



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

January 31, 2006

TO: Members of the MAG Management Committee

FROM: Ed Beasley, Glendale, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Wednesday, February 8, 2006 - noon to 1:00 p.m. (Meeting will begin promptly at noon)
MAG Office, Suite 200 - Saguaro Room
302 North 1st Avenue, Phoenix

The next Management Committee meeting will be held at the MAG offices at the time and place noted above. Members of the Management Committee may attend the meeting either in person, by videoconference or by telephone conference call. The agenda and summaries are being transmitted to the members of the Regional Council to foster increased dialogue regarding the agenda items between members of the Management Committee and Regional Council. You are encouraged to review the supporting information enclosed. Lunch will be provided at a nominal cost.

Please park in the garage under the building, bring your ticket, parking will be validated. For those using transit, Valley Metro/RPTA 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 Valerie Day at the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

Members are reminded of the importance of attendance by yourself or a proxy. Any time that a quorum is not present, we cannot conduct the meeting. Please set aside sufficient time for the meeting, and for all matters to be reviewed and acted upon by the Management Committee. Your presence and vote count.

A Voluntary Association of Local Governments in Maricopa County

City of Apache Junction ▲ City of Avondale ▲ Town of Buckeye ▲ Town of Carefree ▲ Town of Cave Creek ▲ City of Chandler ▲ City of El Mirage ▲ Fort McDowell Yavapai Nation ▲ Town of Fountain Hills ▲ Town of Gila Bend
Gila River Indian Community ▲ Town of Gilbert ▲ City of Glendale ▲ City of Goodyear ▲ Town of Guadalupe ▲ City of Litchfield Park ▲ Maricopa County ▲ City of Mesa ▲ Town of Paradise Valley ▲ City of Peoria ▲ City of Phoenix
Town of Queen Creek ▲ Salt River Pima-Maricopa Indian Community ▲ City of Scottsdale ▲ City of Surprise ▲ City of Tempe ▲ City of Tolleson ▲ Town of Wickenburg ▲ Town of Youngtown ▲ Arizona Department of Transportation

**MAG MANAGEMENT COMMITTEE
TENTATIVE AGENDA
February 8, 2006**

COMMITTEE ACTION REQUESTED

1. Call to Order

2. Pledge of Allegiance

3. Call to the Audience

An opportunity is provided to the public to address the Management Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. 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 Management Committee 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 Management Committee on activities of general interest.

5. Approval of Consent Agenda

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

3. Information.

4. Information and discussion.

5. Recommend approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

MINUTES

*5A. Approval of January 11, 2006 Meeting Minutes

5A. Review and approve the January 11, 2006 meeting minutes.

TRANSPORTATION ITEMS

*5B. Consultant Selection for the MAG Intelligent Transportation Systems (ITS), Traffic Engineering and Transportation Safety On-Call Services Request for Qualifications

The 2006 MAG Unified Planning Work Program includes 21 projects to be implemented in nine areas of technical expertise (ITS, Traffic Engineering and Transportation Safety) over a two-year span. These projects will be executed through on-call consultant contracts with qualified consultants. A request for qualifications in the nine areas of expertise was advertised on October 16, 2005. Proposals were received from 13 consultant teams with their qualifications in ITS and Traffic Engineering. Eight of these teams also submitted qualifications in Transportation Safety. Two multi-jurisdictional panels evaluated the proposals and recommended to MAG the selection of a number of qualified consultant teams in each of the areas of expertise. The MAG Transportation Safety Committee and the MAG ITS Committee recommended approval. Please refer to the enclosed material.

*5C. ADOT Red Letter Process

In June of 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. ADOT has forwarded a list of notifications from July 1, 2005, to December 31, 2005. Upon request any of the notices can be removed from the consent agenda and returned for action at a future meeting. Please refer to the enclosed material.

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

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

5B. Recommend approval of the selected list of consultants for the ITS/TE and Transportation Safety on-call services, for amounts not to exceed the following: (1) Traffic Engineering (\$300,000, approximately ten projects); (2) ITS Planning (\$400,000, three projects); (3) ITS Operations Planning (\$200,000, one project); (4) ITS Training (\$18,000, one project); (5) ITS Evaluation (\$68,000, two projects); (6) Traffic Data Collections Systems (\$20,000, one project); (7) Transportation Safety, Phase 1 (\$50,000, one project); (8) Transportation Safety - Phase 2 (\$120,000, one project); (9) Transportation Safety - Phase 3 (\$150,000, one project).

5C. Information and discussion.

5D. Recommend approval 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

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 Transportation Review Committee recommended approval. Please refer to the enclosed material.

2007-2011 MAG Transportation Improvement Program.

GENERAL ITEMS

*5E. Status Report on 2005 Census Survey

The results of the 2005 Census Survey will be used to distribute billions of dollars in state shared revenue to cities and towns from 2006 to 2011. The Census Bureau is now in the data processing phase. Results will be received in Spring 2006. Please refer to the enclosed material.

5E. 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 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. Please refer to the enclosed material.

5F. Recommend acceptance of the audit opinion issued on the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2005.

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

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 met on January 26, 2006 to determine and make a recommendation on the priority needs, services, and funding recommendations for FY2006-2007. Please refer to the enclosed material.

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

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 they do not object to the facility. On February 7, 2006, the MAG Water Quality Advisory Committee will conduct a public hearing on the Draft MAG 208 Plan Amendment and a recommendation may be forthcoming to the MAG Management Committee. Please refer to the enclosed material.

***5I. Draft 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**

5G. Recommend approval of the priority needs, services, and funding recommendations for FY 2006-2007 to be forwarded to the Arizona Department of Economic Security.

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

5I. Recommend approval of the Draft MAG 208 Water Quality Management Plan Amendment for the Town of Buckeye Palo Verde Road Wastewater Treatment Plant Arizona Pollutant

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 they do not object to the amendment. On February 7, 2006, the MAG Water Quality Advisory Committee will conduct a public hearing on the Draft MAG 208 Plan Amendment and a recommendation may be forthcoming to the MAG Management Committee. Please refer to the enclosed material.

Discharge Elimination System Permit Discharge to the Roosevelt Irrigation District Canal.

ITEMS PROPOSED TO BE HEARD

TRANSPORTATION ITEM

6. Grand Avenue Major Investment Study - Phase II

The MAG Regional Transportation Plan (RTP) identified funding for improvements along Grand Avenue between SR 101L and McDowell Road. In connection with this funding, the RTP specified grade separation projects at 19th, 35th and 51st Avenues, as well as other improvements to be determined through further studies. A Major Investment Study has been completed for Grand Avenue between SR 101L and McDowell Road. As part of this study, a package of projects for the regional highway funding identified in the RTP has been identified, including the grade separation projects specified at 19th, 35th and 51st Avenues. Exhibits ES.3 through ES.6 summarize the project concepts and funding allocations proposed for Grand Avenue. The Transportation Review Committee recommended approval. Please refer to the enclosed material.

6. Recommend approval of the proposed package of projects on Grand Avenue between SR 101L and McDowell Road for inclusion in the ADOT Freeway/Highway Life Cycle Program.

GENERAL ITEMS

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

Each year, the MAG Unified Planning Work Program and Annual Budget is developed in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies in April and approved by the Regional Council in May. To provide an early start in developing the Work Program and Budget, this presentation is an overview of MAG's draft projections for the FY 2007 Work Program. The draft time line has been updated to reflect changes in the production of the Budget. Please refer to the enclosed material.

8. Legislative Update

An update will be provided on legislative issues of interest.

9. Comments from the Committee

An opportunity will be provided for Management Committee members to present a brief summary of current events. The Management Committee 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.

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

8. Information, discussion and possible action.

9. Information.

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
January 11, 2006
MAG Office Building - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Dana Tranberg for Ed Beasley, Glendale, Chair	Mark Johnson, Guadalupe
Jan Dolan, Scottsdale, Vice Chair	Darryl Crossman, Litchfield Park
* 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
Patrice Kraus for 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	Amber Wakeman for 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.

1. Call to Order

The meeting was called to order by Vice Chair Jan Dolan at 12:10 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Vice Chair Dolan announced that Cynthia Seelhammer was attending via teleconference. She introduced and welcomed Christopher Brady, the new Mesa City Manager, to the Committee. Chair Dolan stated that agenda item #5M was removed from the agenda due to not receiving the public accounting firm's opinion. She added that this item will be on the February agenda. Vice Chair Dolan stated that transit tickets were available from Valley Metro/RPTA for those using transit to come to the meeting. Parking validation was available from MAG staff for those who

parked in the parking garage. Vice Chair Dolan stated that materials for agenda items #6 and #7 were at each member's place.

3. Call to the Audience

Vice Chair Dolan stated that Call to the Audience provides an opportunity to the public to address the Management Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. Vice Chair Dolan noted that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard. Public comments have a three minute time limit and there is a timer to help the public with their presentations. Vice Chair Dolan stated that for members of the audience who wish to speak, comment cards were available from the staff.

Vice Chair Dolan recognized public comment from Dianne Barker, who stated that she took the bus to the meeting on this high pollution advisory day. Ms. Barker commented that until particulates reach the size of buckeyes, we will continue to have problems. She expressed that she felt that EPA was not providing sufficient support to the region on air quality problems. Ms. Barker mentioned that EPA is involved in a lawsuit on eight-hour ozone. Ms. Barker expressed that she hoped that more support would be found for different modes that would decrease air pollution. Ms. Barker offered clarification on her comments regarding bonding at last month's Management Committee meeting. She said that she was not in favor of bonding because it creates debt. Ms. Barker stated that she felt there were other alternatives that governments could implement. Ms. Barker stated that responsible parties need to pay their share. She stated that some of the cost should fall on bidding agents when there are multiple change orders. Ms. Barker noted that the JLBC website shows the indebtedness of cities and towns and Phoenix has the largest debt. Vice Chair Dolan thanked Ms. Barker for her comments.

4. Executive Director's Report

Dennis Smith reported that MAG was presented the Distinguished Budget Presentation Award by the Government Finance Officers Association. He noted that this is the highest form of recognition in governmental budgeting.

Mr. Smith reported on the Loop 202/Santan Freeway opening on December 17, 2005, which was attended by more than 10,000 people. He said that a 2.7 mile section of the Loop 202/Santan Freeway from Arizona Avenue to Gilbert Road in Chandler was opened.

Mr. Smith stated that MAG will staff a booth at the Martin Luther King Cultural Celebration Monday, January 16, 2006 from 8:00 a.m. to 4:00 p.m. at Margaret T. Hance Park

Mr. Smith introduced the new Administrator for the MAG 9-1-1 System, Liz Hunt, from the Phoenix Fire Department. He noted that Ms. Hunt was formerly the manager of the MAG Community Emergency Notification System.

Mr. Smith introduced new MAG staff. Nagesh Krishnarajanagar is an Air Quality Engineer II. Wang Zhang is a Transportation Engineer II. Kyunghwi Jeon is a Transportation Engineer II.

Mr. Smith mentioned the 25th Anniversary edition of the *Business Journal* that included a list of the most significant news stories for the Valley in the past 25 years, including the Palo Verde Nuclear Plant, the Central Arizona Project, the increased presence of the university, the Groundwater Act, America West Airlines as the hometown airline, and the economic bust of the 1980s. Mr. Smith noted that the buildup of freeway infrastructure was rated as the most significant business news story. Vice Chair Dolan thanked Mr. Smith for his report. No comments from the Committee were noted.

5. Approval of Consent Agenda

Vice Chair Dolan stated that public comment would be heard before action was taken on the consent items. Each speaker is provided with a total of three minutes to comment on the consent agenda. After hearing public comments, any member of the Committee can request that an item be removed from the consent agenda and considered individually. Vice Chair Dolan stated that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, #5J, #5K, and #5L were on the consent agenda, item #5M having been removed. No public comment cards were turned in.

Mr. Pickering moved to recommend approval of consent agenda items #5A, #5B, #5C, #5E, #5F, #5G, #5H, #5I, #5J, #5K, and #5L. Mr. Fooks seconded, and the motion carried unanimously.

5A. Approval of November 9, 2005 Meeting Minutes

The Management Committee, by consent, approved the November 9, 2005 meeting minutes.

5B. MAG Vehicle Occupancy Study Consultant Selection

The Management Committee, by consent, recommended that United Civil Group Corp. be selected to conduct the MAG Vehicle Occupancy Study for an amount not to exceed \$170,000. The FY 2006 MAG Unified Planning Work Program and Annual Budget includes \$170,000 to conduct the Vehicle Occupancy Study. The auto occupancy data resulting from the study will be used to calibrate the mode choice model in order to produce accurate high occupancy vehicle estimates. A request for proposals was advertised and one response was received. A multi agency evaluation team reviewed the proposal, interviewed the consultant, and recommended to MAG the selection of United Civil Group Corp. to conduct the project for an amount not to exceed \$170,000.

5C. 2006 MAG Freeway Level of Service Study Consultant Study

The Management Committee, by consent, recommended that Skycomp, Inc. be selected to conduct the 2006 MAG Freeway Level of Service Study for an amount not to exceed \$120,000. The FY 2006 MAG Unified Planning Work Program and Annual Budget includes \$120,000 to conduct the 2006 MAG Freeway Level of Service (LOS) Study. By using aerial survey

technology, this study will update information on freeway traffic conditions and evaluate freeway LOS in the MAG urbanized area. The information from this study will be used to help identify freeway bottlenecks and to help prioritize improvement projects. A request for proposals was advertised and one response was received. A multi-agency proposal evaluation team reviewed the proposal, interviewed the consultant, and recommended to MAG the selection of Skycomp, Inc. to conduct the project for an amount not to exceed \$120,000.

