

MAG Region Challenges EPA Decision

Billions of Dollars in Highway Projects, Jobs at Risk

The Maricopa Association of Governments (MAG) is challenging the actions of the U.S. Environmental Protection Agency (EPA) in denying a request to classify four high-wind Maricopa County air quality exceedances related to dust as being the result of uncontrollable natural events, known under the Clean Air Act as “exceptional events.”

On May 25, 2010, MAG was informed by EPA that it had decided to disapprove a request by the Arizona Department of Environmental Quality (ADEQ) to treat four high wind exceedances of the PM-10 standard in 2008 as due to exceptional events. The disapproval applied to exceedances at the West 43rd Avenue monitor (at Broadway Road).

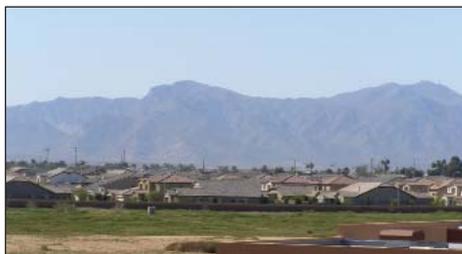
The decision means that the region cannot demonstrate attainment of the PM-10 standard by 2010 as shown in the MAG Five Percent Plan for PM-10. As a result, the EPA also intends to propose disapproval of the MAG plan. Final disapproval of the air quality plan could result in sanctions, potentially putting more than a billion dollars of federal highway funding in the region at risk and result in the loss of tens of thousands of jobs.



Before the event—10:45 a.m.



During the event—1:45 p.m.



After the event began to subside—2:45 p.m.

ADEQ took these photos looking west at the White Tank Mountains on March 14, 2008, one of the exceedance dates in question. These photos help disprove EPA's assertion that there was “not a significant discernable difference between the conditions preceding and during the event. Gusty winds greater than 20 and 30 mph were reported between 10 a.m. and 5 p.m. that day.”

“We were stunned and disappointed by the EPA’s announcement that it intended to disapprove our plan,” said MAG Chair Thomas Schoaf, mayor of Litchfield Park. “We strongly believe that the EPA failed to adequately consider scientific data presented by MAG and ADEQ demonstrating that high winds are to blame for four disputed dust pollution exceedances,” he said.

Mayor Schoaf notes that at the same meeting at which the announcement was made, EPA Region IX Administrator Jared Blumenfeld acknowledged that the EPA Exceptional Events Rule was flawed.

“Instead of accepting the technical analysis that the monitor readings were caused by high wind exceptional events, he noted that he had to enforce the flawed rule,” said Schoaf. “Of further concern was that EPA’s final analysis of the data was not shared with ADEQ, MAG, or other local authorities prior to the announcement of its decision.”

PM-10 refers to particulate matter 10 microns in diameter or less. These particles can pose a health concern

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Message From the Chair



Mayor Thomas Schoaf
City of Litchfield Park

I would like to begin by expressing my gratitude to my fellow Regional Council members for electing me as MAG Chair. I look forward to their continued support in the year ahead.

As evidenced by our recent Desert Peaks Awards, there are many positive activities and partnerships taking place in our region, and I wish I could spend more time celebrating those accomplishments. Unfortunately, we are currently experiencing a significant challenge in the air quality arena that deserves our undivided attention.

As noted in our cover story, the EPA has denied a request to treat exceedances of the PM-10 standard in 2008 as exceptional events. This denial could lead to the disapproval of an air quality plan designed to reduce dust emissions in our region until EPA standards are achieved. The cover story outlines the concerns we have with the EPA's repudiation of sound scientific data that prove high winds were to blame for exceedances at the West 43rd Avenue monitor. No region should be penalized for exceedances of the standard that are caused by high winds. In fact, the Clean Air Act includes provisions to allow for such "exceptional events." A major problem, however, lies in how the exceptional events rule is applied,

which has been inconsistent across the country and has left many states unclear as to what types of documentation are required to prove that an exceedance was caused by an exceptional event.

MAG believes we can successfully challenge the inconsistencies with the Exceptional Events Rule and prove our case regarding the cause of our region's exceedances. What is more disheartening is the unfair manner in which we have been treated in this process.

MAG and ADEQ had been working vigorously with a leading environmental firm to provide information and documentation to the EPA supporting the exceedances as exceptional events. Rather than giving us the opportunity to review the EPA's technical analysis of the days in question, the EPA issued its decision with no warning and no opportunity for our experts to review and provide comment on the final technical support document. While technical experts can disagree, we believe our analysis was sufficient for the EPA to agree to at least one of the exceptional events. We went into the meeting believing we were going to discuss the merits of our case; instead we were surprised with the announcement of the intention to disapprove the plan.

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MAGAZine

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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Chandler is proud to join Phoenix and Goodyear as an All-America City. Maricopa County cities have now won this prestigious award each of the last three years, demonstrating the great work being done in the area. This honor highlights not only the collaborative efforts and quality partnerships we enjoy as a community, but also the great work being accomplished in the region as a whole.

