to provide critical services to Arizona residents," says Mook. "There is this campaign of conservative rhetoric without really understanding the complex struggles that our cities are facing in trying to provide critical services with declining revenues. Everyone hates taxes, but they sure want police, fire, transportation and the different infrastructure services," she says. "I really think the local and elected leaders need to have a better understanding of how vital cities are in the areas of providing these services. We are managing tax dollars and just as importantly, economic development."

And that may bring with it a lot of parallels to how Mook summarizes her home remodeling.

"It's a big job. It's always more than you think, it always costs more than you think, and it involves a lot more work than you think." 

MAG Elects New Officers

During its annual meeting in June, the MAG Regional Council elected Tempe Mayor Hugh Hallman to lead the organization for the coming year. Mayor Hallman succeeds Litchfield Park Mayor Thomas Schoaf, and will serve as chair through June 2012.

"There are many issues facing local governments that can only be addressed regionally," said Mayor Hallman. "MAG is an incredibly active organization with many important efforts underway. For example, our five-year Transportation Improvement Program represents billions of dollars in projects that mean jobs and progress for our region. Our environmental efforts to reduce dust pollution have already spared the region from potentially harmful economic sanctions and improved our quality of life, and our human services division is working on a number of initiatives addressing homelessness and domestic violence," he said.

"In addition, we have started an Economic Development Committee to foster and advance infrastructure in the region to further economic development opportunities. I am grateful for the opportunity to be of service, and I look forward to a productive year ahead."

Mayor Hallman will also preside over the MAG Executive Committee. The committee serves as MAG's finance committee and is responsible for a number of administrative responsibilities, such as amendments to the budget and contract selections.

Mayor Hallman has served on the MAG Regional Council since 2004 and on the MAG Executive Committee since 2008. He served as treasurer of the Regional Council from July 2009 to June 2010, when he was elected vice chair. He also serves on the MAG Economic Development Committee.

In addition to Mayor Hallman's election as chair, Avondale Mayor Marie Lopez Rogers was elected vice chair and Mesa Mayor Scott Smith as treasurer. Elected as at-large members of the Executive Committee were Scottsdale Mayor Jim Lane, Youngtown Mayor Michael LeVault, and Phoenix Vice-Mayor Thelda Williams. Litchfield Park Mayor Thomas Schoaf remains on the Executive Committee as past chair.

The Regional Council also elected new officers and appointed a new member of the MAG Transportation Policy Committee (TPC). Surprise Mayor Lyn Truitt was elected to serve as TPC chair, with Scottsdale Mayor Jim Lane selected as vice chair. Also appointed as a new member of the committee is Gilbert Councilmember Ben Cooper, who was appointed to complete the unexpired term of the Gilbert seat. The TPC is responsible for making policy recommendations to the Regional Council on transportation issues, including the Regional Transportation Plan and Transportation Improvement Program. 



Tempe Mayor
Hugh Hallman



Avondale Mayor
Marie Lopez
Rogers



Mesa Mayor
Scott Smith



Scottsdale Mayor
W. J. "Jim" Lane



Youngtown
Mayor Michael
LeVault



Phoenix Vice
Mayor Thelda
Williams



Litchfield Park
Mayor Thomas
Schoaf

Economic Development Committee Expands Partnerships

The MAG Economic Development Committee (EDC) continues to seek out opportunities for improving the regional economy while advancing transportation infrastructure.



Litchfield Park Mayor Thomas Schoaf, EDC Chair

“A key focus of the committee has been building partnerships with business and education to harness existing resources and to develop a unified vision that can be embraced by leaders in both the public and private sector,” said Litchfield Park Mayor Thomas Schoaf, who chairs the EDC. “We are continuing our conversations with various industry sectors to learn more about their needs and ideas for attaining prosperity,” he said.