5D. Recommendation of Projects for MAG Federal Funding in FY 2011 of the FY 2007-2011 MAG Transportation Improvement Program (TIP) - the MAG Federally Funded Program

The Management Committee, by consent, recommended approval of the projects for CMAQ discretionary funding in FY 2011 and to include those projects in the Draft FY 2007-2011 MAG Transportation Improvement Program for public review and comment. The MAG Regional Transportation Plan (RTP) targets all future MAG Federal Funds to specific modes and, in some cases, identifies specific projects for the funds. For ITS, Bicycle, Pedestrian and Air Quality projects, the RTP identified funds, but did not specify individual projects. Requests for projects for MAG Federal Funds expected to be available for FY 2011 have been received, ranked by modal technical advisory committees and those rankings were reviewed by the Transportation Review Committee (TRC) on December 8, 2005. The approved projects from these modes will be combined with other recommendations for the life cycle programs for freeways, arterials and transit, to form a MAG Federally Funded program. This program will then be added to the regionally funded components of the freeway, arterial and transit life cycle programs, projects from the state highway program and any locally/privately funded projects being submitted for inclusion in the TIP to form the draft TIP (Listing of Projects).

5E. Commuter Rail Update Study – Formation of Stakeholder Group

The Management Committee, by consent, recommended that MAG form a commuter rail stakeholders group to assist in the preparation of a draft scope of work for a commuter rail study. In 2003, MAG completed the High Capacity Transit Study that examined commuter rail, bus rapid transit, light rail, and express bus service for the region. The 2003 Regional Transportation Plan included a \$5 million allocation over the 20-year period of the sales tax for commuter rail implementation work. Since that time, fuel costs have risen substantially which has raised the interest in commuter rail in the region. In addition, a number of changes to the rail operations have been made or are being planned since the 2003 High Capacity Transit Study. MAG is proposing that a stakeholder group be formed to provide input on a scope of work for a consultant study to update the commuter rail portion of the previous study. The proposed study would be coordinated with a parallel study being proposed by ADOT that will inventory and evaluate the rail infrastructure across the state with a particular emphasis on freight operations. The rail inventory information for the MAG region from the ADOT study would be used as input into the MAG Commuter Rail Study.

5F. Changes to the Approved June 29, 2005 Arterial Life Cycle Program (ALCP) Policies and Procedures

The Management Committee, by consent, recommended approval of the proposed changes to the approved June 29, 2005 Arterial Life Cycle Program (ALCP) Policies and Procedures. Since the approval of the ALCP Policies and Procedures in June 2005, the development of the project agreement and other aspects of the ALCP implementation process has proceeded. During this time, a number of minor changes to the Policies and Procedures were suggested to clarify and refine them to improve the administration of the ALCP. The proposed changes have been discussed with MAG member agencies during the development of the other elements of the ALCP. The MAG Transportation Review Committee recommended approval of the changes.

5G. Draft MAG 208 Water Quality Management Plan Amendment for the Expansion of the Town of Buckeye Sundance Wastewater Treatment Plant

The Management Committee, by consent, recommended approval of the Draft MAG 208 Water Quality Management Plan Amendment for the Expansion of the Town of Buckeye Sundance Wastewater Treatment Plant. The Town of Buckeye has requested that MAG amend the 208 Water Quality Management Plan to include the expansion of the Sundance Wastewater Treatment Plant. The plant is identified in the current MAG 208 Plan for a capacity of 3.6 million gallons per day (mgd). The expansion would increase ultimate capacity to 8.9 mgd. Reclaimed water from the expanded facility would be disposed of through reuse, recharge, and an Arizona Pollutant Discharge Elimination System Permit discharge to the Buckeye Irrigation District Canal. The cities of Glendale and Goodyear and unincorporated Maricopa County are within three miles of the project, and all have indicated that they do not object to the facility expansion. A public hearing on the draft amendment was conducted on December 13, 2005. Following the hearing, the MAG Water Quality Advisory Committee unanimously recommended approval of the Draft 208 Plan Amendment.

5H. Amendment to the FY 2007 Public Safety Answering Point (PSAP) Annual Element/Funding Request and FY 2007-2011 Equipment Program for the MAG 9-1-1 System

The Management Committee, by consent, recommended approval of the Amendment to the FY 2007 PSAP Annual Element/Funding Request and FY 2007-2011 Equipment Program to include upgrades to the computerized telephone 9-1-1 systems at the El Mirage Police Department for \$118,300, the Glendale Police Department for \$441,000, the Mesa Police Department for \$804,000, and the Tempe Police Department for \$441,000, and a Positron MIS tool for the MAG 9-1-1 Office for \$45,000. On September 28, 2005, the MAG Regional Council approved the MAG FY 2007 PSAP Annual Element/Funding Request and FY 2007-2011 Equipment Program. Since approval, it has become necessary to amend the budget to allow for equipment upgrades at the El Mirage, Glendale, Mesa, and Tempe Police Departments and for call reporting equipment at the MAG 9-1-1 Office. These equipment costs are currently paid by the 9-1-1 state excise tax. The MAG PSAP Managers and the MAG 9-1-1 Oversight Team recommended approval of the Amendment.

5I. Approval of the Report on the Need for Increased Domestic Violence Shelter in the MAG Region

The Management Committee, by consent, recommended acceptance of the Report on the Need for Domestic Violence Shelter in the MAG Region. The MAG Regional Domestic Violence Council, through the Victim Services Subcommittee, has produced a report on the unduplicated need for shelter beds to serve current domestic violence victims in the MAG Region. The Council determined that 325 more beds are needed by researching data from local service providers and conducting a statistically reliable study in all nine domestic violence shelters in the MAG Region. This effort was undertaken in partnership with Arizona State University's Partnership for Community Development.

5J. MAG Continuum of Care Regional Committee on Homelessness Guidelines

The Management Committee, by consent, recommended approval of the MAG Continuum of Care Regional Committee on Homelessness Guidelines. The MAG Continuum of Care Regional Committee on Homelessness has produced committee guidelines to add structure and formality to the Committee. Development of the guidelines began in 2002 by MAG staff and has recently been modified. The Committee reached consensus on the guidelines at the November 17, 2005 meeting.

5K. Status Report on 2005 Census Survey

The data collection phase of the 2005 Census Survey is now complete and the local census office is closed. The Census Bureau is now in the data capture and processing phase and 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. At the November 9, 2005 Management Committee meeting, staff gave an update on the status of 2005 Census Survey activities, return rates of the census questionnaire and a review of costs of the survey. An update on the 2005 Census Survey is provided below. Status of 2005 Census Survey Activities: All field work for the 2005 Census Survey is complete. The data capturing and processing phase includes completing the check-in and keying of paper questionnaires, 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 Spring 2006. Costs: The cost for the 2005 Census Survey and count of population in group quarters has been estimated at \$7.7 million. The Federal Highway Administration (FHWA) has authorized the use of FHWA funds 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 in 2006. In addition to costs paid to the Census Bureau, other costs have been incurred, including the regionwide media campaign (estimated at \$230,000) and the setup and maintenance of the local census office (estimated at \$170,000). MAG will be working with FHWA regarding sharing the total cost of the census, estimated at \$8.1 million. This item was on the agenda for information and discussion.

5L. Discussion of the Development of the FY 2007 MAG Unified Planning Work Program and Annual Budget

Each year, the Unified Planning Work Program and Annual Budget is developed in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies in the spring and approved by the Regional Council in May. This overview of MAG's draft Dues and Assessments and the proposed budget production timeline provides an opportunity for early input into the development of the Work Program and Budget. The population numbers used in the draft Dues and Assessments calculation are described in footnote (a). The most current approved population numbers are for FY 2004. We anticipate that the census for 2005 will be ready in May or June 2006 and that these population numbers will be used for the final draft Dues and Assessments calculation. The Solid Waste Planning Assessment discussed in footnote (b) remains unchanged from FY 2006 at \$10,000 with no anticipated additional program activity for Solid Waste Planning during FY 2007. The information in footnotes (c), (d) and (f) remains the same from prior years and describes the calculations for the 9-1-1 Planning Assessment, the Homeless Prevention Assessment and the Maricopa County portion of the population calculation, respectively. Last year an option to establish a minimum level for the draft Dues and Assessments of \$350 was presented and approved, and this is described in footnote (e). The same minimum level of \$350 was used in the calculations and affects one entity for FY 2007. The Dues and Assessments reflect the standard increase, which is based on the inflationary factor used by the Arizona Department of Transportation. The inflationary adjustment is estimated to be seven percent for FY 2007. This percentage will be finalized at the end of January. This item was on the agenda for input on the development of the FY 2007 MAG Unified Planning Work Program and Annual Budget.

5M. 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

This item was removed from the agenda.

6. Update on Construction Costs and Possible Impact on the ADOT Life Cycle Program

Eric Anderson reported on how cost increases and labor and commodity shortages were affecting construction costs in the region. He stated that a white paper on this topic, written by Associated General Contractors of Arizona, was at each place. Mr. Anderson stated that MAG sponsored a Challenge of Construction Forum on January 6, 2006 to bring stakeholders together and develop strategies to mitigate impacts.

Mr. Anderson stated that there is a high level of construction activity in the region and the state, including housing, commercial, and a record highway program. Mr. Anderson stated that construction costs for ADOT projects have increased 20 percent to 50 percent over the past year. He said that the region has seen tremendous commodity price increases and shortages, especially cement. Mr. Anderson stated that the region is in an unprecedented high level of volatility with a high level of uncertainty. He indicated that this has caused a cooling of the bid market, with

fewer bidders and higher bids for public sector projects. Mr. Anderson noted that the price of cement increased from \$100 per ton in August to \$180 per ton in the latest bid.

Mr. Anderson stated that the program estimate for the Red Mountain Freeway: Power to University segment was \$144 million. This estimate was revised to \$213 million, an increase of 48 percent. Mr. Anderson stated that one recent bid came in 63 percent over the estimate. He commented that these cost increases are also impacting school, housing, and commercial construction. Mr. Anderson stated that the Forum was attended by approximately 250 people, about half public sector and half private sector.

Mr. Anderson then addressed commodity issues. He stated that the United States is a net importer of cement and is facing issues—shortages of shipping containers, and limited port and rail capacity. Mr. Anderson noted that 99 percent of rail cars are being utilized. Mr. Anderson stated that Arizona produces 50 to 75 percent of state demand and the remainder needs to be imported. He said that the two cement production plants in Arizona produce 2.8 million tons per year, but up to 4.5 million tons per year are needed. Mr. Anderson noted that production capacity and expansion are limited by permitting and environmental issues, mining leases for limestone, and transportation capacity. He advised that the price for cement has more than doubled and projects are being delayed because of a lack of cement. Mr. Anderson stated that gravel pits, the source of aggregate that is used in the manufacture of cement, are moving out of urban areas, so this is increasing transportation costs. Added to this are environmental regulations because the region has PM-10 problems.

Mr. Anderson stated that the labor shortage is a concern across all occupations, not just construction. He noted that the construction industry has a turnover rate of 40 percent. Mr. Anderson stated that a lack of apprenticeship and training programs in Arizona makes it difficult to maintain a level of qualified workers. In addition, there is a lack of management talent, which limits the ability of the construction industry to expand.

Mr. Anderson stated that the permitting process is a hindrance to expanding capacity. There is greater uncertainty and as a result, bids are increased to cover risk or fewer bids are submitted if the risk too high. With material shortages, prices are higher, schedules are uncertain, productivity is reduced, and the contractors face liquidated damages for delays. He commented that failing to meet the schedule as a result of a supply shortage does not relieve the contractor from possible monetary penalties for not meeting the current schedule. Labor shortages result in higher wages, reduced productivity, and longer production schedules. He stated that the reduction in truck driving hours has impacted the excavation portion of road building.

Mr. Anderson summarized the solutions given by attendees at the Challenge of Construction Forum. He noted that there was no silver bullet to solve the problems. Mr. Anderson stated that one solution was updating contract provisions so there will be more risk sharing for cost and schedule changes; review material specifications that might be unnecessary; deal with cement shortage by relief of the tariff on Mexican cement; negotiate supply agreements; modify liquidated damages clause in contracts; market regional and state construction activity nationally to expand the pool of bidders; and Life Cycle Program Management to provide a good understanding of the status of the Program. Mr. Anderson advised that it looks like we will have

to delay \$150 million in projects and staff is working with ADOT to develop recommendations on this.

7. Particulate Pollution Update

Lindy Bauer reported that in recent weeks, this region has experienced high readings at two of the PM-10 monitor sites. She said that although these readings will need to be checked by Maricopa County air quality personnel, it appears that MAG will need to initiate the preparation of a Five Percent Plan for submission to EPA by December 31, 2007. Ms. Bauer advised that every monitor in the nonattainment area must be clean in 2006, 2007 and 2008 in order for the region to attain the standard by 2008.

Ms. Bauer noted that the Maricopa County Air Quality Department has hired seven more inspectors, leaving three positions left to fill. Ms. Bauer stated that *The Arizona Republic* reported that EPA Representative Colleen McKaughan felt that with better compliance, the MAG region could have attained the PM-10 standard. Ms. Bauer reviewed the tentative schedule for the PM-10 Five Percent Plan and a sanctions timeline if the issues are not corrected within 18 months and within 24 months. She advised that EPA can impose these sanctions earlier if they wish.

