

Binational Forum a “Tipping Point” in Relations Between Arizona, Sonora

In a trip that is being called historic on both sides of the border, 15 elected officials, including 11 mayors from Arizona, traveled to Mexico in March to join other elected and high-ranking government officials, business leaders, and economic development experts from both sides of the border in a binational economic forum in Nogales, Sonora.



MAG Chair and Avondale Mayor Marie Lopez Rogers believes the trip also represented a tipping point in strengthening relationships between the two countries.

“The welcome we received from Sonora Mayor Ramón Guzmán Muñoz and the rest of the Mexican delegation was phenomenal,” said Mayor Rogers, who provided welcoming remarks at the forum. “The trip was a major news story in Sonora, with one newspaper calling it ‘historic and a great success.’ They were extremely impressed by the show of support demonstrated by the attendance of so many elected officials, which they accurately perceived as our legitimate interest in developing better trade relations with Mexico.”



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Elected officials from Arizona pose after a tour of the Continental maquiladora manufacturing plant. Maquiladoras are manufacturing facilities in Mexico that export goods to the U.S.

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Message From the Chair



Mayor Marie Lopez Rogers
City of Avondale

It has been my great honor to serve as a member of the MAG Regional Council for more than seven years. Serving as chair for the past year has given me even greater insight as to the great things that can be accomplished when elected officials work together. In my national role as president of the National League of Cities, I have become even more cognizant of how proactive our Regional Council is in addressing regional issues, especially when compared to others. MAG's leadership role is unparalleled.

I have watched as our region went through a difficult and painful recession, and I was proud to be among the decision makers at MAG who quickly sought to find a solution by creating an Economic Development Committee. This committee has helped shift our approach from a transportation-project focus to a big-picture focus that considers the impacts to the economy when making infrastructure decisions. This big picture extends beyond our region and we are working within the entire Sun Corridor to strategically plan our future.

MAG is an incredibly active organization with many important efforts in the areas of transportation, air quality and human services. But the efforts that have been nearest my heart over the past year have come in our opportunities to improve trade relations with Mexico. Through a series of freight studies and other partnering opportunities, it became clear that we were being outpaced by neighboring states in border trade. We extended our hands across the border to invite local governments, economic

development leaders, and business representatives to attend several major events for improving economic relations. Those overtures were reciprocated when Mexican leaders invited us to their country to participate in a binational economic forum. This event received international attention and helped forge new partnerships that will continue to solidify in the months ahead.

In reviewing the past year, I could point to numerous accomplishments that would fill many pages of this publication. But one of the newer areas in which MAG is excelling is in the efforts we have begun in the area of aging, with several "aging in place" pilot projects recently launched. As both a daughter and a grandmother, it is gratifying to me to see that we are changing the expectations and images we have of the years beyond 65, and even more, how MAG is working to make sure that the services we offer are relevant and cost effective.

Another point of pride for me was seeing the results of a recent comprehensive survey of members and stakeholders, who were asked to evaluate the perceptions of the organization and whether it appropriately serves the region. The positive response was overwhelming. What it brought home to me is that MAG members recognize that "we" are MAG, that we own it, trust it, work hard in it—and get things done.

My term as chair may be ending, but my service through MAG is not. I look forward to continuing to work with my fellow Regional Council members on our current efforts, and those yet to come. 



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



I have driven the Loop 303 during its construction and am constantly amazed at the speed and quality of the work that is going into our West Valley link to the Phoenix interstates. I've recently learned that construction of the 303/I-10 interchange is 50 percent completed! Everyone associated with this project should be highly commended, especially the professionals at MAG who had the vision to move this project forward. It will mean so very much to the development of the Southwest Valley.

—Mayor Jackie Meck, Town of Buckeye



The recent announcement that General Motors will hire 1,000 technology workers is a win for the region and the result of the many excellent partnerships we enjoy in our state. The Arizona Commerce Authority, Greater Phoenix Economic Council and the city of Chandler worked to bring GM's latest IT Innovation Center to the Price Corridor, providing new jobs to the local workforce. I applaud GM for recognizing the great business environment we have created in Chandler and throughout Maricopa County.

—Mayor Jay Tibshraeny, City of Chandler



Having completed 100 days in office, I am even more convinced of the need for collaboration. The Valley's critical issues—transportation, crime, air quality, flood control, fiscal health—don't respect municipal, county or tribal boundary lines. Neither should our efforts to resolve them. We need to apply energy, vision, and shared knowledge to forge better outcomes for the citizens we all represent.

—Supervisor Steve Chucuri, Maricopa County



I am honored to have the opportunity to represent the city of Peoria on the MAG Regional Council. The value of a strategic transportation plan cannot be overstated in the role of the Arizona's economic success. I am eager to work with the capable leaders of our region to ensure a quality way of life for the citizens we represent and long-term prosperity for our great state.