— Chandler Mayor Boyd Dunn



I am a big proponent of regional cooperation and believe that initiatives that demonstrate our ability to work together will best serve the Valley and the state of Arizona in the long term. As a member of MAG, I hope we can explore more proactive ways to integrate our goals for the betterment of our entire region. Resources are too scarce these days to try and please every parochial interest. Working together, we are much more efficient with the taxpayer dollar.

— Councilmember Sharon Wolcott, who represents the city of Surprise on the MAG Regional Council.

Message from the Chair (continued)

It is unfortunate because we all share the same goal of protecting the public health and improving air quality. But air quality sanctions could have a devastating impact on our economy, costing this region millions of dollars in infrastructure and tens of thousands of jobs. We hope to convince the EPA that it is in the public's best interest to reconsider its decision.

MAG Selects New Officers

During its annual meeting in June, the MAG Regional Council elected Litchfield Park Mayor Thomas L. Schoaf to lead the organization for the coming year. Mayor Schoaf succeeds Phoenix City Councilwoman Peggy Neely. Mayor Schoaf will serve as chair through June 2011. He will also preside over the MAG Executive Committee, which serves as MAG's finance committee.

"It is an honor to be selected as chair of MAG, which has a busy year ahead. Despite the fiscal challenges of our region, we are currently implementing a Transportation Improvement Program that represents seven billion dollars in projects and programs that mean jobs and economic vitality for our region," said Mayor Schoaf. "We are currently working to address our air quality challenges, and we are also launching studies to identify economic opportunities, not only in our region, but across the entire megaregion known as the Sun Corridor," he said.

Mayor Schoaf has served on the MAG Regional Council and MAG Executive Committee since 2006. He served as treasurer of the Regional Council from July 2008 to June 2009, when he

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

The Regional Council also approved new officers and members of the MAG Transportation Policy Committee (TPC). Mesa Mayor Scott Smith was elected to serve as TPC chair, with Phoenix Councilwoman Peggy Neely selected as vice chair. New members to the committee include Peoria Mayor Bob Barrett and Phillip Matthews of the Salt River Pima-Maricopa Indian Community, who will represent the Native American Indian Communities on the TPC. The TPC is responsible for making policy recommendations to the Regional Council on transportation issues, including the Regional Transportation Plan and Transportation Improvement Program.



Mayor Thomas Schoaf, City of Litchfield Park



Mayor Hugh Hallman, City of Tempe



Mayor Marie Lopez Rogers, City of Avondale



Mayor Scott Smith, City of Mesa



Mayor Jim Lane, City of Scottsdale



Mayor Michael LeVault, Town of Youngtown



Councilmember Peggy Neely, City of Phoenix

Regional Profile: Mayor W. J. "Jim" Lane



Mayor Jim Lane
City of Scottsdale



Finance Background Helps Mayor Serve Scottsdale

In steering Scottsdale through a turbulent economy, Mayor Jim Lane says he often relies on the expertise he has gleaned through a long history in accounting, auditing and financial consulting.

Mayor Lane came to Scottsdale from New Jersey in 1973 to take a position with KPMG (Peat Marwick), an international certified public accounting firm. He worked as an active certified public accountant for 20 years, with five of those years in public accounting as a financial statement auditor. He has owned and operated businesses in construction, mining, computer technology, telecommunications and regional aviation, and currently owns the financial consulting company of Chatham Hill Group, LLC.

"Finance and accounting were my first loves," says Mayor Lane. "Combined with many years of also serving in executive administrative positions in a publicly traded company, as well as my own companies, that background has been very useful in trying to



Mayor Lane and a small Scottsdale contingent made their way to China in March, where Haikou Mayor Xu Tangxian and Mayor Lane signed an agreement establishing Haikou and Scottsdale as Sister Cities.

prioritize and to protect the things that I think are most important in the assets of Scottsdale."

Mayor Lane, who took office as mayor in January 2009, notes that "the single biggest issue facing our community is the rebuilding of our economic engine, our economy." He adds that the same issues facing Scottsdale face the entire region, and states that rebuilding will be complex.

"There are a lot of components that work into it. It is the marketing of our area, the branding of our area, the infrastructure that we provide, and the environment that we provide. I'm thinking primarily from the standpoint of businesses that we can attract to Scottsdale, certainly, but also to the Valley," he says.

A key philosophy for Lane is to maintain high quality infrastructure and support and grow Scottsdale's business community by

maintaining a tax and regulatory environment that is conducive to attracting economic development." For Lane, this has meant "reducing expenditures and protecting certain funding mechanisms," citing as an example one of his first major undertakings: streamlining operating costs while maintaining a capital budget to meet infrastructure needs.

"One of the critical factors was not to drain capital improvement project funding to prop up a level of government that was not going to be sustainable in what, for most areas of the Valley, has been a 30 to 40 percent drop in tax receipts," says Mayor Lane. "So we were not going to be able to hold up a level of government operations with what has been declining receipts. We had to make structural changes rather than try to use one time monies to maintain a level of overhead that we really couldn't support in the future."