Ms. Bauer stated that the EPA proposed new particulate standards, including a stricter fine particulate standard, a new coarse particulate standard, revoking the 24-hour PM-10 standard except in areas with violating monitors and a population of 100,000 or more. Ms. Bauer stated that representatives from Phoenix, the County, and MAG met to increase dust control efforts in hotspot areas. She updated the Committee on recent actions taken, including observations at the monitors by ADEQ, Maricopa County, and MAG, installing "No Parking" signs, transmitting the Peoria city ordinance to member agencies, holding a model dust control ordinance workshop, providing information to industries, and inquiries on agricultural measures. Vice Chair Dolan thanked Ms. Bauer for her report and asked members if they had questions.

Mr. Cleveland, who is Chair of the MAG Air Quality Technical Advisory Committee, expressed his disappointment over not reaching the PM-10 standard with only two months to go. He commented that each community worked hard to implement solutions to attain this goal. He asked if staff had researched what new measures might be implemented. Ms. Bauer replied that it remains to be seen which specific measures might be implemented. She advised that the Clean Air Act says the five percent reduction must be based on the most recent emissions inventory, which still needs to be done by the County. Ms. Bauer added that it would be important to ensure the existing measures were being implemented adequately. She stated that staff would be reviewing the Clark County and San Joaquin plans and the Salt River SIP Revision to see if they contained measures that could be useful. Ms. Bauer also noted the benefits received from paving unpaved roads in the Serious Area Plan for PM-10. For example, 340.9 miles of paving unpaved roads at a cost of \$150 million to \$300 million (before cost increases) resulted in a 5.8 percent reduction. Mr. Cleveland stated that it might be worthwhile to visit Clark County, which has been very successful with its air quality program.

David Smith stated that the Director of the Air Quality Department, Bob Kard, was present if members had any questions. Mr. Smith commented that some of industries that are fined look upon it as just a cost of doing business and add it to the cost of the product. He indicated that he did not know if every enterprise was taking this as seriously as they need to. Mr. Smith stated that the County will train industry as much as possible. He added that not all the positions have been filled in the Air Quality Department because industry has been hiring them away so they can comply. Mr. Smith commented that we will need a cooperative effort across the board to convey that any pollution is bad. Until we get to the public ethic on that, the County could keep hiring endlessly and we will not be successful. Mr. Smith stated that we will get closer to the EPA guidelines as the County and entities work to augment the anti-dust ethic. He stated that this is not just an exercise, but has a public health dimension we should be concerned about. Vice Chair Dolan commented that she looked forward to more information as the plan develops.

8. Homeless Planning Strategies

David Smith reported that the Human Services Campus opened in December 2005. He stated that the goal for funding construction of the Campus was 50 percent private and 50 percent public. This ended up with the private sector funding \$13 million and the public sector funding \$9 million. Mr. Smith stated that at the December meeting, \$1 million was requested from member agencies to pay off the capital. Mr. Smith stated that since the presentation, additional ideas have been discussed to create a fund that is not dependent on state and local government funds, in order to build affordable, supportive housing for families. Mr. Smith stated that a potential source could include Industrial Development Authorities (IDAs). He said that the County IDA recently provided Habitat for Humanity with a loan in the amount of \$1.5 million to build 32 residences at Baseline and 12th Street. He indicated that the County IDA has a \$12 million funding balance that can be used for mixed use development, such as the Hope Six development at 7th Avenue and Sherman.

David Smith stated that Maricopa County recently entered into a contract with Front Row Marketing to provide municipal marketing services to analyze and develop revenue streams. Mr. Smith commented that Maricopa County could realize \$9 to \$11 million from the sale of naming rights and utilization of vacant Maricopa County land parcels. He stated that revenue could also be generated from pouring rights, vehicle and park trail signage, and clothing.

He stated that member agencies could partner on the contract with Front Row Marketing; however, they could choose to make a contribution. Mr. Smith stated that this way, jurisdictions would not need to dip into regular revenue, the VLT, etc., and it would be politically acceptable to the wider community. Mr. Smith said that their idea was to do a 50/50 split into the fund to support a funding stream. He stated that existing delivery mechanisms through IDAs and housing departments could be used to bring more projects to fruition so homeless shelters and services do not become bottlenecks, but gateways. Vice Chair Dolan noted that no action on this item was proposed by the Committee. Dennis Smith noted that this item would be on the Regional Council agenda and the Committee may want to brief their elected officials.

9. Local Government Partnership to Address Crime Prevention

David Smith reported on preventing crime in Maricopa County. He explained that with the increasing costs in the criminal justice system, Maricopa County is exploring the possibility of working with local government stakeholders to cooperatively address crime prevention efforts. Mr. Smith stated that the one-fifth cent sales tax approved by voters in 1998 allows for capital building projects associated with criminal justice. Mr. Smith stated that the costs are staggering, not only for the County, but for each community. He stated that there are a number of programs already, and the County is interested in discussing various strategies with each community to expand and enhance those programs. Mr. Smith stated that the County is requesting assistance in the implementation of a task force to develop crime prevention programs and alternative strategies. Vice Chair Dolan asked members if they had comments on the creation of a stakeholders group.

Mr. Cleveland stated that the City of Goodyear would be interested in participating. He remarked that crime prevention is a less expensive solution. Mr. Cleveland stated that crime is like air quality—it knows no boundaries. This is an effort that needs to be worked on collectively. Mr. Cleveland stated that the alternative to prevention is building bigger jails, which impacts taxes.

Vice Chair Dolan asked if the stakeholders would be organized through MAG or the County. Dennis Smith stated that MAG could host the meetings at MAG and the County would staff the meetings. Vice Chair Dolan stated that Scottsdale would be interested in participating in the stakeholders group. She stated that if there were no objections, MAG could organize meetings and invite the member agencies. Dennis Smith stated that the memorandum would be sent to the managers and they would disperse it to appropriate staff.

10. Phoenix Urban Area Security Initiative Weapons of Mass Destruction Tabletop Exercise Series

Jim Bailey, EG&G Technical Services, provided a report on the Phoenix Urban Area Security Initiative Weapons of Mass Destruction Tabletop Exercise Series that will be conducted throughout the Urban Area during 2006. He said that his firm was hired for this program in Region II that includes Southern California, Arizona, and New Mexico. Mr. Bailey then gave an overview of the exercise series that includes seven high-explosive tabletop exercises that will be conducted throughout the Urban Area from April to July 2006. He noted that similar programs have been conducted in San Diego and Anaheim.

Mr. Bailey stated that in the series, participants will be taken through the entire spectrum of an attack. He stated that the goals of the series are to evaluate exercise participant knowledge, understanding, and adequacy of their plans, policies, and procedures to respond to a threat level increase in the Homeland Security Advisory System; assess exercise participant knowledge and understanding of the plans, policies, and procedures in place to manage the emergency response to a terrorist attack within their jurisdiction; assess exercise participant knowledge and understanding of the plans, policies, procedures, and resources available to provide victim care in response to a terrorist incident; and assess exercise participant knowledge, understanding, and the utility of any plans, policies, procedures and resources in place to assist the Urban Area cities

in recovering from a terrorist incident. Mr. Bailey then explained the structure and timeline of the tabletop exercise. Vice Chair Dolan thanked Mr. Bailey for his report and asked members if they had questions.

Alfonso Rodriguez asked how the risk assessment for each area was addressed. Mr. Bailey replied that some jurisdictions desire to be ground zero for the exercise. In that case, they will be asked to designate critical infrastructure or target, which becomes the attack venue. Mr. Bailey stated that Petco Park in San Diego and Knott's Berry Farm in Orange County were ground zero in previous exercises.

11. Comments from the Committee

An opportunity will be provided for Management Committee members to present a brief summary of current events. The Management Committee 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.

Mr. Rumpeltes extended his compliments to Dennis Smith and MAG staff for the Construction Forum. He said that it was not only timely, but was attended by more than 200 people having a dialogue. Mr. Rumpeltes commented that it was trendsetting as there had not been an event like that before. Mr. Smith thanked Chandler Channel 11 for filming the event and Phoenix Transit, the City of Scottsdale, and Gunn Communications for lending the electronic keypads.

Mr. Pettit thanked David Smith and staff for their support on the process to educate residents on options for emergency management on county islands.

There being no further business, the meeting adjourned at 1:35 p.m.

Chairman

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 31, 2006

SUBJECT:

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

SUMMARY:

The 2006 MAG Unified Planning Work Program includes projects to be launched in the areas of Intelligent Transportation Systems (ITS), Traffic Engineering and Transportation Safety. These areas were further subdivided, based on the preliminary scopes of work, into the following nine areas of technical expertise: (1) Traffic Engineering, (2) ITS Planning, (3) ITS Operations Planning, (4) ITS Training, (5) ITS Evaluation, (6) Traffic Data Collection Systems, (7) Transportation Safety Phase 1 - Crash Data Definitions, (8) Transportation Safety Phase 2 - Crash Analysis and Forecasting, (9) Transportation Safety Phase 3 - Develop GIS Tools. Approximately 21 projects, in the nine areas, will be carried out using a list of on-call consultants that are qualified in each area of technical expertise. The on-call contracts will be utilized over a span of two years to complete these projects. Project oversight will be provided by the MAG ITS Committee and the MAG Transportation Safety Committee.

The origin of the ITS projects to be carried out through on-call consulting services, and what they hope to accomplish in the region are linked to regional ITS objectives and recommendations stated in the MAG ITS Strategic Plan Update approved in April 2001.

The three transportation safety projects to be launched are based on a recommendation in MAG Strategic Transportation Safety Plan approved in October 2005. The products from these projects will help better identify the road safety issues in the region and produce an annual report on transportation safety.

A request for qualifications (RFQ) was advertised on October 16, 2005, and 13 consulting teams submitted proposals for ITS and Traffic Engineering services, with eight of the teams also seeking to qualify in Transportation Safety. A selection panel consisting of MAG ITS Committee members, MAG Transportation Safety Committee members and MAG staff evaluated the proposals and recommended to MAG the selection of a number of qualified consultant teams in each of the seven areas of expertise. The list of selected consultants is shown on Attachment One.

PUBLIC INPUT:

None has been received.

PROS & CONS:

PROS: Approximately 21 projects in nine areas of technical expertise are expected to be launched through the resulting ITS/TE/ Transportation Safety on-call services contracts over a period of two years. These contracts will enable MAG and member agencies to obtain consultant services in an efficient manner. Execution of the planned projects using consultant services will be extremely helpful for improving the region's transportation system and related operations. Recent experience at MAG

has shown that utilizing on-call consultant services as the method of procurement leads to very efficient execution of projects.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: None.

POLICY: The resulting consultant projects will, in general, not result in any changes to existing regional policies. In the area of traffic signal operations improvements, some projects may lead to recommendations for unified operations.

ACTION NEEDED:

Recommend approval of the selected list of consultants for the ITS/TE and Transportation Safety on-call services, for amounts not to exceed the following: (1) Traffic Engineering (\$300,000, approximately ten projects); (2) ITS Planning (\$400,000, three projects); (3) ITS Operations Planning (\$200,000, one project); (4) ITS Training (\$18,000, one project); (5) ITS Evaluation (\$68,000, two projects); (6) Traffic Data Collections Systems (\$20,000, one project); (7) Transportation Safety, Phase 1 (\$50,000, one project); (8) Transportation Safety - Phase 2 (\$120,000, one project); (9) Transportation Safety - Phase 3 (\$ 150,000, one project).

PRIOR COMMITTEE ACTIONS:

The MAG Transportation Safety Committee recommended approval of the list of consultants for Transportation Safety Projects shown in Attachment One (Areas of Expertise 7, 8 and 9) at their January 17, 2006 meeting, with one abstention (**shaded**).

MEMBERS ATTENDING

Robert Maki, City of Surprise, Chairman

- Tom Burch, AARP
- David Cowley, AAA Arizona
- Reed Henry, ADOT
- * Doug Dobson, Apache Junction
- Mary Kihl, ASU
- * Kelly LaRosa, City of Avondale
- * Martin Johnson, City of Chandler
- * Mike Lockhart, DPS
- Jennifer Brown, FHWA
- * Bruce Ward, Town of Gilbert
- * Sandy Adams, City of Glendale
- Scott Nodes, City of Goodyear

- * Linda Mendyka, GOHS
- Peggy Rubach for Chris Plumb, Maricopa County
- Larry Talley, City of Mesa
- * William Mead, Paradise Valley
- Jamal Rahimi, City of Peoria
- Kerry Wilcoxon, City of Phoenix
- Stuart Boggs for Teri Collins, RPTA
- George Williams for Paul Porell, City of Scottsdale
- * Marc Scott, City of Tempe
- * Mark Fooks, Town of Youngtown

* not present

The MAG Intelligent Transportation Systems Committee unanimously recommended approval of the list of consultants for ITS Projects shown in Attachment One (Areas of Expertise 1 through 6) at their January 4, 2006 meeting.

MEMBERS ATTENDING

- Alan Sanderson, City of Mesa, Chairman
- Tim Wolfe, ADOT
- Mary Kihl, ASU
- Gus Woodland for Kelly LaRosa, City of Avondale

- * Carroll Reynolds, Town of Buckeye
- Mike Mah, City of Chandler
- * Mike Lockhart, DPS
- * BJ Cornwall, City of El Mirage
- Alan Hansen, FHWA

- * Bruce Ward, Town of Gilbert
- * Debbie Burdette, City of Glendale
- Scott Nodes, City of Goodyear
- Faisal Saleem for Nicolaas Swart,
Maricopa County
- Ron Amaya, City of Peoria
- * Ron Doubek, City of Phoenix

- * Dennis Murphy, Phoenix Aviation
- * Michael Shine, Town of Queen Creek
- Bob Ciotti, RPTA
- * Bruce Dressel, City of Scottsdale
- * Nick Mascia, City of Surprise
- Jim Decker, City of Tempe

* not present

On November 29, 2005, the two selection panels evaluated the proposals and recommended to MAG the selection of qualified consultant teams in each of the nine areas of technical expertise.

