

March 21, 2006

TO: Members of the MAG Regional Council

FROM: Mayor Keno Hawker, Mesa, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting - 5:00 p.m.

Wednesday, March 29, 2006  
MAG Office, Suite 200 - Saguaro Room  
302 North 1<sup>st</sup> Avenue, Phoenix

Dinner - 6:30 p.m.

MAG Office, Suite 200

The next Regional Council meeting will be held at the MAG offices at the time and place noted above. Members of the Regional Council may attend either in person, by videoconference or by telephone conference call. Members who wish to remove any items from the Consent Agenda are requested to contact the MAG office. MAG will host a dinner/reception for the Regional Council members following the meeting in the MAG Cholla Room on the 2nd floor. Supporting information is enclosed for your review.

Please park in the garage under the Compass Bank Building. Parking places will be reserved for Regional Council members on the first and second levels of the garage. Bring your ticket to the meeting, parking will be validated. For those using transit, the Regional Public Transportation Authority will provide transit tickets for your trip. For those using bicycles, please lock your bicycle in the bike rack in the garage.

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

If you have any questions, please call the MAG office.

**MAG REGIONAL COUNCIL  
TENTATIVE AGENDA  
March 29, 2006**

**COUNCIL ACTION REQUESTED**

1. Call to Order

2. Pledge of Allegiance

3. Call to the Audience

An opportunity will be provided to members of the public to address the Regional Council on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Regional Council requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

4. Executive Director's Report

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

5. Approval of Consent Agenda

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

3. Information.

4. Information and discussion.

5. Approval of the Consent Agenda.

**ITEMS PROPOSED FOR CONSENT\***

**MINUTES**

\*5A. Approval of the February 22, 2006 Meeting Minutes

5A. Review and approval of the February 22, 2006 meeting minutes.

TRANSPORTATION ITEMS

- \*5B. Initial Closeout of the Federal Fiscal Year (FFY) 2006 MAG Federally Funded Program

In this phase of the FY 2006 closeout process, approximately \$1.5 million is available for the initial closeout. Requests to defer MAG federally funded projects from FY 2006 to FY 2007 were due March 1, 2006. This item was on the agendas of the Transportation Review Committee, the MAG Management Committee, and the Transportation Policy Committee for information and discussion. Please refer to the enclosed material.

- \*5C. Proposed Amendment to the FY 2006-2010 Transportation Improvement Program for Highway and Transit Projects

On July 25, 2005, the FY 2006-2010 MAG Transportation Improvement Program (TIP) was approved by the MAG Regional Council. Since then, the following six projects have been identified that need to be added to the TIP: a Bridge Replacement funded Bridge Scour project in Phoenix; two locally funded Intelligent Transportation System (ITS) Design projects in Mesa; two new 5307 funded transit projects for Avondale and Valley Metro and one new 5309 funded project in Tempe. The Transportation Review Committee and the Management Committee recommended approval of the Amendment for the projects listed. This item is on the March 22 Transportation Policy Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

- 5B. Information and discussion.

- 5C. Approval of a TIP Amendment to the FY 2006-2010 MAG Transportation Improvement Program to add a Bridge Replacement funded Bridge Scour project in Phoenix; two locally funded ITS Design projects in Mesa; two new 5307 funded transit projects for Avondale and Valley Metro and one new 5309 funded project in Tempe, as shown in the attached tables.

AIR QUALITY ITEMS

- \*5D. Consultation on Proposed Transportation Conformity Processes for the 2006 MAG Conformity Analysis

Federal and state conformity regulations require that MAG consult with federal, state, and local air quality and transportation agencies on proposed

- 5D. Consultation.

processes for the conformity analysis on the Transportation Improvement Program and Plan. MAG is distributing for comment the proposed processes to be applied in the upcoming conformity analysis for the FY 2007-2011 MAG Transportation Improvement Program and the Regional Transportation Plan - 2006 Update. Comments regarding this material are requested by March 24, 2006. Please refer to the enclosed material.

\*5E. Consultation on Potentially Regionally Significant Projects of the FY 2007-2011 MAG Transportation Improvement Program

Federal and state conformity regulations require Metropolitan Planning Organizations such as MAG to consult with state and local air quality and transportation agencies, the U.S. Environmental Protection Agency, and the U.S. Department of Transportation regarding which transportation projects will be considered "regionally significant" for the purposes of regional emissions analysis. Regionally significant projects are subject to conformity requirements. A list of potentially regionally significant projects from the proposed FY 2007-2011 MAG Transportation Improvement Program has been prepared. It is requested that comments regarding the list be reported to MAG by March 24, 2006. Please refer to the enclosed material.

\*5F. Conformity Consultation

MAG is conducting consultation on a conformity assessment for an amendment to the FY 2006-2010 MAG Transportation Improvement Program. The proposed amendment includes the addition of three new federally-funded transit projects for Avondale, Tempe, and Valley Metro. The amendment also includes a City of Phoenix federal-aid bridge scour project and two City of Mesa Intelligent Transportation System projects. All of the projects are for addition to FY 2006. The amendment includes new projects that are exempt from conformity determinations. Please refer to the enclosed material.

5E. Consultation.

5F. Consultation.

GENERAL ITEMS

\*5G. Status Report on 2005 Census Survey

Group quarter preliminary results by jurisdiction were distributed to member agencies March 2, 2006. Housing unit preliminary results by jurisdiction are being developed by the Census Bureau. The Census Bureau stated they will deliver final numbers April 26, 2006 and these numbers need to be transmitted to the State April 28, 2006. Please refer to the enclosed material.

\*5H. Department of Housing and Urban Development Stuart B. McKinney Continuum of Care Consolidated Application Process for Maricopa County

The MAG Continuum of Care Regional Committee on Homelessness is the responsible entity for a year round homeless planning process. This includes the submittal of the Department of Housing and Urban Development (HUD) Stuart B. McKinney Continuum of Care Consolidated Application for the Maricopa Region. The 2006 application has been released by HUD, initiating the local application process. Applications are due April 14, 2006 at noon. Technical assistance is available upon request. The only opportunity for new projects is permanent supportive housing for chronically homeless individuals. Since 1999, \$106 million have been awarded to the Region. Last year, the region received more than \$20 million for 48 homeless service providers. It is anticipated that our region will be awarded comparably in 2006. Please refer to the enclosed material.

\*5I. MAG 208 Small Plant Review and Approval for the Proposed City of Peoria Estates at Lakeside Wastewater Treatment Plant

The City of Peoria has requested that MAG review the proposed Estates at Lakeside Wastewater Treatment Plant through the Small Plant Review and Approval Process of the MAG 208 Water Quality Management Plan. The plant would have an ultimate capacity of 120,000

5G. Information and discussion.

5H. Information and discussion.

5I. Approval of the proposed City of Peoria Estates at Lakeside Wastewater Treatment Plant as part of the MAG 208 Water Quality Management Plan.

gallons per day and effluent would be disposed of through deep well injection into the aquifer. The City of Phoenix is within three miles of the project and does not object to the proposed plant. Since the Lake Pleasant Park is within three miles of the project, Maricopa County has also indicated no objections. The MAG Water Quality Advisory Committee and the MAG Management Committee recommended approval. Please refer to the enclosed material.

\*5J. Arizona Department of Economic Security Socioeconomic Projections

According to Executive Order 95-2, the Arizona Department of Economic Security (DES) is responsible for preparing official population projections every five years. The last set of official projections was approved in February 1997. MAG created an Interim Set of Projections in June 2003. DES is in the process of developing a draft set of state and county projections. Please refer to the enclosed material.

5J. Information and discussion.

**ITEMS PROPOSED TO BE HEARD**

**TRANSPORTATION ITEM**

6. City of Phoenix Request to Advance the I-17/Dove Valley Road Traffic Interchange

MAG has received a request to accelerate a project that is part of the Freeway Life Cycle program. The City of Phoenix has submitted a request to advance the construction of the I-17 and Dove Valley Road Traffic Interchange (TI) by approximately 15 years to coincide with the widening of I-17 in FY 2007. The Dove Valley TI is listed in the Regional Transportation Plan as a Phase IV project and is currently in the ADOT Life Cycle Program for design funding in 2021 and construction in 2022. The City will provide the funding for the acceleration of the project with repayment as provided in the ADOT Life Cycle Program at the time of the repayment. The project would be accelerated under the MAG Freeway/Highway Acceleration policy with the repayment subject to program accelerations

6. Approval of the City of Phoenix Request to Advance the I-17/Dove Valley Road Traffic Interchange project.

or delays as any other project in the life cycle program. The City will be responsible for one-half of the interest cost. The advanced schedule for this project, if approved, would be included in the draft MAG FY 2007-2011 Transportation Improvement Program and the Regional Transportation Plan FY 2006 Update that are being developed and will be presented for consideration in April for the purpose of air quality conformity analysis. On March 8, 2006, the Management Committee recommended approval of the request. This item is on the March 22 Transportation Policy Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

**GENERAL ITEMS**

7. Regionally Significant Development Projects

On July 27, 2005, the MAG Regional Council approved compiling information on Regionally Significant Development Projects (RSDP) to provide MAG member agencies with the regional transportation costs of major development projects. The Regional Council requested information on all new growth arising from new construction that occurred during the year, all RSDP projects submitted by member agencies for the year and all development projects received by MAG from member agencies for the year, irrespective of any criteria to designate them as RSDP. A report on the requested information will be provided. Please refer to the enclosed material.

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

Each year, the MAG Unified Planning Work Program and Annual Budget is developed incrementally in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies and approved by the Regional Council in May. This

7. Information and discussion.

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

presentation and review of the draft FY 2007 MAG Unified Planning Work Program and Annual Budget represents the budget document development to-date. The elements of the budget document are about 80 percent complete. Please refer to the enclosed material.

9. Legislative Update

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

10. Approval of the Preliminary Site Recommendation and Authorization to Obtain Financial, Legal and Program Management Services for the Regional Governmental Service Center

On March 20, 2006, the consensus of the MAG Executive Committee was to preliminarily select the McKinley and 1st Avenue site for the Regional Governmental Service Center pending legal and financial review of the development agreement. In addition, the Executive Director was authorized to request financial, legal and program management services related to the regional building project. It is envisioned that the services of a bond attorney, real estate/construction attorney, program manager, and a financial advisor would be needed. These professional services are anticipated to range from \$150 to \$300 per hour. If authorized, MAG contingency funds would be used for these services. Please refer to the enclosed material.

11. Comments from the Council

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

9. Information, discussion and possible action.

10. Approval of the preliminary site selection of the McKinley and 1st Avenue site for the Regional Governmental Service Center pending legal and financial review of the development agreement, and authorization for MAG to obtain financial, legal and program management services for the Regional Governmental Service Center.

11. Information.

**MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
REGIONAL COUNCIL MEETING**

February 22, 2006  
MAG Office, Saguaro Room  
Phoenix, Arizona

**MEMBERS ATTENDING**

- |  |   |
|--|---|
| Mayor Keno Hawker, Mesa, Chair   | * Mayor Bernadette Jimenez, Guadalupe   |
| Mayor Woody Thomas, Litchfield Park,<br>Vice Chair                     | Supervisor Max Wilson, Maricopa County  |
| Mayor Douglas Coleman, Apache Junction                                 | Councilmember Jini Simpson for          |
| Councilmember Jim Buster for Mayor Marie<br>Lopez-Rogers, Avondale     | Mayor Ron Clarke, Paradise Valley       |
| Mayor Dusty Hull, Buckeye  | Mayor John Keegan, Peoria               |
| * Mayor Edward Morgan, Carefree  | Councilmember Peggy Neely for           |
| * Vice Mayor Dick Esser, Cave Creek                                    | Mayor Phil Gordon, Phoenix              |
| Mayor Boyd Dunn, Chandler  | # Mayor Wendy Feldman-Kerr, Queen Creek |
| Mayor Fred Waterman, El Mirage   | * President Joni Ramos, Salt River      |
| * President Raphael Bear, Fort McDowell<br>Yavapai Nation              | Pima-Maricopa Indian Community          |
| Councilmember John Kavanagh for Mayor<br>Wally Nichols, Fountain Hills | Mayor Mary Manross, Scottsdale          |
| * Mayor Daniel Birchfield, Gila Bend                                   | Mayor Joan Shafer, Surprise             |
| * Governor William Rhodes, Gila River Indian<br>Community              | Mayor Hugh Hallman, Tempe               |
| Mayor Steven Berman, Gilbert   | Mayor Adolfo Gamez, Tolleson            |
| * Mayor Elaine Scruggs, Glendale                                       | # Mayor Ron Badowski, Wickenburg        |
| Mayor James M. Cavanaugh, Goodyear                                     | * Mayor Bryan Hackbarth, Youngtown      |

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

1. **Call to Order**

The meeting of the Regional Council was called to order by Regional Council Chair Keno Hawker at 5:15 p.m.

Chair Hawker stated that Mayor Wendy Feldman-Kerr, Queen Creek, and Mayor Ron Badowski, Wickenburg, were participating by telephone. Chair Hawker introduced Councilmember Jim Buster as proxy for Mayor Marie Lopez-Rogers, Avondale; Councilmember John Kavanagh as proxy for Mayor

Wally Nichols, Fountain Hills; Councilmember Jini Simpson as proxy for Mayor Ron Clarke, Paradise Valley; and Councilmember Peggy Neely as proxy for Mayor Phil Gordon, Phoenix.

3. Call to the Audience

Chair Hawker noted that according to MAG's public comment process, members of the audience who wish to speak are requested to fill out public comment cards. The opportunity for public comment is provided to members of the public to address the Regional Council on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Regional Council requests an exception to this limit. Those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

Chair Hawker recognized public comment from Dianne Barker, who took the bus to the meeting. Ms. Barker stated that Pinal County is looking to become a national model for transportation planning. She stated that MAG needs to be innovative for transportation challenges. Ms. Barker commented that there must be cost effective ways to cut pollution. She stated that citizens can comment online on the Sky Harbor EIS. Ms. Barker mentioned Joe Ryan's presentation at the February Management Committee meeting that elevated rail is not as expensive to construct as people think. She also encouraged using publicly owned property as right of way for its alignment. Chair Hawker thanked Ms. Barker for her comments.

Chair Hawker recognized public comment from Lyle Tuttle, who stated that he was present at the meeting to comment on PM-10, PM-2.5, and noise. Mr. Tuttle commented that there is a mining recommendation zoning district in Surprise, bounded by the Central Arizona Project canal to Grand Avenue on the Agua Fria River. He expressed his thanks to the County Board of Supervisors for the 2004-2005 air quality study that showed they were close to the upper limits of air pollution. Mr. Tuttle stated that their problem with the study was that the winter and spring of 2004-2005 were the wettest on record, and he was concerned that this kept down the dust and could have skewed the results. He stated that he was concerned that the capacity of the mines was not adequately reported due to proprietary information, and he could not get this information. Mr. Tuttle distributed some photos of the area. He stated that they have an eight mile area with 24 to 26 mines—nine between Bell Road and Loop 303 alone. Chair Hawker thanked Mr. Tuttle for his comments.

Chair Hawker recognized public comment from Herman Tessmer, who resides in the Ventana Lakes development in Peoria. Mr. Tessmer said that he moved there in 1995 and enjoyed the serenity for seven years. In 2003, the traffic was rerouted to a road that runs close by his home. He stated that the road bed is sunken so when the trucks go by, truckers' faces or the exhaust pipe are at eye level. Mr. Tessmer said that he cannot enjoy his patio six days out of the week because the trucks drive by from 2:30 a.m. to dusk. He said he estimates the daily number of diesel trucks at more than 800, and increases all the time. Mr. Tessmer stated that he did not need to use oxygen prior to 2003 and neither did some of his neighbors. He said that he realizes that trucks need to drive somewhere, but they exceed the speed limit, jake brake, and idle 30 to 40 minutes at a time. Mr. Tessmer requested that the Regional Council help the residents of this area. Chair Hawker thanked Mr. Tessmer for his comments.

Chair Hawker recognized public comment from William Crowley, who extended congratulations to Maricopa County on its 135th birthday. Mr. Crowley passed around a document that showed air quality exceedances and violations. He stated that he would get with staff later to comment on non-action items, because he had comments to make on other issues. Mr. Crowley stated that legislation allows buses to idle up to an hour, longer than other vehicles. He said he wanted the Legislature to allow Maricopa County to change this rule. Mr. Crowley noted that Las Vegas and Los Angeles have a 10 minute idling rule. He stated that he was told they are allowed to idle because of the air conditioning, and it takes time to cool them down with the doors open. Why not have canopies shading them? Mr. Crowley stated that the meaning of a supergrid is to connect lines. He stated that buses do not connect through "Parasite Valley" and that connectivity is needed. Chair Hawker thanked Mr. Crowley for his comments.

2. Pledge of Allegiance

Chair Hawker announced that a quorum was present. The Pledge of Allegiance was recited.

Chair Hawker stated that material for agenda items #9 and #10 were at each place.

4. Executive Director's Report

Dennis Smith stated that the US Department of Transportation will receive a total of \$65.6 billion as a part of President Bush's \$2.77 trillion proposed FY 2007 Federal budget, released February 6th. He said that highway and transit programs authorized in SAFETEA-LU are fully funded. Proposed funding levels for Federal Highway Administration will rise 9.6 percent to \$39.8 billion. Transit programs will receive \$8.8 billion, including \$7.3 billion for formula transit operations grants. Mr. Smith stated that the transportation subcommittees from each chamber will aim to draft a spending bill by the informal June 30th deadline. After reconciling differences between the bills, final approval must be given before the fiscal year ends on September 30th.

Mr. Smith stated that a memorandum was sent on February 15, 2006 to the Management Committee and Regional Council for the Commuter Rail Stakeholder meeting that will be held February 27, 2006 at 10:00 a.m. in the Saguaro Room. He indicated that at the first meeting it is envisioned that the MAG member agencies would discuss the general expectations for the study, the process to be used for the study and help define the questions to be answered by the study. Mr. Smith noted that this discussion will serve as input to the draft scope of work for the project.

Mr. Smith stated that leadership from the six Arizona Councils of Governments have been invited to a Regional Planning Dialogue on March 23-24. He said that topics of discussion include transportation financing, planning for cross-jurisdictional and regional growth, leapfrog development, and how to engage the private sector.

Mr. Smith stated that a memorandum was sent last week to the Regional Council regarding participation in the "Helmet Your Head" Coalition. He stated that Valley Metro, St Joseph's Hospital, the Barrow Neurological Institute, Maricopa County Medical Center and others have teamed up in this effort to reduce the number of head traumas related to bicycling by increasing awareness of bicycle safety, particularly helmet use, through educational outreach and advertising.