For example, the committee has received presentations from a number of companies that have relocated or expanded their regional operations in the Valley, including shipping leader APL, appliance manufacturer Conair, and ColnaTec, a company that chose the

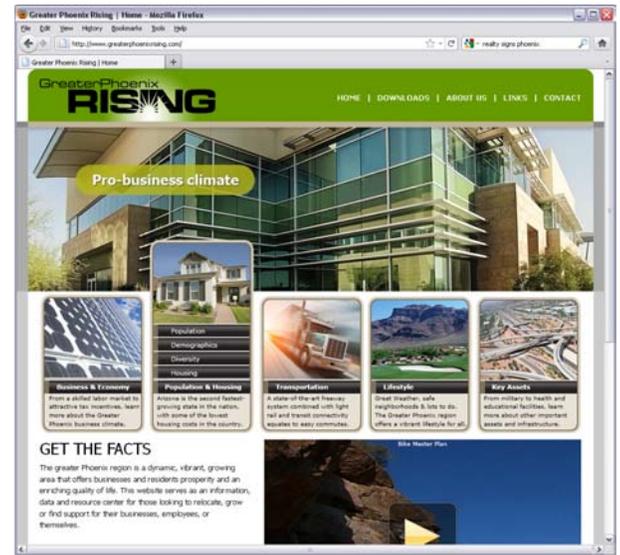


Valley as the place to start a business. The EDC has also begun working to improve trade relations with Canada and Mexico.

“Arizona conducts \$2.3 billion in bilateral trade with Canada, and another \$54.8 million in bilateral trade with Mexico, supporting tens of thousands of jobs,” said Mayor Schoaf. “We are planning two separate business round table discussions to build relationships and further explore how we can best meet our mutual economic goals,” he said.



The EDC is also working with other megapolitan areas in the Intermountain West to share information and to design a cohesive economic development strategy. In another partnership, MAG and the Greater Phoenix Economic Council have established a regional data



partnership to provide economic development related information through a joint website. The website, *GreaterPhoenixRising.com*, will be launched later this year and will include regional data in five key areas: Business and Economy, Population and Housing, Transportation, Lifestyle, and Key Assets.

During its June meeting, the committee received reports on the Aerospace and Defense Industry in Arizona. The Arizona Commerce Authority will be taking the lead on organizing a trade association for the aerospace industry in Arizona, while MAG, the Pima Association of Governments and the Arizona Department of Transportation have begun discussions on funding a supply chain study for Arizona, in cooperation with the Arizona Commerce Authority, the Arizona Aerospace and Defense Commission and the Science Foundation of Arizona.



In July, MAG was selected to participate in the Brookings Metropolitan Business Planning Initiative. The partnership will use research to define a lead initiative for the region. A formal launch of the project is anticipated in October.

Air Quality Efforts (continued)

Through funding from MAG, Maricopa County recently purchased software upgrades that enable computers hooked into the dust monitors to display dust level readings almost as they happen, within mere minutes instead of hours. When levels start to rise, the county broadcasts a Rapid Response Notification, and inspectors canvass the area to ensure compliance with dust control standards.

To further take advantage of the new technology, many cities have developed rapid response plans outlining what steps the community should take when a notification is received.

“Already, we have seen instances where exceedances were avoided because the jurisdictions were able to determine what activity was causing the increased dust readings, such as farming activity or someone stirring up dust in a vacant lot, and we were able to work with the property owners to get them to stop or reduce their dust generating activity,” said Hallman.

For example, the town of Buckeye recently sprang into action when readings at its monitor inexplicably climbed in the middle of the night. Once the source was identified as a farmer who was tilling his field to meet a planting deadline, Buckeye moved quickly to address the problem.

“We were able to work with Maricopa County, the Maricopa County Farm Bureau, the Arizona Cotton Growers Association, and the Arizona Department of Environmental Quality to provide prevention information to the farmer involved, as well as to the broader agricultural community,”

said Mayor Jackie Meck. “We found the farmer and the rest of the agricultural community to be very cooperative. We avoided an exceedance and we also were able to strengthen our partnership with the farming community moving forward into the future.”



The town of Gilbert also recently increased outreach efforts near a dust monitor, going door-to-door to businesses in close proximity of the monitor to talk about the importance of dust control.

“Many of these businesses don’t even know that a monitor is nearby, and that if they raise dust on their property there is a strong likelihood of causing an exceedance,” said Gilbert Mayor John Lewis. “Certainly for public health reasons we want all businesses and residents to hear this message and to keep the dust down, but it is imperative that those located near monitors recognize that what they do on their property can impact all of us if an exceedance is recorded,” he said.



Maps of air quality monitor locations can be found on the Environmental Programs page on the MAG website at www.azmag.gov, along with tips on how to reduce dust. Businesses and residents can also sign up to receive Rapid Response Notifications by logging on to the Maricopa County website at www.maricopa.gov/aa.