ITS /TE On call Evaluation Panel

Alan Sanderson, City of Mesa
Scott Nodes, City of Goodyear
Mike Mah, City of Chandler
Jim Decker, City of Tempe
Sarath Joshua, MAG

Transportation Safety On call Evaluation Panel

Scott Nodes, City of Goodyear
Larry Talley, City of Mesa
Kerry Wilcoxon, City of Phoenix
Sarath Joshua, MAG

CONTACT PERSON:

Sarath Joshua, MAG, (602) 254-6300.

MAG ITS, TRAFFIC ENGINEERING AND TRANSPORTATION SAFETY
ON-CALL CONSULTANT SERVICES
RANK ORDERED LIST OF QUALIFIED CONSULTANTS

Area of Expertise 1: Traffic Engineering

1. Lee Engineering
2. CK Engineering
3. Kimley-Horn & Associates
4. Transcore
5. ITS Engineers & Contractors
6. Kittelson Associates
7. Olsson Associates
8. PBS &J

Area of Expertise 2: ITS Planning

1. Kimley-Horn & Associates
2. Transcore
3. ITS Engineers & Contractors
4. CK Engineering
5. Siemens
6. PBS &J
7. Olsson Associates

Area of Expertise 3: ITS Operations Planning

1. Kimley-Horn & Associates
2. Lee Engineering
3. ITS Engineers & Contractors
4. Transcore
5. CK Engineering

Area of Expertise 4: ITS Training

1. Siemens
2. University of Arizona
3. Kimley-Horn & Associates

Area of Expertise 5: ITS Evaluation

1. Works Consulting
2. Lee Engineering
3. Transcore

Area of Expertise 6: Traffic Data Collection Systems

1. Softserv
2. Transcore
3. Works Consulting

Area of Expertise 7: Transportation Safety

Phase 1: Crash Data Definitions

1. Lee Engineering
2. Kittelson Associates
3. Kimley-Horn & Associates
4. CK Engineering
5. HDR

Area of Expertise 8: Transportation Safety

Phase 2: Crash Analysis and Forecasting

1. Kittelson Associates
2. Kimley-Horn & Associates
3. CK Engineering
4. Lee Engineering

Area of Expertise 9: Transportation Safety

Phase 3: Develop GIS Tools

1. Works Consulting
2. Kimley-Horn & Associates
3. Kittelson Associates
4. Transcore

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

DATE:

January 31, 2006

SUBJECT:

Red Letter Notification

SUMMARY:

The Regional Council approved the Red Letter Process in 1996 to provide early notification of potential development in planned freeway alignments. Development activities include actions on plans, zoning, and permits. Key elements of the process include:

Notifications:

- ADOT will periodically forward Red Letter notifications to MAG.
- Notifications will be placed on the consent agenda for information and discussion at the Transportation Review Committee, Management Committee, and Regional Council meetings.
- If a member wishes to take action on a notification, the item can be removed from the consent agenda for further discussion. The item could then be placed on the agenda of a subsequent meeting for action.

Advance acquisitions:

- ADOT is authorized to proceed with advance right-of-way acquisitions up to \$2 million [per year] in funded corridors.
- Any change in funding limits for advance right-of-way acquisitions constitutes a material cost change as well as a change in freeway priorities and therefore, would have to be reviewed by MAG and would require Regional Council action.
- In June 1999, the Regional Council allocated \$5 million per year through FY 2003 for advance acquisition requests where needed to prevent development in freeway alignments. These funds are now expended.
- With the passage of Proposition 400 on November 2, 2004, the Regional Transportation Plan (RTP) includes funding for right-of-way acquisition as part of the funding for individual highway projects. This funding is spread over the four phases of the Plan. Funding for advance acquisitions may be made available on a case-by-case basis for individual highway projects with amendments to the Transportation Improvement Program (TIP) and Plan as appropriate.

For information, the ADOT Advance Acquisition policy allows the expenditure of funds to obtain right-of-way where needed to address hardship cases (residential only), forestall development (typical Red Letter case), respond to advantageous offers or, with remaining funds, acquire properties in the construction sequence for which right-of-way acquisition has not already been funded.

In addition to forestalling development within freeway corridors, ADOT, under the Red Letter Process, works with developers on projects adjacent to or close to existing and proposed routes that may have a potential impact on drainage, noise mitigation, and/or access. For this purpose, ADOT needs to be informed of all zoning and development activity within one-half mile of any existing and planned facility. Without ADOT input on development plans adjacent to or near existing and planned facilities, there is a potential for increased costs to the local jurisdiction, the region and/or ADOT.

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 were 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.

PUBLIC INPUT:

No comments were received at the January 26, 2006 meeting of Transportation Review Committee.

PROS & CONS:

PROS: Notification can lead to action to forestall development activity in freeway corridors and help minimize costs as well as ensure eventual completion of the facility.

CONS: By utilizing funds for advance purchase of right-of-way, these funds are not available for other uses such as design and construction.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Unless precluded early in the process, development within freeway alignments will result in increased right-of-way costs in the future.

POLICY: In June 1999, the MAG Regional Council approved a regional Transportation Improvement Program that included approval of \$5 million per year for advance right-of-way acquisition in funded freeway corridors through FY 2003. No advance acquisition funds were programmed beyond FY 2003. These funds are now expended. With the passage of Proposition 400 on November 2, 2004, the RTP includes funding for right-of-way acquisition as part of the funding for individual highway projects. This funding is spread over the four phases of the Plan. Funding for advance acquisitions may be made available on a case-by-case basis for individual highway projects with amendments to the TIP and Plan as appropriate.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

Transportation Review Committee: This item was on the January 26, 2006 agenda for information and discussion.

MEMBERS ATTENDING

Maricopa County: Mike Ellegood, Chairman
ADOT: Dan Lance
* Avondale: David Fitzhugh
Chandler: Patrice Kraus
* El Mirage: B.J. Cornwall
Fountain Hills: Randy Harrel
* Gila Bend: Lynn Farmer
* Gilbert: Tami Ryall
Glendale: Terry Johnson
Goodyear: Cato Esquivel
Guadalupe: Jim Ricker
Litchfield Park: Mike Cartsonis
Mesa: Patrick Pittenger for Jeff Martin
Paradise Valley: Robert M. Cicarelli
Peoria: Chris Kmetty for David Moody
Phoenix: Tom Callow
* Queen Creek: Mark Young
RPTA: Bryan Jungwirth
Scottsdale: 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
* Pedestrian Working Group: Eric Iwersen, Tempe
* Street Committee: Darryl Crossman, Tempe
* Telecommunications Advisory Group:
* ITS Committee: Alan Sanderson, Mesa
* Those members neither present nor represented by proxy.

CONTACT PERSON:

Eric Anderson, MAG, (602) 254-6300, or Louis Malloque, ADOT (602) 712-8755.



Intermodal Transportation Division
 206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

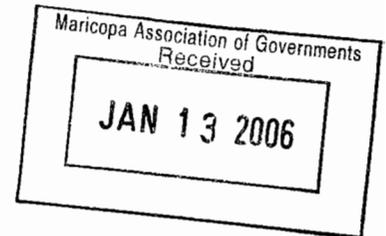
Janet Napolitano
 Governor

Victor M. Mendez
 Director

Sam Elters
 State Engineer

January 12, 2006

Mr. Dennis Smith
 Executive Director
 Maricopa Association of Governments
 302 North First Avenue, Suite 300
 Phoenix, Arizona 85003



RE: Report of Red Letter Notifications from July 1, 2005 to December 31, 2005

Dear Mr. Smith:

This letter is submitted to inform you of "Red-Letter" notifications received by this office for the period July 1, 2005 – December 31, 2005. During this period, the following number of notifications were received from various local agencies, as well as directly from various individual developers and attorneys in the metropolitan area:

<u>LOCAL AGENCIES</u>	<u>NOTICES</u>
City of Avondale	23
Town of Buckeye	05
City of Chandler	62
City of El Mirage	06
Town of Gilbert	30
City of Glendale	05
City of Goodyear	05
City of Peoria	40
City of Phoenix	78
City of Mesa	31
City of Scottsdale	10
City of Surprise	140
City of Tempe	13
Maricopa County	132
Various Entities	<u>23</u>
<u>TOTAL NOTICES RECEIVED</u>	603



Page 2
Mr. Dennis Smith
January 12, 2006

ADOT expends both time and resources to ensure that encroachments, traffic movements, access, and our engineering staff review drainage issues. Some of these issues are easily resolved, while others take specific design requirements. Communication is the key and the Red Letter Process is an excellent tool.

In addition to the 76 separate examples attached, ADOT has requested plans review on an additional 253 notifications and on additional 45 notifications, a complete set of plans for the development were 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 R/W that a set of plans was necessary to determine any impact to ADOT facilities. The Department appreciates the opportunity to communicate with both local agencies and developers as early as possible in the planning/design process. The "Red Letter" coordinator also received 35 telephone mail, and/or e-mail notifications of possible impact to the State Highway System. The 35 telephone, mail and/or e-mail notifications consisted of 19 notifications on the Estrella Corridor, 303 Loop and 10 on the South Mountain, 202 Loop and 6 on the I-10 Reliever.

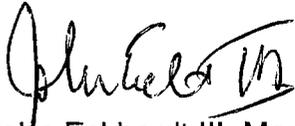
Overall the "Red Letter" program is working well. We have responded to all notifications received during this reporting period. The Department appreciates the cooperation of MAG members so that we may continue to improve the lines of communication. An ADOT Right of Way Project Management staff member, Louis Malloque (602-712-8755), is available to answer questions and continues to meet with local agency planning and zoning staff to review the Red Letter process. My office can also provide current information on planned highway corridors such as the South Mountain, I-10 Reliever, 202 Loop and the Estrella Corridor, 303 Loop.



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Mr. Dennis Smith
January 12, 2006

Should you have any questions, you may contact me at 602-712-7900 or by fax at 602-712-3051, or in writing at 205 S. 17th Avenue, Right of Way Project Management Section. Suite 349 MD 612E, Phoenix, Arizona 85007.

Sincerely,



John Eckhardt III, Manager
Right of Way Project Management
JE: lm

cc Victor Mendez, ADOT Director
Bill Hayden, Special Assistant to Regional Freeway System

Attachment



Maricopa Association of Governments Report of Red Letters

Of the 603 notices received, 76 had an impact on the Regional Freeway System. These 76 notices are summarized as follows:

Avondale:

1. I-10 and 99th Avenue/McDowell Road, there were 4 “Red Letters” received concerning a commercial site plan. ADOT requested a copy of the final plans. Some other possible issues could be drainage, encroachments, permits and access. ADOT also asked the developer to work closely with ADOT on the landscaping and road improvements and to be sure and keep ADOT informed on all matters throughout the development process.

Chandler:

1. 202 Loop (Santan) & 101 Loop /Willis Road, a “Red Letter” was received concerning a Residential preliminary plat. ADOT recommended the developer contact ADOT’s Phoenix District Office to help prevent encroachments, noise mitigation and make sure all boundary lines are correct. There were concerns of drainage due to the site abutting an ADOT retention basin. ADOT also informed the developer a permit would be necessary in order to access this site. ADOT requested a full set of plans, which they have not done so as of today.
2. 202 Loop/Santan and Williams Field Road, a “Red Letter” was received concerning a commercial site plat. ADOT informed the City and developer that they must work closely with ADOT throughout the development process due to the development’s proximity to ADOT Right of Way. ADOT also requested a copy of the final plat to review and comment on.
3. 101 Loop and Ray Road a ”Red Letter” was received concerning a proposed residential site plat. ADOT requested a set of full plans and to be kept in contact on this development. ADOT also informed the developer that there were concerns over drainage, encroachments, traffic flow, permits for access and noise mitigation.

4. 202Loop and Pecos Road, 2 “Red Letters” were received concerning a proposed commercial site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT also requested copies of all plats and especially the final plat to review and comment on.
5. 202Loop and Ray Road, 2 “Red Letters” were received concerning a proposed residential site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT also requested copies of all plats and especially the final plat to review and comment on.
6. 202Loop and McClintock Road, a “Red Letter” was received concerning a proposed residential site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT also reminded the City and developer that any noise mitigation would be the developer’s responsibility. ADOT also requested copies of all plats and especially the final plat to review and comment on.

El Mirage:

1. 115th Avenue and Grand Avenue (US 60), a “Red Letter” was received concerning commercial site development. ADOT reminded the City the development abutted ADOT right of way, safe access could only be obtained by using ADOT right of way. ADOT also recommended getting permits and submitting development plans. ADOT also recommended contacting the ADOT Phoenix Construction office for help on permits and plans.

Town of Gilbert:

1. US 60 and 48th Street, 3 “Red Letters” were received concerning a commercial medical site development. ADOT requested that the developer stay in contact with ADOT’s plan technician. There were 4 comments added by ADOT’s Project Manager.
 - A) In Site Plan, 48th Street is shown as Pierpont Drive but in the other drawings, it is not. ADOT would suggest showing both with Pierpont Drive in parentheses.
 - B) ADOT would like to see future pavement width (face or curb to face of curb) of 48th Street in Sections C-C and D-D of Preliminary Grading Plan.

C) In site plan the plans need to clearly show where the Canyon Springs Medical Plaza limits are.