Mayor Lane accepts a plaque from Arizona Community Tree Council President Louisa Ballard commemorating Scottsdale's 28th consecutive year as a Tree City USA.

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Mayor Lane greets one of the riders from the annual Hashknife Pony Express ride. Every January, the Hashknife Pony Express rides 200 miles from Holbrook to Scottsdale, delivering 20,000 first-class letters by horseback.

Mayor Lane (continued)

Instead, Lane says the city kept \$9 million in its capital budget to meet infrastructure needs and retained emergency reserves of nearly \$30 million.

“Because of these very difficult choices, the city reduced its workforce, streamlined its management structure, and found hundreds of other ways to save,” he says.

While his focus is on maintaining and enhancing economic development in Scottsdale, Mayor Lane says he is glad to see efforts to expand regional cooperation, such as MAG’s partnership with the Pima Association of Governments and the Central Arizona Association of Governments in creating the Joint Planning Advisory Council.

“We are dependent upon one another,” states Lane. “They may have their own unique feel, industry, residents and overall demographics, but they are all working to keep, maintain or enhance the product that they have, and that is what we are in the business of doing, too.”

Mayor Lane believes it is possible to protect the value and uniqueness of each community, while at the same time looking at the “crossover” benefits and responsibilities of working together regionally.

Cutting the fat from the city budget is only one type of trimming Mayor Lane enjoys. In his spare time, he keeps fit by power boating, hiking and bicycling. In fact, he recently volunteered to participate in a MAG

video called *I Ride! Bicycling in the Maricopa Region*, (see below) during which he touts the green benefits of cycling and promotes Scottsdale as a bicycle-friendly community.



“The lifestyle that is made and presented here by this amenity is an attractive one for employees, for our residents, and for our tourists in providing a very healthy, clean, green means of transportation throughout our city,” the mayor states in the video.

Mayor Lane says he cannot speculate on how long he will remain in public office. He says he got into politics “through a little bit of happenstance,” but he is happy in his position and likes being engaged in the city.

“(I enjoy) being able to provide some guidance and leadership as we get through some of the current issues, but also looking forward in the future as to what we are going to be able to accomplish as a city and our relationships with the community around us,” says Lane. “I just want more than anything to make the city as good a place to live and to work and to have some fun in as we can—being a good guardian of taxpayers resources and making sure we are using them in the best possible way.”

New MAG Bicycling Video Available



MAG’s newest video, *I Ride! Bicycling in the Maricopa Region*, highlights the regional bike network, focusing on connectivity and the potential economic impact of a bike friendly region. Interview subjects include Litchfield Park Mayor and MAG Chair Tom Schoaf, Peoria Mayor Bob Barrett, Tempe Mayor Hugh Hallman, Maricopa County Supervisor Andrew Kunasek, Scottsdale Mayor Jim Lane (above), Gilbert Mayor John Lewis, Phoenix Councilwoman Peggy Neely, and Fountain Hills Mayor Jay Schlum. Also interviewed were Valley residents, health professionals, city staff and Arizona Coalition of Bicyclists President Bob Beane. The video is available for viewing at: www.mag.maricopa.gov/division.cms?item=68

Regional Innovation Honored Through 2010 Desert Peaks Awards

Individuals, Partnerships Represent Excellence in Regional Cooperation

During a special ceremony in June, the Maricopa Association of Governments honored seven partnerships and individuals selected to receive the 2010 Desert Peaks Awards. The prestigious awards are presented to those agencies and individuals who have demonstrated a commitment to promoting, recognizing, and attaining the ideals of regionalism.

Awards were distributed in five categories: Public Partnership (two recipients were selected for this honor), Public-Private Partnership (two recipients were also selected in this category), Professional Service, Regional Partnership, and Regional Excellence. Below is a list of the projects and individuals judged to best represent the highest standards of regionalism.



Nearly 200 people attended the Desert Peaks ceremony at the downtown Phoenix Sheraton.

2010 Desert Peaks Award Recipients

PUBLIC PARTNERSHIP

(Two recipients were selected in this category):

METRO Light Rail

After more than a decade in development, the METRO light rail project is running on Valley streets and serving more one million passengers per month as the result of cooperation among METRO Rail, Inc., and the cities of Mesa, Phoenix, and Tempe. The system opened in December 2008 on schedule and within budget to an eager audience of 90,000 riders. In April, it experienced a record ridership of 1.2 million boardings. The at-grade system is the first in Arizona and the longest starter line in US history. It includes 28 stations, eight park-and-ride facilities and 50 vehicles. The current system represents the first 20 miles of a planned 57-mile, high capacity transit system in the region. METRO enhances the existing



METRO Light Rail

regional transit network, providing an important connector to the overall system.

Partnering Agencies: Cities of Mesa, Phoenix, and Tempe; Valley Metro Rail, Inc. (METRO).