—Councilmember Cathy Carlat, City of Peoria



We recently hosted the East Valley mayors here in downtown Gilbert at Art Intersection for a roundtable discussion on a variety of topics, including construction sales tax, the passing of Arizona great Eddie Basha, as well as the recent economic development efforts and achievements in Gilbert, Chandler, Mesa and Tempe. We also discussed the importance of new branding efforts that we are collectively working on in the East Valley, and the discussion reminded me of the wonderful partnerships and friendships I have with my counterparts and how important these relationships are to ensuring a first-class quality of life for all of those who call the East Valley home.

—Mayor John Lewis, Town of Gilbert



I was pleased to join more than 600 mayors across the country on April 9 in the first-ever Mayors Day of Recognition for National Service. Through public events, proclamations, and projects, mayors across the nation recognized the impact of national service in their cities through AmeriCorps and Senior Corps. On that day, I had the honor to recognize the 17 Senior Corps volunteers currently serving with the city of Avondale, through our Volunteers in Police Services program. These volunteers provide meaningful service in supporting the city in public safety and law enforcement. I am also grateful for the dedication and sacrifice of these citizens, along with many others volunteering on our boards and commissions, who are helping make our great city stronger, safer, and healthier. I have seen their impact firsthand, and know that national service is a cost-effective strategy to meet critical city needs.

—Marie Lopez Rogers, City of Avondale

To find volunteer opportunities, visit serve.gov. To learn more about AmeriCorps, Senior Corps, and other national service programs, visit NationalService.gov.

Regional Profile: Mayor Tibshraeny



Mayor Jay Tibshraeny
City of Chandler



Chandler Mayor Returns to Build on Legacy

Mayor Jay Tibshraeny began an unprecedented sixth term as Chandler's mayor in January 2013, after being re-elected to the mayor's office in January 2011 following eight years of service in the Arizona State Senate. After first being elected to the Chandler City Council in 1986, Mayor Tibshraeny was elected as mayor in 1994, and served four consecutive terms through 2002. He believes his return to local government has been made easier as a result of the foundation laid by his first set of years in the mayoral office.

"My first terms, we basically built the commerce infrastructure and put all the planning in place and started really to become known as a business hub in the state," says Mayor Tibshraeny. "I think since I've been back we have pretty much been branded—as spoken by other people—as one of the high tech and innovation hubs of the southwestern United States. Specifically, the Price Corridor has led the way with all of the high tech and innovative businesses that locate there."

Mayor Tibshraeny says he is especially proud of the economic development that has continued in

Chandler despite the recent recession. "We put a lot of tools in place so that we would be economically and financially viable," he says. "We are AAA rated by all three bond rating agencies because of practices put in place when I was mayor the first time, which we've continued," he said. As economic successes, Tibshraeny points to Intel Corporation's construction of Fab 42 in South Chandler and a \$300 million research and development facility in West Chandler that in turn attracted other companies such as General Motors and Infusionsoft.

While he enjoyed his time as a state senator, Mayor Tibshraeny says he is happy to be back in a position where he can interact with constituents instead of lobbyists.

"I enjoy interacting and working for the citizens and a lot of what I have done since I've been back is get out into the neighborhoods and work with our citizens. It started with our Listening Tour, where I, together with the council, go to different areas of Chandler having community dialogues. We've also undertaken a lot of initiatives since I've been back. We've really stepped up the pace on neighborhood programs and neighborhood outreach."

Tibshraeny says another way he remains connected to his community and constituents is through his small business background in the real estate and agricultural fields.

"One thing that is very important is that your elected officials are in touch with the people and what they are experiencing on a day-to-day basis. I am one of those



Mayor Tibshraeny's exercise regimen includes frequent rides on the city's Paseo Trail system.

people; I go to work every day," he says. "So it is very helpful for me in a number of ways—it helps make me a much better public servant," says Tibshraeny, who believes his background in business helped develop his negotiating and economic development skills.

"I think that my skills have been refined in business, and I've been able to use those at the city level as the mayor, and also at the state senate when I was there."

Tibshraeny also believes his experience as a state senator has led to additional successes as mayor, "because a lot of what we've had to do is deal with the legislature or with the Governor's office, so having that experience has been invaluable to me," he says.

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Mayor Tibshraeny speaking to some students at Galveston Elementary School during a recent "Listening Tour" stop.



Mayor Tibshraeny at the press conference announcing the recent move by General Motors into Chandler.



Mayor Tibshraeny with members of the Chandler and Gilbert councils. The Mayor presented the t-shirts after Chandler won a food drive competition between the two municipalities.

Mayor Tibshraeny (continued)

Tibshraeny admits there is a historic “disconnect” between the Arizona State Legislature and municipalities.