EPA Acknowledges Benefits of Existing Dust Control Measures

Following months of policy discussions and technical analysis, the Environmental Protection Agency (EPA) has agreed that existing measures contained in a 2007 air quality plan are working and can be submitted for credit as part of a revised dust plan.

The move is the latest step forward in what has been a slow but steady journey toward finding solutions for addressing Valley dust pollution.

“Our arid desert region has unique challenges that we have brought forward to the EPA, and we are grateful that the agency has taken the time necessary to review our documentation on this issue and to support our findings,” said Mesa Mayor Scott Smith, a member of the MAG Executive Committee who has been a major proponent for air quality issues. Late last year Smith met with EPA officials in Washington to discuss a variety of issues, ranging from inconsistencies in how the Exceptional Events Rule is applied to a reexamination of how dust emissions are calculated on paved roads.

“We believe the EPA is taking our concerns seriously and that it is open to partnering with us on solutions,” said Smith.

In January, in a decision supported by MAG, the Arizona Department of Environmental Quality (ADEQ) withdrew a dust control plan known as the 2007 MAG Five Percent Plan for PM-10. The plan was facing a partial disapproval action by the EPA. As a result of the withdrawal, MAG is tasked with submitting a revised plan in early 2012.

Using computer models and other research, MAG staff was able to demonstrate the impacts of measures that are already being implemented by local governments and the state in reducing dust emissions. That resulted in MAG suggesting a new modeling approach to EPA.

“The proposed approach more accurately reflects the benefits of the measures during the year in which they were actually implemented,” said MAG Environmental Programs Director Lindy Bauer. “The commitments from our member agencies and the state to reduce dust have been significant, and we always believed they should be considered by the EPA in our efforts to demonstrate a five percent reduction in dust emissions.”

Bauer said the approach results in not only meeting the requirements for five-percent reductions in emissions, but demonstrates a surplus of emission reductions as well.

MAG Chair Hugh Hallman said this is important to the Valley not only in protecting public health, but from an economic perspective as well.

“This is great news for our region, because it reduces the economic burden that would have been borne by business, industry, local governments and the state in generating new measures for the revised plan,” said Hallman.

Hallman also credited the ADEQ staff and EPA Region IX for supporting the new approach. 

The Mega Mindset: Global Study Identifies Strategies for Sun Corridor

What do you do when the big picture needs to become even bigger? A recently released study by the AECOM Global Cities Institute may have some answers.

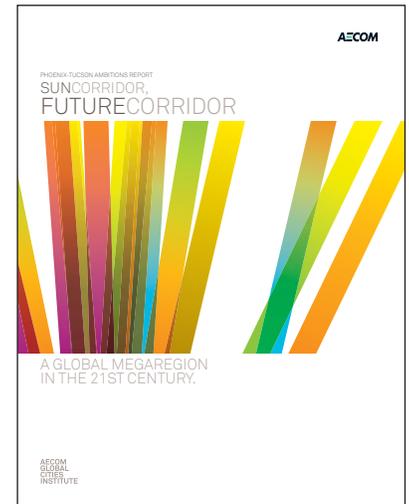
As boundaries between metro areas blur, a new scale of geography has evolved known as a “megapolitan” area. A megapolitan is a conglomeration of two or more intertwined metropolitan areas with a combined population of five million or more. These megapolitans can become “megaregions,” which comprise one or more

megapolitan areas and are characterized by interlocking economic systems, shared natural resources, and common transportation systems. The Arizona Sun Corridor, which encompasses the area from Phoenix to Tucson, is evolving as both. It is one of 11 such developing megaregions nationwide.

To help coordinate planning activities and identify economic development strategies for the Sun Corridor, in 2009 the Maricopa Association of Governments (MAG), the Pima Association of Governments (PAG), and the Central Arizona Association of Governments (CAAG) formed the Joint Planning Advisory Council (JPAC). One of the first goals of the council was to identify the key economic drivers of the Sun Corridor, in partnership with the AECOM Global Cities Institute. AECOM is one of the world’s largest planning, engineering and architectural design firms, and in its pilot year the Global Cities Institute selected the Sun Corridor as one of only three regions worldwide to initiate working with cities and regions across the globe to develop solutions to enhance urban quality of life. The other two regions selected included Jeddah, Saudi Arabia and Beijing, China.

After a year of research, the final report on the Sun Corridor has been released.