Phoenix Urban Education Initiatives

Over the last five years, the city of Phoenix has been dedicated to increasing educational opportunities, better preparing the workforce for the knowledge economy and revitalizing the urban core. One way it has achieved this goal is by partnering with Arizona State University (ASU) and the University of Arizona (UA). While the city needed a more diverse economy, educational opportunities, and downtown redevelopment, ASU needed expansion space to serve a growing region. At the same time, UA recognized the shortage of



Phoenix Urban Education Initiatives Campus

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2010 Desert Peaks Award Recipients (continued)

doctors and that it could capitalize on existing partnerships with hospitals. This shared desire resulted in a successful partnership to develop educational and research facilities downtown. Already, 7,500 students are learning based on this partnership, while 3,000 construction jobs and 1,500 education jobs were created.

Partnering Agencies: Arizona Biomedical Collaborative; Arizona State University; City of Phoenix; University of Arizona.

PUBLIC-PRIVATE PARTNERSHIP

(Two recipients were selected in this category):

Communiversities @ Surprise

Communiversities @ Surprise was created as an educational partnership between the city of Surprise and Rio Salado College. The Communiversities occupies a portion of the new City Hall complex and brings together in one location an occupational high school district, three community colleges and two universities. Students earn a variety of certificates in two and four year degrees and engage in workforce development or high school technical programs. The Communiversities serves as a national model for how public-private partnerships can produce

new and affordable educational opportunities. The city paid \$8.5 million to construct and jointly design the building, which was reimbursed by Rio Salado using bond funds. Rio Salado will own and maintain the building for at least five years, and the city will assume ownership only when it identifies a need for the additional space.

Partnering Agencies: City of Surprise; Rio Salado College.

Ellsworth Loop Road Improvement District Project

The Ellsworth Loop Road Improvement District project was financed through the formation of the largest development district to date in Arizona. Project partners worked together to complete, in just 12 months, the design of a railroad underpass, wash crossing and approximately four miles of new arterial roadway with related utility infrastructure. Ellsworth Loop Road was designed as a regional solution for heavy truck and commuter traffic to avoid delays through downtown Queen Creek. From a two-lane bottleneck, the travel corridor expanded to six lanes and provided much-needed signalized intersections to control traffic and improve flow.

Partnering Agencies: C. Williams Construction Engineering, Inc.; Dibble Engineering; Maricopa County Flood Control District;

Pooled Resources; Town of Queen Creek; Union Pacific Railroad; Vestar Development; WDP Partners.

PROFESSIONAL SERVICE

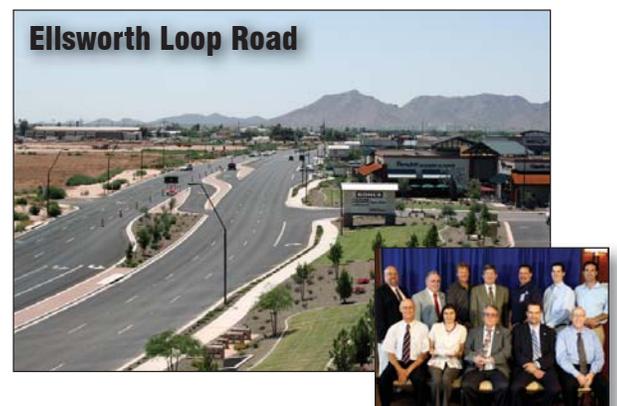
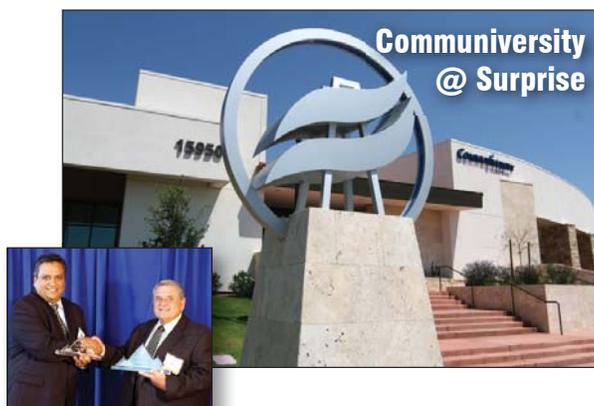
Sandie Smith, President and Chief Executive Officer, Pinal Partnership

Currently the President and CEO of Pinal Partnership, Sandie Smith has served the public in one capacity or another since 1986, when she was elected to the governing board of the Apache Junction Unified School

District. Shortly thereafter, Smith became the first woman in Pinal County to be elected to the Board of Supervisors. Smith served four terms as the District 2 Supervisor, retiring in 2008. Judges noted that during her distinguished 16 years as Supervisor, Smith's dedication to forming partnerships between public and private sector businesses became well known throughout the state. Smith has served as the chair or president of numerous boards and committees, including the Arizona Association of Counties; Apache Junction Chamber of Commerce; Central Arizona Association of Governments Overall Economic Development Program; Promotions Committee of the Main Street Program; and Pinal County Enterprise Zone Commission. She has partnered with the cities and towns of Florence, Coolidge, Apache Junction and Queen Creek to broker numerous agreements. In 2009, Smith saw a need for communities within Pinal County to work better with each other and helped form the Pinal Partnership.