“It was there before I was elected to the legislature. It was there while I was at the legislature, and it’s there now. All we can do as municipal officials is communicate with our legislators, let them know what is important to us, the consequences to cities and towns when adverse legislation goes through, and we continue to do that...A lot of folks down there don’t have any background at the city level, and so a lot of them are more politically and ideologically driven and city issues have never really entered their mind. So it is our job to continue to try to educate them and at least let them know what legislation does to cities. But it is difficult at times, it is usually a lot of work and it’s usually an uphill battle, but we need to work with them and try to get the best results we can.”

In his spare time, Mayor Tibshraeny enjoys a variety of fitness exercises, including running, working out at the gym, and bicycling along the Chandler Paseo Trail.

When asked what he would give if he had one gift to give to the Valley, he responded, “That would be a gift of love and more compassion for everyone toward their fellow man.”

When asked about his political future, Mayor Tibshraeny says there is “nothing in the pipeline” other than serving his current term as mayor. The city of Chandler recently changed its charter to move from two-year mayoral terms to four-year terms, with a limit of no more than eight years served at a time. If he chooses to run for a seventh term, it would be his final, at least without a break in service. 

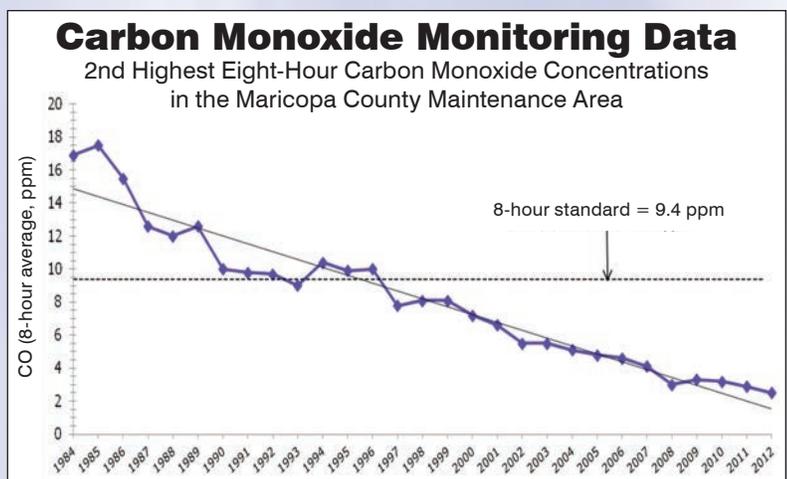
Air Quality Milestone Seen in Carbon Monoxide Plan

After decades of decreases in carbon monoxide levels, the MAG Regional Council voted to adopt the MAG 2013 Carbon Monoxide Maintenance Plan for the Maricopa County Area. The move represents another milestone in regional air quality efforts, demonstrating that the region has effectively addressed a serious health issue.

In April 2005, the Environmental Protection Agency (EPA) redesignated the Maricopa County nonattainment area to attainment status, meaning the region has attained health standards. There have been no violations of the one-hour carbon monoxide standard since 1984 and no violations of the tougher eight-hour standard since 1996. The Clean Air Act requires an additional plan demonstrating maintenance of the standards for 10 years beyond the initial 10-year period. The MAG 2013 Carbon Monoxide Maintenance Plan meets a federal requirement to submit a second maintenance plan eight years after redesignation to attainment.

The maintenance plan contains a variety of measures, including use of reformulated gasoline, off-road vehicle standards, vehicle emissions test requirements, coordination of traffic signal systems, tougher enforcement of vehicle registration and emissions test compliance, clean burning fireplace ordinances, and more.

“The measures in this plan continue to effectively address carbon monoxide pollution. It is rewarding that the combined efforts of our region, together with state and federal efforts, have resulted in eliminating a significant health threat,” said Mesa Mayor Scott Smith, who has been a champion of MAG air quality efforts. “We are also making strides in addressing ozone pollution, and we continue to find solutions for addressing dust pollution. MAG continues to work diligently to find whatever means possible to protect public health.” 



The chart above shows how dramatically carbon monoxide levels have decreased, to levels that are well below the standard.

MAG Studies Highlighted

From identifying potential transit options throughout the region to analyzing how special events impact traffic flow, a number of recent MAG studies were highlighted during the annual Intermodal Planning Group meeting in April. The yearly review of MAG work products and upcoming work program priorities bring together federal and state agencies and MAG. Here are just a few of the study efforts that were highlighted.

Southwest Valley Transit Study

In partnership with a number of West Valley cities and through extensive input from residents, MAG has completed a transit system study that identifies a local transit plan for the Southwest Valley.