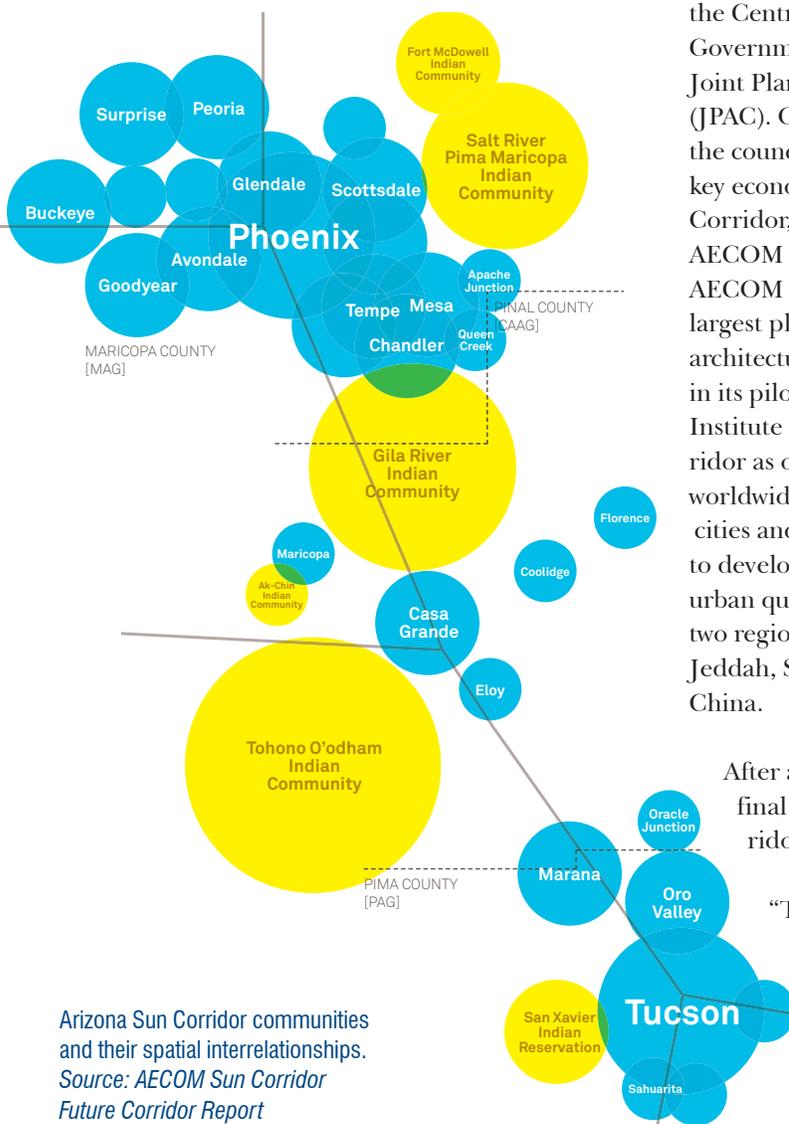
“The study findings indicate that the future cannot follow the current growth patterns and evolve into a sustainable environment for



new generations,” said MAG Chair and Tempe Mayor Hugh Hallman. “The study recommends that importance be placed on creating a better mix of jobs and housing, encouraging a more sustainable urban development pattern, and providing better local and regional accessibility.”

During a JPAC meeting in July, AECOM Vice President John McNamara reported that one of the most promising recommendations promoting the future economic development of the corridor is the concept of an inland port.

“This is not because the feasibility of such a major project has been proven within the next decade, but rather because it has the potential to provide a powerful vision that can rally and motivate the diverse stakeholders from the public, private and nonprofit sectors to adopt behaviors and make decisions that will be tremendously beneficial to the future development of this megaregion, regardless of whether the inland port vision is realized,” said McNamara.



Arizona Sun Corridor communities and their spatial interrelationships. Source: AECOM Sun Corridor Future Corridor Report

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Sun Corridor (continued)

McNamara said that in practice, this means exploring the feasibility of an inland port as a single site for a transportation, logistics/warehousing, and manufacturing/assembly hub in the Sun Corridor. Inland ports have the potential to attract a wide array of ancillary production and service activities that provide additional value to goods either transported through or shipped from Sun Corridor locations.