Mr. Smith stated that an Open House and Public Hearing on Draft Transportation Improvement Plan and Regional Transportation Plan 2006 Update are scheduled for March 10, 2006 beginning at 11:00 a.m. in the Saguaro Room. Mr. Smith stated that MAG ADOT, CTOC, Valley Metro, Valley Metro Rail, and the City of Phoenix Public Transit Department will have representatives at the event to hear public comment.

Mr. Smith expressed his thanks to the City of Phoenix and Maricopa County for their hard work in dust control. He displayed photos of roads and shoulders that were recently paved by the agencies on Broadway Road from 19th Avenue to 35th Avenue.

Mr. Smith introduced new MAG employees. Steve Smith is a Database Administrator in the Information Services Division. Steve graduated from Northern Arizona University with two bachelor's degrees--one in mathematics and a second in computer science. Mr. Smith introduced Matthew Clark, MAG Senior Policy Planner, who has a Bachelors Degree in Political Science with a business minor from Arizona State University. Mr. Clark will work on MAG legislative issues, intergovernmental coordination, and committees such as the TPC Landscape/Maintenance Noise Mitigation Subcommittee and the Library Stakeholders Group. He was Special Assistant to the U.S. Secretary of Labor, Federal Affairs Manager for the Americans for Tax Reform, Legislative Assistant for Representative John Shaddegg, Council Aide for Vice Mayor John Nelson from the City of Phoenix. Chair Hawker thanked Mr. Smith for his report. No questions for Mr. Smith from the Council were noted.

5. Approval of Consent Agenda

Chair Hawker stated that public comment is provided for consent items. Each speaker is provided with a total of three minutes to comment on the consent agenda. After hearing public comments, any member of the Council can request that an item be removed from the consent agenda and considered individually. He stated that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, and #5I were on the consent agenda.

Chair Hawker recognized public comment from Mr. Crowley, who stated that he had only three minutes to comment on all consent agenda items, and would submit written comments to be incorporated into the record. For agenda item #5B, Mr. Crowley asked if modeling included the Canamex corridor going through the City of Phoenix. Mr. Crowley suggested a route using the utility easements so the corridor would not pass by schools and a golf course. He stated that many bridges in the region do not have a sufficiency rating. Mr. Crowley commented on agenda item #5C. He said that Agua Caliente Road was mostly dirt and nothing is being done to pave it. For agenda item #5D, he agreed with the appointments to the TPC. For agenda item #5E, he said that he wanted to be counted in the Census Survey. For agenda item #5F, he extended his congratulations to the MAG Fiscal Services Division for a good job on the audit. For agenda item #5G, Mr. Crowley stated that not all communities have contributed their share to the Human Services Campus. He stated that there is insufficient funding for many worthy programs. All of the projects shown in the agenda material are needed. For agenda items #5H and #5I, he stated that agreed with both Mayor Hawker and Mayor Hull. Mr. Crowley stated that if Mesa had planned better in the past, they would not be having the problems Mayor Hawker mentioned that Buckeye will have. He added that he agreed with having impact fees for new buildings. Mr. Crowley stated that light rail needs to go to Metrocenter, not to 25th Avenue and Mountain View. He spoke

about the large amount of money going to improvements at the parking facility and the lease is up in 2011. Mr. Crowley stated that he likes block 26 as an alternative for the Regional Governmental Service Center because it will facilitate city, county, and state communication. Chair Hawker thanked Mr. Crowley for his comments.

Chair Hawker said that he had a question on agenda item #5C. He asked if air quality issues were criteria used in the selection of the Fort McDowell project in the amount of \$775,000. Mr. Smith replied that air quality was among the criteria and added that one factor in the decision making process was how close the air quality monitor was.

Chair Hawker removed agenda item #5H to be heard. He asked members if there were any other items to be removed from the consent agenda and considered individually. Hearing no requests, he called for a motion to approve consent agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, and #5I. Mayor Shafer moved, Mayor Cavanaugh seconded, and the motion passed unanimously.

5A. Approval of the January 25, 2006 Meeting Minutes

The Regional Council, by consent, approved the January 25, 2006 meeting minutes.

5B. ADOT Red Letter Process

In June 1996, the MAG Regional Council approved the ADOT Red Letter process, which requires MAG member agencies to notify ADOT of potential development activities in freeway alignments. Development activities include actions on plans, zoning and permits. Upon request any of the notices can be removed from the consent agenda and returned for action at a future meeting. ADOT received 603 Red Letter notifications in the period from July 1, 2005 to December 31, 2005, of which 76 could potentially impact the Regional Freeway System (attached). In addition to the 76 separate examples attached, ADOT has requested plans review on an additional 253 notifications and on an additional 45 notifications, a complete set of plans for the development was requested. The 253 additional notices included zoning changes and/or general plan amendments that would put future developments adjacent or very close to ADOT right-of-way that would cause concerns. The 45 additional notices were close enough to ADOT right-of-way that a set of plans was necessary to determine any impact to ADOT facilities. The ADOT Red Letter coordinator also received 35 telephone, mail, and/or email notifications of possible impact to the State Highway System. The 35 telephone, mail, and/or email notifications consisted of 19 notifications on the Estrella Corridor, 303 Loop, 10 on the South Mountain, 202 Loop, and six on the I-10 Reliever. This item was on the agenda for information and discussion.

5C. Selection of CMAQ Funded Dirt Road Paving Projects for FY 2007

The Regional Council, by consent, approved that Cave Creek receive \$250,000 for various unpaved roads; Chandler receive \$325,000 to pave Commonwealth Avenue; Hamilton Street to McQueen Road; and the Ft. McDowell Yavapai Nation receive \$775,000 for various unpaved roads. In addition, these projects should be added to the MAG federally funded program for FY 2007 in the FY 2007-2011 MAG Transportation Improvement Program. A total of \$1.35 million in CMAQ funds has been programmed in FY 2007 for the paving of dirt roads in the MAG Region. Following a selection process that was carried out in September and October 2005, the MAG Air Quality Technical Advisory Committee

(AQTAC) has recommended that the following projects to utilize the funds available: Cave Creek (\$250,000 for various unpaved roads); Chandler (\$325,000 for Commonwealth Avenue; Hamilton Street to McQueen Road); and Fort McDowell Yavapai Nation (\$775,000 for various unpaved roads). The MAG Transportation Review Committee and the MAG Management Committee recommended approval.

5D. Appointments to the MAG Transportation Policy Committee

The Regional Council, by consent, appointed Supervisor Don Stapley and Mayor Marie Lopez-Rogers as members of the MAG Transportation Policy Committee. At the April 24, 2002 Regional Council meeting, the composition of the Transportation Policy Committee (TPC) was approved. The composition provides for one member of the Maricopa County Board of Supervisors to serve as a member of the TPC. The Board of Supervisors has requested that Supervisor Don Stapley be appointed to the TPC. The composition also provides for three seats from areas that need to be represented to achieve geographic balance, with the members selected from and by the under represented geographic area and ratified by the Regional Council. Mayor Ron Drake held one of these seats on the TPC. Recently, he resigned his position as mayor. To fill the vacancy on the TPC, the name of Mayor Marie Lopez-Rogers, Avondale, has been submitted.

5E. Status Report on 2005 Census Survey

The Census Bureau is now in the data processing phase and census results will be received in Spring 2006. These results will be used to distribute billions of dollars in state-shared revenues to cities and towns, Maricopa County, and Indian communities within the MAG region from 2006 to 2011. Work continues on the data processing phase. This work includes performing quality control and assurance checks, matching the data against the master sample file, and making adjustments for nonresponse in the weighting and estimation process. Processing also includes applying factors to each enumerated housing unit to account for addresses not enumerated. The Census Bureau will have preliminary numbers for each member agency to review in March 2006. Final numbers will be available before May 1, 2006. The 2005 Census Survey results from the U.S. Census Bureau will provide updates for September 1, 2005 for Maricopa County, designated jurisdictions, jurisdiction subareas, and balance of county in the categories of total resident population, total resident population living in housing units, total resident population not living in housing units (people that live in group quarters or outdoor locations), total housing units, and total occupied housing units. In an effort to be proactive, MAG has compiled a list of possible questions member agencies may ask upon receipt of their preliminary 2005 Census Survey results. MAG is discussing these questions with Census staff to obtain responses that will be shared with member agencies. A March 2, 2006 information workshop explained how the survey differs from a full enumeration, how to interpret the preliminary numbers, and how to evaluate the preliminary numbers. Census staff stated that this is the largest mid-decade sample survey to update population that they have conducted. At the December 3, 2003 Regional Council meeting, the MAG Regional Council approved conducting a 2005 Census Survey and a full count of population in group quarters at an estimated cost of \$7.5 million. The Federal Highway Administration (FHWA) has authorized MAG to use FHWA funds assigned to MAG to cover a portion of the estimated cost, while the remaining estimated cost will be incurred by MAG member agencies. The Census Bureau final costs will be based upon total expenses incurred by the Census Bureau and will be determined after the work

is completed in May 2006. Other census costs have been incurred, including an increase to the Census Bureau's original cost estimate (increase estimated at \$200,000), the regionwide media campaign (estimated at \$230,000) and the setup and maintenance of the local census office (estimated at \$170,000), for a total estimated cost increase of \$600,000. In preliminary discussions, FHWA has agreed that MAG FHWA funds may be used for 50 percent of the additional costs. A table enclosed in the agenda packet provided an estimated cost allocation by jurisdiction for the additional 2005 Census Survey costs. It assumes that MAG FHWA funds will pay half of the costs (\$300,000) and the remaining (\$300,000) will be paid by member agencies. The procedure for allocating the 2005 Census Survey costs will be in accordance with the method developed by the MAG Subcommittee on 2005 Population Options and approved by the Regional Council in December 2003. In addition, the final costs will be based upon the results of the Census Survey and will be recalculated in accordance with the same cost allocation method. The enclosed table is an estimate only and intended for use by member agencies during their budgeting process. This item was on the agenda for information and discussion.

5F. Status Update on the June 30, 2005 Single Audit and Management Letter Comments, MAG's Comprehensive Annual Financial Report (CAFR) and OMB Circular A-133 Reports (i.e., "Single Audit") for the Fiscal Year Ended June 30, 2005

The Regional Council, by consent, accepted the audit opinion issued on the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2005. The public accounting firm of Deloitte & Touche LLP has completed the audit of MAG's Comprehensive Annual Financial Report (CAFR) and Single Audit for the fiscal year ended June 30, 2005. An unqualified audit opinion was issued on January 13, 2006 on the financial statements of governmental activities, the aggregate discretely presented component units, each major fund and the aggregate remaining fund information. The independent auditors' report on compliance, with the requirements applicable to major federal award programs, expressed an unqualified opinion on the Single Audit. The Single Audit report indicated there were no reportable conditions in MAG's internal control over financial reporting considered to be material weaknesses, no instances of noncompliance considered to be material and no questioned costs. No new or repeat Management Letter comments were issued for the fiscal year ended June 30, 2005. The MAG Management Committee recommended acceptance.

5G. Social Services Block Grant Fund Recommendations FY 2006-2007

The Regional Council, by consent, approved the priority needs, services, and funding recommendations for FY 2006-2007 to be forwarded to the Arizona Department of Economic Security. Under a planning contract with the Arizona Department of Economic Security (DES), the MAG Human Services Planning program annually researches and solicits input on human services needs in the MAG Region. Services funded by the Social Services Block Grant include assistance to the most vulnerable people in our region. Each year, the MAG Human Services Planning program makes funding recommendations for more than \$4 million in the areas of adults, families and children; people with disabilities; people with developmental disabilities; and elderly. The MAG Human Services Technical Committee and the MAG Management Committee recommended approval of the priority needs, services, and funding recommendations for FY 2006-2007.

5I. MAG 208 Water Quality Management Plan Amendment for the Town of Buckeye Palo Verde Road Wastewater Treatment Plant Arizona Pollutant Discharge Elimination System Permit Discharge to the Roosevelt Irrigation District Canal

The Regional Council, by consent, approved the MAG 208 Water Quality Management Plan Amendment for the Town of Buckeye Palo Verde Road Wastewater Treatment Plant Arizona Pollutant Discharge Elimination System Permit Discharge to the Roosevelt Irrigation District Canal. The Town of Buckeye has requested that MAG amend the 208 Water Quality Management Plan to include the Palo Verde Road Wastewater Treatment Plant Arizona Pollutant Discharge Elimination System Permit Discharge to the Roosevelt Irrigation District Canal. The Maricopa County unincorporated area is within three miles of the project, and the County has indicated it does not object to the amendment. The MAG Water Quality Advisory Committee and the MAG Management Committee recommended approval.

5H. MAG 208 Water Quality Management Plan Amendment for the Town of Buckeye Trillium West Wastewater Treatment Facility

This item was removed from the consent agenda.

The Town of Buckeye has requested that MAG amend the 208 Water Quality Management Plan to include the Trillium West Wastewater Treatment Facility with an ultimate capacity of 11 million gallons per day. Reclaimed water from the facility would be disposed of through reuse, recharge, and an Arizona Pollutant Discharge Elimination System Permit discharge to the Hassayampa River or the Wagner Wash. The Maricopa County unincorporated area is within three miles of the project, and the County has indicated it does not object to the facility. The MAG Water Quality Advisory Committee and the MAG Management Committee recommended approval.

Chair Hawker stated that he removed the item from the consent agenda as a continuation of his concerns stated at the January Regional Council meeting. He said he was looking for an adequate public facilities ordinance. Chair Hawker stated that this 208 amendment would increase the facility's capacity to 11 million gallons per day, and that equates to a lot of rooftops. He commented that the area would have water and sewer, but no transportation network, because the Hassayampa Study is still in progress. Chair Hawker stated that he was concerned there were no adequate public facilities and new development would load onto I-10. He stated that he did not want to approve more sewage capacity unless he knew there were adequate public facilities.

Mayor Hull stated that legally, water and transportation do not go hand in hand. He said that the Trillium project is on the Sun Valley Parkway, which is a divided four-lane facility that connects to I-10, and is a part of the MAG Hassayampa Study. Mayor Hull stated that Buckeye is working in cooperation with three other West Valley cities on widening I-10. He noted that additionally, the Canamex corridor will be coming through this area. Mayor Hull said that he thought if there was any concern about the impact to transportation, it would come from Mayor Shafer in Surprise with Bell Road.

Mayor Hull stated that they are working on an outer loop through Douglas Ranch going into the Wickenburg Bypass. Mayor Hull stated that rooftops will not be there until ample transportation exists. He expressed that the 208 amendment process is the lengthiest process of all, more than any other

approval process. To hold it up would be offensive to him. Mayor Hull stated that everyone is aware of transportation needs in the West Valley. He said that Buckeye is working with ADOT, MAG and MCDOT to take care of transportation needs because of all of the new rooftops. Mayor Hull stated that unless every single road is brought before the MAG Regional Council for approval, the Regional Council will need to take Buckeye to trust that they are taking care of it as these areas are developed. He added that they will not let anything develop unless they have the roads to carry that traffic out of the area in a safe manner.

Chair Hawker asked Mayor Hull if the development of homes built as an outcome of this amendment would result in degradation of transportation service from level A to level F, or will transportation needs be taken care of with impact fees? Mayor Hull replied that Buckeye is working on a construction sales tax fee. He added that Buckeye has little or no sales tax, but it could be increased. Mayor Hull stated that Buckeye is working with cities, ADOT and MCDOT to increase capacity on the freeway. Chair Hawker asked Mayor Hull if Buckeye had the financial numbers that \$200 to \$300 million would be generated for construction of freeway lanes. Mayor Hull replied that in this area, SR 85 is being worked on, but from SR 85 to the west is Canamex. He indicated they could provide financial numbers, but ADOT has not finalized the Canamex route. Mayor Hull added that Buckeye has a one-twentieth of one cent sales tax to put toward construction of transportation. Chair Hawker asked if they could try to get federal earmarks once Canamex is established. Mayor Hull replied that the only linking area between Canada and Mexico lies within I-10 and Wickenburg. Once designated, they will know how they can proceed.

Vice Chair Thomas stated that Buckeye needs to follow the Anthem model, whose residents have gone to their legislators to sponsor the widening of I-17 with SB 1504. He commented that they have decided to co-opt MAG and the planning it has done. Vice Chair Thomas stated that the MAG Governance Task Force discussed how Anthem was an example of bad planning, and now the Legislature has seen fit to reward this bad behavior. He stated that we do not have the tools in place to describe the impacts on highways, schools, etc. that will come. Vice Chair Thomas said that he felt it was not fair to single out Buckeye because the Legislature has failed to act.

Mayor Hull stated that the developers of Douglas Ranch have held back 8,800 square acres of land because they do not know where the Canamex route will be located. He added that many are ready to donate land and money and help develop a loop that will integrate with Bell Road in Surprise. Mayor Hull stated that the decision has not been forthcoming, but they are prepared to step up to the plate.

Mayor Hallman commented that he did not feel Buckeye was being singled out--we are just not doing a good job with Pinal County, East Valley or West Valley. Mayor Hallman stated that we are going to end up in an absolute transportation nightmare. He pointed out that plans are moving forward with tens of thousands of rooftops and could end up with another Anthem. He was concerned that this will leave future generations with a huge mess.

Supervisor Wilson moved to approve the MAG 208 Water Quality Management Plan Amendment for the Town of Buckeye Trillium West Wastewater Treatment Facility. Mayor Thomas seconded, and the motion passed, with Chair Hawker and Mayor Hallman voting no.

6. Grand Avenue Major Investment Study - Phase II

Trent Kelso, HDR, provided a report on the Grand Avenue Major Investment Study - Phase II, for improvements along Grand Avenue between Loop 101 and McDowell Road. Mr. Kelso reviewed the study process that included public and agency involvement, evaluating environmental and socioeconomic conditions, evaluating existing, programmed, and planned facilities, identifying issues and needs, evaluating alternatives and analyses, and recommending improvements.

Mr. Kelso stated that funding for Grand Avenue improvements is programmed for \$151.7 million in the Regional Transportation Plan—in Phase 1 for \$31.1 million, Phase 2 for \$21 million, and Phase 4 for \$99.6 million. Mr. Kelso stated that improvements were recommended in four categories—grade separations, intersection improvements, access management, and community mitigation.