D) ADOT has forwarded comments on to TOG under separate E-mail for the lane configuration on Higley Road and other traffic related concerns.

2. Greenfield Road and Williams Field Road (Red Mountain Freeway), a "Red Letter" was received concerning a commercial site development. ADOT requested that the developer get in contact with ADOT's plan technician to prevent any encroachments, drainage issues and access. ADOT's Project Manager added 8 comments to be answered as soon as possible.

Comment 1. It is not clear whether all the ingress/egress will be built in phase 1. In the project narrative under phasing, it mentions all the necessary ones will be built and it is assumed those will include ingress/egress along Williams Field Road.

Comment 2. Please show ADOT access control along Williams Field Road with a specific line style.

Comment 3. We want the developer to furnish a traffic study to determine present and future traffic needs in and around the area and its implications to the freeway traffic.

Comment 4. The distance from curb radius of 202 West bound off-ramp to the first entrance on Williams Field Road must be shown. Scaling is not preferable. Please check the scale.

Comment 5. There may be a need for a deceleration lane from the off-ramp to the first entrance to the shopping center on Williams Field Road so that thru traffic on Williams Field Road is not impeded.

Comment 6. The raised median shown on Williams Field Road should continue all the way up to the 202 West bound ramp termini. Right in/right out only, should be allowed at this entrance.

Comment 7. Developer needs to show all lane stripping, lane configurations, and traffic signals at all the intersections at or near the shopping center.

Comment 8. Developer needs to provide curb radius in the first and second entrance on Williams Field Road, similar to the ones shown at the intersection of Santan Village Parkway and Williams Field Road.

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Maricopa County:

1. I-17 and Anthem Way, 7 separate “Red Letters” were received concerning the development of different areas of Anthem Way. ADOT reminded the County that there would be no noise mitigation, drainage facilities must not be disturbed or impeded. ADOT also told the County if the developer needed to enter or use ADOT right of way a permit would be necessary. ADOT asked the developer to contact the ADOT plans technician to verify the boundary lines.
2. I-17 and New River Road a “Red Letter” was received concerning a proposed residential preliminary plat. ADOT had several areas of concern; ADOT needs to review development plans for access, encroachments, boundary lines, drainage and any noise mitigation. The developer needs a permit to use ADOT right of way. ADOT would like to be kept apprised of the progress on this development.
3. Carefree Highway (SR 74) and 7th Street, a “Red Letter” was received concerning a proposed commercial site plat. ADOT had many concerns; drainage, access, encroachments, traffic flow and boundaries. ADOT requested the developer contact ADOT plans technician to help verify all areas of concern and to send large plats to them.

City of Mesa:

1. 202 Loop and McDowell Road, a “Red Letter” was received concerning a proposed “retail-shopping center. ADOT had many concerns; drainage, access, encroachments, traffic flow and boundaries. ADOT requested the developer contact ADOT plans technician to help verify all areas of concern and to send large plats to them. ADOT also requested extra time to review the final plans when ready.
2. 202 Loop and Dobson Road, 3 “Red Letters” were received concerning a proposed commercial shopping center. ADOT had many concerns; drainage, access, encroachments, traffic flow and boundaries. ADOT requested the developer contact ADOT plans technician to help verify all areas of concern and to send large plats to them. ADOT also requested extra time to review the final plans when ready.



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3. U S 60 and Greenfield Road, 2 “Red Letters” were received concerning a commercial site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT also requested copies of all plats and especially the final plat to review and comment on.

City of Peoria:

1. 101 Loop (99th Avenue) and Northern Avenue, a “Red Letter” was received concerning a proposed residential site plat. ADOT reminded the City and developer there is no access to the 101 Loop. There will be no noise mitigation and the site will have a visual sight of the highway. ADOT also reminded the City and developer the integrity of the drainage system must be maintained at all times and there cannot be any encroachments onto ADOT right of way. If the developer needs to access ADOT right of way for construction purposes, a permit will be necessary. ADOT requested copies of larger plans to review and comment on.
2. 101 Loop and Skunk Creek Road (Southwest corner), a “Red Letter” was received concerning a proposed commercial site plat. ADOT informed the City and the developer there could be several issues if this development continues. ADOT is currently working with the developer on access, drainage, encroachments and permits. ADOT also requested the developer to furnish a traffic study and keep in contact with ADOT.

City of Phoenix:

1. I-17/26th Avenue and Bell Road, a “Red Letter” was received concerning a proposed commercial site plat. ADOT requested the developer contact the ADOT plans technician to verify all boundary lines and check for access, drainage and any interruption in traffic flow. ADOT reminded the developer they need to keep ADOT informed on the progress of the development.
2. Carefree Highway (SR 74) and 51st Street, a “Red Letter” was received concerning a proposed commercial site plat. ADOT requested the developer contact the ADOT plans technician to verify all boundary lines and check for access, drainage and any interruption in traffic flow. ADOT reminded the developer they need to keep ADOT informed on the progress of the development.



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3. 101 Loop and Cave Creek Road, a “Red Letter” was received concerning a proposed Site Plat. ADOT informed the City and developer there were drainage facilities that must not be impeded, there would be no access to the 101 Loop. ADOT also requested the final plans to ensure there were no encroachments, drainage or access issues and reminded the developer that all noise mitigation would be his responsibility. ADOT requested a large set of plans.

4. I-17 and Villa Rita Drive, a “Red Letter” was received concerning a commercial site plat. ADOT informed the City and developer they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues. ADOT also requested extra time to review the final plans when ready.

5. I-17 and Union Hills Drive, a “Red Letter” was received concerning a commercial site plat. ADOT informed the City and developer they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues. ADOT also requested extra time to review the final plans when ready.

City of Surprise:

1. US 60 and 163rd Avenue, 14 “Red Letters” were received concerning a residential/commercial PAD site plat. ADOT informed the City and the developer there was drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public. ADOT informed the developer that concerning the residential portion they would be responsible for noise mitigation.

2. US 60 and Bell Road, a “Red Letter” was received concerning a preliminary residential plat. ADOT recommended the developer contacting the Prescott District Office as Phoenix does not have a permit on file and Prescott said they could help get them one. ADOT also informed the City and developer there were concerns over ADOT drainage in the area, access onto and off US 60, noise mitigation and to ensure there are no encroachments onto ADOT right of way.



3. US 60 and Happy Valley Road, two “Red Letters” were received concerning a preliminary residential plat. ADOT informed the City and the developer there was drainage facilities and they must not be impeded, access would be by permit only, ADOT would not be installing any noise mitigation features and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public.
4. US 60 and Bell Road, a “Red Letter” was received concerning a preliminary residential plat. ADOT informed the City and the developer there was drainage facilities and they must not be impeded, access would be by permit only, ADOT would not be installing any noise mitigation features and they need to ensure there will be no encroachments onto ADOT right of way.
5. US 60 and Citrus Road, 4 “Red Letters” were received concerning a preliminary residential plat. ADOT informed the City and the developer there was drainage facilities and they must not be impeded, access would be by permit only, ADOT would not be installing any noise mitigation features and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public.
6. US 60 and Reems Road, a “Red Letter” was received concerning a preliminary commercial plat. ADOT informed the City and the developer there was drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also advised the City and developer they would need to contact MCDOT on this development.
7. US 60 and Sunny Lane, a “Red Letter” was received concerning a preliminary commercial plat. ADOT informed the City and the developer there were drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way.
8. US 60 and Mountain view Boulevard, a “Red Letter” was received concerning a commercial plat. ADOT informed the City and the developer there were drainage facilities and they must not be impeded, access would be by permit and they need to ensure there will be no encroachments onto ADOT right of way.

9. US 60 and Litchfield Road, a “Red Letter” was received concerning a preliminary commercial plat. ADOT informed the City and the developer there were drainage facilities and they must not be impeded, access would be by permit only, and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public.
10. US 60 and Bell Road, a “Red Letter” was received concerning a preliminary site plat. ADOT requested a set of development plans specifically with street names and linear footage in order to better see what portions of ADOT facilities this development will affect. The map sent shows this development next to Grand Avenue and would mean ADOT would have several areas of concern. There are drainage facilities and they must not be impeded, access would be by permit, noise mitigation would have to be provided by developer and they need to ensure there will be no encroachments onto ADOT right of way. ADOT would also request a traffic study in order to ensure the safety of the driving public.
11. US 60 and Reems Road, a “Red Letter” was received concerning a preliminary residential plat. ADOT requested a set of development plans instead of the architecture plans. The development plans are needed in order to see boundary lines for any encroachments, proximity of development to Grand Avenue for access, noise mitigation features installed by developer and if a traffic study is needed.
12. 303 Loop and Greenway Road to Peoria Avenue, a “Red Letter” was received concerning a preliminary residential plat. ADOT informed the City and the developer there were drainage facilities and they must not be impeded, access would be by permit only, they would be responsible for any noise mitigation and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a large set of development plans and to be notified of the final plat so that it could be reviewed and commented on.
13. US 60 and Market Street, a “Red Letter” was received concerning a preliminary PAD plat. ADOT informed the City and the developer there were drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way.

14. US 60 and Sante' Fe Avenue, a "Red Letter" was received concerning a preliminary commercial plat. ADOT informed the City and the developer there were drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public.
15. 303 Loop and Bell Road, 3 "Red Letters" were received concerning a preliminary site plat. ADOT informed the City and the developer there were drainage facilities and that must not be impeded and they would need a permit for access, there must be no encroachments onto ADOT Right of Way. ADOT also requested a traffic study in order to ensure the safety of the driving public.
16. 303 Loop and Tierra Rico Avenue, a "Red Letter" was received concerning a preliminary PAD plat. ADOT informed the City and the developer there was drainage facilities and that they must not be impeded, there must not be any encroachments onto ADOT Right of Way and they would need a permit for any access. ADOT also requested a traffic study in order to ensure the safety of the driving public. ADOT requested bigger and better set of plans to review and comment on.
17. 303 Loop and Clearview Street, a "Red Letter" was received concerning a final residential plat. ADOT informed the City and the developer there were drainage facilities and they must not be impeded, access would be by permit only, ADOT would not be installing any noise mitigation features and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public.

City of Tempe

1. 202 Loop/101 Loop and Rio Salado Parkway, a "Red Letter" was received concerning a residential plat. ADOT had various issues with the plat.
 - A. ADOT owns a strip of land that is used to provide maintenance access to the freeway. This strip is shown on the attached detail sheet as parcel 7-7563. In our previous discussions with City of Tempe Redevelopment Manager, Neil Calfee, we have been assured that this point of access will be reserved upon redevelopment of the site. This is not evident on the plat.

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B. There is also a strip of property, longitudinal and coincident with the 202 R/W line that Tempe has tentatively agreed to deed to ADOT as part of the larger disposal/excess land sale. This exchange concept affects Lots 23 & 24 of the Final Plat.

At this time, the envisioned sale between Tempe and ADOT is on hold due to a recent legal decision where Tempe has been denied condemnation authority lacking demonstration of public use. It is my understanding that this ruling will be appealed at a higher court.

If/when this sale becomes effective; ADOT will make these stipulations a condition of the sale.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 31, 2006

SUBJECT:

Selection of CMAQ Funded Dirt Road Paving Projects for FY 2007

SUMMARY:

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

PUBLIC INPUT:

Public involvement opportunities were provided at the October 6, 2005 Air Quality Technical Advisory Committee and at the January 26, 2006 Transportation Review Committee, but no direct public input was provided.

PROS & CONS:

PROS: Approval of the funding for these projects will enable their inclusion in the forthcoming TIP and will allow jurisdictions to develop their projects in a timely and integrated manner.

CONS: If these projects are not approved, the time to develop projects will be limited and the projects would have to be deferred. Timely development of air quality beneficial projects is necessary to meet regional air quality goals.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Project selection has been addressed by members of the appropriate MAG technical advisory committees.

POLICY: The selection of projects to pave dirt roads has been carried out in accord with federal regulations and MAG policies.

ACTION NEEDED:

Recommend approval 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.

PRIOR COMMITTEE ACTIONS:

Transportation Review Committee: On January 27, 2006, the TRC unanimously recommended that the three projects be awarded the CMAQ funds programmed in FY 2007 and to recommend authorizing a TIP Administrative Adjustment to allow the projects to be implemented.

MEMBERS ATTENDING

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

Mesa: Patrick Pittenger for Jeff Martin
Paradise Valley: Robert M. Cicarelli
Peoria: Chris Kmetty for David Moody
Phoenix: Tom Callow
* Queen Creek: Mark Young
RPTA: Bryan Jungwirth
Scottsdale: 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 * Pedestrian Working Group: Eric Iwersen, Tempe
* Street Committee: Darryl Crossman, Tempe * Telecommunications Advisory Group:
* ITS Committee: Alan Sanderson, Mesa

* Those members neither present nor represented by proxy.

Air Quality Technical Advisory Committee (AQTAC): On October 6, 2005, the AQTAC unanimously recommended approval of the projects submitted for consideration for Paving Unpaved Road Projects for FY 2007, as shown in the attached table.