“An inland port makes sense because the Sun Corridor is at the juncture of two major trade corridors, one east-west corridor that connects the ports in Los Angeles and Long Beach to the Midwest and East, the other along the north-south CANAMEX corridor that links the Western United States to Mexico and Canada,” said Oro Valley Mayor Satish Hiremath, who chairs PAG.

The AECOM Global Cities Institute Study found four enabling conditions needed for future development:

- Trade and investment promotion with Mexico and other emerging markets, as well as Western Canada.
- Supporting public infrastructure, particularly highways, railroads and related facilities for inter-modal freight yards.
- Further development of the Sun Corridor’s knowledge infrastructure in order to meet the demand for transportation, supply chain management and logistics professionals.
- Recognition of the “innovation imperative” for the private, public, and nonprofit sectors of the Sun Corridor economy.

The study also recommended that Sun Corridor governments undertake a programmatic approach to assessing urban development policies and infrastructure investments, looking not only at how they meet current and expected capacity requirements but also to meet overall economic performance and sustainability objectives.

“This study provides us with some solid recommendations for moving forward,” said Casa Grande Mayor Bob Jackson, vice chair of CAAG. “It is by advancing strategic thinking in a variety of critical areas that are not being addressed by others that we will be able to create a diversified economy and make the best infrastructure investment decisions for the future,” he said.

Mesa Mayor Scott Smith, who serves on MAG’s Transportation Policy Committee, said the study confirms



(From right to left) Oro Valley Mayor Satish Hiremath participates in a discussion panel along with Mesa Mayor Scott Smith, Casa Grande Mayor Bob Jackson, and ADOT Director John Halikowski during the July JPAC meeting.

that it is time to build relationships not just with traditional partners, but with the wider world.

“The megaregion concept can have a real impact, but it requires planning and coordination at a larger scale than previously undertaken, which can get complicated when you are talking about issues of governance with multiple levels of jurisdictions involved. This is true not just in the Sun Corridor, but in megaregions throughout this country around the world,” said Mayor Smith. “It will take proactive leadership—such as that found through JPAC—to support this level of coordinated planning.”

MAG Moment



Stakeholders discuss methods for enhancing the quality and efficiency of human services transportation during the regional meeting of the Transportation Ambassador Program (TAP) in June. TAP provides a regional platform for creating a network and information exchange among human service transportation providers and public transit users. More than 100 people attended the annual event.

Criminal Justice Coordination Will Save Lives of Domestic Violence Survivors



Violence rages through thousands of homes every day—often the same home repeatedly. One family in this region, for example, has placed more than 40 domestic violence calls to police since 2008. Police reports reveal that the violence is not just continuing, it is escalating. What started as verbal arguments have become assaults and attempted suicides. The pattern suggests this family will again call 9-1-1 for domestic violence this month. Will the next call be for a homicide?

“The arrest and prosecution of those who commit domestic violence crimes is an important tool to keep victims safe and to hold abusers accountable,” said Phoenix Commander Kim Humphrey, chair of the MAG Regional Domestic Violence Council. “Failure

to effectively do this allows the violence to continue, places people in danger, and results in enormous costs to the people and communities involved.”

Humphrey says that efforts to make the process more efficient are being addressed through the MAG Protocol Evaluation Project. Thanks to a \$250,000 STOP grant from the Governor’s Office, the MAG Domestic Violence Protocol Evaluation Project is developing a protocol model for responding to domestic violence at the misdemeanor level. A regional inventory revealed 106 arrest and prosecution protocols. Considerable variances were found in how each municipality addresses domestic violence through the criminal justice system.

“These inconsistencies result in a system that is less effective and more costly,” said Humphrey. “The goal of the Protocol Evaluation Project is to develop a more consistent regional response to domestic violence.”

Stakeholders representing law enforcement, prosecution, advocacy agencies, and victims of domestic violence evaluated the protocols and determined which were important to continue, which needed clarification, and if any new protocols were necessary to address gaps. The process resulted in the development of the draft MAG Misdemeanor Domestic Violence Protocol Model. Humphrey credits the cooperation of the many

agencies and individuals involved for the progress in developing the model.

“We would not be here today were it not for the honest, open communication of people from law enforcement, prosecution, and victim advocates. Survivors have also been instrumental in helping us identify the priorities and direction this project should take us,” he said.

Humphrey noted that new standards are being set through this project, providing more clarity about the individual roles and the interactions needed in delivering justice.