Mr. Kelso stated that the grade separation improvements include Bethany Home Road under Grand Avenue, 19th Avenue over McDowell Road and Grand Avenue, Grand Avenue beneath 35th Avenue/Indian School Road, for a total estimated cost in 2005 dollars \$89.2 million in Phase 4.

Mr. Kelso stated that intersection improvements at Grand Avenue/Peoria Avenue and Grand Avenue/83rd Avenue, Grand Avenue/31st Avenue/Osborn Road, and dual left turn lanes at 19th Avenue and at Myrtle Avenue were recommended at an estimated cost of \$15 million in 2005 dollars.

Mr. Kelso stated that the study also examined access management and recommended improvements that included closing 18 median crossovers, reconfiguring 10 minor intersections to right-in/right-out, removing 91 unused driveways, constructing nine right-turn only and auxiliary lanes, potentially constructing frontage roads, purchasing groups of parcels for access reconfiguration. Mr. Kelso advised that construction of the nine right-turn only and auxiliary lanes will require substantial right-of-way, including approximately 30 total takes along the corridor.

Mr. Kelso stated that community mitigation was considered. Recommended improvements include landscape and screen walls on the non-railroad side in four-foot and ten-foot buffers from SR 101L to 43rd Avenue, sidewalks on the non-railroad side for the entire corridor, median landscaping for the entire corridor, landscape and screen walls or concrete barriers on the railroad side for the entire corridor, new street lighting on both sides for the entire corridor, utility undergrounding at specific locations, and improved intersection aesthetics at select intersections. Mr. Kelso noted that the total cost for access management and community mitigation is estimated at \$47.5 million in 2005 dollars. Chair Hawker thanked Mr. Kelso for his report and asked members if they had questions.

Vice Chair Thomas asked if improving the flow of rail at grade separations was considered. Mr. Kelso replied that the study took into account the Burlington Northern Santa Fe Railroad's future plans and accommodated that at grade separations. Mayor Thomas stated that he thought that it was a loss that the elevated separation at Grand and Thomas was at Grand so rail traffic continues to be impacted. He said that this applies not only for rail, but also for safety concerns, such as emergency vehicles. Vice Chair Thomas stated that this will continue to be impacted unless it is looked at it in the gestalt, not just what is most convenient for cars. He stated that the problems for Grand Avenue were solved, but not for the other cross streets. Vice Chair Thomas expressed his hope that with this opportunity, consideration of rail would be a part of the solution.

Mayor Shafer asked if Surprise had been looked at in the study. Roger Herzog, MAG Senior Project Manager, stated that the Northwest Grand Avenue Corridor Study that addressed a range of issues in Surprise, was completed in 2003. He said that in the ADOT Life Cycle Program is a project that includes widening Grand Avenue from Loop 101 to Loop 303 to six lanes, in addition to approximately \$80 million for improvements in that section. Mr. Herzog stated that the Northwest Grand Avenue Study identifies options and ADOT and MAG will define those in detail to include in the Life Cycle Program. He added that there will be a meeting on March 7 at MAG to discuss the options. Mayor Shafer stated that an overpass is needed. She commented that she felt taxes are being collected and nothing is being done for the residents of Surprise. Mayor Shafer added that she thought the meeting should be held in the lobby area of the second floor so the public could come and talk about their frustrations. Mr. Herzog stated that ADOT will hold public meetings on the Design Concept Report process. He commented that it will be an extensive public participation process.

Chair Hawker asked if the cost would be constrained by Proposition 400 funds, with the exception of the bicycle bridges. Mr. Kelso replied that was correct.

Chair Hawker recognized public comment from Peggy Rubach, who stated that as a resident of Phoenix, she frequently travels on the Grand Avenue corridor and has great interest in bicycle and pedestrian. She said that at the MAG Pedestrian/Bicycle Working Group meeting, members discussed the implications of the study. Ms. Rubach stated that overpasses are very expensive and the working groups have not had adequate time to discuss whether underpasses might be the solution for bicyclists and pedestrians. She added that six-foot sidewalks proposed for dual use do not meet today's standards, even for pedestrian use alone. Ms. Rubach requested that the Regional Council pass the recommendations with a caveat that with additional work, if changes are needed, they could be brought back through the MAG process. Chair Hawker thanked Ms. Rubach for her comments.

Chair Hawker recognized public comment from Mr. Crowley, who stated that the consultant was told two to three years ago that bicycle accommodations were needed, but he did not hear this then and does not hear it now. He commented that with the grade separations and improvements to Grand Avenue, bus service is restricted to limiteds. Mr. Crowley stated that walking the half mile at 35th Avenue and Indian School to connect bus routes is dangerous for pedestrians and bus passengers—recently a woman was sexually assaulted at the bus stop. He always said that he always suggested having tunnels, not more costly bridges. Mr. Crowley stated that \$7.3 million will be spent at Osborn Road, but where are the bike facilities? At 27th Avenue, how do you accommodate bus ridership? Mr. Crowley stated that a six-foot sidewalk is not up to the standard for pedestrians, let alone bicycle and pedestrians together. He said that he did not need leaders wasting money, but needs them to consider bus riders. Mr. Crowley wondered why the consultant could not get it right in three years of study. Mr. Crowley stated that we need tunnels, not bridges, because tunnels are one-third the cost of bridges. A tunnel costs \$800,000 and a bridge costs \$3.5 million. Chair Hawker thanked Mr. Crowley for his comments.

Chair Hawker recognized public comment from Ms. Barker, who stated that she thought that Grand Avenue was one of the most important roads in the MAG Plan. She said that traveling on a diagonal is faster. Ms. Barker urged looking at Grand Avenue multimodally. She added that part of it has already been ruined for this purpose. Ms. Barker stated that she missed taking the bus to Sun City. She acknowledged that Grand Avenue is difficult for the disabled, but that could change with innovation.

With all of our issues, we need to be innovative, and Grand Avenue is key. Chair Hawker thanked Ms. Barker for her comments.

Mayor Waterman asked if Loop 303 to Loop 101 would be in Phase 3 or would it be a separate project with different sources of funding. Mr. Herzog replied that the Loop 303 to Loop 101 segment was included in the Northwest Grand Avenue Corridor Study that was completed in January 2003. He said that funding for this segment was included in the RTP that was adopted in 2003. Mr. Herzog stated that the study identified potential improvements, including widening, in the Life Cycle program. In addition, there is \$80 million in funding for other improvements in the program for this segment. Mr. Herzog replied that the projects and funding are in place to proceed with detailed design work. Based on the meetings with ADOT, detailed design work could proceed within one year.

Supervisor Wilson moved to approve the proposed package of projects on Grand Avenue between SR 101L and McDowell Road for inclusion in the ADOT Freeway/Highway Life Cycle Program. Mayor Thomas seconded, and the motion passed, with Mayor Shafer voting no.

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

Becky Kimbrough, MAG Fiscal Services Manager, reviewed the items included in the agenda packet. She said that Attachment One was the draft budget timeline and included the addition of the Budget Workshop that was held February 16, 2006, and the Intermodal Planning Group meeting scheduled for April 6, 2006.

Ms. Kimbrough stated that Attachment Two was the draft Dues and Assessments. She said the dues and assessments have not changed from last month's presentation. Ms. Kimbrough stated that the inflation factor for the estimated dues and assessments was seven percent, which is the construction inflation factor ADOT uses for the regional freeway system certification. She noted that the Executive Committee requested that other inflation factor indices be researched, and staff would report back on their findings to the Executive Committee in March.

Ms. Kimbrough stated that Attachment Three was the draft estimate of projected funding sources and uses for FY 2007. She referred to Attachment Four, "MAG Programs in Brief," which includes a summary of proposed new projects, estimated revenue and expenditures by division, a comparison of 2005 actual, 2006 budgeted, and 2007 proposed numbers. Ms. Kimbrough noted that the draft FTE number changed to reflect the approval by the Executive Committee of an additional staff member in the Fiscal Services Division.

Ms. Kimbrough stated that Attachment Five is a detailed narrative of proposed new projects for FY 2007. She noted that most of these projects are related to database collection for modeling uses. Ms. Kimbrough stated that the FY 2007 budgeted operating expenditures are estimated at \$7.7 million. The total proposed FY 2007 budget reflects a reduction of about \$4.5 million from last year because the cost for the Community Emergency Notification System has decreased and the 2005 Census Survey project is winding down.

Ms. Kimbrough stated that the Executive Committee asked if there was flexibility in the proposed budget for growth related issues if a specific project was requested. She noted that staff responded that the budget contained contingency funds that could be used for this purpose. Ms. Kimbrough explained that Phase One of the Building a Quality Regional Community was in process and Phase Two could possibly incorporate future growth work.

Ms. Kimbrough stated that in May 2004, the MAG salary compensation study was reviewed by a consultant. She stated that the Executive Committee approved an update to the study and results are anticipated in May, when the Executive Committee will review the results.

Chair Hawker thanked Ms. Kimbrough for her report. He stated that the Executive Committee requested a survey of other inflation factors because they thought a construction inflation factor might not reflect the cost to run an organization of personnel. No questions from the Council were noted.

8. Report on the Need for Increased Domestic Violence Shelter in the MAG Region

Amy St. Peter, MAG Human Services Manager, stated that there has been unmet need for domestic violence shelter beds in the region. She said that through the research done for the *Report on the Need for Increased Domestic Violence Shelter in the MAG Region*, there is now supporting data that can be used by domestic violence advocates to clearly demonstrate the current level of need and to support the case for increased funding to provide more domestic violence shelter beds. Ms. St. Peter expressed her thanks to Mayor Manross, Chair of the MAG Regional Domestic Violence Council, the Domestic Violence Council, the MAG Victim Services Subcommittee, and Arizona State University Partnership for Community Development for their work on the report. Ms. St. Peter introduced Dr. John Burk, Arizona State University Partnership for Community Development.

Dr. Burk stated that there are 325 beds in nine domestic violence shelters throughout the MAG Region. He stated that shelter operators report they turn away large numbers of victims seeking shelter due to lack of space. Dr. Burk displayed a map of the general geographic locations of the shelters, the exact locations withheld due to concerns for security.

Dr. Burk stated that research for the report was conducted in a statistically reliable way, determine how many domestic violence victims in the MAG Region are turned away from shelters in a typical month due to lack of bed space. He said that surveys were conducted at the nine shelters—with callers requesting shelter and with current shelter residents. In addition data was collected through Community Information and Referral, law enforcement agency reports, DVSTOP, and domestic violence focus groups and community hearings.

Dr. Burk stated that this research showed that approximately one-half of victims seeking shelter at any given time in the MAG Region are turned away due to lack of bed space. Because the MAG Region currently has 325 beds, at least that amount of beds, for both individuals and families, are needed to meet current demand. Dr. Burk advised that as the population grows, additional beds will likely be needed. Chair Hawker thanked Dr. Burk for his report and asked if there were questions.

Councilmember Kavanagh asked if shortages of domestic violence shelter were concentrated in particular areas or spread evenly across the region. Dr. Burk replied that the issue did not seem to be neighborhood specific and shortages occurred throughout the region.

Supervisor Wilson asked the average stay at a shelter. Dr. Burk replied that the average stay is at least two and one-half days, but that was relative to overflow. Supervisor Wilson asked if there was medical attention at shelters for victims who arrive after they have been beaten. Dr. Burk stated that victims receive medical attention right away from first responders—the police or paramedics.

Mayor Thomas stated that he was involved with the New Life Shelter in the West Valley, which is expanding by 20 beds. He asked if funding for these types of shelters was obtained through self initiative or was there a central source of funding in the state. Dr. Burk replied that funding was the reason the report was brought to the MAG Regional Council to show more beds are needed and that funding is needed to support such expansion.

Mayor Manross commented that she was brand new to chairing the MAG Domestic Violence Council. She stated that it was important to hear the information, and as a body represent the region and find a solution together. Mayor Manross stated that one out of two victims seeking shelter find none, and the research showed that at a minimum, 325 more beds are needed. She commented that the 325 number is present need, and there is work to do for future needs. Mayor Manross stated that this is a complex issue, and is an issue for everyone. Mayor Manross stated that it seems appropriate to put shelters where there is greater population, job centers, and transportation options, but even if a shelter is not in your neighborhood, you need to be a participant. MAG needs to bring everyone to the table to find a solution so no one is turned away to be beaten or killed. Mayor Manross told Dr. Burk she was glad to work with him on this issue. She said that Council members could take this research back to their communities and speak with one voice on solutions. Dr. Burk noted that having all of the information and facts in one document was very helpful in this purpose. He noted that part two of the report is being planned and will focus on the economic case statement of domestic violence. Dr. Burk stated that they will be creating a survey by jurisdiction to determine the first responder and legal costs incurred as a result of domestic violence.

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

This agenda item was taken out of order.

Denise McClafferty updated the Council on the activities of the MAG Building Lease Working Group (BLWG). She noted that BLWG members include Regional Council members, Mayor Hawker, Mayor Cavanaugh, and Mayor Clarke, and Phoenix City Manager Frank Fairbanks. Ms. McClafferty stated that the BLWG and the Executive Committee have been meeting on options for MAG office space. She said that MAG could remain in the current building or could build a building in a central location where other regional agencies, such as RPTA, Valley Metro Rail and AMWUA, could be housed. Ms. McClafferty stated that the goal is to have a building that would provide appropriate security, optimal meeting room space and adequate parking.

Ms. McClafferty stated that the Executive Committee and the BLWG met on February 13th and received a report on five proposed sites for the regional office building. The sites include 1) Maricopa

County–Block #26 (west of the Forensic Science building on 7th Avenue and Jefferson); 2) Central and Van Buren; 3) McKinley and 1st Avenue; 4) Washington and 45th Street; and 5) 2nd Avenue – west of the YMCA site. Ms. McClafferty noted that the consultant, Langdon Wilson, prepared a matrix that provided details on each of the five sites and options for leasing or purchasing. She advised that the five sites were narrowed to two potential sites – Central/Van Buren and McKinley/1st Avenue, at an approximate cost of \$70 million.

Ms. McClafferty displayed maps of the potential building sites. The Central and Van Buren site is a 1.4 million square foot, mixed-use development. She indicated that construction on this site is planned to begin in the fourth quarter of 2006 with completion in the second quarter 2008. Ms. McClafferty stated that the McKinley and 1st Avenue site is proposed to be an eight-story building adjacent to a seven-story parking structure, but a build-to-suit might be negotiated. Occupancy is anticipated in the first quarter of 2009.

Ms. McClafferty then showed fly-by maps of proposed development in the downtown area around these two sites that demonstrated easy accessibility to the sites. She stated that Langdon Wilson was directed to further refine issues on these two sites, including the general building design and specific issues related to meeting room and shared common space.

Ms. McClafferty stated that staying in the current building is an option. The fourth floor will become available in 2008, and later this year, ground floor space currently occupied by Compass Bank may be available. She advised that this could accommodate MAG and RPTA, but there would not be enough space in the current building to bring in Valley Metro Rail or AMWUA.

Ms. McClafferty stated that MAG staff recently met with the Phoenix IDA attorney, regarding using the Phoenix IDA as a financing option. MAG could obtain 100 percent financing at a rate of 5 percent for 20 years, with the loan beginning in year three. Ms. McClafferty explained the lease analysis, purchase analysis and break even analysis that were at each place.

Ms. McClafferty stated that the Executive Committee and BLWG will meet on March 20th to refine the two sites. This will be presented to the boards of the partnering agencies. She stated that a decision could be presented to the Regional Council in March.

Chair Hawker thanked Ms. McClafferty for her report. He stated that we have a 20-year tax, put into five percent financing, and will have a building free and clear after 20 years. Chair Hawker stated that the City of Phoenix has been a great landlord and MAG has the option to stay in this building. He asked members for their comments on the sites.

Mayor Manross said that she thought the project was heading in the right direction.

Vice Chair Thomas stated that the sites are equally competitive as far as location and convenience.

## 9. Legislative Update

Mr. Smith stated that on May 17, 2005, as a result of Executive Committee direction, a letter was sent by the Chair to the Governor expressing MAG's interest that the diversion of HURF decrease and urging

that highway funds be kept for highways and not in DPS. Mr. Smith stated that the League and the metropolitan Chamber expressed similar statements.

Mr. Smith stated that there are at least five bills taking general funds and putting them into transportation projects. He said that some bills designate the funds generally to transportation, and other bills earmark funds for specific transportation projects. Mr. Smith stated that in negotiations during HB 2456, there was a memorandum from the Arizona Legislative Council that said any project, regardless of funding source, would need to go through the planning process at MAG and an air quality conformity analysis. He stated that in the Proposition 400 process, assurances were made about accelerating or delaying projects in order. Mr. Smith commented that additional funds would be appreciated, but he was uncertain that earmarking is the way to go because it is counter to the established process and what the public was told.

Matt Clark, MAG Senior Policy Planner, stated that several eminent domain and takings bills were being monitored. He pointed out two items of interest—SCR 1018 and HCR 2031. Mr. Clark stated that Mayor Gordon and Mayor Hallman were quoted in this week's Arizona Republic on how devastating these bills could be to cities. He added that it was recently brought to his attention that an effort is underway to bring interested parties together on two eminent domain vehicles—one that will go to the Governor, and one that will go to voters. Mr. Clark stated that he would keep the Council informed.

Vice Chair Thomas asked if SB 1504 had gone through the MAG modeling or planning processes. Mr. Smith replied that none of the acceleration bills have gone through MAG. Vice Chair Thomas said that he thought the I-10 widening was part of Proposition 400 and had been modeled. Mr. Smith explained that the challenge of moving a project in the plan forward is passing a modeling year in the conformity analysis. He said that the issue with the legislative proposals to accelerate projects is those bills would not be in effect until after the close of the legislative session. The close of the session would take place after the conformity analysis process had begun. Mr. Smith stated that if MAG received a large amount of money, the TPC would need to decide if it wants to go forward and then would need to amend the TIP and Plan. Vice Chair Thomas stated that he was not adverse to widening I-17, but he was concerned that the West Valley waited patiently for projects in the original 1985 plan—Loop 303, Loop 202, Grand Avenue, and the deleted Paradise Parkway—and now because Anthem is there, we need to curry favor and have a special bill. Vice Chair Thomas stated that this obligates the State Legislature for the next five years. Mr. Smith commented that one of the bills extends I-17 to Black Canyon City, which was not even in the RTP. He stated that there are a lot of worthy projects, but there is just not enough money. Mr. Smith stated that the question is how do you get more money for projects, especially the gateway routes.