MEMBERS ATTENDING

Stephen Cleveland, City of Goodyear, Chair
* Avondale: Michael Powell
Buckeye: Cathy Charney for Carroll Reynolds
#Chandler: Jim Weiss
* El Mirage: Lucky Roberts
Gilbert: Greg Svelund for Tami Ryall
Glendale: Doug Kukino
Mesa: Scott Bouchie
Phoenix: Joe Gibbs for Gaye Knight
Scottsdale: Larry Person
* Surprise: Jim Nichols
Tempe: Oddvar Tveit
* Citizen Representative: Walter Bouchard
* American Lung Association AZ: Bill Pfeifer
Salt River Project: Sunil Varma
Southwest Gas Corporation: Brian O'Donnell
* Arizona Public Service Company: Jim Mikula
* Western States Petroleum Association: Gina Grey
Valley Metro: Betsy Turner for Randi Alcott
* AZ Motor Transport Association: Dave Berry
* Maricopa County Farm Bureau: Jeannette Fish
* AZ Rock Products Association: Rusty Bowers

* Greater Phoenix Chamber of Commerce:
Michelle Rill
* Associated General Contractors: Amanda McGennis
* Homebuilders Association of Central Arizona:
Connie Wilhelm-Garcia
* American Institute of Architects - Central
Arizona: Stephen J. Andros
* Valley Forward: Peter Allard
* U of A - Cooperative Extension: Patrick Clay
ADOT: Beverly Chenausky
ADEQ: Peter Hyde
* Environmental Protection Agency: Wienke Tax
Maricopa County Air Quality Department:
Jo Crumbaker
* Arizona Department of Weights and Measures:
Duane Yantorno
Federal Highway Administration: Ed Stillings
ASU: Hank Dabibi for Judi Nelson
Salt River Pima-Maricopa Indian Community:
Allison Bree Desmond for B. Bobby Ramirez

* Members neither present nor represented by proxy.
#Participated via telephone conference call.

CONTACT PERSON:

Paul Ward, (602) 254-6300

**REPORT: FY 2007 Pave
Dirt Road Projects**

**TRANSPORTATION REVIEW COMMITTEE
RECOMMENDATIONS FOR FY 2007
PAVE DIRT ROAD PROJECTS**

**TABLE : FY 2007 PAVE DIRT
ROAD PROJECTS**

AGENCY: Cave Creek

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
CVC07-601	2007	Townwide	Pave dirt roads program (FY 2007)	10.00				CMAQ	250,000	250,000	500,000

TOTALS FOR Cave Creek

LOCAL: \$250,000

FEDERAL: \$250,000

TOTAL: \$500,000

AGENCY: Chandler

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
CHN07-601	2007	Commonwealth Ave: Hamilton St to McQueen Rd	Pave dirt road	.50				CMAQ	325,000	325,000	650,000

TOTALS FOR Chandler

LOCAL: \$325,000

FEDERAL: \$325,000

TOTAL: \$650,000

AGENCY: Fort McDowell I.C.

ID#	FY	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
FTM07-601	2007	Regionwide	Pave dirt roads program (FY 2007)	15.00				CMAQ	775,000	775,000	1,550,000

TOTALS FOR Fort McDowell I.C.

LOCAL: \$775,000

FEDERAL: \$775,000

TOTAL: \$1,550,000

TOTALS FOR FY 2007 PAVE DIRT ROAD PROJECTS:

LOCAL: \$1,350,000

FEDERAL: \$1,350,000

TOTAL: \$2,700,000

January 31, 2006

TO: Members of the MAG Management Committee

FROM: Heidi Pahl, 2005 Census Survey Coordinator

SUBJECT: 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.

At the January 11, 2006 Management Committee meeting, staff gave an update on the status of 2005 Census Survey activities and a review of costs of the survey. An update on the 2005 Census Survey is provided below.

Status of 2005 Census Survey Activities

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 sub-areas, and balance of county. The updates are:

- 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 who are "homeless"*)
- Total housing units
- 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 will be discussing these questions with Census staff to obtain responses that will be shared with member agencies. MAG and Census staff plan to hold an Information Workshop, prior to member agencies receiving their preliminary results, to explain 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 first time they have conducted a mid-decade sample survey to update population. They are continuing to assess options to evaluate survey results. They do have experience with the full count of population living in group quarters.

Costs

The cost for the 2005 Census Survey and count of population in group quarters has been estimated at \$7.7 million. The Federal Highway Administration (FHWA) has authorized the use of FHWA funds 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 in 2006. In addition to costs paid to the Census Bureau, other costs have been incurred, including the regionwide media campaign (estimated at \$230,000) and the setup and maintenance of the local census office (estimated at \$170,000). In preliminary discussions with FHWA, they have agreed to share approximately 50% of the other costs with member agencies.

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:

January 31, 2006

SUBJECT:

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

SUMMARY:

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. The Single Audit report had no new or repeat findings. No new or repeat Management Letter comments were issued for the fiscal year ended June 30, 2005.

The CAFR financial statements and related footnotes were prepared in accordance with the Government Finance Officers Association's (GFOA) standards for the Certificate of Achievement for Excellence in Financial Reporting awards program. Management intends to submit the June 30, 2005 CAFR to the GFOA awards program for review. If awarded the certificate for the June 30, 2005 CAFR, this would be the agency's eighth consecutive award.

PUBLIC INPUT:

No public input has been received.

PROS & CONS:

PROS: MAG is required by its By-laws and federal regulations to have an audit performed for all major federal programs on an annual basis. The audit must be performed in compliance with the provisions described in the U.S. Office of Management and Budget ("OMB") Circular A-133, Audits of States, Local Governments, and Non-Profit Organizations.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Deloitte & Touche LLP conducted the audit in accordance with Generally Accepted Auditing Standards (GAAS), and the standards applicable to financial audits contained in the Government Audit Standards, issued by the Comptroller General of the United States and the provisions of OMB Circular A-133. For the year ended June 30, 2005, the audit report indicates that MAG conducted its activities in conformance with the laws and regulations governing federal financial assistance programs and according to Generally Accepted Accounting Principles (GAAP).

POLICY: Pursuant to Article 12, Section 5 of the MAG By-laws, the annual audit must be presented to the Regional Council.

ACTION NEEDED:

Recommend acceptance of the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2005.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

Rebecca Kimbrough, MAG, (602) 254-6300

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 31, 2006

SUBJECT:

Social Services Block Grant Fund Recommendations FY 2006-2007

SUMMARY:

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. The MAG Human Services Coordinating Committee identifies which services should be directed to these needs. Services funded by the Social Services Block Grant (SSBG) include assistance to the most vulnerable people in our region, including our very low-income children and families, elderly people, victims of domestic violence, homeless people and persons with disabilities.

The federal government has not yet specified and appropriated SSBG funding to the states for the 2006-2007 fiscal year. In order to move the funding allocation process along as soon as funds become available, DES has requested that MAG identify services and funding amounts using the same funding allocation figures as in the 2005-2006 fiscal year.

Therefore, the MAG Human Services Coordinating Committee recommendations for the 2006-2007 fiscal year are similar to those for the 2005-2006 fiscal year, and focus on previous SSBG funding levels in the amount of \$4,090,500. Attached are the priority needs, services, and funding recommendations for the SFY2006-2007 SSBG Plan according to the four target groups of adults, children and families; the elderly; persons with disabilities; and persons with developmental disabilities. Members of the Management Committee are asked to recommend for approval by the MAG Regional Council the funding recommendations outlined.

PUBLIC INPUT:

MAG conducted 23 focus groups and three community hearings in the summer of 2005 to collect input from the community about the needs and priorities. Additional feedback was received through 174 written surveys. Municipal staff also contributed their expertise through a work group formed to develop these allocation recommendations.

PROS & CONS:

PROS: DES allows MAG to identify, at the most local level, priority needs to be funded and contracted by DES in local communities. The Social Services Block Grant is one of the most flexible of funding sources, and we can guide use of these limited funds through DES in any way we choose, from year to year, for human services needs.

CONS: The needs exceed the funds available. The funding base continues to decrease at the federal level and state transferred Temporary Assistance to Needy Families (TANF) funds are no longer available – causing significant cuts at the local level.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The shortfall in state revenue funds negatively impacted the amount of funds that have been made available to compensate for federal reductions in SSBG suffered over the past seven years. In addition, since 1996, it has been a challenge to have midyear changes to funding levels that often

include retroactive effective dates. The flexibility of the funds and the MAG process allow us to respond to the changes.

POLICY: Since the advent of welfare reform in 1996, Congress has reduced the federal allocation of SSBG by 15 percent. This has forced the states to backfill losses to SSBG with TANF savings accumulated from the reduction in the welfare case loads. Since the federal SSBG allocation has diminished, and the state TANF replacement funds are not available this year, we continue to maintain allocations which have reduced locally planned SSBG services. The future of both the locally and state planned SSBG services depends on the recognition of the importance of these dollars at the federal level and a restoration of SSBG to its original \$2.38 billion level.

ACTION NEEDED:

Recommend approval of the priority needs, services, and funding recommendations for FY 2006-2007 to be forwarded to the Arizona Department of Economic Security.

PRIOR COMMITTEE ACTIONS:

The Human Services Technical Committee met on January 26, 2006 to determine and make a recommendation on the priority needs, services, and funding recommendations for FY2006-2007. Based on perceived maintenance of funding level and based on the need, these recommendations are identical to those of the FY 2005-2006.

MEMBERS ATTENDING

- | | |
|---|--|
| Carl Harris-Morgan, Town of Gilbert, Chairman | John Paul Lopez, City of Tolleson |
| * Lorenzo Aguirre, City of El Mirage | Joyce Lopez-Powell, VSUW |
| Kit Kelly for Nichole Ayoola, City of Mesa | * Dan Lundberg, City of Surprise |
| Judy Bowden, Mesa United Way | * Doris Marshall, City of Phoenix |
| + Linda Snidecor for Kelly Dalton, City of Goodyear | * Sandra Mendez, DES/CSA |
| Moises Gallegos, City of Phoenix | Kyle Moore, DES/ACYF |
| * Paige Garrett, Glendale Human Services Council | Susan Neidlinger, DES/DDD |
| * Kate Hanley, Tempe Community Council | Sandra Reagan, Southwest Community |
| * Connie James, City of Scottsdale | Network |
| Jim Knaut for Mary Lynn Kasunic, Area Agency on | Sylvia Sheffield, City of Avondale |
| Aging | Judy Tapscott, City of Tempe |
| Barbara Knox, DES/RSA | * Wayne Tormala, City of Phoenix, Vice Chair |
| Virginia Sturgill for Margarita Leyvas, | + Patrick Tyrrell, City of Chandler |
| Maricopa County | Neal Young, City of Phoenix |

*Those members neither present nor represented by proxy.
+Those members present by audio/videoconferencing.

CONTACT PERSON:

Amy St. Peter, MAG 602.254.6300

**DISTRICT 1: MARICOPA COUNTY -- 2006-2007 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS
TARGET GROUP: ADULTS, FAMILIES and CHILDREN**

2006-2007 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS (for the 42 Funded SSBG Services)***	SERVICE INTENT(S)	2005-2006 Funding based on 1.7 billion (SSBG ONLY)	2006-2007 Funding based on 1.7 billion (SSBG ONLY)
#1 Adults, families and children are unable to meet basic needs and to attain a level of self-sufficiency.	SHELTER (1) Homeless Families and Individuals (7) Transitional Housing for the Homeless who are Elderly and Disabled	SHELTER - Provide homeless families with shelter at an emergency homeless shelter and supportive services to decrease future emergency housing needs. Provide transitional housing for homeless individuals who are elderly or have physical disabilities.	\$165,479 [\$82,739.5] [\$82,739.5]	\$165,479 [\$82,739.5] [\$82,739.5]
	CASE MANAGEMENT (5) Basic Needs	Assist individuals and families in dealing with a variety of crisis situations (financial, housing, nutrition, abuse, stress, family functioning) by providing support, identifying appropriate resources, assisting in the development of a plan to resolve the immediate problem(s) presented, and assisting the client in developing a plan to achieve self-sufficiency.	\$920,979	\$920,979
	CASE MANAGEMENT (8) Homeless, Emergency Shelter	Provide a broad array of support and services to homeless individuals in emergency shelter to develop a service plan and secure appropriate resources.	\$173,059	\$173,059
#1 continued	CASE MANAGEMENT (9) Homeless, Transitional Housing	Assist homeless individuals/families, including victims of domestic violence, in a transitional housing program to develop a service plan, provide support and secure appropriate resources.	\$64,376	\$64,376
	TRANSPORTATION (14) Homeless/Unemployed	Assist homeless or unemployed individuals with transportation.	\$15,736	\$15,736
#2 Individuals Experience Abuse and Neglect	CRISIS SHELTER SERVICES (3) Domestic Violence	Provide short-term counseling and shelter to adults and families experiencing crisis situations, which may include domestic violence, neglect, exploitation and abuse (physical/mental).	\$334,136	\$334,136

DISTRICT 1: MARICOPA COUNTY -- 2006-2007 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS
TARGET GROUP: ADULTS, FAMILIES and CHILDREN