“Offender accountability and victim safety are the highest standards to which we aspire,” he said. “At the same time, these protocols will lead to cost savings to communities that can be reinvested across our region.”

Once approved, the model will be distributed as a best practice along with information to assist with implementation. Training will be provided this fall to professionals in the field and in leadership positions. Moving forward, MAG will house and annually update the Misdemeanor Domestic Violence Protocol Model. The model will supplement the felony level protocols housed by the Maricopa County Attorney’s Office. 

The model is available on the Regional Domestic Violence Council committee page at www.azmag.gov. Feedback, comments, and suggestions may be submitted to Renae Tenney at (602) 254-6300 or via email at rttenney@azmag.gov.

Regional Domestic Violence Council Chair Kim Humphrey performs a mock arrest at a recent press conference to bring attention to the need for standard protocols in regional law enforcement.



New Transportation Studies Underway

Nonrecurring Congestion Study

Like it or not, you're used to those normal traffic delays on your drive to work—that everyday stop-and-go caused by too many cars on roads not wide enough to handle the volume. You plan that into your rush-hour drive time. It's those other delays, such as those caused by crashes, vehicle breakdowns, road construction, large sporting events, and extreme weather conditions, that can throw your daily commute into chaos.

The two broad categories of congestion described above are called "recurring" and "nonrecurring" congestion. Recurring congestion means the road lacks the capacity to handle the prevailing traffic flow, and the congested conditions will generally recur until more capacity is added. Nonrecurring congestion is caused by random events such as those described above. On busy freeways, the resulting congestion caused by these events can take a long time to dissipate, even after the blockage is cleared.

"Nationally, it is estimated that nearly 60 percent of all urban traffic congestion can be attributed to nonrecurring congestion," said MAG Safety Program Manager Sarath Joshua. "To help identify the true magnitude of the impact of this type of congestion in our region, MAG launched a study to examine nonrecurring congestion, not only on freeways, but also on arterial streets."

Reducing the amount of recurring congestion requires either widening freeways, which can be expensive, or reducing traffic through travel behavior changes such as the use of transit, carpooling, or teleworking. In contrast, nonrecurring congestion can be reduced by strategies that focus on improved traffic management.

The MAG study examined data gathered on 110 miles of freeway and five major arterials with heavy crash experience. The study found that nonrecurring congestion is much more prevalent on freeways (46 percent) than on arterial streets (nine percent).

"This finding indicates that we might be able to see significant congestion reduction on the freeway system through more effective and better traffic incident management strategies," said Joshua. "This type of program might be a less expensive alternative for the region than adding a new freeway lane, helping drivers get on their way faster when the unexpected happens, but for less cost to the public," he said.

Joshua said that traffic management strategies require close coordination and cooperation among freeway and arterial operating agencies, law enforcement, and emergency responders. Recent discussions have led to the formation of a Traffic Incident Management Coalition for the greater Phoenix region, which will be led by the Department of Public Safety. 

Sustainable Transportation and Land Use Integration Study

The name of the study is a mouthful, but it could mean greater prosperity for the region while at the same time increasing transit ridership. MAG is working to develop a Sustainable Transportation and Land Use Integration Study, with a goal of developing recommendations that will target methods for enhancing economic opportunities through public and private investments in areas surrounding transit stations.

"In an era of scarce government resources, we are looking at how to make "smart" transportation investments that can aid economic recovery, while at the same time reducing congestion and improving transportation options," said Mesa Mayor Scott Smith, who recently participated in a public and business forum to solicit feedback on the direction of the study. "How we develop land around transit should be carefully considered to ensure that we grow in a way that provides transit connectivity to job centers and residential areas, as well as to other transportation facilities," he said.

The first phase of the study has focused on defining "sustainable transportation" for the region and identifying strategies for turning the definition into reality. Later this year, stakeholders will begin developing several scenarios to illustrate the potential role of transit services in a sustainable transportation system. Once completed, the study will provide "best practice" recommendations in three areas, including the overall strategies necessary to promote sustainable transportation and to enhance the land use/transportation connection; the development patterns and densities that would be necessary to support high capacity transit service options; and the economic viability of implementing alternative land use scenarios along the targeted transit corridors.

The study is examining transit corridors identified in two previous MAG studies conducted last year—the Commuter Rail System Study and the Regional Transit Framework Study.