Mayor Manross commented that this goes back to the parochialism of the 1980s. She said that MAG tried to find a credible way to deal with funding projects by having the TPC. Mayor Manross asked how the Regional Council could have an impact at the Legislature. Mr. Smith replied that there are a lot of unknowns on these bills. Many have gone on record requesting that the \$118 million be returned. He added that he was not sure if these bills will count against the \$118 million. Mr. Smith stated that if we get the \$118 million back, we understood everyone was in agreement that this would go back in the pot and then go through the distribution process. Mr. Smith noted that Eric Anderson would be giving a presentation on finance to House Transportation the next day.

Supervisor Wilson stated that he was doubtful the money would be given back. He added that no matter how or when the money comes, we will be short of money when the Legislature closes. Supervisor Wilson commented that if MAG receives the money, we will figure out a way to use it. Mr. Anderson stated that \$41,000 Proposition 400 funds have already been received, and the big Proposition 400 money will start flowing in March. Mr. Anderson noted that the last revenue received from Proposition 300 was up 16.3 percent. He added that this made seven months in a row that revenue was in the double digits. Year to date revenue was up 17.2 percent.

Chair Hawker noted that two comments on direction as a body had been put forward. If money is given for projects that we were going to do eventually, we would not want to say we do not want to do the project. However, the TPC would have to discuss whether the prioritization process would be broken in order to get the money. Chair Hawker stated that the second item he heard was that additional money received will need to go through the prioritization process. Mr. Smith stated that it looked like SB 1248 would put the money back into the pot to benefit all of the state.

Chair Hawker recognized public comment from Mr. Crowley, who urged indexing the gas tax. Mr. Crowley stated that the Regional Council needs to convince legislators, such as Senator Harper. He commented that the State knows it is one-half cent behind on its roads. Mr. Crowley stated that if that tax is indexed and divided by population, Maricopa County would get more than half. He suggested communicating this through the March 10, 2006 joint hearing. Mr. Crowley stated that he would like to carpool to the meeting at Casa Grande if anyone has room. He stated that the supergrid and roadway connectivity is not to the edge of the county. Mr. Crowley commented that cities talk about leapfrogging but they are doing it themselves, such as strip annexation to the White Tanks. Mr. Crowley stated that a one-quarter cent tax countywide is needed. Chair Hawker thanked Mr. Crowley for his comments.

11. Comments from the Council

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

Vice Chair Thomas stated that he would sign up for the "Helmet Your Head" Coalition. He complimented the City of Goodyear on its dust control ordinance and efforts to control ATV riding in the river bed. Mayor Shafer stated that the City of Surprise also has a dust control ordinance.

There being no further business, the Regional Council meeting adjourned at 6:55 p.m.

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Chair

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Secretary

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

**DATE:**

March 21, 2006

**SUBJECT:**

Initial Closeout of the Federal Fiscal Year (FFY) 2006 MAG Federally Funded Program

**SUMMARY:**

Annual suballocations of Federal Obligation Authority (OA) to the MAG region must be used or they could be lost. Each year, the process to close out the MAG federally funded program is completed in three distinct steps. First, the federal funds that have been suballocated to the MAG region are compared with the list of projects programmed in the current year (FFY 2005) of the most recent Transportation Improvement Program (TIP). Second, by March 1, MAG agencies request the deferral from the current federal fiscal year to the following, or later, of any projects that are not likely to be completed through the federal development process in time. Third, projects are identified that are able to utilize the funds available from the first two phases and from any other obligation authority (OA) that might become available from federal sources. In this phase of the FY 2006 closeout process, approximately \$1.5 million is available for the initial closeout. Requests to defer MAG federally funded projects from FY 2006 to FY 2007 were due March 1, 2006. For additional information, please see the attached memorandum.

**PUBLIC INPUT:**

Opportunities for public input were provided at the MAG Transportation Review and MAG Management Committee meetings on February 23 and March 8, 2006, respectively. There were no comments about this particular agenda item.

**PROS & CONS:**

PROS: Early notification of the expected availability of funds allows member agencies to plan for interim and final year-end closeout projects.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: Initial analysis of funds has been provided by FHWA and ADOT Financial staff. Full analyses of the expected financial distributions at the Federal and State levels are not yet available.

POLICY: This initial closeout is the first step of the Regional Council approved process.

**ACTION NEEDED:**

Information and discussion.

**PRIOR COMMITTEE ACTIONS:**

MAG Management Committee: This item was on the March 8, 2006 MAG Management Committee agenda for information and discussion.

## MEMBERS ATTENDING

Ed Beasley, Glendale, Chair  
Jan Dolan, Scottsdale, Vice Chair  
#Janine Hanna-Solley for George Hoffman,  
Apache Junction  
Charlie McClendon, Avondale  
Carroll Reynolds, Buckeye  
\* Jon Pearson, Carefree  
\* Usama Abujbarah, Cave Creek  
Mark Pentz, Chandler  
\* B.J. Cornwall, El Mirage  
Alfonso Rodriguez for Orlando Moreno, Fort  
McDowell Yavapai Nation  
Ellen Pence for Tim Pickering, Fountain Hills  
+Lynn Farmer, Gila Bend  
\* Gila River Indian Community  
George Pettit, Gilbert  
Stephen Cleveland, Goodyear

Mark Johnson, Guadalupe  
Darryl Crossman, Litchfield Park  
Christopher Brady, Mesa  
Tom Martinsen, Paradise Valley  
Terry Ellis, Peoria  
Frank Fairbanks, Phoenix  
#Cynthia Seelhammer, Queen Creek  
Jacob Moore for Bryan Meyers, Salt River  
Pima-Maricopa Indian Community  
Jim Rumpeltes, Surprise  
Will Manley, Tempe  
\* Reyes Medrano, Tolleson  
\* Shane Dille, Wickenburg  
Mark Fooks, Youngtown  
Dale Buskirk for Victor Mendez, ADOT  
David Smith, Maricopa County  
David Boggs, Valley Metro/RPTA

\* Those members neither present nor represented by proxy.

#Participated by telephone conference call.

+Participated by videoconference call.

Transportation Review Committee: This item was on the February 23, 2006 MAG Transportation Review Committee agenda for information and discussion.

## MEMBERS ATTENDING

Maricopa County: Mike Ellegood, Chairperson  
ADOT: Dan Lance  
Avondale: David Fitzhugh  
Chandler: Patrice Kraus  
\* El Mirage: B.J. Cornwall  
Fountain Hills: Randy Harrel  
\*Gila Bend: Lynn Farmer  
Gilbert: Ken Maruyama for Tami Ryall  
Glendale: Terry Johnson  
Goodyear: Cato Esquivel  
Guadalupe: Jim Ricker  
\* Litchfield Park: Mike Cartsonis  
Mesa: Jim Huling  
\* Paradise Valley: Robert M. Cicarelli  
Peoria: David Moody  
Phoenix: Don Herp for Tom Callow  
Queen Creek: Mark Young  
RPTA: Bryan Jungwirth  
Scottsdale: Dave Meinhardt for Mary O'Connor  
Surprise: Randy Overmyer  
Tempe: Carlos De Leon  
\* Wickenburg: Shane Dille  
Valley Metro Rail: John Farry

## EX-OFFICIO MEMBERS ATTENDING

\* Regional Bicycle Task Force: Randi Alcott,  
RPTA  
\* Street Committee: Darryl Crossman  
ITS Committee: Alan Sanderson  
\* Pedestrian Working Group: Eric Iwersen,  
Tempe  
\* Telecommunications Advisory Group:

\* Members neither present nor represented by proxy.

## **CONTACT PERSON:**

Paul Ward, MAG, 602-254-6300.

March 21, 2006

**TO:** Members of the MAG Regional Council

**FROM:** Paul D. Ward, Transportation Programming Manager

**SUBJECT:** FEDERAL FISCAL YEAR (FFY) 2006 INITIAL YEAR END CLOSEOUT

As part of the initial phase of the year end closeout of the FFY 2006 MAG federally funded program, this memorandum contains a comparison of the funds expected to be available for FFY 2006 and the projects programmed. This analysis shows that approximately \$1.5 million is available from uncommitted funds in the current FFY. There will also be funds available from projects being deferred from FY 2006 to FY 2007 or later and the deadline for submitting these requests for deferrals was March 1, 2006.

### BACKGROUND

Current guidelines for the year end closeout process were approved by the Regional Council in 1995 and were slightly revised in 1996 and 2001. Important points for utilizing closeout funds are as follows:

- If federal funds are not utilized each year, they remain in accounts maintained by ADOT. However, the authority to spend those funds, known as Obligation Authority (OA), must be used each year or it may be lost to other states. If a state utilizes all of its allotted OA, there are opportunities to receive additional, redistributed OA. As a result, the MAG region attempts to utilize all of the OA targeted for projects within the region and identifies contingency projects that can utilize any redistributed OA, if any should become available.
- Any project that wishes to utilize year end closeout federal funds must have completed the federal project development process and be in a position to go to bid by the end of the current federal fiscal year. This requirement shows a distinct preference for projects that have already fulfilled the federal development process, or that have little or no development processes, such as design or procurement projects. Transit projects operate under an Annual Grant process and the obligation process differs slightly. Transfers of funding from highway to transit funds can be accomplished at very short notice and make very good candidates for contingency projects.
- Current Regional Council approved priorities for closeout funds are:

- Advancing projects (or phases of projects) that are already programmed with MAG federal funds in a future year;
  - Adding additional federal funds to an existing, unobligated projects, up to the originally programmed, federal-aid maximum;
  - Any other projects.
- If there is any unutilized OA, it is usually 'loaned' to ADOT and repaid in the following year. Generally, out of an average of \$75 million in federal funds each year of TEA-21, the MAG region has 'loaned' less than \$200,000 to ADOT at the end of each year (including successfully utilizing an average of \$1.5 million in redistributed OA at the end of each year).
  - The Regional Transportation Plan (RTP) allocates the overall allocation of MAG federal funds by mode. Although RTP modal allocations should be considered during the closeout process, it may not be possible given the desire to obligate all of the funds before the end of the FFY.

### THE CLOSEOUT PROCESS

Projections of MAG federal funds are estimated based on the underlying federal authorizing legislation involved (SAFETEA-LU) and are usually programmed in the MAG Transportation Improvement Program (TIP) up to five years ahead. An estimate of the expected OA limitation for the period covered by the TIP usually reduces the expected funds and other conservative techniques are used to try and ensure that we live within our budgets. This approach has successfully ensured that we have not had more projects programmed than funds available.

The closeout process for each federal fiscal year has evolved over the past few years and can be split into three separate parts as follows:

Initial Closeout: The initial closeout usually occurs at the beginning of the FFY, October 1, and involves a simple comparison between the funds available and the projects programmed, resulting in an initial estimate of uncommitted funds. These uncommitted funds are not usually made available immediately, but are made available during the interim and final phases of the closeout process.

The date at which the initial closeout occurs is directly affected by the date when the annual Transportation Appropriations bill is passed and, in recent years, this date has been several months later than expected. For example, the FY 2005 Transportation Appropriations Bill was only passed in January 2005. However, the FY 2006 Bill has already been passed and good estimates of the funds available are known.

Interim Closeout: Under the process established for the year end closeout, MAG agencies notify MAG staff, by March 1 of each year, of the projects that they wish to defer from the current fiscal year to the following fiscal year or that they do not wish to proceed with. The current year funds that are released by these actions are then added to the uncommitted funds from the initial closeout and form the majority of the funds that are made available for closeout projects. When this amount is known, agencies are then requested to identify projects that can utilize the funds made available.

As many of the funds available for current year projects are often deferred from one year to another, the priorities established for utilizing the funds are based on advancing future year projects, if possible, then adding additional funds to existing projects, and then any other uses. Due to the limited time frame involved, projects that are identified for using closeout funds are, by definition, only considered if they are likely to be able to utilize the funds within the current federal fiscal year.

The time frame for developing federally funded construction projects is currently between 18 and 24 months, so this process effectively excludes the advancement of construction projects, unless the projects involved have already been designed and appropriately reviewed by ADOT Local Governments staff. When the projects that can utilize the current year funds are identified, TIP Amendment actions are taken and sponsor agencies are then expected to implement the projects accordingly. Action by the Regional Council on the Interim Closeout usually occurs by May or June of each year.

Projects such as advance designs, additional funds for street sweepers and advancing the purchase of transit projects are good candidates for utilizing interim closeout funds, as they are able to utilize the funds in the short time frame involved. More and more agencies are requesting to advance the design of future years' federally funded projects and technical advisory committees have been encouraging this strategy for advancing the development of projects. In addition, some agencies have requested closeout federal funds for completing the advance design of projects that are programmed for construction or implementation with local funds in the TIP. The process to utilize federal funds for a design project is relatively short (two to three months) and, once the designs have been completed, the projects are then candidates for construction with the following year's federal closeout funds as the projects have already been developed to federal standards.

Final Closeout: Throughout the federal fiscal year, and especially during the first and final years of a federal reauthorization bill, there are adjustments made to the apportionment or appropriations formulas that can add to, or subtract from, the funds available. Furthermore, and as previously indicated, if MAG agencies successfully utilize all of the OA available, there is an opportunity to receive additional, redistributed OA. On average, MAG has received approximately \$1.5 million in redistributed OA each year during the period of TEA-21. The notification of the availability of this OA is usually at extremely short notice and occurs after July of each year.

The timing of these notifications does not allow for due consideration by MAG modal technical advisory committees, nor for any formal review and approval by the Management Committee or Regional Council. During the final closeout process, agencies identify possible contingency projects that can utilize the funds at extremely short notice. Likely projects for final closeout funds are transit projects, procurement projects and advancing the repayment of federally funded programmed projects that have been advance constructed and have been changed in the TIP for repayment in a future year. These projects can successfully be "obligated" at very short notice and do not require any additional actions by MAG committees.

#### FFY 2006 INITIAL CLOSEOUT ESTIMATES

The FY 2006 federal funds available for programming amount to \$96.1 million, and the projects programmed total \$94.6 million, leaving an uncommitted \$1.5 million.

## EXPECTED TIMELINE

The uncommitted funds are available for immediate use, However, these funds are usually combined with funds released by deferred projects and projects are usually then selected during the interim closeout phase. It is expected that the Transportation Review Committee in March will review the funds available and may discuss preferences for how the funds available should be targeted. Requests for these funds should be submitted to MAG staff by **Friday, April 28, 2006.**

MAG staff will review the projects and make estimates of emission reductions for a possible ranking of projects, as appropriate. It is expected that TRC action on the interim list of closeout projects will occur in May, with Management Committee, Transportation Policy Committee and Regional Council action taking place in June 2006. Successful projects will be expected to have completed their respective development process and have the final requests submitted to ADOT for obligation by August 1, 2006.

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

**DATE:**

March 21, 2006

**SUBJECT:**

Proposed Amendment to the FY 2006-2010 Transportation Improvement Program for Highway and Transit Projects

**SUMMARY:**

On July 25, 2005, the FY 2006-2010 MAG Transportation Improvement Program (TIP) was approved by the MAG Regional Council. Since then, the following six projects have been identified that need to be added to the TIP: a Bridge Replacement funded Bridge Scour project in Phoenix; two locally funded ITS Design projects in Mesa; two new 5307 funded transit projects for Avondale and Valley Metro and one new 5309 funded project in Tempe. Consultation on the air quality conformity assessment for both of the proposed Amendment and Adjustment changes is considered under a separate agenda item.

**PUBLIC INPUT:**

Opportunities for public input were provided at the Transportation Review and MAG Management Committee meetings on February 23 and March 8, 2006, respectively. At the Management Committee meeting, a citizen commented that not all bridges have a sufficiency rating. All of the projects are included in the air quality conformity consultation process, and this consultation is being considered as a separate agenda item.

**PROS & CONS:**

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

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

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

POLICY: This amendment request is in accord with all MAG guidelines.

**ACTION NEEDED:**

Approval of a TIP Amendment to the FY 2006-2010 MAG Transportation Improvement Program to add a Bridge Replacement funded Bridge Scour project in Phoenix; two locally funded ITS Design projects in Mesa; two new 5307 funded transit projects for Avondale and Valley Metro and one new 5309 funded project in Tempe, as shown in the attached tables.

**PRIOR COMMITTEE ACTIONS:**

Transportation Policy Committee: This item is on the March 22 Transportation Policy Committee agenda. An update will be provided on action taken by the Committee.

MAG Management Committee: On March 8, 2006, the MAG Management Committee unanimously

recommended approval of an Amendment to the FY 2006-2010 Transportation Improvement Program for highway and transit projects.

MEMBERS ATTENDING

Ed Beasley, Glendale, Chair  
Jan Dolan, Scottsdale, Vice Chair  
#Janine Hanna-Solley for George Hoffman,  
Apache Junction  
Charlie McClendon, Avondale  
Carroll Reynolds, Buckeye  
\* Jon Pearson, Carefree  
\* Usama Abujbarah, Cave Creek  
Mark Pentz, Chandler  
\* B.J. Cornwall, El Mirage  
Alfonso Rodriguez for Orlando Moreno, Fort  
McDowell Yavapai Nation  
Ellen Pence for Tim Pickering, Fountain Hills  
+Lynn Farmer, Gila Bend  
\* Gila River Indian Community  
George Pettit, Gilbert  
Stephen Cleveland, Goodyear

Mark Johnson, Guadalupe  
Darryl Crossman, Litchfield Park  
Christopher Brady, Mesa  
Tom Martinsen, Paradise Valley  
Terry Ellis, Peoria  
Frank Fairbanks, Phoenix  
#Cynthia Seelhammer, Queen Creek  
Jacob Moore for Bryan Meyers, Salt River  
Pima-Maricopa Indian Community  
Jim Rumpeltes, Surprise  
Will Manley, Tempe  
\* Reyes Medrano, Tolleson  
\* Shane Dille, Wickenburg  
Mark Fooks, Youngtown  
Dale Buskirk for Victor Mendez, ADOT  
David Smith, Maricopa County  
David Boggs, Valley Metro/RPTA

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

Transportation Review Committee: On February 23, 2006, the MAG Transportation Review Committee unanimously recommended approval of an Amendment to the FY 2006-2010 Transportation Improvement Program for highway and transit projects.