MAG has worked in partnership over the past year with local officials and residents in Avondale, Buckeye, Goodyear, Litchfield Park, Phoenix, Tolleson,

and Maricopa County, as well as with Valley Metro, to develop the plan, which is based on the transportation needs and priorities identified by more than 2,000 Southwest Valley

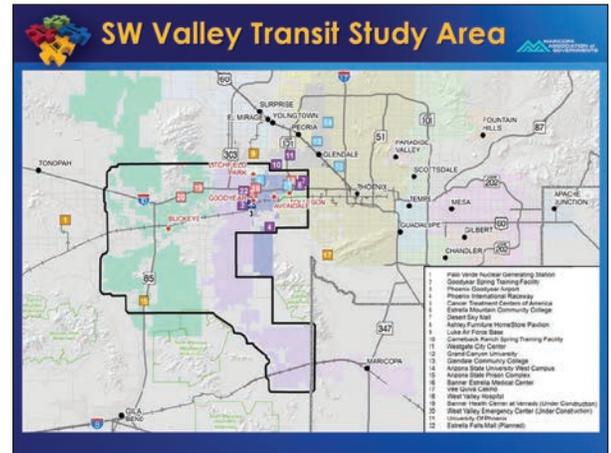
residents. Residents prioritized a local transit system that is accessible, affordable, convenient, and connects to regional transit services.

The short-, mid- and long-term strategies in the plan for local transit services will guide communities in implementing new services as additional revenues become available.

Sean and Dana Masten attend an open house on the Southwest Valley Transit Study.



“The study lays out an approach for developing reasonably cost-effective transit service in the Southwest Valley over time, while responding to local travel patterns and needs,” said MAG Chair and Avondale Mayor Marie Lopez Rogers. “The study found that our residents are most interested in quality transit. They are much more likely to use transit if it gets people where they need to go and provides convenient levels of service,” she said.



The study found that the Southwest Valley has experienced an extended period of rapid population and employment growth. It also found that both existing and planned transit services are clustered in the northeast portion of the study area and do not cover the areas with recent and projected growth. Future service should be matched to highest levels of demand.

“We have to decide if we want to be a completely car culture or start embedding transit into our planning,” stated Goodyear Mayor Georgia Lord. “We need to keep the momentum going regarding the transit conversation with the public and explore how cities that do use transit successfully have created a transit culture in their community. We need to have those conversations with the public before we implement transit to ensure it is used.”



Mayor Georgia Lord

For the short term, the study recommends instituting local circulators (smaller buses that collect riders in neighborhoods and then connect to a main bus route). For the long term, the study recommends that funding mechanisms be explored in order to pay for and implement additional transit service.

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Northwest Valley Transit Study

The Northwest Valley has also exhibited rapid growth. Communities have seen their populations double or triple in size in less than a decade. These increases in growth have also resulted in increased demand for transit service. The purpose of the Northwest Valley Local Transit System Study is to develop a three-phased plan that identifies short-, mid-, and long-range strategies for local transit. Ultimately, the plan arising from this study will serve as a blueprint for a sustainable and market-based local transit system that ties into the regional transit network.

The study area includes the communities of Buckeye, El Mirage, Surprise, and Youngtown, and portions of Glendale, Peoria and unincorporated Maricopa County, as well as the unincorporated communities of Sun City, Sun City West and Sun City Festival in the northeastern area.

Surprise Mayor Sharon Wolcott said her residents identified a range of opportunities. “Residents expressed a desire to see a local circulator bus and expanded bus service, and in the longer term, create connections with high capacity transit along Grand Avenue, which is part of our long-range vision for integrated, Valleywide transit,” she said.



Mayor Sharon Wolcott

Youngtown Mayor Michael LeVault has also been actively engaged in the study since its inception. “Youngtown has transitioned from a retirement community to a family community,” he said. “An investment in transit will help link our residents to surrounding communities, sports venues, recreational opportunities and medical facilities.”



Mayor Michael LeVault

Additional recommendations included creating a local volunteer drive program in Sun City, modifying existing Glendale and Peoria transit routes to better align with a consolidated express route, extending Valley Metro service into Sun City, and increasing frequency on a route serving Banner Boswell Medical Center. Recommendations also included creating a regional partnership among cities and identifying funding sources.

Special Events Study Reveals Interesting Patterns

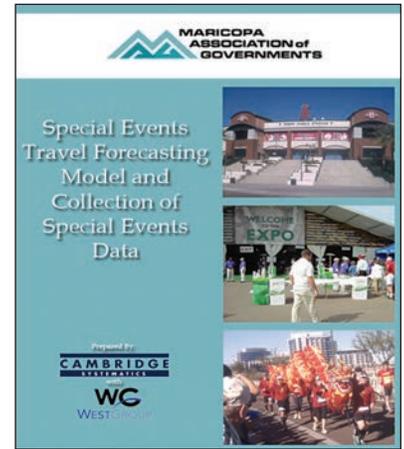
Planning to attend a ball game or concert? Looking forward to a festival or trade show? You may not think much about it, but when you head to a sporting event, comedy show, or other special event, your travel choices can impact traffic congestion, travel patterns and transit usage.

The first of its kind in the nation, MAG has undertaken a major study to learn more about how people get to special events, how far they travel, and who is most likely to attend such events. The results of the surveys and the patterns identified are being used to help transportation planners better manage traffic and identify the need for additional services, such as transit.