In June, MAG and the Urban Land Institute hosted a public forum in which a panel of experts in residential and commercial development, banking, community design, and economics provided an in-depth perspective on sustainable transportation and transit-oriented development. A second forum will be held later this year.

It is anticipated that the study will be completed in spring 2012. More information is available at www.bqaz.org. 



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Fall 2011 Calendar

August 2011

- 3rd 10:00 a.m. Intelligent Transportation Systems Committee
- 3rd 1:30 p.m. Standard Specifications and Details Committee
- 4th 10:00 a.m. Technology Advisory Group
- 4th 1:30 p.m. Regional Domestic Violence Council
- 9th 1:00 p.m. Street Committee
- 11th 10:00 a.m. Transit Committee
- 11th 1:00 p.m. Human Services Technical Committee
- 16th 1:30 p.m. Bicycle & Pedestrian Committee
- 16th 1:30 p.m. Dark Sky Stakeholders Group
- 17th 2:00 p.m. Building Codes Committee
- 23rd 10:00 a.m. Population Technical Advisory Committee
- 25th 10:00 a.m. Transportation Review Committee
- 25th 10:00 a.m. Technology Advisory Group
- 25th 1:30 p.m. Air Quality Technical Advisory Committee

The dates, times and locations of all meetings may change. Other committees not listed here may meet during these months. **NOTE: Remodeling of meeting rooms will be underway during these months, so meetings may be moved or canceled.**

All meetings, unless indicated otherwise, will be held in the conference rooms located in the MAG offices on the 2nd floor of the building, 302 N. 1st Ave., Phoenix.

Parking is available under the building. Please ask for parking validation at the meeting. Transit tickets will be provided for those using transit to attend meetings. Bike racks are available at the entrance to the parking garage.

September 2011

- 5th Labor Day (Office Closed)
- 6th 12:00 p.m. Economic Development Committee
- 7th 10:00 a.m. Intelligent Transportation Systems Committee
- 7th 1:30 p.m. Standard Specifications and Details Committee
- 7th 12:00 p.m. Management Committee
- 2nd 10:00 a.m. Technology Advisory Group
- 7th 12:00 p.m. Economic Development Committee
- 8th 10:00 a.m. Transit Committee
- 8th 1:00 p.m. Human Services Technical Committee
- 12th 12:00 p.m. Regional Council Executive Committee
- 13th 1:00 p.m. Street Committee
- 14th 4:00 p.m. Transportation Policy Committee
- 19th 2:00 p.m. Continuum of Care Planning Subcommittee
- 20th 1:30 p.m. Bicycle & Pedestrian Committee
- 20th 1:30 p.m. Dark Sky Stakeholders Group
- 21st 2:00 p.m. Building Codes Committee
- 21st 5:00 p.m. Regional Council
- 22nd 10:00 a.m. Transportation Review Committee
- 22nd 1:30 p.m. Air Quality Technical Advisory Committee
- 27th 10:00 a.m. Population Technical Advisory Committee

For confirmation, call (602) 254-6300, or visit the website: www.azmag.gov/Events/

October 2011

- 4th 12:00 p.m. Economic Development Committee
- 5th 10:00 a.m. Intelligent Transportation Systems Committee
- 5th 1:30 p.m. Standard Specifications and Details Committee
- 6th 10:00 a.m. Technology Advisory Group
- 6th 1:30 p.m. Regional Domestic Violence Council
- 11th 1:00 p.m. Street Committee
- 12th 12:00 p.m. Management Committee
- 14th 9:00 a.m. PSAP Managers Group
- 13th 10:00 a.m. Transit Committee
- 13th 1:00 p.m. Human Services Technical Committee
- 17th 12:00 p.m. Regional Council Executive Committee
- 17th 2:00 p.m. Continuum of Care Regional Committee on Homelessness
- 18th 1:30 p.m. Bicycle & Pedestrian Committee
- 18th 1:30 p.m. Dark Sky Stakeholders Group
- 19th 2:00 p.m. Building Codes Committee
- 19th 4:00 p.m. Transportation Policy Committee
- 25th 10:00 a.m. Population Technical Advisory Committee
- 26th 1:00 p.m. Human Services Coordinating Committee
- 26th 5:00 p.m. Regional Council
- 27th 10:00 a.m. Transportation Review Committee
- 27th 1:30 p.m. Air Quality Technical Advisory Committee