MEMBERS ATTENDING

Maricopa County: Mike Ellegood, Chairperson  
ADOT: Dan Lance  
Avondale: David Fitzhugh  
Chandler: Patrice Kraus  
\* El Mirage: B.J. Cornwall  
Fountain Hills: Randy Harrel  
\*Gila Bend: Lynn Farmer  
Gilbert: Ken Maruyama for Tami Ryall  
Glendale: Terry Johnson  
Goodyear: Cato Esquivel  
Guadalupe: Jim Ricker  
\* Litchfield Park: Mike Cartsonis

Mesa: Jim Huling  
\* Paradise Valley: Robert M. Cicarelli  
Peoria: David Moody  
Phoenix: Don Herp for Tom Callow  
Queen Creek: Mark Young  
RPTA: Bryan Jungwirth  
Scottsdale: Dave Meinhardt for Mary O'Connor  
Surprise: Randy Overmyer  
Tempe: Carlos De Leon  
\* Wickenburg: Shane Dille  
Valley Metro Rail: John Farry

EX-OFFICIO MEMBERS ATTENDING

\* Regional Bicycle Task Force: Randi Alcott,  
RPTA  
\* Street Committee: Darryl Crossman  
ITS Committee: Alan Sanderson

\* Pedestrian Working Group: Eric Iwersen,  
Tempe  
\* Telecommunications Advisory Group:

\* Members neither present nor represented by proxy.

**CONTACT PERSON:**

Paul Ward, MAG, 602-254-6300.

Table One A - Amendment to the FY 2006-2010 MAG TIP for Highway Projects (Amendment Number 2A)  
The listed projects DO NOT involve FTA funds, NOR the transfer of FHWA funds to FTA.

Proj #	Agency	Description	FY	Length	Fund Type	Local Cost	Fed. Cost	Reg. Cost	Total Cost	Errata Reason
PHX06-638	Phoenix	Regionwide: Bridge Scour Plan of Action	2006	0	BR	\$15,000	\$60,000	\$0	\$75,000	Add new Bridge Scour project to FY 2006 with BR funds
MES06-701	Mesa	Country Club Dr: Baseline Rd to McKellips Rd: Design ITS Traffic Signal Conversion from Sonix to Icon	2006	5	Local	\$220,000	\$0	\$0	\$220,000	Add new ITS design project to FY 2006 with local funds
MES06-702	Mesa	Mesa Dr: Broadway Rd to Brown Rd and Main St: Mesa Dr to Williams: Design ITS Traffic Signal Conversion from Sonix to Icon	2006	3.5	Local	\$120,000	\$0	\$0	\$120,000	Add new ITS design project to FY 2006 with local funds
Total added to (or deleted from) the FY 2006-2010 MAG TIP:						\$355,000	\$60,000	\$0	\$415,000	

Table One B - Amendment to the FY 2006-2010 MAG TIP for Transit Projects (Amendment Number 2B)  
ALL of the listed projects involve FTA funds, OR the transfer of FHWA funds to FTA.

Proj #	Agency	Description	FY	Length	Fund Type	Local Cost	Fed. Cost	Reg. Cost	Total Cost	Errata Reason
VMT06-666T	Valley Metro	Citywide: Design and construct upgrades - Mesa	2006	0	5307	\$121,000	\$484,000	\$0	\$605,000	Add new Transit project to FY 2006 with 5307 funds
AVN06-601T	Avondale	Areawide: Operating assistance - Avondale urbanized area	2006	0	5307	\$814,700	\$814,700	\$0	\$1,629,400	Add new Transit project to FY 2006 with 5307 funds
TMP06-607T	Tempe	Downtown Tempe: Construct downtown transit center	2006	0	5309	\$194,356	\$777,422	\$0	\$971,778	Add new Transit project to FY 2006 with 5309 funds
Total added to (or deleted from) the FY 2006-2010 MAG TIP:						\$1,130,056	\$2,076,122	\$0	\$3,206,178	

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

**DATE:**

March 21, 2006

**SUBJECT:**

Consultation on Proposed Transportation Conformity Processes for the 2006 MAG Conformity Analysis

**SUMMARY:**

Federal and State conformity regulations require that MAG consult with federal, state, and local air quality and transportation agencies on proposed processes for the conformity analysis on the transportation improvement program and transportation plan. The processes include: selection of proposed models, associated methods, and assumptions, identification of exempt projects, ensuring the expeditious implementation of transportation control measures, and identification of projects which require PM-10 hotspot analysis. On February 28, 2006, MAG distributed for comment the proposed processes to be applied in the upcoming conformity analysis for the FY 2007-2011 MAG Transportation Improvement Program (TIP) and the MAG Regional Transportation Plan - 2006 Update. Comments regarding the proposed conformity processes are requested by March 24, 2006.

**PUBLIC INPUT:**

Public comment has not been received on this item, but an opportunity for comment was provided at the March 8, 2006 MAG Management Committee meeting.

**PROS & CONS:**

**PROS:** Interagency consultation on the transportation conformity processes provides required notification to the planning agencies.

**CONS:** The consultation on transportation conformity requires additional time in the development of the FY 2007-2011 MAG Transportation Improvement Program and the MAG Regional Transportation Plan - 2006 Update.

**TECHNICAL & POLICY IMPLICATIONS:**

**TECHNICAL:** The 2006 MAG Conformity Analysis will be based upon the latest planning assumptions and EPA-approved emissions models.

**POLICY:** The consultation for the conformity processes is being conducted in accordance with MAG Conformity Consultation Processes adopted by the Regional Council in February 1996. The 2005 MAG Conformity Analysis on the FY 2006-2010 MAG Transportation Improvement Program and MAG Regional Transportation Plan - 2005 Update received joint Federal Highway Administration and Federal Transit Administration approval on August 31, 2005.

**ACTION NEEDED:**

Consultation.

**PRIOR COMMITTEE ACTIONS:**

Management Committee: This item was on the agenda of the March 8, 2006 MAG Management Committee meeting for consultation.

**MEMBERS ATTENDING**

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

\* Those members neither present nor represented by proxy.

# Participated by telephone conference call.

+ Participated by videoconference call.

**CONTACT PERSON:**

Dean Giles, MAG, (602) 254-6300

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

**DATE:**

March 21, 2006

**SUBJECT:**

Consultation on Potentially Regionally Significant Projects of the FY 2007-2011 MAG Transportation Improvement Program

**SUMMARY:**

Federal and State conformity regulations require Metropolitan Planning Organizations such as MAG to consult with State and local air quality and transportation agencies, the U.S. Environmental Protection Agency, and the U.S. Department of Transportation regarding which transportation projects will be considered "regionally significant" for a regional emissions analysis. Regionally significant projects are subject to conformity requirements. Comments on the potentially regionally significant projects are requested by March 24, 2006.

**PUBLIC INPUT:**

Public comment has not been received on this item, but an opportunity for comment was provided at the March 8, 2006 MAG Management Committee meeting.

**PROS & CONS:**

PROS: Interagency consultation on regionally significant projects provides required notification to the planning agencies.

CONS: The consultation on transportation conformity requires additional time in the development of the FY 2007-2011 MAG Transportation Improvement Program and the MAG Regional Transportation Plan - 2006 Update.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: In general, regionally significant projects include arterial construction (or widening) of greater than one-half mile in length, freeway construction, or provision of major fixed transit facilities. MAG may approve a Transportation Improvement Program or amendment only if conformity criteria are met. A transportation project that is designated regionally significant is required to meet conformity requirements. This requirement applies not only to federal projects, but also to locally and privately funded transportation projects.

POLICY: The consultation for the regionally significant projects of the FY 2007-2011 MAG Transportation Improvement Program is being conducted in accordance with MAG Conformity Consultation Processes adopted by the Regional Council in February 1996.

**ACTION NEEDED:**

Consultation.

**PRIOR COMMITTEE ACTIONS:**

Management Committee: This item was on the agenda of the March 8, 2006 MAG Management Committee meeting for consultation.

**MEMBERS ATTENDING**

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

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

**CONTACT PERSON:**

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

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

**DATE:**

March 21, 2006

**SUBJECT:**

Conformity Consultation

**SUMMARY:**

MAG is conducting consultation on a conformity assessment for an amendment to the FY 2006-2010 MAG Transportation Improvement Program (TIP). The proposed amendment includes the addition of three new federally-funded transit projects for Avondale, Tempe, and Valley Metro. The amendment also includes a City of Phoenix federal-aid bridge scour project and two City of Mesa Intelligent Transportation System projects. All of the projects are for addition to FY 2006. Comments on the conformity assessment are requested by March 24, 2006.

MAG has reviewed the projects for compliance with the federal conformity rule and has found that the amendment requires consultation on the conformity assessment. The amendment includes projects that may be categorized as exempt from conformity determinations or projects exempt from a regional emissions analysis.

**PUBLIC INPUT:**

Public comment has not been received on this item, but an opportunity for comment was provided at the March 8, 2006 MAG Management Committee meeting.

**PROS & CONS:**

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

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

**TECHNICAL & POLICY IMPLICATIONS:**

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

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

**ACTION NEEDED:**

Consultation.

## **PRIOR COMMITTEE ACTIONS:**

Management Committee: This item was on the agenda of the March 8, 2006 MAG Management Committee meeting for consultation.

### MEMBERS ATTENDING

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

\* Those members neither present nor represented by proxy.

# Participated by telephone conference call. + Participated by videoconference call.

Transportation Review Committee: On February 23, 2006, the MAG Transportation Review Committee recommended approval of an Amendment to the FY 2006-2010 MAG Transportation Improvement Program to add highway and transit projects.

### MEMBERS ATTENDING

Maricopa County: Mike Ellegood, Chair	*Litchfield Park: Mike Cartsonis
ADOT: Dan Lance	Mesa: Jim Huling
Avondale: David Fitzhugh	*Paradise Valley: Robert M. Cicarelli
Chandler: Patrice Kraus	Peoria: David Moody
*El Mirage: B.J. Cornwall	Phoenix: Don Herp for Tom Callow
Fountain Hills: Randy Harrel	*Queen Creek: Mark Young
*Gila Bend: Lynn Farmer	RPTA: Bryan Jungwirth
Gilbert: Ken Maruyama for Tami Ryall	Scottsdale: Dave Meinhardt for Mary O'Connor
Glendale: Terry Johnson	Surprise: Randy Overmyer
Goodyear: Cato Esquivel	Tempe: Carlos De Leon
*Guadalupe, Jim Ricker	*Wickenburg: Shane Dille
	Valley Metro Rail: John Farry

### EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Randi Alcott, RPTA	*Pedestrian Working Group: Eric Iwersen, City of Tempe
*Street Committee: Larry Shobe, Tempe	*Telecommunications Advisory Group:
*ITS Committee: Alan Sanderson	
* Members neither present nor represented by proxy. +Attended by Videoconference	

## **CONTACT PERSON:**

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

March 21, 2006

TO: Members of the MAG Regional Council

FROM: Heidi Pahl, 2005 Census Survey Coordinator

SUBJECT: STATUS REPORT ON 2005 CENSUS SURVEY

Group quarter preliminary results by jurisdiction were distributed to member agencies March 2, 2006. Housing unit preliminary results by jurisdiction are being developed by the Census Bureau. The Census Bureau stated they will deliver final numbers April 26, 2006 and these numbers need to be transmitted to the State April 28, 2006.

Census staff plan to forward to MAG the preliminary results for the 2005 Census Survey including: total resident population, total resident population living in housing units, total resident population not living in housing units (people that live in group quarters and outdoor locations), total housing units and total occupied housing units. These estimates are for September 1, 2005 for Maricopa County, designated jurisdictions, jurisdiction sub-areas, and balance of county.

To assist member agencies, MAG and the Census Bureau held an Information Workshop to provide suggestions to member agencies on how to evaluate 2005 Census Survey preliminary results for the full count of population living in group quarters and the survey of population living in housing units. MAG Census Survey Oversight Subcommittee members, Population Technical Advisory Committee members and Intergovernmental Representatives were in attendance. Each attendee received from the Census Bureau preliminary numbers for the 2005 Census Survey total resident non-housing unit population, a timeline and instructions for the full count appeals process, and a timeline and instructions for the survey review process. Also, each attendee received two additional handouts from MAG to assist when evaluating preliminary numbers.

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

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

**DATE:**

March 21, 2006

**SUBJECT:**

Department of Housing and Urban Development Stuart B. McKinney Continuum of Care Consolidated Application Process for Maricopa County

**SUMMARY:**

On December 8, 1999, the Regional Council approved MAG becoming the responsible entity for a year-round homeless planning process which includes submittal of the Department of Housing and Urban Development (HUD) Stuart B. McKinney Continuum of Care Consolidated Application for the MAG Region. The Continuum of Care grant supports permanent and transitional housing as well as supportive services. Information on the 2006 application process is provided to inform MAG member agencies about this funding opportunity. HUD has released the application, initiating the local application process. Technical assistance is available through MAG staff to any MAG member agency wanting to submit an application. The only opportunity for new projects is for permanent supportive housing (operations dollars) for chronically homeless individuals. Applications are due on April 14, 2006 at noon.

Last year, the region received more than \$20 million for 48 homeless service providers. A total of \$106 million has been awarded to the region since 1999. It is anticipated that the region will be awarded comparably in 2006. Notice of this application and time line has been e-mailed to members of the Regional Council, Management Committee and Continuum of Care, and intergovernmental staff. The ranking and review process is administered by the Valley of the Sun United Way. The local application process will be on-line this year by way of the United Way's "e-CFund" system.

**PUBLIC INPUT:**

The development of the vision, goals, objectives, evaluation criteria and local application was crafted based on public input from consumers, providers of services, local and state governmental representatives. The process of the local application was reviewed at the MAG Continuum of Care Regional Committee on Homelessness meeting on January 23, 2006. At the March 8 Management Committee meeting, a citizen said that these projects need money to exist. The citizen commented that many jurisdictions have not paid their share to the Homeless Campus, which in most cases is \$7,000 or less.

**PROS & CONS:**

**PROS:** A coordinated application and planning process is recommended by the U.S. Department of Housing and Urban Development to maximize competitiveness for the federal Stuart B. McKinney Act funds. Working groups composed of stakeholders are involved from the inception of the planning process and remain involved throughout. Using this model, there has been widespread consensus about the types of issues related to homelessness in the Valley and assistance with information needed for the federal grant. The model emphasizes the need for collaboration among public and private agencies to ensure that individuals and families who are homeless are assisted in moving from homelessness to permanent housing and greater self-sufficiency. Since 1994, all applicants for funding from these programs have been required to demonstrate that their programs play an integral role in their community's Continuum of Care.

**CONS:** The HUD Continuum of Care grant is the largest block of funding that comes to the region for housing and services for persons who are homeless. Since the Continuum of Care is the mandated process for developing this grant application, submission of the application through the MAG Continuum

of Care is necessary in order to draw down the funds. The Continuum of Care process is competitive with up to 20 percent of the Continuum of Care defunded by HUD annually. If this region did not submit this grant through the existing MAG Continuum of Care process, potentially the funding for the region could be lost in perpetuity.

### **TECHNICAL & POLICY IMPLICATIONS:**

**TECHNICAL:** The federal application process requires a tremendous amount of staff time to develop the community consensus and to gather the information requested by HUD. This task is complicated by the lack of a consistent data base on needs, services provided and funds expended. The planning process has identified the need to develop more complete data for the next application through a comprehensive countywide street count and shelter survey. The implementation of the Maricopa Homeless Management Information System (HMIS) will also assist in the collection of system wide data in future years.

**POLICY:** The MAG Continuum of Care Regional Committee on Homelessness was created at the request of HUD and with the approval of the MAG Regional Council. This policy level council is composed of a variety of representatives, including elected officials, representatives of the Governor's Office, several state legislators, several funding agencies, service providers, HUD, the religious community, advocates and consumers. This is a broad-based community committee that has agreed to take the responsibility for homeless planning and to ensure that a regional grant application is submitted each year. The Committee has been an effective method to discuss and move forward with regional solutions addressing homelessness.

### **ACTION NEEDED:**

Information and discussion.

### **PRIOR COMMITTEE ACTIONS:**

Management Committee: This item was on the March 8, 2006 agenda for information and discussion.

### MEMBERS ATTENDING

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

\* Those members neither present nor represented by proxy.

# Participated by telephone conference call.

+ Participated by videoconference call.

The Continuum of Care Regional Committee on Homelessness reviewed the planning process at the January 23, 2006 meeting.

**MEMBERS ATTENDING:**

- Councilmember Greg Stanton, Phoenix, Chair
- \* Lorenzo Aguirre, City of El Mirage
- Roberto Armijo, Community Information & Referral Services
- Maryann Beerling Thomas, New Arizona Family
- Allie Bones, DES/CPM
- Judy Bowden, Mesa United Way
- Brad Bridwell, US Vets
- Tom Canasi, City of Tempe, Co-Vice Chair
- \* Kendra Cea, APS
- Linda Snidecor for Kelly Dalton, Goodyear
- Trinity Donovan, Valley of the Sun United Way
- \* Ken Einbinder, US HUD
- Councilmember Steve Frate, Glendale
- Theresa James, City of Tempe
- Fred Karnas, Governor' Office, C Y & F
- Don Keuth, Phoenix Community Alliance, Co-Vice Chair
- \* Dan Lundberg, City of Surprise
- Mike McQuaid, HSC
- Carrie Mascaro, Catholic Social Services
- Meggan Medina for AZ Department of Housing
- \* Guy Mikkelsen, Foundation for Senior Living
- \* Darlene Newsom, United Methodist Outreach Ministries
- Crucita Nuñez-Ochoa, Chicanos Por La Causa
- \* Brenda Robbins, Department of Health Services
- \* Frank Scarpati, Community Bridges
- Stephen Sparks for Laura Skotnicki, Save the Family
- Annette Stein, Maricopa County HS
- Jeff Taylor, Phoenix Rescue Mission
- Margaret Trujillo, Maricopa County Courts
- Kit Kelly for Councilmember Mike Whalen, Mesa
- \* Supervisor Mary Rose Wilcox, Maricopa County
- Ted Williams, AZ Behavioral Health Corporation
- Diana Yazzie Devine, Native American Connections

**CONTACT PERSON:**

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

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

### **DATE:**

March 21, 2006

### **SUBJECT:**

MAG 208 Small Plant Review and Approval for the Proposed City of Peoria Estates at Lakeside Wastewater Treatment Plant

### **SUMMARY:**

The City of Peoria has requested that MAG review the proposed Estates at Lakeside Wastewater Treatment Plant through the Small Plant Review and Approval Process of the MAG 208 Water Quality Management Plan. The plant would have an ultimate capacity of 120,000 gallons per day and effluent would be disposed of through deep well injection into the aquifer. The City of Phoenix is within three miles of the project and does not object to the proposed plant. Since the Lake Pleasant Park is within three miles of the project, Maricopa County has also indicated no objections.