“When regions are ranked for cultural vibrancy, rankings are often based on subjective perceptions,” said MAG System Analysis Program Manager Vladimir Livshits, PhD. “These studies found there were more than 320 special events in our region in a one-year period that attracted 1,500 people or more, representing more than five million people.”

Dr. Livshits said the data collection at 20 representative special events posed logistical and technical challenges. “Each venue presented its own challenges as to how the surveys would be designed and conducted,” he said. “Where do we locate interviewers? How do we need to tailor survey questionnaires to each event? Where should people counters be stationed so the data can be properly expanded by time periods and entry points? What about events where people come and go or there are not well-defined boundaries, such as marathons? That all had to be sorted out,” he said.

As a result, some staff spent day and night at survey sites planning for upcoming surveys and conducting



The Waste Management Phoenix Open was one of the venues surveyed.

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quality control. The result was the production of special events “travel demand models.” These computer models are critical for an accurate forecast of light rail ridership and travel demand in the region in general.

Some of the findings of the surveys included:

- Carpooling is by far the preferred mode of travel to special events in the region overall. However, some events draw large percentages of transit riders, with up to one-fourth of attendees arriving by light rail and more than a third of all attendees using public transit or nonmotorized modes of travel. This is very different from average weekday travel, when driving alone dominates regional travel behavior and transit accounts for only a small share of travel.
- Socioeconomic and demographic portraits of special event attendees are also quite different from regional averages. Event patrons’ household income is skewed toward high income categories, with nearly two-thirds of households having a household income of \$60,000 or higher.
- Demographic profiles of attendees depend on event type. Some events, such as gun shows, attract 90 percent male audiences, whereas the PF Chang Rock and Roll Marathon, for example, had 50 percent female participants.
- Some events attract large proportions of out-of-state or out-of-region travelers, up to 40 to 50 percent, while others were dominated by local residents. MAG developed a detailed classification of the events that captured diverse travel patterns of various events.

After the study was complete, MAG developed special events computer models that use the survey data to produce transit ridership forecasts and overall regional travel forecasts. The study has received international attention and will be featured in the *International Journal of Transportation Research*.

Designing Transit Accessible Communities

When you use your car to get to work or to run errands, you probably don’t think too much about getting to your vehicle. Most often it is parked nearby, likely in a garage or in the shade. You just get in and go. But if you use the bus or light rail as your means of transportation, simply getting to that bus or rail stop may be a little more complicated.

But what if it weren’t? Would you be more likely to use transit?

A recent study undertaken by MAG examined these and other questions by surveying transit users at light rail and bus stations to determine what would make their experience easier. From signage to shade, seating to shelter, transit users were thoughtful in their suggestions. For example:

- 60 percent of transit riders cited that improved lighting would increase their likelihood of walking or riding a bicycle.
- 64 percent said they would ride the bus more often if adequate schedule information was provided.
- 68 percent said they would ride the bus more often if additional shade was provided.
- 52 percent of riders indicated that adding a bicycle lane would increase their use of the transit system.

The study includes a variety of planning, policy and design elements for consideration. A few examples include: siting bus stops and bus shelters to take advantage of existing shade or lighting; providing signage for wayfinding; designing seating to be incorporated into the design of the adjacent development, such as street walls along the property line to be at a height that allows passengers to use the wall as seating; ensuring adjacent land uses are compatible with bicycle and pedestrian access; providing interior, on-board bicycle storage for routes that have high volumes of bicyclists and when exterior bicycle storage is at or near capacity; and implementing wide paved pedestrian surfaces when bus stops are present between the intersection/pedestrian crossing and the first driveway or bus stop, whichever is farthest from the intersection.

The study and the recommendations will be presented to MAG member agencies in June 2013. Recommendations include prioritizing regional transit accessibility corridors and neighborhoods and incorporating such corridors into the Regional Transportation Plan. 

Below is an example of adding wayfinding information to bus stop signage.



BEFORE



AFTER

Public Input Sought on South Mountain Freeway Study

Engineering and Environmental Study Released

In what represents the final crucial piece needed to complete the Loop 202 and Loop 101 freeway system and provide high-quality regional mobility, the South Mountain Freeway moved a step closer to fruition in April with the release of the draft environmental impact statement.

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration released the document after spending several years analyzing the engineering options and potential environmental impacts. The draft environmental impact statement contains the results of this analysis, and the document has been released for public review and comment.

Valley residents are encouraged to submit their public comments on the draft document, and a range of participation options are available to make the document accessible and public comments easy to submit during the 90-day comment period.

The proposed South Mountain Freeway has been a critical part of the Maricopa Association of Governments' (MAG) Regional Freeway Program since it was first included in funding through Proposition 300, which was approved by Maricopa County voters in 1985. The freeway was also part of the Regional Transportation Plan funding passed by Maricopa County voters in 2004 through Proposition 400.