2006-2007 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS (for the 42 Funded SSBG Services)***	SERVICE INTENT(S)	2005-2006 Funding based on 1.7 billion (SSBG ONLY)	2006-2007 Funding based on 1.7 billion (SSBG ONLY)
	CRISIS SHELTER SERVICES (6) Children and Runaway Children	Assist children who have run away from home or who are experiencing serious family disruption. The service is intended for children referred from a variety of sources, not only Child Protective Services (CPS) referrals.	\$69,217	\$69,217
	SUPPORTIVE INTERVENTION/GUIDANCE COUNSELING (18) Outpatient Domestic Violence Victims	This service is intended to be provided countywide and first priority should be given to referrals for service that come from the domestic violence shelters in Maricopa County. This service focuses on providing short-term support and identification of community resources. The goals of this service are to improve the emotional and mental well being of eligible individuals; to increase or maintain safety and self-sufficiency of the eligible individuals; and to ensure the availability of information about and access to appropriate human services and community resources.	\$40,332	\$40,332
#2 Continued	SUPPORTIVE INTERVENTION/GUIDANCE COUNSELING (19) High Risk Children	Provide counseling directly to a "high risk" child to prevent the child's lack of self-esteem, poor school performance, illiteracy, or functional limitations. The service may secondarily address impacts upon the child resulting from inadequate parenting, inadequate role modeling, poverty, or family stresses. Assistance may be provided in a community or school setting. The intent is not to supplant other funding sources, but to expand the availability of this type of service.	\$47,021	\$47,021
	CASE MANAGEMENT (28) Pregnant/Parenting Youth	Assist pregnant and parenting youth to resolve immediate problems and secure necessary resources to achieve self-sufficiency.	\$93,976	\$93,976
	(37) PARENTING SKILLS TRAINING	Train parents to prevent abuse and neglect of children. This service also targets pregnant teenagers to prevent potential child abuses.	No SSBG funds recommended.**	No SSBG funds recommended.**
#3 Affordable housing is not available for all individuals.			No SSBG funds recommended.*	No SSBG funds recommended.*

DISTRICT 1: MARICOPA COUNTY -- 2006-2007 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS
TARGET GROUP: ADULTS, FAMILIES and CHILDREN

2006-2007 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS (for the 42 Funded SSBG Services)***	SERVICE INTENT(S)	2005-2006 Funding based on 1.7 billion (SSBG ONLY)	2006-2007 Funding based on 1.7 billion (SSBG ONLY)
#4 Individuals need encouragement, education and support to enable them to find and maintain jobs with adequate wages and relevant job training.			No SSBG funds recommended.*	No SSBG funds recommended.*
#5 An adequate level of supervision, education and protection is needed for infants and children.			No SSBG funds recommended.*	No SSBG funds recommended.*
#6 There is a need to support community programs that create conditions and opportunities for children and youth that support positive development.	(39) PREVENTION [AZ Dictionary definition: <i>This service provides for planned efforts to prevent specific conditions, illnesses, injuries, or environmental hazards that could place an individual or community at risk for a negative social or health outcome.</i>]	<ul style="list-style-type: none"> Community-based service which demonstrates and documents increased resiliency among youth at risk and demonstrates and documents the reduction of risk factors within a community or youths= living environment(s). For purposes of this intent, <i>resiliency</i> is defined as <i>the capacity to spring back, rebound, successfully adapt in the face of adversity, and develop social competency despite exposure to severe stress. Youth are defined as young residents of Maricopa County generally described by (but not limited to) school grade/year levels Kindergarten through nine and/or ages five (5) years through sixteen (16) years--with emphasis on upper elementary through junior high age youth.</i> Process and outcome evaluation methodology and reporting are required components of all proposals and awards. Requires collaborative effort among agencies, documented by signed letters of commitment. Collaboration is defined as: Communities, agencies or local organizations joining together, through written agreements, to provide services, based on common goals and shared funding. Partners agree to pool resources, jointly plan, implement and evaluate new services and procedures and delegate individual responsibility for the outcomes of their joint efforts. (See RFP for more complete definitions.) 	No SSBG funds recommended.**	No SSBG funds recommended.**

DISTRICT 1: MARICOPA COUNTY -- 2006-2007 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS

TARGET GROUP: ADULTS, FAMILIES and CHILDREN

2006-2007 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS (for the 42 Funded SSBG Services)***	SERVICE INTENT(S)	2005-2006 Funding based on 1.7 billion (SSBG ONLY)	2006-2007 Funding based on 1.7 billion (SSBG ONLY)
#7 Families with infants and children require support to develop and maintain a positive, stable atmosphere, which will nurture children, provide them with security and protection, and prepare them for the future.			No SSBG funds recommended.*	No SSBG funds recommended.*
#8 Individuals, families and children are unable to effectively cope with behavioral health (alcohol and drug abuse and mental health) problems. Lack of prevention and early intervention services increases the seriousness of these problems. The suicide rate for teenage Arizona youth continues to be one of the highest in the nation.			No SSBG funds recommended.*	No SSBG funds recommended.*
#9 Minority youth are over represented in the criminal justice system and child protective services under represented in other systems.			No SSBG funds recommended.*	No SSBG funds recommended.*
#10 The increasing number and circumstances of teen pregnancies is alarming in terms of negative social consequences for the teen parents, their child, their families, and society in general. Teen pregnancy may be a symptom or an indicator of other serious problems. There appears to be no consensus regarding which strategy(ies) may prevent unnecessary teen pregnancies or their causes.			No SSBG funds recommended.*	No SSBG funds recommended.*
#11 Individuals need opportunities for positive socialization.			No SSBG funds recommended.*	No SSBG funds recommended.*

DISTRICT 1: MARICOPA COUNTY -- 2006-2007 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS

TARGET GROUP: ADULTS, FAMILIES and CHILDREN

2006-2007 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS (for the 42 Funded SSBG Services)***	SERVICE INTENT(S)	2005-2006 Funding based on 1.7 billion (SSBG ONLY)	2006-2007 Funding based on 1.7 billion (SSBG ONLY)
#12 The service delivery system is fragmented and lacks a coordinated approach to meeting the community-identified needs of children and families.			No SSBG funds recommended.*	No SSBG funds recommended.*
TOTAL TARGET GROUP FUNDING RECOMMENDATION			\$1,924,311	\$1,924,311

NOTE:

- * All problem statements are listed in order of priority need according to the Committee's best assessment. Due to limited funding resources, or that some types of problems/needs are ineligible for federal Social Services Block Grant (SSBG) funds, an indication of "no SSBG funding" is recommended. Other funders are encouraged to consider funding these priority needs have been identified.
- ** Due to no increases in funding, no SSBG funds could be recommended.
- *** Due to no increases in Federal SSBG and state allocated TANF funds designated to the Council of Governments for Title XX local planning purposes, the MAG Human Services Committees ranked funded SSBG services based upon those considered the "essential basic need services." Service utilization and waiting list information were also taken into account in making the funding recommendations. Numbers in parenthesis next to the service intent represent that particular service intent's ranking.

**DISTRICT 1: MARICOPA COUNTY -- 2006 - 2007 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS
TARGET GROUP: PERSONS WITH DEVELOPMENTAL DISABILITIES**

2006 - 2007 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS (for the 42 Funded SSBG Services)***	SERVICE INTENT(S)	2005-2006 Funding based on \$1.7 billion SSBG ONLY	2006-2007 Funding Based on \$1.7 Billion SSBG Only
#1 Individuals who have developmental disabilities and their families lack access, resources and opportunities to year round community day programs, socialization services, recreation activities, respite services and transportation resources.	(25) RESPITE SERVICE (40) SOCIALIZATION AND RECREATION SERVICES	Trained and qualified staff provide supervision, short-term care, a safe living environment, support and relief to the caregivers of individuals who have developmental disabilities. Service priority is to caregivers, whose individuals are not eligible for ALTCS or AZEIP funded services. Trained and qualified staff provide opportunities and participation in integrated socialization, recreation and community day programs to individuals who have developmental disabilities. Service is not used by ALTCS eligible individuals for ALTCS funded services.	\$36,229	\$36,229 No SSBG Funds Recommended **
#2 Many individuals who have developmental disabilities exit the school system and are unable to access meaningful community employment or specialized employment-related programs. MAG committee members agree mentoring/training of employers who hire individuals who have developmental disabilities are beneficial. Retraining employers is also critical so positions held by individuals who have developmental disabilities are retained in the event of a leadership change or staff turnover.	(16) TRANSPORTATION SERVICE EXTENDED SUPPORTED EMPLOYMENT SERVICES (15) (23)	Trained and qualified staff provide transportation services to individuals of any age who have developmental disabilities. ALTCS eligible individuals may use SSBG funded transportation service to access non-ALTCS services described in their Individual Service Plan (ISP). Services are for individuals who have developmental disabilities and need work training opportunities or specialized employment services in individual job coaching, job support modifiers, supported employment, sheltered employment, specialized work programs and transportation. More than one type of service may be used simultaneously. The individual support plan (ISP) team determines the choice of service, duration, frequency and specific strategies used. Services are for non-ALTCS and ALTCS eligible individuals. Services are for individuals who have developmental disabilities, reside in their family home and need work training opportunities or specialized employment services in individual job coaching, job support modifiers, supported employment, sheltered employment, specialized work programs and transportation. More than one type of service may be used simultaneously. The individual support plan (ISP) team determines the choice of service, duration, frequency and specific strategies used. Services are for non-ALTCS eligible individuals.	\$25,350	\$25,350 No SSBG Funds Recommended **
#2 Many individuals who have developmental disabilities exit the school system and are unable to access meaningful community employment or specialized employment-related programs. MAG committee members agree mentoring/training of employers who hire individuals who have developmental disabilities are beneficial. Retraining employers is also critical so positions held by individuals who have developmental disabilities are retained in the event of a leadership change or staff turnover.	EXTENDED SUPPORTED EMPLOYMENT SERVICES (15) (23)	Services are for individuals who have developmental disabilities and need work training opportunities or specialized employment services in individual job coaching, job support modifiers, supported employment, sheltered employment, specialized work programs and transportation. More than one type of service may be used simultaneously. The individual support plan (ISP) team determines the choice of service, duration, frequency and specific strategies used. Services are for non-ALTCS and ALTCS eligible individuals. Services are for individuals who have developmental disabilities, reside in their family home and need work training opportunities or specialized employment services in individual job coaching, job support modifiers, supported employment, sheltered employment, specialized work programs and transportation. More than one type of service may be used simultaneously. The individual support plan (ISP) team determines the choice of service, duration, frequency and specific strategies used. Services are for non-ALTCS eligible individuals.	\$336,435	\$336,435 \$74,761 (\$411,196)

**DISTRICT 1: MARICOPA COUNTY -- 2006 - 2007 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS
TARGET GROUP: PERSONS WITH DEVELOPMENTAL DISABILITIES**

2006 - 2007 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS (for the 42 Funded SSBG Services)***	SERVICE INTENT(S)	2005-2006 Funding based on \$1.7 billion SSBG ONLY	2006-2007 Funding Based on \$1.7 Billion SSBG Only
#3 Individuals who have developmental disabilities have limited access to therapeutic services, instructional role models and community support systems, to minimize functional severity of their disabilities and to enhance necessary coping skills for daily life activities with their families and others in the community.	(32) OCCUPATIONAL THERAPY	Service is by medical prescription and under the supervision and/or delivered by a licensed or registered Occupational Therapist, to direct participation of individuals who have developmental disabilities in selected therapy activities to restore, maintain and improve functional skills. Service is for non-ALTCS eligible individuals and does not supplant or supplement AZEIP funded services.	No SSBG funds recommended**	No SSBG funds recommended**
	(36) SPEECH THERAPY	Service is by medical prescription and under supervision and/or delivered by a licensed or registered Speech Language Pathologist, to improve communication skills of individuals who have developmental disabilities, in the areas of receptive and expressive language, voice, articulation, fluency and aural habilitation, through therapy evaluations, programs, training and treatment modalities. Service is for non-ALTCS eligible individuals and does not supplant or supplement AZEIP funded services.	No SSBG funds recommended**	No SSBG funds recommended**
	(33) PHYSICAL THERAPY	Service is by medical prescription and under supervision and/or delivered by a licensed or registered Physical Therapist, to provide therapy treatment for individuals who have developmental disabilities and to maintain, improve or restore muscle tone, joint mobility or physical function. The service is for non-ALTCS eligible persons and does not supplant or supplement AZEIP funded services.	No SSBG funds recommended**	No SSBG funds recommended**
	(38) SUPPORTIVE INTERVENTION/ GUIDANCE COUNSELING	Service is delivered by a licensed psychologist to provide support, intervention and counsel to an individual's caregiver, family member or individual who has developmental disabilities. Service is not limited by age or ALTCS eligibility.	No SSBG funds recommended**	No SSBG funds recommended**

**DISTRICT 1: MARICOPA COUNTY -- 2006 - 2007 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS
TARGET GROUP: PERSONS WITH DEVELOPMENTAL DISABILITIES**

2006 - 2007 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS (for the 42 Funded SSBG Services)***	SERVICE INTENT(S)	2005-2006 Funding based on \$1.7 billion SSBG ONLY	2006-2007 Funding Based on \$1.7 Billion SSBG Only
#4 Many individuals who have developmental disabilities need skill development, training and assistance in their daily living activities and personal care needs, in one's home or in the community.	(27) HABILITATION SERVICES (21) ATTENDANT CARE SERVICE	Trained and qualified staff provide individuals who have developmental disabilities with strategies, training and assistance in the areas of habilitative therapies, special developmental skills, behavior intervention, sensory motor skills, daily living activities and personal care, to maximize one's functional skills and quality of life in the community. Service is for non-ALTCS eligible individuals. Trained and qualified staff provide individuals who have developmental disabilities the necessary services to remain in one's home, to maintain a safe and sanitary living environment, to participate in daily living activities, community resources and work activities. Service is for non-ALTCS eligible individuals.	\$35,671 \$35,330	\$35,671 \$35,330
#5 Individuals who have developmental disabilities become parents and lack or have limited family support systems, appropriate community resources, family assistance benefits, varied levels of parenting skills and limited or no transportation resources, to be effective parents for their children and to function as a family unit in the community.	PARENT AIDE SERVICE	Qualified staff who are trained and skilled in parent aide services, provide to parents who have developmental disabilities, a range of long term, in-home support services, which include parent training in roles and responsibilities to their children, home management training and direct family assistance services, according to the family's service plan. Service is not limited by client age or ALTCS eligibility.	No SSBG funds recommended. *	No SSBG funds recommended. *
TARGET GROUP TOTAL FUNDING RECOMMENDATION			\$543,776	\$543,776

NOTE:

- * All problem statements are listed in order of priority need according to the Committee's best assessment. Due to limited funding resources, or that some types of problems/needs are ineligible for federal Social Services Block Grant (SSBG) funds, an indication of "no SSBG funding" is recommended. Other funders are encouraged to consider funding these priority needs have been identified.
- ** Due to no increases in funding, no SSBG funds could be recommended.
- *** Due to no increases in Federal SSBG and state allocated TANF funds designated to the Council of Governments for Title XX local planning purposes, the MAG Human Services Committees ranked funded SSBG services based upon those considered the "essential basic need services." Service utilization and waiting list information were also taken into account in making the funding recommendations. Numbers in parenthesis next to the service intent represent that particular service intent's ranking.