### **PUBLIC INPUT:**

An opportunity for public comment was provided at the February 7, 2006 MAG Water Quality Advisory Committee meeting and the March 8, 2006 MAG Management Committee meeting. There were no public comments received on this item.

### **PROS & CONS:**

**PROS:** Approval of the proposed City of Peoria Estates at Lakeside Wastewater Treatment Plant as part of the MAG 208 Water Quality Management Plan would make the facility consistent with the MAG 208 Plan. The MAG 208 Water Quality Management Plan is the key guiding document used by Maricopa County and the Arizona Department of Environmental Quality in granting permits for wastewater treatment systems in the MAG region.

**CONS:** Currently, there do not appear to be any negative impacts associated with the approval of the Estates at Lakeside Wastewater Treatment Plant.

### **TECHNICAL & POLICY IMPLICATIONS:**

**TECHNICAL:** The proposed Estates at Lakeside Wastewater Treatment Plant is needed to accommodate growth in the Peoria Wastewater Planning Area.

**POLICY:** The MAG 208 Water Quality Management Plan is the key guiding document used by Maricopa County and the Arizona Department of Environmental Quality in granting permits for wastewater treatment systems in the MAG region. Approval of the facility would enable the facility to be deemed consistent with the MAG 208 Plan. Consistency is necessary for permit approvals.

### **ACTION NEEDED:**

Approval of the proposed City of Peoria Estates at Lakeside Wastewater Treatment Plant as part of the MAG 208 Water Quality Management Plan.

**PRIOR COMMITTEE ACTIONS:**

Management Committee: On March 8, 2006, the MAG Management Committee unanimously recommended approval of the proposed City of Peoria Estates at Lakeside Wastewater Treatment Plant as part of the MAG 208 Water Quality Management Plan.

MEMBERS ATTENDING

- Ed Beasley, Glendale, Chair
- Jan Dolan, Scottsdale, Vice Chair
- # Janine Hanna-Solley for George Hoffman, Apache Junction
- Charlie McClendon, Avondale
- Carroll Reynolds, Buckeye
- \* Jon Pearson, Carefree
- \* Usama Abujbarah, Cave Creek
- Mark Pentz, Chandler
- \* B.J. Cornwall, El Mirage
- Alfonso Rodriguez for Orlando Moreno, Fort McDowell Yavapai Nation
- Ellen Pence for Tim Pickering, Fountain Hills
- + Lynn Farmer, Gila Bend
- \* Gila River Indian Community
- George Pettit, Gilbert
- Stephen Cleveland, Goodyear

- Mark Johnson, Guadalupe
- Darryl Crossman, Litchfield Park
- Christopher Brady, Mesa
- Tom Martinsen, Paradise Valley
- Terry Ellis, Peoria
- Frank Fairbanks, Phoenix
- # Cynthia Seelhammer, Queen Creek
- Jacob Moore for Bryan Meyers, Salt River Pima-Maricopa Indian Community
- Jim Rumpeltes, Surprise
- Will Manley, Tempe
- \* Reyes Medrano, Tolleson
- \* Shane Dille, Wickenburg
- Mark Fooks, Youngtown
- Dale Buskirk for Victor Mendez, ADOT
- David Smith, Maricopa County
- David Boggs, Valley Metro/RPTA

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

Water Quality Advisory Committee: On February 7, 2006, the MAG Water Quality Advisory Committee unanimously recommended approval of the proposed City of Peoria Estates at Lakeside Wastewater Treatment Plant as part of the MAG 208 Water Quality Management Plan.

MEMBERS ATTENDING

- Roger Klingler, Scottsdale, Chair
- \* Avondale: Greg Stack
- Buckeye: Lucky Roberts
- # Chandler: Jacqueline Strong
- El Mirage: Michael Salisbury
- \* Gilbert: Lonnie Frost
- Glendale: Chris Ochs
- Goodyear: David Iwanski
- # Mesa: Bill Haney
- Peoria: William Mattingly for Stephen Bontrager

- Phoenix: Robert Hollander
- Surprise: Rich Williams Sr.
- Tempe: David McNeil
- Maricopa County: Ken James for John Power
- Pinnacle West Capital: John Boyer
- \* Salt River Project: Ray Hedrick
- U of A Cooperative Extension: Patrick Clay
- \* Citizen Representative: Eugene Jensen

- \* Those members neither present nor represented by proxy.
- # Attended by telephone conference call.

**CONTACT PERSON:**

Julie Hoffman, MAG, 602-254-6300

March 21, 2006

TO: Members of the MAG Regional Council

FROM: Harry P. Wolfe, Senior Project Manager

SUBJECT: DRAFT 2007-2055 ARIZONA DEPARTMENT OF ECONOMIC SECURITY  
POPULATION PROJECTIONS FOR MARICOPA COUNTY

In January 2006, the Arizona Department of Economic Security (DES) released a draft set of 2007 to 2055 resident population projections for Arizona counties including Maricopa County. These projections will be considered at the DES Population Technical Advisory Committee on March 22, 2006. It is anticipated that MAG will express concern with the numbers.

According to Executive Order 95-2, DES is to prepare official resident population projections once every five years, while MAG prepares subregional projections consistent with the Maricopa Country population control total developed by DES. The last set of official resident population projections was produced by DES in February 1997, nine years ago.

In 2003, because there was a need to have updated socioeconomic projections for the development of the MAG Regional Transportation Plan and because DES had not approved an updated set of projections, MAG developed an interim set of population projections. The interim population projections used a Maricopa County control total based upon work done by the University of Arizona and Arizona State University to support a study by the Arizona Department of Commerce to develop a long-range economic strategy for the state.

In January 2006, DES released draft July 1, 2007 to 2055 resident population projections for Arizona counties including Maricopa County. The DES Population Technical Advisory Committee will be considering recommending approval of the projections at its March 22, 2006 meeting. The draft projections for Maricopa County are attached.

Although the DES draft resident population projections for Maricopa County are within a reasonable range, MAG has a number of concerns. These concerns relate to the methodology that was used to produce the projections and the fact that they are based on an unofficial July 1, 2005 population estimate instead of the results of the Census Survey. MAG is also concerned about the draft projections for Pinal and Pima counties, which have an impact on Maricopa County.

In addition, on February 8, 2006, the Governor issued Executive Order 2006-04 that will "enhance the development of accurate population estimates and projections and labor market information in the state"

by evaluating best practices throughout the United States and making recommendations to the Governor to enhance the current processes.

Based on the current methodological issues with this set of projections proposed by DES and the new Executive Order that will consider enhancing the current methodology, it is anticipated that MAG will express concern with the DES County Population Projections at the March 22, 2006 DES POPTAC meeting and support a review of the population estimate and projection process in the evaluation established by the Governor's Executive Order 2006-04.

If you have any questions or need additional information, please contact me or Anubhav Bagley at 602-254-6300.

**DRAFT**  
Population Projections for Maricopa County  
2007-2055

<b>Year</b>	<b>Resident Population</b>
<b>2000</b>	3,096,600
<b>2007</b>	3,879,200
<b>2010</b>	4,217,400
<b>2015</b>	4,762,500
<b>2020</b>	5,276,100
<b>2025</b>	5,756,700
<b>2030</b>	6,208,000
<b>2035</b>	6,626,300
<b>2040</b>	7,009,700
<b>2045</b>	7,355,600
<b>2050</b>	7,661,400
<b>2055</b>	7,924,600

\* Population rounded to the nearest 100

Source: Arizona Department of Economic Security, Research Administration, Population Statistics Unit. Population projected by Demographic Cohort-Component Population Model. February 15, 2006

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

**DATE:**

March 21, 2006

**SUBJECT:**

City of Phoenix Request to Advance the I-17/Dove Valley Road Traffic Interchange

**SUMMARY:**

MAG has received a request to advance the construction of the I-17 and Dove Valley Road Traffic Interchange (TI) to coincide with the widening of I-17 which is scheduled for construction in FY 2007. The Dove Valley TI is listed in the Regional Transportation Plan as a Phase IV project and is currently in the ADOT Life Cycle Program for design funding in 2021 and construction in 2022. The City will provide the funding for the acceleration of the project, including design, right of way, and construction. Repayment will be made as provided in the ADOT Life Cycle Program at the time of the repayment. The project would be accelerated under the MAG Freeway/Highway Acceleration policy with the repayment to the City of Phoenix subject to program advancements or delays as any other project in the life cycle program. The City will be responsible for one-half of the interest cost. The advanced project, if approved, would be included in the draft MAG FY 2007-2011 Transportation Improvement Program and the Regional Transportation Plan FY 2006 Update that are being developed and will be presented for consideration in April for the purpose of air quality conformity analysis.

**PUBLIC INPUT:**

Opportunities for public input were provided at the Transportation Review and MAG Management Committee meetings on February 23 and March 8, 2006, respectively. At the Management Committee meeting, a citizen stated support for the project, but wondered if it was being done to the full footprint.

**PROS & CONS:**

**PROS:** The Phoenix proposal to accelerate the construction of the I-17 and Dove Valley Road Traffic Interchange (TI) by approximately 15 years will coincide with the widening of I-17 in FY 2007. This will result in less disruption of traffic on I-17 since all of the construction will be completed as part of the widening project.

**CONS:** The accelerated construction increases the workload for ADOT.

**TECHNICAL & POLICY IMPLICATIONS:**

**TECHNICAL:** Advance construction projects need to be shown in the TIP in the year that they commence. The repayment of the advance construction also needs to be shown in the respective year that repayment is due in the ADOT Life Cycle Program.

**POLICY:** This amendment request is in accord with the MAG Highway Acceleration Policy adopted by the MAG Regional Council in March 2000.

**ACTION NEEDED:**

Approval of the City of Phoenix request to Advance the I-17/Dove Valley Road Traffic Interchange project and include the advanced project in the draft MAG FY 2007-2011 Transportation Improvement Program and the Regional Transportation Plan FY 2006 Update for the purpose of air quality conformity analysis.

**PRIOR COMMITTEE ACTIONS:**

This item is on the March 22 Transportation Policy Committee agenda. An update will be provided on action taken by the Committee.

Management Committee: On March 8, 2006, the Management Committee recommended approval of the request, with one abstention (**shaded**).

**MEMBERS ATTENDING**

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

\* Those members neither present nor represented by proxy.

# Participated by telephone conference call.

+ Participated by videoconference call.

Transportation Review Committee (TRC): The request to advance the Dove Valley Traffic Interchange was included on the December 8, 2005, TRC agenda for information and discussion.

**MEMBERS ATTENDING**

Maricopa County: Mike Ellegood, Chairman	Mesa: Jeff Martin
ADOT: Dan Lance	* Paradise Valley: Robert M. Cicarelli
Avondale: David Fitzhugh	* Peoria: David Moody
* Chandler: Patrice Kraus	Phoenix: Don Herp for Tom Callow
* El Mirage: B.J. Cornwall	Queen Creek: Mark Young
Fountain Hills: Randy Harrel	RPTA: Bryan Jungwirth
* Gila Bend: Lynn Farmer	Scottsdale: Mary O'Connor
* Gilbert: Tami Ryall	Surprise: Randy Overmyer
Glendale: Terry Johnson	Tempe: Carlos De Leon
* Goodyear: Cato Esquivel	* Wickenburg: Shane Dille
* Guadalupe: Jim Ricker	Valley Metro Rail: John Farry
* Litchfield Park: Mike Cartsonis	

**EX-OFFICIO MEMBERS ATTENDING**

* Reg. Bike Task Force: Randi Alcott, RPTA	* Pedestrian Working Group: Eric Iwersen, Tempe
* Street Committee: Larry Shobe, Tempe	* Telecommunications Advisory Group:
* ITS Committee: Alan Sanderson, Mesa	

\* Those members neither present nor represented by proxy.

**CONTACT PERSON:**

Eric Anderson, MAG Transportation Director, 602-254-6300.

March 21, 2006

TO: Members of the MAG Regional Council

FROM: Rita Walton, MAG Information Services Manager

SUBJECT: REGIONALLY SIGNIFICANT DEVELOPMENT PROJECTS

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

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

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

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

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

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

----- A Voluntary Association of Local Governments in Maricopa County -----

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

### Introduction

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

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

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

### Background

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

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

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

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

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

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

**Table 1: Criteria for Regionally Significant Development Projects**

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

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

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

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

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

## Methodology

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

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

The method used is as follows:

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

This methodology resulted in the following costs in 2002 dollars:

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

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

## Residential Completion Analysis

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

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

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

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

### Land Use Changes

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

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

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

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

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

Note: numbers may not add due to rounding.

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

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

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

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

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

## Developments

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

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

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

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

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

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

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

### **Analysis of All Developments Submitted to MAG**

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

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

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

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

**Analysis of Regionally Significant Developments Submitted to MAG**

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

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

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

**Next Steps**

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

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

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

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

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

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

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

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

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

**DATE:**

March 21, 2006

**SUBJECT:**

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

**SUMMARY:**

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

The Management Committee reviewed the development of the Work Program and Annual Budget at its meetings on January 11 and February 8, 2006. The estimated dues and assessments were presented at these meetings using the construction inflation factor from the most current Regional Freeway System Certification. At the Regional Council Executive Committee meeting on February 13, 2006, staff was directed to explore other indices for calculating the estimated dues and assessments. Information on potential inflation indices was taken to the March 20 Regional Council Executive Committee meeting for review and staff was directed to use the prior year Consumer Price Index for all urban consumers (CPI-U). The CPI-U factor for 2005 is 3.4 percent and this has been applied to the estimated dues and assessments for FY 2007. Using the CPI-U factor of 3.4 percent results in a decrease in estimated dues and assessments of \$20,106. A revised estimated Dues and Assessments document is included. Interest was also expressed at the Executive Committee to have the flexibility in the budget to address future growth issues such as adequate public facilities. If these types of studies are desired, existing projects such as *Building a Quality Regional Community* could be modified, or a new project could be initiated using contingency funds.

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

Each year new projects are proposed for inclusion in the MAG planning efforts. These new project proposals come from the various MAG technical committees, policy committees and other discussions with members and stakeholders regarding joint efforts within the region. These projects are subject to review and input by the committees as they go through the budget process. The proposed new projects for FY 2007 were presented at the February 8 Management Committee meeting the February 13 Executive Committee meeting, and the February 22 Regional Council meeting. A transportation project titled "Access to Freeway Condition Information Via Handheld Devices," has been added and an updated proposed project list is included in this material. A preliminary discussion on a "Southwest Valley/Western Pinal County Transportation Study" is currently taking place. The details of this

proposed project are not yet available, but it is initially proposed to be a shared cost study between Pinal County, Maricopa County, ADOT, MAG and other potential partners including related towns and cities. Preliminary estimates for this study are \$400,000 and the MAG portion is budgeted at \$200,000. Updates on this proposed study will be provided.

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

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

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

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

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

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

#### **PUBLIC INPUT:**

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

#### **PROS & CONS:**

PROS: MAG is presenting a draft of the FY 2007 budget as well as the accompanying summary budget document, "MAG Programs in Brief." This presentation provides for an incremental review of key budget details of the complete draft budget. In January and February proposed new projects, estimated revenues and expenditures, and dues and assessments were reviewed. Additionally, we

are producing a summary budget document, "MAG Programs in Brief," initially brought forward for review in February. The format for this document, as well as the draft detailed budget information, is included for continuous review. The budget summary will allow our members to quickly decipher the financial implications of the MAG budget.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

**TECHNICAL:** The Federal Intermodal Surface Transportation Efficiency Act of 1991 requires a metropolitan planning organization to develop a unified planning work program that meets the requirements of federal law. Additionally, the MAG by-laws require approval and adoption of a budget for each fiscal year and a service charge schedule.

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

**ACTION NEEDED:**

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

**PRIOR COMMITTEE ACTIONS:**

On March 20, 2006, the Executive Committee was provided a detailed listing of proposed new projects new projects for FY 2007, a draft "MAG Programs in Brief," and a draft FY 2007 budget document.

MEMBERS ATTENDING

Mayor Keno Hawker, Mesa, Chair  
Mayor Woody Thomas, Litchfield Park,  
Vice Chair  
Mayor Mary Manross, Scottsdale, Treasurer

Mayor Wendy Feldman-Kerr, Queen Creek  
\* Mayor Phil Gordon, Phoenix  
\* Mayor Joan Shafer, Surprise  
Mayor James M. Cavanaugh, Goodyear

\* Not present

# Participated by videoconference or telephone conference call

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

MEMBERS ATTENDING

Ed Beasley, Glendale, Chair  
Jan Dolan, Scottsdale, Vice Chair  
# Janine Hanna-Solley for George  
Hoffman, Apache Junction  
Charlie McClendon, Avondale  
Carroll Reynolds, Buckeye  
\* Jon Pearson, Carefree  
\* Usama Abujbarah, Cave Creek  
Mark Pentz, Chandler  
\* B.J. Cornwall, El Mirage  
Alfonso Rodriguez for Orlando Moreno,

Fort McDowell Yavapai Nation  
Ellen Pence for Tim Pickering,  
Fountain Hills  
+ Lynn Farmer, Gila Bend  
\* Gila River Indian Community  
George Pettit, Gilbert  
Stephen Cleveland, Goodyear  
Mark Johnson, Guadalupe  
Darryl Crossman, Litchfield Park  
Christopher Brady, Mesa  
Tom Martinsen, Paradise Valley

Terry Ellis, Peoria  
Frank Fairbanks, Phoenix  
# Cynthia Seelhammer, Queen Creek  
Jacob Moore for Bryan Meyers, Salt River  
Pima-Maricopa Indian Community  
Jim Rumpeltes, Surprise  
Will Manley, Tempe

\* Reyes Medrano, Tolleson  
\* Shane Dille, Wickenburg  
Mark Fooks, Youngtown  
Dale Buskirk for Victor Mendez, ADOT  
David Smith, Maricopa County  
David Boggs, Valley Metro/RPTA

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

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

#### MEMBERS ATTENDING

Mayor Keno Hawker, Mesa, Chair  
Mayor Woody Thomas, Litchfield Park,  
Vice Chair  
\* Mayor Douglas Coleman, Apache Junction  
Councilmember Jim Buster for Mayor Marie  
Lopez-Rogers, Avondale  
Mayor Dusty Hull, Buckeye  
\* Mayor Edward Morgan, Carefree  
\* Vice Mayor Dick Esser, Cave Creek  
Mayor Boyd Dunn, Chandler  
Mayor Fred Waterman, El Mirage  
\* President Raphael Bear, Fort McDowell  
Yavapai Nation  
Councilmember John Kavanagh for Mayor  
Wally Nichols, Fountain Hills  
\* Mayor Daniel Birchfield, Gila Bend  
\* Governor William Rhodes, Gila River Indian  
Community  
Mayor Steven Berman, Gilbert  
\* Mayor Elaine Scruggs, Glendale  
Mayor James M. Cavanaugh, Goodyear

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

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

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

#### MEMBERS ATTENDING

Mayor Keno Hawker, Mesa, Chair  
Mayor Woody Thomas, Litchfield Park,  
Vice Chair  
# Mayor Mary Manross, Scottsdale, Treasurer

Mayor Wendy Feldman-Kerr, Queen Creek  
Mayor Phil Gordon, Phoenix  
Mayor Joan Shafer, Surprise  
Mayor James M. Cavanaugh, Goodyear

- \* Not present
- # Participated by videoconference or telephone conference call

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

#### MEMBERS ATTENDING

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

\* Those members neither present nor represented by proxy.