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Prop 400 Update: Transportation Projects Ease Congestion



Valley motorists are finding their commutes to be easier and faster, as construction wraps up on highway projects across the region. The projects are part of the 20-year Regional Transportation Plan, which is funded through the Proposition 400 sales tax for transportation approved by voters in 2004. Below are just a few of the highway projects that are recently or soon-to-be completed.

Interstate 10 Widening

Freeway widening along Interstate 10 (I-10) through the West Valley continues. A median widening project from Loop 101 to Sarival Road is completed, with an outside widening project from Dysart Road to Sarival almost complete. As part of American Recovery and Reinvestment Act (ARRA) funding, additional widening from Sarival to Verrado Way is ongoing and expected to be complete in the spring of 2011.



**Mayor
Thomas Schoaf**
City of Litchfield
Park

“These projects are already making a difference in mobility in the West Valley,” said Mayor Tom Schoaf of Litchfield Park, chair of the Maricopa Association of Governments (MAG). “Interstate 10 is a major transportation corridor, not only for the rapidly growing West Valley but it also serves as a major freight corridor, connecting ports in Los Angeles/Long Beach with the rest of the US. This widening will help us better accommodate that traffic.”

When the construction is complete, I-10 will have four general purpose lanes plus a high occupancy vehicle (HOV) lane in both directions from the Loop 101 to Sarival Road, and it will have three general purpose lanes from Sarival Road to Verrado Way.”

Interstate 17

Widening projects are also relieving congestion in north Phoenix, thanks to Proposition 400 funding as well as additional funding provided through ARRA. The Arizona Department of Transportation has

completed improvements on Interstate 17 (I-17) from the Loop 101 north to Carefree Highway, resulting in three general purpose lanes plus one HOV lane. Additional widening has occurred between Carefree Highway and Anthem Way, for a total of three general purpose lanes in each direction.

“North Phoenix has grown significantly in recent years due to commercial expansion and the development of Anthem,” said Phoenix Councilwoman Peggy Neely. “I-17 from the Loop 101 to the Carefree Highway carries about 150,000 cars a day. This widening will help relieve congestion for those traveling north, not only to Anthem and New River, but also to Flagstaff and the northern part of the state,” she said.

Additional landscaping improvements are slated along I-17 from Loop 101 to Carefree Highway.

While it will take another year to complete, also under construction is the Loop 303 interim connection from Happy Valley Road to I-17. The temporary facility will consist of a four-lane divided highway and will connect with I-17 at Lone Mountain Road.

Red Mountain Freeway

Drivers in the East Valley are experiencing faster commutes due to a widening project adding a general purpose lane in both directions on the Red Mountain Freeway. A new westbound lane was added between Loop 101 and Scottsdale Road and a new eastbound lane from I-10 to the Loop 101, for a total of four lanes plus an HOV lane. A number of other improvements were also made to improve traffic flow.

As part of those improvements, ADOT recently opened new HOV lanes on the Red Mountain (Loop 202) from Loop 101 to Gilbert Road. This means a wider freeway stretching 18 miles between Phoenix and Mesa.

“Loop 202 provides a key alternative to Interstate 10 and the Superstition Freeway for travel from the East Valley into the core areas of the region,” said Tempe Mayor Hugh Hallman, who serves as MAG vice chair. “We have heard from many drivers that these improvements have significantly helped to relieve congestion through portions of Tempe and Phoenix,” he said.

The new carpool lanes, combined with a much larger 11-mile widening project between the I-10/State

A construction crew pours concrete as part of an I-17 widening project in the Anthem area.



Continued on page 9

Prop 400 (continued)

Route 51 junction and Loop 101 in Phoenix and Tempe, are the final step in a 20-month-long effort to improve traffic flow along the oldest section of the Red Mountain Freeway. The project included a remarkable engineering feat: the widening of 22 bridges along the Red Mountain Freeway corridor.

Loop 101

Three separate projects have resulted in the completion of an HOV lane in both directions on the Loop 101 Pima Freeway, providing uninterrupted HOV capacity from Tatum Road on the north all the way south to the Santan Freeway. Chandler Mayor Boyd Dunn says the additional capacity is especially beneficial during rush hours.

“This segment of Loop 101 passes through major existing and future employment centers, meaning that the new HOV lanes will play a vital role in serving growing commuter traffic in the region,” said Dunn.

Construction of HOV lanes for the rest of Loop 101, from Tatum Drive west to I-10 in the West Valley, is scheduled to start later this year.

Additional Improvements

Other recent improvements of note include completion of a new general purpose lane on US-60 from Interstate 10 to Loop 101, ongoing construction to add one lane in both directions on Grand Avenue from 83rd Avenue west to Loop 303, construction of passing lanes on State Route (SR) 74, and the recent completion of an HOV connector from SR-51 to the Loop 101. 