The draft environmental document and design concept report are available for download at azdot.gov/SouthMountainFreeway, or available for review at these Valley locations for a 90-day period starting April 26, 2013:

- **Phoenix Public Library—Ironwood Branch**
4333 E. Chandler Blvd., Phoenix
- **Phoenix Public Library—Burton Barr Central Library**
1221 N. Central Ave., Phoenix
- **FedEx Office Print and Ship Center**
4940 E. Ray Road, Phoenix
- **Sam Garcia Western Avenue Library**
495 E. Western Ave., Avondale
- **Tolleson Public Library**
9555 W. Van Buren St., Tolleson
- **ADOT Environmental Planning Group**
1611 W. Jackson St., Phoenix. (Please call for appointment, 602-712-7767.)



The map above shows the study area and potential alternative routes evaluated for the South Mountain Freeway alignment.

Residents who are interested in commenting are encouraged to attend a public hearing scheduled for:

Tuesday, May 21, 10:00 a.m. to 8:00 p.m.

Phoenix Convention Center
100 N. 3rd St., Phoenix, AZ 85004

Input can also be provided by email at projects@azdot.gov, online at azdot.gov/SouthMountainFreeway, via phone at 602-712-7006, or by mail to: South Mountain Study Team, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007.

The 90-day public review window is twice the amount of time required under federal law. Public comments must be submitted by July 24.



Following review of the draft environmental impact statement, the project's study team will incorporate input gained from comments to produce the final environmental impact statement. This final document will have a 60-day public review period.

Funding for the freeway is already in the MAG Regional Transportation Plan. If the freeway is approved, construction could begin as soon as 2015. 🏔️

Dealing With Uncertainty: Transportation Funding an Ongoing Challenge

Threats to current and future transportation funding are resulting in uncertainty for regional transportation projects, according to MAG analyses. These threats are posing severe challenges not only for building new projects, but also for maintaining the existing systems.

MAG policy committees have recently seen the challenges: a \$6 billion gap between projected sales tax revenues in the 2003 Regional Transportation Plan and its sunset in 2025, and another \$7.5 billion gap in gasoline tax projections for a similar time period.

The Arizona Highway User Revenue Fund (HURF) is the primary source of funding for the construction, improvement, and maintenance of roads and streets, and HURF is restricted under the Arizona Constitution for road and street purposes. More than half of the revenue comes from fuel taxes, while vehicle license tax collections contribute 26.5 percent and the balance comes from registration and motor carrier fees. HURF funds are divided among the Arizona Department of Transportation (ADOT), cities and towns, and Arizona's 15 counties.

Since a peak of \$1.38 billion in 2007, gas tax revenues in Arizona have fallen nearly

nine percent, while use fuel (diesel) tax revenues have declined by 14 percent. Even more dramatic declines have occurred for motor carrier registration fees (down 17 percent) and vehicle tax revenues, which have fallen 18 percent.

“The HURF fund has significantly declined for a number of reasons,” said MAG Transportation Director Eric Anderson. “The facts that vehicles are more fuel efficient and people are driving less certainly account for part of the reduction. But another issue remains the continued diversion of the HURF fund by the Arizona State Legislature for purposes beyond the scope of HURF.”

Anderson noted that during the recent state budget crisis, the Legislature diverted more than \$126 million from HURF to support the Arizona Department of Public Safety, despite a statutory cap on such diversions of \$20 million. In addition, last year legislators used about \$109 million of HURF funds to help balance the state general fund budget. Together, the \$234 million diverted from the core HURF purposes accounted for more than 19 percent of total HURF collections for fiscal year 2012.

Despite the small increase of \$180 million

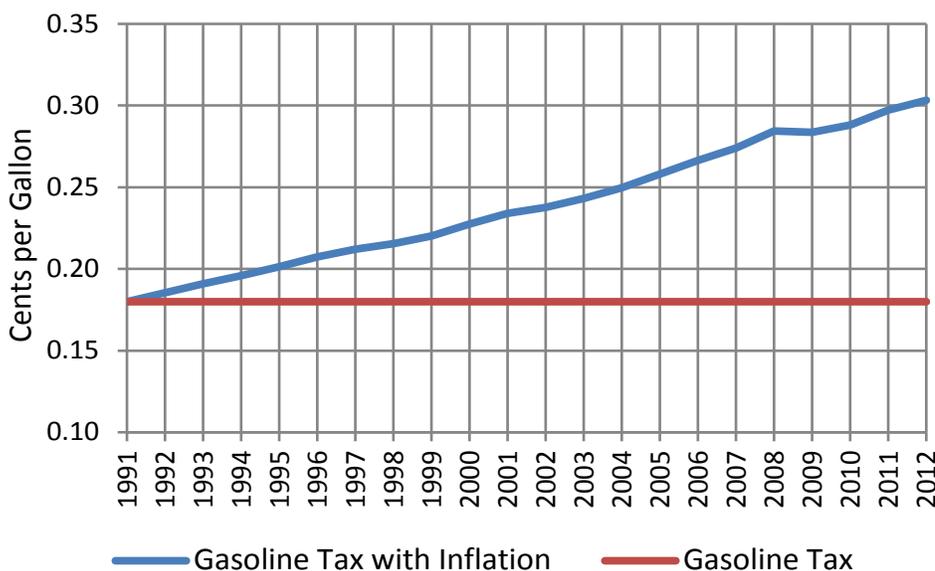
in HURF revenues since 2000, the allocations to ADOT and to cities and towns are actually lower today than in 2000, due to the substantially higher diversions. Yet traffic volumes and population continue to grow at a significant pace.