# Participated by telephone conference call. + Participated by videoconference call.

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

#### MEMBERS ATTENDING

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

\* Those members neither present nor represented by proxy.

# Attended by telephone conference call. + Attended by videoconference call.

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

#### MEMBERS ATTENDING

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

\* Those members neither present nor represented by proxy.

# Participated by telephone conference call. + Participated by videoconference call.

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

#### MEMBERS ATTENDING

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

\* Not present

# Participated by videoconference or telephone conference call

#### **CONTACT PERSON:**

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

**DRAFT**

**March 21, 2006**

***MAG PROGRAMS IN BRIEF***

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

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



**Budget Highlights**

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

REGIONAL DEVELOPMENT

New projects added to this year's budget include:

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

## DRAFT

### MAG PROGRAMS IN BRIEF 2007

#### Budget Highlights (continued)

<u>Description</u>	<u>Est Budgeted Amount</u>
<b>TRANSPORTATION PROGRAMS (continued)</b>	
* <b>Pedestrian Design Assistance Program</b> Provide MAG members with design assistance for pedestrian projects that use the <i>MAG Pedestrian Policies and Design Guidelines</i> .	\$200,000
* <b>Bicycle Design Assistance Program</b> Provide MAG members with design assistance for bicycle and multiuse paths.	\$300,000
* <b>Context Sensitive Design</b> Provide MAG and MAG members with an opportunity to explore the use of context sensitive design to improve public acceptance of transportation projects.	\$20,000
* <b>Access Management</b> Provide MAG and MAG members with an opportunity to explore the use of access management to improve the operational flow of the Valley's roadways.	\$10,000
* <b>Ramp Metering Strategies for Bottleneck Improvement</b> Provide MAG and MAG members technical guidance in the area of ramp metering in order to improve information and resources for evaluating existing and proposed ramp metering systems. The consultant project will assist in identifying options, strategies, and hardware infrastructure needed to target specific bottlenecks on the freeway system.	\$95,000
* <b>Litter Education</b> This scope of work is currently being developed. An estimate has been provided for the proposed Litter Public Education project work. Updates on this work will be provided.	\$380,000
<b>INFORMATION SERVICES PROGRAMS</b>	
* <b>Socioeconomic Models Surveys and Assumptions for Enhancement Project</b> MAG Socioeconomic models are required to produce projections for a number of socioeconomic attributes that are key to the MAG Transportation modeling. It is essential to conduct surveys to understand the socioeconomic characteristics such as household size, composition and age, income levels, job/housing balance, seasonal and transient populations, etc. Based on these surveys, assumptions are made and models developed for the projections of these socioeconomic attributes.	\$150,000
* <b>Pilot Project for Three Dimensional Data Sets</b> New Geographic Information Systems (GIS) products are being produced and marketed, including oblique imagery and other three dimensional datasets. This project includes investigating these products and vendors and purchasing data for selected areas for evaluation of the usefulness to MAG and MAG member agencies.	\$40,000
<b>Total New Projects</b>	<b>\$3,487,600</b>

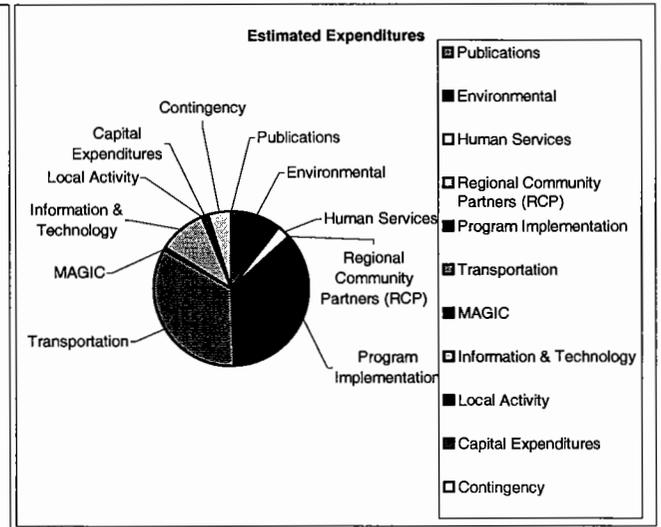
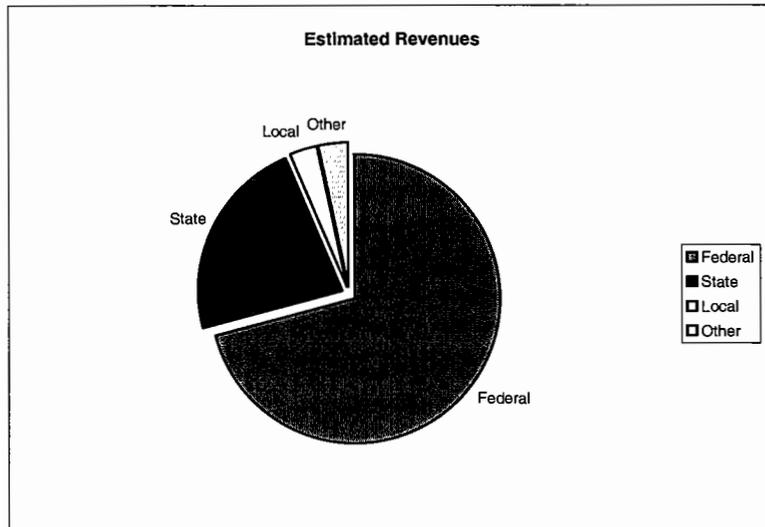
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MAG PROGRAMS IN BRIEF 2007

FY 2006 Budget Compared to FY 2007 Budget

Revenues By Source	2005 Actual	2006 Revised Budget	2007 Proposed Budget	\$ Change FY 06- FY 07	% Change FY 06- FY 07
Federal	\$16,063,690	\$12,156,064	\$14,153,391	\$1,997,327	16.43%
State	\$32,348	\$4,357,270	\$4,516,161	\$158,891	3.65%
Local	\$1,210,425	\$3,920,286	\$607,885	(\$3,312,401)	-84.49%
Other	\$490,096	\$1,799,523	\$689,623	(\$1,109,900)	-61.68%
Less: Restricted Reserves	-	(\$2,678,249)	(\$1,282,482)	\$1,395,767	-52.11%
<b>Total Estimated Revenues Without Carryforward</b>	<b>\$17,796,559</b>	<b>\$19,554,894</b>	<b>\$18,684,578</b>	<b>(\$870,316)</b>	<b>-4.45%</b>
<b>Total Estimated Revenue Carryforward</b>		<b>14,352,600</b>	<b>13,258,254</b>	<b>(1,094,346)</b>	<b>-7.62%</b>
<b>Total Estimated Revenue</b>		<b>\$33,907,494</b>	<b>\$31,942,832</b>	<b>(\$1,964,662)</b>	<b>-5.79%</b>

Expenditures By Division/Function	2005 Actual	2006 Revised Budget	2007 Proposed Budget	\$ Change FY 06- FY 07	% Change FY 06- FY 07
Publications	\$60,936	126,761	\$69,212	(\$57,549)	-45.40%
Environmental	\$1,386,519	1,585,337	\$1,921,995	\$336,658	21.24%
Human Services	\$457,347	598,992	\$522,536	(\$76,456)	-12.76%
Regional Community Partners (RCP)	\$15,738	8,684	\$11,750	\$3,066	35.31%
Program Implementation	\$5,432,089	6,131,166	\$6,715,914	\$584,748	9.54%
Transportation	\$3,742,296	3,804,658	\$6,308,406	\$2,503,748	65.81%
MAGiC	\$132,809	89,489	\$112,170	\$22,681	25.35%
Information & Technology	\$6,395,958	6,247,611	\$1,877,495	(\$4,370,116)	-69.95%
Local Activity	\$8,680	12,533	\$15,000	\$2,467	19.68%
Capital Expenditures	\$164,187	143,663	\$233,000	\$89,337	62.19%
Contingency		806,000	\$897,100	\$91,100	11.30%
<b>Total Estimated Expenditures Without Carryforward</b>	<b>\$17,796,559</b>	<b>\$19,554,894</b>	<b>\$18,684,578</b>	<b>(\$870,316)</b>	<b>-4.45%</b>
<b>Total Estimated Expenditures With Carryforward</b>		<b>14,352,600</b>	<b>\$13,258,254</b>	<b>(\$1,094,346)</b>	<b>-7.62%</b>
<b>Total Estimated Expenditures</b>		<b>\$33,907,494</b>	<b>\$31,942,832</b>	<b>(\$1,964,662)</b>	<b>-5.79%</b>



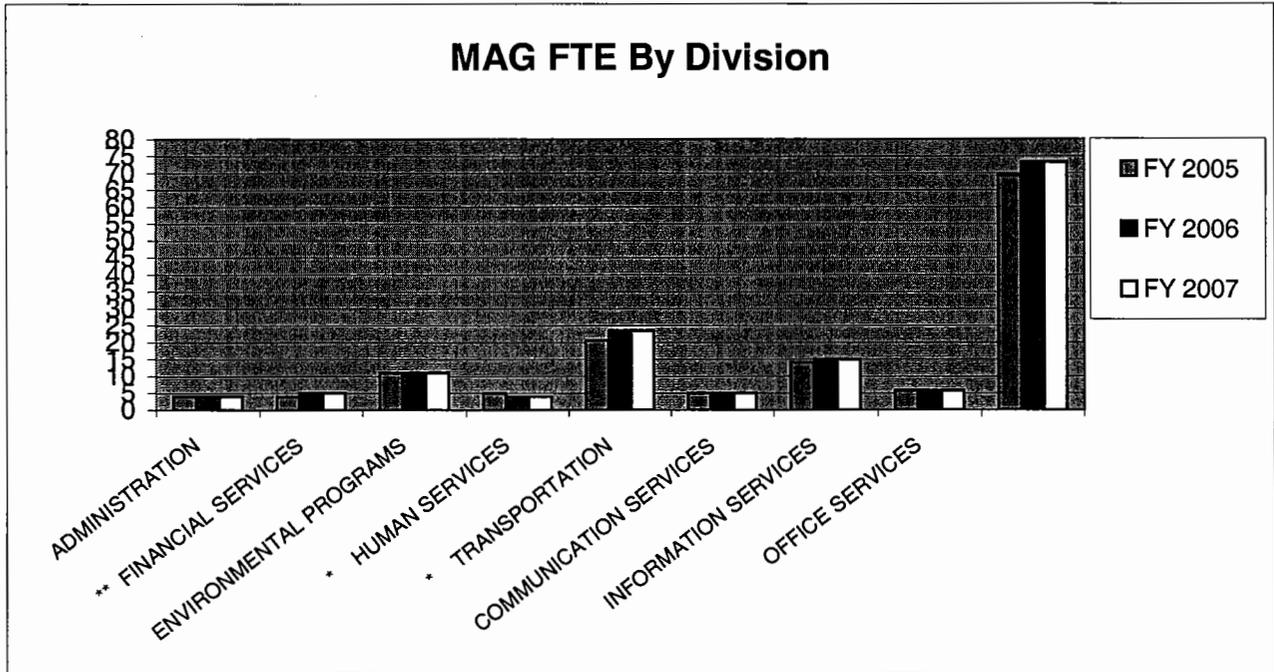
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**MAG PROGRAMS IN BRIEF 2007**

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

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

- \* Position moved from Human Services to Transportation
- \*\* One new position, Accountant I, was added during FY 2006.



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**TRANSPORTATION PROGRAM PROJECTS**

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

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

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

**Project 2. 2007 External Travel Survey.**

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

**Proposed Budget:** \$300,000.

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**Project 3. Implementation of Regional Traffic Monitoring System.**

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

**Proposed Budget:** \$95,000.

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

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

**Proposed Budget:** \$200,000.

**Project 5. Commuter Rail Update.**

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

**Proposed Budget:** \$300,000.

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**Project 6. 2007 Regional Travel Speed Study.**

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

**Proposed Budget:** \$500,000.

**Project 7. Pedestrian Design Assistance Program.**

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

**Proposed Budget:** \$200,000.

**Project 8. Bicycle Design Assistance Program.**

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

**Proposed Budget:** \$300,000.

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**Project 9. Context Sensitive Design.**

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

**Proposed Budget:** \$20,000.

**Project 10. Access Management.**

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

**Proposed Budget:** \$10,000.

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**Project 11: Ramp Metering Strategies for Bottleneck Improvement.**

**Brief Description:** The purpose of this study, to be conducted in cooperation with the Arizona Department of Transportation (ADOT), is to provide technical guidance to MAG in the area of ramp metering. The Federal Highway Administration (FHWA) recognizes ramp metering as a key strategy for proactively managing freeway congestion and bottlenecks. Ramp metering has the potential to reduce or eliminate adverse impacts of bottlenecks. Potential benefits include reductions in delay, travel time, fuel consumption, and emissions. However, a ramp metering system should be carefully planned and designed to produce expected benefits, while keeping motorists happy. The study will produce three deliverables: 1) technical guidance on periodic evaluation of ADOT's existing ramp metering system, 2) technical guidance/training on issues that need to be addressed for future ramp metering installations; and 3) a report summarizing all work performed. The contractor for the study will also work closely and provide technical assistance to MAG and ADOT in other areas related to areas.

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

**Proposed Budget:** \$95,000.

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

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

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

**Proposed Budget:** \$40,000.

**Project 13: Litter Education.**

**Brief Description:** This project scope of work is currently being developed. MAG will be requesting proposals from qualified consultants for a Litter Prevention and Education Program for the Regional Freeway System in the MAG Region. The purpose of the program will be to develop and implement a strategy for increased public awareness as a way to reduce litter along freeway and highway corridors in the MAG Region. In January 2006, the Regional Council approved the expenditure of \$200,000 in Proposition 400 funding to be spent on Litter Prevention and Education. The funding will augment \$100,000 in ADOT resources for litter education. An estimate has been provided for the proposed Litter Public Education project work. Updates on this project will be provided.

**Proposed Budget:** \$380,000.

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**Project 14: Southwest Valley/Western Pinal County Transportation Study.**

**Brief Description:** A preliminary discussion on a “Southwest Valley/Western Pinal County Transportation Study” is currently taking place. The details of this proposed project are not yet available, but it is initially proposed to be a shared cost study between Pinal County, Maricopa County, ADOT, MAG and other potential partners including related towns and cities. Preliminary estimates for this study is \$400,000 with proposed costs shared among the partners on this project. Updates on this proposed study will be provided.

**Proposed Budget:** \$200,000.

**INFORMATION SERVICES PROGRAM PROJECTS**

**Project 15. Socioeconomic Models Surveys and Assumptions Enhancement Project.**

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

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

**Proposed Budget:** \$150,000.

**Project 16. Pilot Project for Innovative Three Dimensional Data Sets.**

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

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

**Proposed Budget:** \$40,000.

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**HUMAN SERVICES PROGRAM PROJECTS**

**Project 17. Regional Human Services Retreat.**

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

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

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

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

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

The event will be held in February 2007.