2010 Desert Peaks Award Recipients (continued)

REGIONAL PARTNERSHIP

Santan Vista Water Treatment Plant

Pooling resources, the city of Chandler and the town of Gilbert jointly constructed the \$102 million Santan Vista Water Treatment Plant. The plant provides an additional water resource for each community, treating raw water from the Central Arizona Project (CAP) canal, adding redundancy to the cities' systems and supporting environmental sustainability by using a renewable supply in lieu of groundwater. To get the raw water to the plant for processing, regional cooperation was required to build a \$33 million, 12-mile long pipeline through portions of two counties and three communities. The plant processes enough water to serve more than 100,000 customers. Each community is entitled to half the plant's capacity and the communities saved an estimated \$22 million in capital investment by sharing the construction cost. Annual savings of \$600,000 per year are also expected through sharing operations costs for staff, chemicals and electricity.

Partnering Agencies: City of Chandler; Town of Gilbert.

REGIONAL EXCELLENCE

William J. (Bill) Post, Chairman Emeritus, Pinnacle West Capital Corporation

Through his work as a businessman and civic leader, William (Bill) Post has been a vital force in the Valley for more than 30 years. Under his leadership, Arizona Public Service (APS) advanced practices that improved the economy, environment and community in the

Santan Vista Water Treatment Plant



present while creating a more sustainable future, as exemplified in his commitment to the recent revitalization of Papago Park. Among the improvements are the preservation of land known to be environmentally and culturally sensitive. His regional efforts range from support of light rail to tireless efforts to bring technology-based employers such as T-Gen to the Valley. In his new role as incoming chair of the ASU Foundation, Post continues to create consensus among diverse interests for the betterment of the region.

In a video acceptance of the award—the highest regional award given in the state—Post thanked MAG for recognizing the importance of regionalism.

“This award recognizes something that I believe is very, very significant in our community, and that is regional leadership,” said Post. “When you think about how difficult it is to deal with the political issues we face, and the personal sacrifices that our political leaders make every single day to deal with the dimensions and the dynamics of their role, focusing on regional issues is critical...(T)o be able to receive an award, and one that focuses on something so critical, is a tremendous honor to me.” 



Domestic Violence Initiative Seeks to Increase Safety for Victims, Accountability for Offenders

The procedures used to arrest and prosecute domestic violence offenders will be evaluated to ensure the most effective process is used throughout the region, thanks to a new Services Training Officers and Prosecutors (STOP) grant from Governor Brewer's Office for Women, Children, and Families.

The MAG Protocol Evaluation Project (PEP) will increase safety for victims and accountability for offenders by addressing any identified gaps in the system. Protocols can include mandated processes, such as tape recording victim statements or requiring a minimum of two officers to respond to a domestic violence call, to more general guidelines regarding how investigations are conducted and the types of questions investigators ask.

"The evaluation project will examine the most promising practices used not only regionally but nationally," said MAG Regional Domestic Violence Chair Kim Humphrey, who is also a commander with the Phoenix Police Department. "The most effective elements will be identified and used to construct a framework that can be implemented in any city or town."

Humphrey noted that as the process is streamlined, cost savings will accrue that can then be used to serve more victims. "This project comes at a critical time when municipalities are struggling to fund services," he said. "By creating efficiencies in the process throughout the region, we are able to stretch



critical safety dollars to better serve the victims of domestic violence."

Humphrey noted that a roundtable event is scheduled for late summer to bring people together to begin the

process. Based on the dialogue at the event and corresponding research, training will be developed to implement identified solutions and to address any barriers to effective implementation. A second event will be held one year from now to present the training and to ensure consistent application of the revised protocols. Videos will be available to professionals and the public to expand coverage and awareness.

"The strength of the project is found in the expertise of the partners committed to the project's success. A total of 14 partners, including MAG, have signed on formally to support the PEP effort," said Humphrey. "Many more partners will be invited to ensure broad implementation and accurate geographic and cultural representation," he said.

Initial partners include the Arizona Coalition Against Domestic Violence; Arizona Criminal Justice Commission; City of Avondale; City of El Mirage; City of Phoenix Family Advocacy Center; Police Department, and Prosecutor's Office; City of Mesa Prosecutor's Office; City of Scottsdale Prosecutor's Office Victim Services Program; Sojourner Center; Southwest Family Advocacy Center; Tolleson Police Department; and Town of Buckeye. 

Heat Relief Efforts Help People in Need

MAG Call for Water Donations Makes a Difference

With summer temperatures reaching well above the century mark for days at a time, resulting in excessive heat warnings, more than 2,700 homeless people on the streets find themselves in a very dangerous situation. According to the National Weather Service, the Phoenix area averages 110 days of temperatures above 100 degrees. But while the summer heat in Arizona can be deadly, shelters are full.

To address the dangers of the heat to vulnerable populations, the Maricopa Association of Governments (MAG) has partnered with municipalities, nonprofit organizations, and the faith-based community to provide heat refuge and water hydration stations across the region. To assist MAG in this effort, businesses and residents are being urged to step up with bottled water donations.

"Excessive heat can affect anyone. However, due to prolonged periods outdoors and lack of access to water, homeless people are at extreme risk of heat-related illness and death," says Shana Ellis, Tempe councilmember and chair of the MAG Continuum of Care Regional Committee on Homelessness. "In an effort to help save lives, the community needs donations of bottled water to sustain the heat relief efforts."