Fuel taxes in Arizona are levied on a per-gallon basis instead of an indexed basis. The Arizona gasoline tax is 18 cents per gallon and has not changed since 1991. If the gasoline tax had been changed over time to keep pace with inflation, the 2012 tax rate would be at about 30 cents per gallon.

“The gap between fuel tax revenues and travel will become even greater unless substantial changes are made in how fuel taxes are levied,” said Anderson. “Newly adopted fuel economy standards will mean much higher fuel efficiency requirements for new automobiles—from the current 33 miles per gallon to 56 miles per gallon by 2025. This means that gas tax revenue per mile of travel will decline, reducing transportation funding even more.” Anderson notes that the new standards will also result in the use of more electric or alternative fuel vehicles, which are not subject to fuel taxes.

“Arizonans are accustomed to having well maintained roads and highways in the state,” stated Anderson. “But the continued erosion of the primary source of revenue for improvements and maintenance will result in a steady decay in the quality of the roads and increasing congestion,” he said.

Anderson stated that three strategies for fixing the HURF could be explored. An immediate remedy would be to stop the diversion of funds for HURF over what is statutorily allowed. A measure that could be pursued in the short term is to increase the gasoline and diesel fuel taxes. In the longer term, Anderson believes a replacement for the traditional fuel tax will likely have to be implemented to pay for our transportation needs. 



Arizona's gas tax has remained constant since 1991, creating a widening gap when compared to inflation.



Binational Forum (continued from page 1)

Among those participating in the trip: Avondale Mayor Marie Lopez Rogers; Buckeye Mayor Jackie Meck; Buckeye Vice Mayor Brian McAchran; Glendale Mayor Jerry Weiers; Goodyear Mayor Georgia Lord; Litchfield Park Mayor Thomas Schoaf; Nogales, Arizona Mayor Arturo Garino; Nogales, Sonora Mayor Ramón Guzmán Muñoz; Peoria Vice Mayor Tony Rivero; Phoenix Mayor Greg Stanton; San Luis Councilmember Maria Ramos; Scottsdale Mayor Jim Lane; Surprise Mayor Sharon Wolcott; Tucson Mayor Jonathan Rothschild; and Youngtown Mayor Michael LeVault.

“This trip provided an important opportunity to learn more about the opportunities for trade between our two states,” said Phoenix Mayor Greg Stanton, who was a key speaker at the event. “Strengthening ties to Mexico requires strengthening government-to-government and business-to-business relationships across the border. We believe this meeting moved us closer to that goal.”

During the visit, elected officials were given a tour of the Continental maquiladora manufacturing plant. Continental is headquartered in Hanover, Germany, and reports annual sales of \$30.5 billion. It has 163,788 employees in 46 countries worldwide, including 1,812 employees in Nogales. The Nogales plant manufactures sophisticated electronic modules, security systems, infotainment, and communication units for a number of American and foreign automobiles, including Chrysler, GM, Ford, Nissan, Kia, Mercedes Benz, Hyundai, and BMW. For example, Americans who own a Chrysler vehicle almost certainly have a radio that was manufactured at the Nogales, Sonora plant.

The day of activity included presentations from Jorge

Eduardo Valencia Juillerat, who represented Mexican President Enrique Peña Nieto; Moisés Gómez Reyna, the economic secretary of the state of Sonora; and Rigoberto Valenzuela, the Mexican customs administrator. Other speakers included tourism, business and economic leaders from the state of Sonora.

Consul of Mexico Jaime Paz y Puento reported that Mexico, which is the third largest trade partner of the U.S., has 12 Free Trade Agreements in 44 countries, 28 agreements in protection and promotion of investment, and nine economic association treaties.

Nogales, Sonora Mayor Guzmán summed up the intertwined destinies of Mexico and the U.S. this way: “Two nations—one heart.”

MAG Moment



Bob Hazlett, Eric Anderson and Dennis Smith are presented the shield for the newly designated Interstate 11, in recognition of MAG’s role in conceptualizing the corridor.