**Proposed Budget:** \$7,600.

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**ENVIRONMENTAL PROGRAM PROJECTS**

**Project 18. Air Quality Technical Assistance On-Call.**

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

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

**Proposed Budget:** \$250,000.

**Maricopa Association of Governments**  
**Fiscal Year 2007**  
**March 21, 2006**  
**Draft Dues And Assessments**

Jurisdiction	July 1, 2004 (a) Population Totals	MAG Member Dues	Solid Waste (b) Planning Assessment	Water Quality Planning Assessment	9-1-1 (c) Planning Assessment	Human Services Planning Assessment	Homeless (d) Prevention Assessment	Total (e) FY 2007 Estimated Dues & Assessments
Apache Junction	34,400	\$1,895	\$97	\$1,099	\$2,237	\$676		\$6,004
Avondale	60,255	\$3,320	\$169	\$1,925	\$3,919	\$1,185		\$10,518
Buckeye	14,505	\$799	\$41	\$463	\$943	\$285		\$2,531
Carefree	3,310	\$182	\$9	\$106	\$215	\$65		\$577
Cave Creek	4,370	\$241	\$12	\$140	\$284	\$86		\$763
Chandler	220,705	\$12,159	\$620	\$7,052	\$14,354	\$4,340	\$3,988	\$42,513
El Mirage	28,310	\$1,560	\$80	\$905	\$1,841	\$557		\$4,943
Fort McDowell Yavapai Nation	824	\$247	\$2	\$26	\$54	\$16		\$345
Fountain Hills	22,475	\$1,238	\$63	\$718	\$1,462	\$442		\$3,923
Gila Bend	2,030	\$112	\$6	\$65	\$132	\$40		\$355
Gila River Indian Community	2,740	\$151	\$8	\$88	\$178	\$54		\$479
Gilbert	164,685	\$9,073	\$463	\$5,262	\$10,711	\$3,238	\$2,975	\$31,722
Glendale	233,330	\$12,854	\$655	\$7,456	\$15,175	\$4,588	\$4,216	\$44,944
Goodyear	35,810	\$1,973	\$101	\$1,144	\$2,329	\$704		\$6,251
Guadalupe	5,380	\$296	\$15	\$172	\$350	\$106		\$939
Litchfield Park	3,920	\$216	\$11	\$125	\$255	\$77		\$684
Maricopa County (f)	232,860	\$12,829	\$654	\$7,441	\$15,145	\$4,579	\$4,207	\$44,855
Mesa	447,130	\$24,633	\$1,256	\$14,287	\$29,080	\$8,792	\$8,079	\$86,127
Paradise Valley	14,410	\$794	\$40	\$460	\$937	\$283		\$2,514
Peoria	132,300	\$7,289	\$372	\$4,227	\$8,605	\$2,601	\$2,390	\$25,484
Phoenix	1,416,055	\$78,012	\$3,978	\$45,248	\$92,745	\$27,845	\$25,585	\$180,668
Queen Creek	11,645	\$642	\$33	\$372	\$757	\$229		\$2,033
Salt River Pima-Maricopa	6,780	\$374	\$19	\$217	\$441	\$133		\$1,184
Scottsdale	221,130	\$12,182	\$621	\$7,066	\$14,382	\$4,348	\$3,995	\$42,594
Surprise	63,960	\$3,524	\$180	\$2,044	\$4,160	\$1,258		\$11,166
Tempe	160,820	\$8,860	\$452	\$5,139	\$10,459	\$3,162	\$2,906	\$30,978
Tolleson	5,445	\$300	\$15	\$174	\$354	\$107		\$950
Wickenburg	5,970	\$329	\$17	\$191	\$388	\$117		\$1,042
Youngtown	3,970	\$219	\$11	\$127	\$258	\$78		\$693
<b>TOTALS</b>	<b>3,559,524</b>	<b>\$196,303</b>	<b>\$10,000</b>	<b>\$113,739</b>	<b>\$139,405</b>	<b>\$69,991</b>	<b>\$58,341</b>	<b>\$587,779</b>
<b>FY 2006 Total Costs</b>		<b>\$189,650</b>	<b>\$10,000</b>	<b>\$110,000</b>	<b>\$134,823</b>	<b>\$67,691</b>	<b>\$56,422</b>	
<b>Based on Population</b>		<b>\$6,653</b>	<b>\$0</b>	<b>\$3,739</b>	<b>\$4,582</b>	<b>\$2,300</b>	<b>\$1,919</b>	
		<b>3.51%</b>	<b>0.00%</b>	<b>3.40%</b>	<b>3.40%</b>	<b>3.40%</b>	<b>3.40%</b>	
<b>Per Capita Cost</b>		<b>\$0.05515</b>	<b>\$0.00281</b>	<b>\$0.03195</b>	<b>\$0.03916</b>	<b>\$0.01966</b>	<b>\$0.01639</b>	

The annual dues and assessments are apportioned according to per capita populations and are increased using the CPI-U from the prior year. The CPI-U used for FY 2007 is 3.4%.

- (a) The official census numbers for 2005 are anticipated to be ready in May 2006. The final population numbers approved by Regional Council will be used for this calculation.
- (b) The Solid Waste Planning Assessment remains at the fiscal year 2006 amount of \$10,000. There is no anticipated increased activity in fiscal year 2007 for this program.
- (c) The 9-1-1 assessment is apportioned according to per capita populations excluding the City of Phoenix.
- (d) The Homeless Prevention assessment is only charged to cities who are CDBG recipients and have populations over 50,000 and to Maricopa County.
- (e) Total Dues and Assessments are based on a minimum of \$350 per member.
- (f) The Maricopa County portion of the dues and assessments includes the balance of the county, excluding Gila River Indian Community, the Fort McDowell Yavapai Nation, and the Salt River Pima-Maricopa Indian Community (except when calculating the Homeless Prevention assessment).

**MAG Related Bills**  
**BILL SUMMARY**  
 (47<sup>th</sup> Legislature – 2nd Regular Session)  
 Updated: March 21, 2006

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Land Use Regulation; Compensation	SCR 1019 (As Amended)	Bee, Bennett, Burns R, Jarrett, & Tibshraeny	<p style="text-align: center;"><b>LAND USE; COMPENSATION; &amp; EMINENT DOMAIN</b></p> <p>The Strike Everything Amendment to SCR 1019 proposes a ballot measure that, among other things, would require governments to compensate property owners for every zoning or land use decision they make.</p> <p>If passed the law would freeze current zoning, preventing government from responding to future community concerns.</p> <p>Examples of actions that could trigger lawsuits and payment from government:</p> <ul style="list-style-type: none"> <li>• Approval or disapproval of historic overlay zoning;</li> <li>• Change in residential density;</li> <li>• Change from commercial, residential or industrial use;</li> <li>• Approval or disapproval of building height limits;</li> <li>• Approval or disapproval of neighborhood-developed special planning districts;</li> <li>• Approval or disapproval of liquor licenses;</li> <li>• Regulation of business hours or building design;</li> <li>• Enforcement or enactment of neighborhood preservation codes; and</li> <li>• Virtually any other land use regulation.</li> </ul> <p>Furthermore, the law will provide a right to compensation when the zoning authority takes <u>no</u> action, as long as the owner can show that inaction reduces the value of his property.</p>	SENATE FIRST READ: 01/26/06 SECOND READ: 02/01/06 TRANS: DPA/SE 02/16/06 RULES: PFCA 2/22/06 COW: RETAINED 3/16/06	Oppose

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Takings; Public Use; Juries; Fees	SCR 1002	Blendu Bee Burns R Martin Flake Gould Gray L Harper Huppenthal Verschoor Weiers JP	<p>Would propose for the 2006 general election ballot a constitutional amendment granting any party the right to request a jury trial to determine whether or not the taking of the property is intended for public use. Additional amendment changed the legislation to ensure that the proposal only applies to cities.</p> <p>Concerns: By allowing "any affected party" to appeal, the set of possible appeals and the dynamics of the appeal process increase by orders of magnitude.</p> <p>A Strike Everything amendment was passed in the House FMPR Committee that would propose for the 2006 general election ballot a constitutional amendment that does the following:</p> <ul style="list-style-type: none"> <li>• Stipulates that the EEC must determine the estimated State General Fund revenues by February 1 for the next Fiscal Year (FY).</li> <li>• Establishes that the Legislature and the Governor must enact the state budget and all other matters relating to the state budget by April 15 for the following FY.</li> <li>• Mandates that except for any other law relating to an increase in state agency or department budgets, if the Legislature and the Governor do not enact the state budget and all other matters relating to it by April 15, the budget that was adopted in the previous FY will be the budget for the next FY except that the amount for each state agency or department for the next FY must be increased or decreased by the lesser of: <ol style="list-style-type: none"> <li>1. The combined positive or negative percentage change for the most recent available twelve-month period in the population and the cost of living.</li> <li>2. The increase or decrease in State General Fund revenues as determined by the EEC.</li> </ol> </li> <li>• Declares that the amount of one-time appropriations of monies for state programs must not be included in the base of state entities for purposes of the calculation.</li> <li>• Permits the Legislature to adjust state entity budgets based on changes in the revenues estimated by the EEC.</li> </ul>	SENATE FIRST READ: 01/11/06 SECOND READ: 01/12/06 Assigned: JUD: DPA 1/23/06 RULES: PFC 1/30/06 COW: DPA 2/02/06 Sent to House 2/09/06 HOUSE FIRST READING: 2/20/06 SECOND READING: 2/21/06 Assigned: FMPR: DPA/SE 3/14/06 RULES:	Oppose

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

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Land Use Regulation: Compensation	HCR 2031	Gray C	The bill is identical to the amended version of SCR 1019. It proposes a ballot measure that, among other things, would require governments to compensate property owners for every zoning or land use decision they make.	HOUSE FIRST READ: 1/30/06 SECOND READ: 1/31/06 Assigned: FMPR: DPA/SE 2/13/06 RULES: C&P 3/07/06 COW: DPA 3/14/06	Oppose
Eminent domain; fees; costs; interest	HB 2062	Gray, C Burges Pearce	Requires plaintiffs in actions for condemnation to fully disclose in writing the final project, including all aspects of work that must be performed to complete the project, to the property owner of record.	HOUSE FIRST READ: 1/09/06 SECOND READ: 1/10/06 Assigned FMPR: DP 1/09/06 RULES: C&P 01/09/06. Approved House COW: DPA 01/26/06 Third Read 2/13/06 Passed the House 2/13/06. Sent to Senate SENATE FIRST READ: 2/14/06 SECOND READ: 2/15/06 Assigned: GOV: DPA 3/16/06 RULES:	Oppose

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Eminent Domain; Appraisals; Taxes	HB 2736	Farnsworth Gorman	<p>Appraisals shall include the property's "good will value." Plaintiff responsible for any property taxes paid during the condemnation process. The court shall make the final order of condemnation within 180 days after the commencement of the condemnation action. Changes made to relocation costs and appraisal language. A government entity may not sell, lease, or transfer property that it acquires through eminent domain for 10 years.</p>	<p>HOUSE FIRST READ: 02/02/06  SECOND READ: 02/06/06  Assigned:  FMPR: DP 02/13/06  RULES: C&amp;P 3/07/06  COW: DP 3/13/06  THIRD READ: 3/15/06 Sent to Senate  SENATE FIRST READ: 3/16/06  SECOND READ:  Assigned:  GOV: RULES</p>	Oppose
			<b>TRANSPORTATION</b>		

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
<b>Bond Requirements; Authorized Third Parties</b>	SB 1098	Verschoor	<p>Increases the bond requirement for individuals applying to participate in the Arizona Department of Transportation's (ADOT) Motor Vehicle Division (MVD) third party program. Updates exemptions from the third party application bond requirement.</p> <p>A Strike Everything amendment was adopted in the House Transportation Committee on Thursday March 9, 2006. The amendment will do the following:</p> <ul style="list-style-type: none"> <li>• Appropriates \$463 million to a highway acceleration account in the state highway fund.</li> <li>• 50% of the appropriated funds would go to Maricopa County.</li> <li>• 25% of the appropriated funds would go to counties with a population of 500,000 or more persons.</li> <li>• 25% of the appropriated funds would go to counties with a population of less than 500,000 or less persons.</li> <li>• Design a right of way purchase or construction related to new, or improvements to, I-10 between milepost 230 and milepost 260 (City of Tucson and the edge of Pima County).</li> </ul>	SENATE FIRST READ: 01/11/06 SECOND READ: 01/12/06 Assigned: TRANS: DP 1/24/06 RULES: PFC 1/30/06 COW: DP 2/08/06 THIRD READING: 2/08/06 Sent to House 2/08/06 HOUSE FIRST READ: 02/20/06 SECOND READ: 02/21/06 Assigned: TRANS: DPA/SE 3/09/06 RULES:	Support House Trans Committee Amendment

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Appropriation Highway Const.	SB 1248	Blendu	<p>Appropriates \$118 million in FY 2006-2007 to the State Highway Fund to accelerate existing highway construction projects. According to ADOT, from October 2003 to October 2005, the prices of the six primary materials used in highway construction have increased in the following amounts:</p> <ul style="list-style-type: none"> <li>• Steel 41 percent</li> <li>• Concrete 21 percent</li> <li>• Lumber 9 percent</li> <li>• Gasoline 104 percent</li> <li>• Diesel 162 percent</li> <li>• Asphalt 40 percent</li> </ul> <p>This legislation will result in a \$118 million impact to the state General Fund in FY 2006-2007.</p> <p><u>Amendments Adopted by the Appropriations Committee</u></p> <ul style="list-style-type: none"> <li>• Increases the appropriation to \$118 million from \$100 million.</li> <li>• Appropriates the monies to the State Highway Fund instead of ADOT.</li> </ul> <p><u>Amendments Adopted on the Floor</u></p> <ul style="list-style-type: none"> <li>• Amendment by Sen. Martin that forces funds to be used on I-10 and/or I-17</li> </ul>	SENATE FIRST READ: 01/19/06 SECOND READ: 01/25/06 Assigned: TRANS: DP 02/07/06 APPROP: DPA 2/14/06 RULES: PFC 2/20/06 COW: DPA 2/22/06 THIRD READING: 3/06/06 Sent to House 3/06/06 HOUSE FIRST READ: 3/09/06 SECOND READ: 3/13/06 Assigned: TRANS: APPROPS P: RULES:	Support
ADOT ITS	SB 1420	Martin	<p>Appropriates \$15 million from the state general fund in fiscal year 2006 - 2007 to ADOT for funding of ADOT ITS systems in Maricopa County consisting of highway cameras, message boards and a web site with current highway information. The state general fund would be repaid over a 14-year period (\$1 million per yr.) from the Regional Area Road Fund. These accelerated expenditures have not been included in the MAG Transportation Improvement Program. The section of highway that would be instrumented is 15 miles on Interstate 17 from Dunlap to Carefree Highway. This project is currently programmed for construction in 2013. The current bill requires that payments be made to the general fund on an annual basis beginning in 2007. There are a number of projects programmed prior to 2013, which have a higher priority.</p>	SENATE FIRST READ: 01/30/06 SECOND READ: 02/01/06 Assigned TRANS: DP 2/14/06 APPROP: RULES:	Monitor

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

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
State highway fund bonds	HB 2206	Biggs	Removes the statutory cap (currently set at \$1.3 billion) on Highway User Revenue Fund (HURF) parity bonds issued by the State Transportation Board.	HOUSE FIRST READ: 1/17/06 SECOND READ: 1/18/06 Assigned: TRANS: DP 01/19/06. APPROP (P): DP 2/01/06 RULES: Amend C&P 2/21/06 COW: DPA2/23/06 Sent to Senate SENATE FIRST READ: 2/28/06 SECOND READ: 3/01/06 Assigned: TRANS: DP 3/14/06 APPROP: RULES:	Support
Appropriation; highway monies; repayment	HB 2332	McClure Konopnicki Lopez	Appropriates \$52,215,300 from the State General Fund to the Highway User Revenue Fund (HURF) for distribution to counties for repayment of HURF monies diverted in fiscal year 2004-2005.	HOUSE FIRST READ: 1/17/06 SECOND READ: 1/18/06 Assigned: TRANS: DPA 01/26/06. APPROP (P): RULES:	Support

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

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
<p><b>ADOT; Receiving monies from developer</b></p>	<p>HB 2791</p>	<p>Chase P</p>	<p>Allows the Arizona Department of Transportation to receive monies from a developer for use by the department for transportation projects.</p> <p>Current statute provides exemptions from bidding requirements for private entities that fund transportation projects with private monies. However, the statute does impose mandates on a private entity that chooses to pay for construction of a transportation project. These requirements include:</p> <ul style="list-style-type: none"> <li>• The private entity must obtain a bond in an amount equal to one hundred twenty-five per cent of the anticipated construction cost of the project before advertising for bids.</li> <li>• The private entity must solicit sealed bids from at least four contractors who are prequalified by the department to perform a contract of the anticipated dollar amount of the construction.</li> <li>• The private entity is required to Award the contract to the best bidder taking into account price and other criteria as provided in the bid documents.</li> <li>• The private entity must obtain bonds from the selected contractor that provide the same coverage as performance and payment bonds issued under title 34, chapter 2, article 2.</li> <li>• The private entity is required to use department construction standards and pay all costs of department reviews of the contract and inspections of the project.</li> <li>• In addition, current statute allows the Department to accept donations of land for transportation purposes; for the construction, improvement and maintenance of state highways or bridges; or for transportation construction equipment.</li> </ul> <p>This bill was introduced as a vehicle to pass a compromise that the developers, ADOT, legislature, and the AG hope to reach in the near future. The language is expected to change and a Strike Everything Amendment will put the legislative compromise in place before it passes the legislature.</p>	<p>HOUSE FIRST READ: 02/07/06  SECOND READ: 02/08/06  Assigned:  TRANS: DP 2/23/06  APPROP (P):  RULES:</p>	<p>Monitor</p>

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

**Committee Legend:**

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

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

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

**DATE:**

March 21, 2006

**SUBJECT:**

Approval of the Preliminary Site Recommendation and Authorization to Obtain Financial, Legal and Program Management Services for the Regional Governmental Service Center

**SUMMARY:**

On March 20, 2006, the consensus of the MAG Executive Committee was to preliminarily select the McKinley and 1st Avenue site for the Regional Governmental Service Center pending legal and financial review of the development agreement. In addition, the Executive Director was authorized to request financial, legal and program management services related to the regional building project. It is envisioned that the services of a bond attorney, real estate/construction attorney, program manager, and a financial advisor would be needed. These professional services are anticipated to range from \$150 to \$300 per hour. If authorized, MAG contingency funds would be used for these services.

**PUBLIC INPUT:**

At the March 20, 2006 Joint Executive Committee and Building Lease Working Group meeting, a citizen commented that the Maricopa County Block #26 site should be looked at more closely. The citizen also commented on the Open Meeting Law as it would pertain to any site selection and security at that site.

**PROS & CONS:**

PROS: Housing four regional agencies in one central location would provide appropriate security , optimal meeting room space and adequate parking for all agencies and their members.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: None

POLICY: None

**ACTION NEEDED:**

Approval of the preliminary site selection of the McKinley and 1st Avenue site for the Regional Governmental Service Center pending legal and financial review of the development agreement, and authorization for MAG to obtain financial, legal and program management services for the Regional Governmental Service Center.

**PRIOR COMMITTEE ACTIONS:**

Executive Committee: This item was on the agenda of the March 20 2006 MAG Executive Committee meeting for information, discussion and possible action to select a preliminary site for the Regional Governmental Service Center pending legal and financial review of the development agreement and approval by the Regional Council at its March 29, 2006 meeting; and approval to authorize the Executive Director to request services for financial, legal and program management services related to the regional office building project.

MEMBERS ATTENDING

Mayor Keno Hawker, Mesa, Chair  
Mayor Woody Thomas, Litchfield Park,  
Vice Chair  
Mayor Mary Manross, Scottsdale, Treasurer  
Mayor Wendy Feldman-Kerr, Queen Creek

\* Mayor Phil Gordon, Phoenix  
\* Mayor Joan Shafer, Surprise  
Mayor James M. Cavanaugh, Goodyear

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

Building Lease Working Group: This item was on the agenda of the March 20 2006 Building Lease Working Group (BLWG) meeting for information, discussion and possible action to select a preliminary site for the Regional Governmental Service Center pending legal and financial review of the development agreement and approval by the Regional Council at its March 29, 2006 meeting; and approval to authorize the Executive Director to request services for financial, legal and program management services related to the regional office building project.

MEMBERS ATTENDING

Mayor Keno Hawker, Mesa, Chair  
Mayor James M. Cavanaugh, Goodyear

Frank Fairbanks, Phoenix  
\* Mayor Ron Clark, Paradise Valley

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

**CONTACT PERSON:**

Denise McClafferty, MAG, (602) 254-6300

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