Councilmember Ellis says there are even more vulnerable people in the region this year as the recession has left more families and youth homeless. A recent street count conducted by MAG found that the number of homeless families on the streets has increased by more than 28 percent and the number of homeless youth on the streets has increased by 30 percent. Ellis says that people on the brink of homelessness are forced to make tough choices, such as choosing between feeding themselves or using air conditioning.

The MAG Continuum of Care Regional Committee on Homelessness has developed two maps of resources for those who are in need and for those who want to help. The collection and donation map indicates locations of water collection and donation sites across the region. The water hydration station and heat refuge map shows the locations people can go to seek water or refuge from the heat. The maps are available on the MAG website at www.mag.maricopa.gov. In addition, the maps are being distributed throughout the community. 

For additional information on regional heat relief efforts, please contact Brande Mead, MAG Human Services Program Manager, at bmead@mag.maricopa.gov.

MAG Challenges EPA (continued)

because they can be inhaled and may accumulate in the respiratory system. Under the Clean Air Act, an air quality violation occurs when a single monitor exceeds the PM-10 standard more than three times over a three-year period. In order to avoid plan disapproval, MAG needed to have three years of “clean” data at the monitor (no violations) in 2008, 2009, and in 2010. If the EPA had ruled that just one of the four high wind days in dispute was an exceptional event, the Valley would have been considered to have had a clean year in 2008.

MAG Environmental Director Lindy Bauer notes that the MAG region has worked diligently to address PM-10 pollution. MAG’s previous Serious Area Plan for PM-10 contained 77 dust control measures, and the Five Percent Plan for PM-10 contains an additional 53 aggressive measures that are currently being implemented.

“In fact, tracking reports indicate that Valley cities and towns have gone over and above their commitments, and it is clear that the plan has been working,” said Bauer, who noted that there have been no violations of the standard to date in 2010.

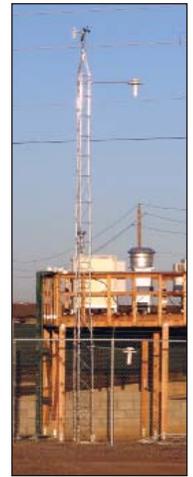
ADEQ Director Benjamin Grumbles also noted in a letter to Administrator Blumenfeld that the EPA is not consistent with its own rules for determining whether air quality violations are caused by man or nature. He stated that EPA is also not consistent in its analysis of Arizona’s data and earlier analyses done within the San Joaquin Valley of California. These concerns are shared by the Western States Air Resources (WESTAR) Council, an associa-

tion of 15 western state air quality managers. In September 2009, the WESTAR Council submitted recommendations to the EPA to improve implementation of the Exceptional Events Rule, including addressing a “lack of clarity surrounding EPA’s expectations about what a state should include in its demonstration package.”

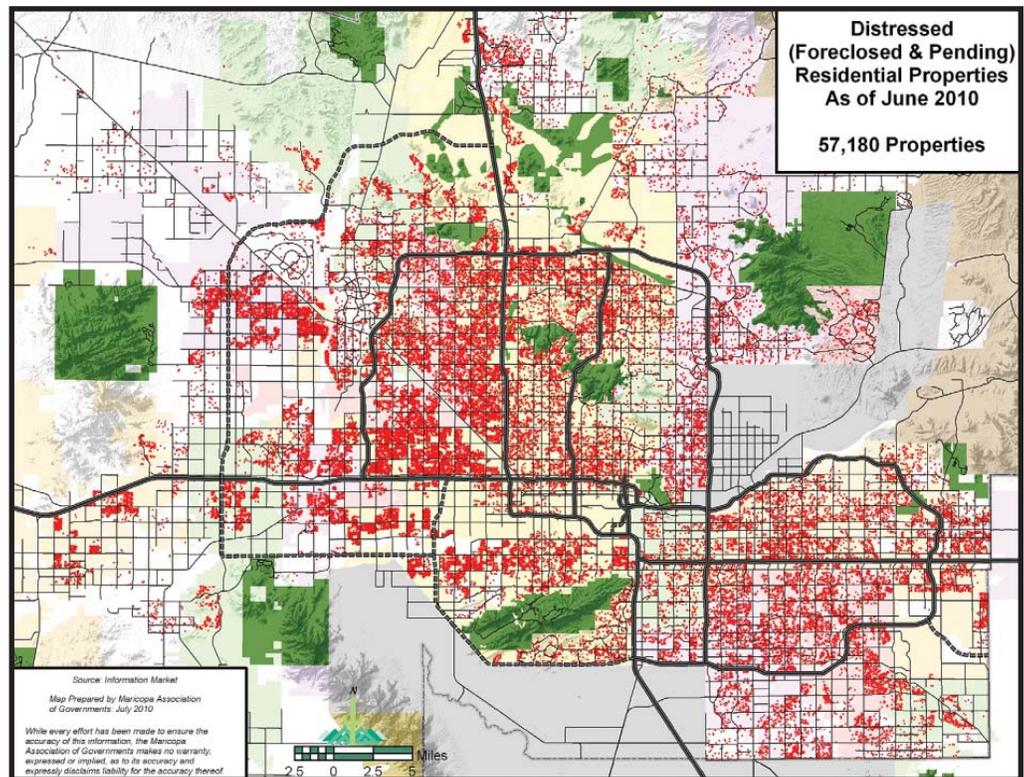
If made final, the EPA decision will have significant implications for our region. Initial consequences would involve a freeze of the region’s \$7.4 billion Transportation Improvement Program (TIP), in which only projects in the first four years of the TIP could proceed and no new projects could be added. If not corrected, additional sanctions could be imposed, including tighter controls on industry and the loss of \$1.7 billion in federal highway funding. In May,