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MAGAZine

A Quarterly Newsletter Focusing on Regional Excellence

May 2013 - July 2013  Vol. 18: No. 2

Summer 2013 Calendar

May 2013

- 1st 10:00 a.m. Intelligent Transportation Systems Committee (Ironwood)
- 1st 11:30 a.m. Regional Council (Saguaro)
- 1st 1:30 p.m. Standard Specifications and Details Committee (Ironwood)
- 7th 11:30 a.m. Economic Development Committee (Saguaro)
- 8th 12:00 p.m. Management Committee (Saguaro)
- 9th 10:00 a.m. Transit Committee (Ironwood)
- 9th 1:30 p.m. Human Services Technical Committee (Chaparral)
- 13th 12:00 p.m. Regional Council Executive Committee (Ironwood)
- 14th 1:30 p.m. Street Committee (Chaparral)
- 15th 12:00 p.m. Transportation Policy Committee (Saguaro)
- 15th 2:00 p.m. Building Codes Committee (Ironwood)
- 16th 10:00 a.m. Technology Advisory Group (Chaparral)
- 20th 2:00 p.m. Continuum of Care Regional Committee on Homelessness (Saguaro)
- 21st 10:00 a.m. Population Technical Advisory Committee (Chaparral)
- 21st 12:30 p.m. Bicycle & Pedestrian Committee (Ironwood)
- 22nd 11:30 a.m. Regional Council (Saguaro)
- 23rd 10:00 a.m. Transportation Review Committee (Saguaro)
- 23rd 1:30 p.m. Air Quality Technical Advisory Committee (Saguaro)
- 27th Memorial Day Holiday (Office Closed)
- 28th 10:00 a.m. Transportation Safety Committee (Ironwood)

All meetings, unless indicated otherwise, will be held in the conference rooms located in the MAG office 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.

June 2013

- 4th 11:30 a.m. Economic Development Committee (Saguaro)
- 5th 10:00 a.m. Intelligent Transportation Systems Committee (Ironwood)
- 5th 1:30 p.m. Standard Specifications and Details Committee (Ironwood)
- 6th 2:00 p.m. Regional Domestic Violence Council (Saguaro)
- 11th 1:30 p.m. Street Committee (Chaparral)
- 12th 12:00 p.m. Management Committee (Saguaro)
- 13th 10:00 a.m. Transit Committee (Ironwood)
- 13th 1:30 p.m. Human Services Technical Committee (Chaparral)
- 17th 12:00 p.m. Regional Council Executive Committee (Ironwood)
- 17th 2:00 p.m. Continuum of Care Planning Subcommittee (Chaparral)
- 18th 1:30 p.m. Bicycle & Pedestrian Committee (Ironwood)
- 18th 1:30 p.m. Planners Stakeholders Group (Chaparral)
- 19th 12:00 p.m. Regional Council (Offsite, Downtown Phoenix Sheraton)
- 19th 2:00 p.m. Building Codes Committee (Ironwood)
- 20th 10:00 a.m. Technology Advisory Group (Chaparral)
- 20th 10:00 a.m. Solid Waste Advisory Committee (Ironwood)
- 25th 10:00 a.m. Population Technical Advisory Committee (Chaparral)
- 26th 10:00 a.m. Transportation Safety Committee (Ironwood)
- 27th 10:00 a.m. Transportation Review Committee (Saguaro)
- 27th 1:30 p.m. Air Quality Technical Advisory Committee (Saguaro)

The newsletter is available in electronic format at www.azmag.gov. Click on the MAG Publications link and then MAGAZine Newsletter link.

July 2013

- 2nd 11:30 a.m. Economic Development Committee - if necessary (Saguaro)
- 3rd 1:30 p.m. Standard Specifications and Details Committee (Ironwood)
- 4th Independence Day (Office Closed)
- 9th 1:30 p.m. Street Committee (Chaparral)
- 10th 10:00 a.m. Intelligent Transportation Systems Committee (Ironwood)
- 11th 9:00 a.m. PSAP Managers (Saguaro)
- 11th 10:00 a.m. Transit Committee (Ironwood)
- 11th 1:30 p.m. Human Services Technical Committee (Chaparral)
- 15th 2:00 p.m. Continuum of Care Regional Committee on Homelessness (Saguaro)
- 16th 1:30 p.m. Bicycle & Pedestrian Committee (Ironwood)
- 17th 12:00 p.m. Management Committee - if necessary (Saguaro)
- 17th 2:00 p.m. Building Codes Committee (Ironwood)
- 18th 10:00 a.m. Technology Advisory Group (Chaparral)
- 22nd 11:30 a.m. Regional Council Executive Committee - if necessary (Ironwood)
- 23rd 10:00 a.m. Population Technical Advisory Committee (Chaparral)
- 23rd 10:00 a.m. Transportation Safety Committee (Ironwood)
- 24th 1:30 p.m. Human Services Coordinating Committee (Chaparral)
- 24th 12:00 p.m. Transportation Policy Committee - if necessary (Saguaro)
- 25th 1:30 p.m. Air Quality Technical Advisory Committee (Saguaro)
- 31st 11:30 a.m. Regional Council - if necessary (Saguaro)

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.azmag.gov/Events/