the Regional Council directed MAG staff to retain legal and environmental experts to challenge the pending disapproval, and to work with the Governor and the Arizona congressional delegation to stop the EPA action until there is an Exceptional Events Rule that is not flawed.

“EPA’s intention to disapprove the Five Percent Plan on questionable technical grounds and an admitted flawed rule is especially troubling when considering our regional economic condition,” said Mayor Schoaf. “As of June 2010, MAG is reporting 57,180 foreclosed and pending residential properties.” A map showing the extent of the foreclosure crisis in Maricopa County is included below. (For more, see “Message From the Chair,” page 2.)



West 43rd Avenue Air Quality Monitor



This map shows 57,180 distressed properties either already foreclosed or pending foreclosure. 16,976 residential properties have already been foreclosed but have not yet been purchased. The 40,204 pending foreclosures include all residential properties that have received a letter stating the property will be foreclosed.

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MAGAZine

A Quarterly Newsletter Focusing on Regional Excellence

August-October 2010  Vol. 15: No. 3

Fall 2010 Calendar

August 2010

- 4th 8:30 a.m. Regional Community Network (RCN) Working Group
- 4th 10:00 a.m. Intelligent Transportation Systems Committee
- 4th 1:30 p.m. Standard Specifications and Details Committee
- 12th 10:00 a.m. Technology Advisory Group
- 12th 1:00 p.m. Human Services Technical Committee
- 12th 1:30 p.m. Transit Committee
- 16th 12:00 p.m. Regional Council Executive Committee
- 17th 1:30 p.m. Bicycle & Pedestrian Committee
- 18th 2:00 p.m. Building Codes Committee
- 23rd 2:00 p.m. Continuum of Care Planning Subcommittee
- 26th 1:30 p.m. Air Quality Technical Advisory Committee
- 31st 10:00 a.m. Transportation Review Committee

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

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

September 2010

- 1st 10:00 a.m. Intelligent Transportation Systems Committee
- 1st 1:30 p.m. Standard Specifications and Details Committee
- 6th Labor Day (Office Closed)
- 7th 1:30 p.m. Transit Committee
- 8th 12:00 p.m. Management Committee
- 8th 1:00 p.m. Human Services Technical Committee
- 13th 12:00 p.m. Regional Council Executive Committee
- 14th 1:00 p.m. Street Committee
- 15th 2:00 p.m. Building Codes Committee
- 15th 4:00 p.m. Transportation Policy Committee
- 16th 1:30 p.m. Regional Domestic Violence Council
- 20th 10:45 a.m. 9-1-1 Oversight Team
- 21st 1:30 p.m. Bicycle and Pedestrian Committee
- 22nd 5:00 p.m. Regional Council
- 23rd 10:00 a.m. Transportation Review Committee
- 23rd 1:30 p.m. Air Quality Technical Advisory Committee
- 27th 2:00 p.m. Continuum of Care Regional Committee on Homelessness
- 28th 10:00 a.m. Transportation Safety Committee
- 28th 10:00 a.m. Population Technical Advisory Committee

The MAGAZine newsletter is available in electronic format on the MAG website:
www.mag.maricopa.gov/project.cms?item=433

October 2010

- 6th 10:00 a.m. Intelligent Transportation Systems Committee
- 6th 1:30 p.m. Standard Specifications and Details Committee (if necessary)
- 12th 1:00 p.m. Street Committee
- 13th 12:00 p.m. Management Committee
- 14th 9:00 a.m. PSAP Managers Group
- 14th 1:00 p.m. Human Services Technical Committee
- 14th 1:30 p.m. Transit Committee
- 18th 12:00 p.m. Regional Council Executive Committee
- 19th 1:30 p.m. Bicycle & Pedestrian Committee
- 20th 1:00 p.m. Human Services Coordinating Committee
- 20th 2:00 p.m. Building Codes Committee
- 20th 4:00 p.m. Transportation Policy Committee
- 25th 10:00 a.m. Continuum of Care Planning Subcommittee
- 26th 10:00 a.m. Population Technical Advisory Committee
- 27th 5:00 p.m. Regional Council
- 28th 10:00 a.m. Transportation Review Committee
- 28th 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.

For confirmation, call (602) 254-6300, or visit the website: www.mag.maricopa.gov/meetings.cms