**DISTRICT 1: MARICOPA COUNTY -- 2006-2007 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS
TARGET GROUP: PERSONS WITH DISABILITIES**

2006-2007 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS (for the 42 Funded SSBG Services)***	SERVICE INTENT(S)	2005-2006 Funding based on 1.7 billion SSBG ONLY	2006-2007 Funding based on 1.7 Billion SSBG ONLY
#1 Many individuals with disabilities need assistance and access to a more coordinated and greater array of resources and services such as employment, training, transportation, affordable and accessible housing, attendant and personal care and dental care to achieve independent living.	(10) HOME DELIVERED MEALS	Provide and deliver nutritious meals to non-elderly persons with disabilities to enable them to remain as independent as possible. Persons with physical disabilities should be given first consideration.	\$19,104	\$19,104
	(13) HOME CARE: • Housekeeping/Homemaker, Chore, Home Health Aid, Personal Care, Respite, and Nursing Services	Provide a program of services to enable non-elderly persons with disabilities to remain in their own homes. Persons with physical disabilities should be given first consideration.	\$37,318	\$37,318
	(17) SUPPORTED EMPLOYMENT, EXTENDED	Provide a continuum of specialized employment related services for persons with severe disabilities to enable them to maintain employment in the least restrictive environment possible for the individual.	\$239,452	\$239,452
	(20) CONGREGATE MEALS	Provide nutritious meals to persons with disabilities in a congregate setting.	\$13,425	\$13,425
	(22) ADULT DAY CARE/ADULT DAY HEALTH CARE • Non elderly	Provide services to non-elderly persons with disabilities utilizing existing community programs wherever possible. Persons with physical disabilities should be given first consideration.	\$13,425	\$13,425
	(26) SUPPORTIVE INTERVENTION/GUIDANCE COUNSELING • Employment Related	Assist persons with disabilities in recognizing strengths and limitations, needs and opportunities, to enable the individual to become employable.	\$22,540	\$22,540

**DISTRICT 1: MARICOPA COUNTY -- 2006-2007 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS
TARGET GROUP: PERSONS WITH DISABILITIES**

2006-2007 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS (for the 42 Funded SSBG Services)***	SERVICE INTENT(S)	2005-2006 Funding based on 1.7 billion SSBG ONLY	2006-2007 Funding based on 1.7 Billion SSBG ONLY
#1 Continued	(29) ADAPTIVE AIDS AND DEVICES	Provide aids or devices to assist persons with disabilities to become as self-sufficient as possible.	\$19,692	\$19,692
	(30) REHABILITATION INSTRUCTIONAL SERVICES	Provide a program of services to enable individual persons with disabilities to remain as independent as possible.	\$21,040	\$21,040
	(34) INTERPRETER --access community services	Provide interpreter service to assist individual persons with disabilities in accessing community services.	No SSBG funds recommended**	No SSBG funds recommended**
#2 Lack of transportation is the greatest barrier and frustration to accessing programs that are available to persons with disabilities.			No SSBG funds recommended *	No SSBG funds recommended *
#3 Many individuals with disabilities, including those who are homeless and those who are from diverse and/or non-English speaking cultures, lack the information, training, skills or assistance to effectively access services and benefit programs.	SUPPORTIVE INTERVENTION/GUIDANCE COUNSELING (31) Access to Benefits (41) People with disabilities who are homeless (35) Coping with Stress of a Disability	a. Provide information and assistance to persons with disabilities to access services and benefit programs. Persons with physical disabilities should be given first consideration. b. Provide information and assistance to homeless persons with disabilities to access services and benefit programs. Persons with physical disabilities should be given first consideration. 3. Assist persons with disabilities in coping with stress and the effects of their disability to enable them to be as independent as possible.	No SSBG funds recommended**	No SSBG funds recommended**
#4 Many individuals with disabilities have limited access to social and recreational programs in the community.	(42) VOLUNTEER MANAGEMENT • Socialization and Recreation Services	Provide a coordinator of volunteers for a recreation/socialization program for persons with severe disabilities.	No SSBG funds recommended**	No SSBG funds recommended**

**DISTRICT 1: MARICOPA COUNTY -- 2006-2007 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS
TARGET GROUP: PERSONS WITH DISABILITIES**

2006-2007 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS (for the 42 Funded SSBG Services)***	SERVICE INTENT(S)	2005-2006 Funding based on 1.7 billion SSBG ONLY	2006-2007 Funding based on 1.7 Billion SSBG ONLY
#5 Early information is needed for people with disabilities to attain an optimal functional level.			No SSBG funds recommended *	No SSBG funds recommended *
#6 Many individuals with disabilities have limited access to public buildings.			No SSBG funds recommended *	No SSBG funds recommended *
#7 A lack of sensitivity awareness or peer mentoring by employers of people who have disabilities often exists. A good employer of people with disabilities is needed to mentor other employers who may potentially hire persons with disabilities.			No SSBG funds recommended *	No SSBG funds recommended *
TARGET GROUP TOTAL FUNDING RECOMMENDATION			\$385,996	\$385,996

NOTE:

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- ** Due to no increases in funding, no SSBG funds could be recommended.
- *** Due to no increases in Federal SSBG and state allocated TANF funds designated to the Council of Governments for Title XX local planning purposes, the MAG Human Services Committees ranked funded SSBG services based upon those considered the "essential basic need services." Service utilization and waiting list information were also taken into account in making the funding recommendations. Numbers in parenthesis next to the service intent represent that particular service intent's ranking.

**DISTRICT 1: MARICOPA COUNTY -- 2006-2007 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS
TARGET GROUP: ELDERLY**

2006-2007 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS (for the 42 Funded SSBG Services)**	SERVICE INTENT(S)	2005-2006 Funding based on 1.7 billion and SSBG ONLY	2006-2007 Funding based on 1.7 billion and SSBG ONLY
#1 Elderly persons with physical or mental limitations and economic barriers increasingly are unable to provide for their nutritional needs. Collaboration, coordination and/or cooperation in delivering services are of prime importance to resolving this problem. There is increased concern about the possible loss of federal programs that have met this need in the recent past.	(2) HOME DELIVERED MEALS	Assist persons who cannot prepare their meals, are without other resources to assist them in this function, and who would be at risk of institutionalization were it not offered.	\$411,214	\$411,214
#2 Elderly persons with physical or mental limitations and economic barriers may be institutionalized prematurely because of a lack of home and community based services.	(4) HOME CARE: Housekeeping/Homemaker, Chore, Home Health Aid, Personal Care, Respite, and Nursing Services	Provide in-home care (Housekeeping/Homemaker, Chore, Home Health Aid, Personal Care, Respite, and Nursing Services) to persons who are unable to perform activities of daily living and thus are at risk of institutionalization.	\$159,604	\$159,604
#3 Specialized transportation is a major problem for elderly because (a) their physical and economic conditions often limit their ability to use available transportation and (b) transportation is unavailable in some areas of the county and unavailable at needed times in those areas of the county where there is available transportation. Because of these limitations, elderly persons are unable to access available services. This is especially critical for the growing number of elderly individuals with chronic medical conditions, such as the need for dialysis and chemotherapy.	(11) ADULT DAY CARE/ADULT DAY HEALTH CARE (12) TRANSPORTATION	Provide care and supervision, a noon meal, socialization, structured activities, personal care and physical/intellectual stimulation in a community setting to frail elderly who are at risk of institutionalization because they are unable to be alone for long periods of time due to their condition. Transport and/or escort elderly people who are without other resources to needed services.	\$203,322	\$203,322

**DISTRICT 1: MARICOPA COUNTY -- 2006-2007 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS
TARGET GROUP: ELDERLY**

2006-2007 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS (for the 42 Funded SSBG Services)**	SERVICE INTENT(S)	2005-2006 Funding based on 1.7 billion and SSBG ONLY	2006-2007 Funding based on 1.7 billion and SSBG ONLY
#4 Elderly living on fixed incomes experience difficulty meeting their housing costs including rent, utilities, maintenance, repairs, taxes and insurance. There is concern about potential funding cuts in federal utility assistance programs.			No SSBG funds recommended *	No SSBG funds recommended *
#5 Elderly people often have difficulty obtaining medical, dental, housing, social or recreational services. Programs such as Medicaid (AHCCCS or ALTCS), energy assistance, food stamps, housing, and others are inadequate to meet the needs of elderly people. As a result of the delays and denials encountered, they experience economic hardships and emotional stress.	(24) SUPPORTIVE INTERVENTION/GUIDANCE COUNSELING	Assist elderly who are in crisis or in an unsatisfactory living situation to enable them to live as independently as possible.	\$177,775	\$177,775
#6 Elderly are subjected to physical, emotional and financial abuse, neglect and exploitation.			No SSBG funds recommended *	No SSBG funds recommended *
#7 Limited behavioral health resources do not provide adequate prevention and treatment services to this population. Elderly living in Arizona experience the highest suicide rate in the nation.			No SSBG funds recommended *	No SSBG funds recommended *
#8 Community outreach to the elderly generally is not inclusive nor responsive to cultural and language diversity, and some elderly do not perceive themselves as being eligible or needing services.			No SSBG funds recommended *	No SSBG funds recommended *
#9 Care giving responsibilities often produce physical, emotional and financial stress for a family.			No SSBG funds recommended.*	No SSBG funds recommended.*

**DISTRICT 1: MARICOPA COUNTY -- 2006-2007 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS
TARGET GROUP: ELDERLY**

2006-2007 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS (for the 42 Funded SSBG Services)**	SERVICE INTENT(S)	2005-2006 Funding based on 1.7 billion and SSBG ONLY	2006-2007 Funding based on 1.7 billion and SSBG ONLY
#10 Elderly often need to work due to economic conditions and changing family structures. They often experience age discrimination in employment and need education, retraining and support to help them find and retain jobs with adequate wages.			No SSBG funds recommended *	No SSBG funds recommended *
#11 Elderly often need assistance with legal issues, including guardianship, living wills, durable powers of attorney, and medical and property issues.			No SSBG funds recommended *	No SSBG funds recommended *
TARGET GROUP TOTAL FUNDING RECOMMENDATION			\$986,496	\$986,496

NOTE:

- * All problem statements are listed in order of priority need according to the Committee's best assessment. Due to limited funding resources, or that some types of problems/needs are ineligible for federal Social Services Block Grant (SSBG) funds, an indication of "no SSBG funding" is recommended. Other funders are encouraged to consider funding these priority needs have been identified.
- ** Due to no increases in funding, no SSBG funds could be recommended.
- *** Due to no increases in Federal SSBG and state allocated TANF funds designated to the Council of Governments for Title XX local planning purposes, the MAG Human Services Committees ranked funded SSBG services based upon those considered the "essential basic need services." Service utilization and waiting list information were also taken into account in making the funding recommendations. Numbers in parenthesis next to the service intent represent that particular service intent's ranking.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 31, 2006

SUBJECT:

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

SUMMARY:

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 facility would be located in the Buckeye Municipal Planning Area, southwest quarter of Section 24 of Township 3 North, Range 5 West. The Maricopa County unincorporated area is within three miles of the project, and the County has indicated they do not object to the facility.

PUBLIC INPUT:

On February 7, 2006, the MAG Water Quality Advisory Committee will conduct a public hearing on the Draft MAG 208 Plan Amendment.

PROS & CONS:

PROS: Approval of the 208 Plan Amendment for the Town of Buckeye Trillium West Wastewater Treatment Facility 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 208 Plan Amendment.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The Trillium West Wastewater Treatment Facility is needed to accommodate growth in the Buckeye 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 208 Plan Amendment would enable the facility to be deemed consistent with the MAG 208 Plan. Consistency is necessary for permit approvals.

ACTION NEEDED:

Recommend approval of the Draft MAG 208 Water Quality Management Plan Amendment for the Town of Buckeye Trillium West Wastewater Treatment Facility.

PRIOR COMMITTEE ACTIONS:

Water Quality Advisory Committee: On February 7, 2006, the MAG Water Quality Advisory Committee will conduct a public hearing on the Draft 208 Amendment for the Buckeye Trillium West Wastewater Treatment Facility, and a recommendation to the MAG Management Committee may be forthcoming.

CONTACT PERSON:

Julie Hoffman, MAG, 602-254-6300

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 31, 2006

SUBJECT:

Draft 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

SUMMARY:

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 (AZPDES) Permit Discharge to the Roosevelt Irrigation District Canal. The facility is identified in the current MAG 208 Plan with an ultimate capacity of 10.2 million gallons per day and reclaimed water being disposed of through reuse, recharge, and AZPDES Permit discharges to the Buckeye Water Conservation and Drainage District Canal for reuse and the Hassayampa River. This amendment would identify an additional AZPDES Permit discharge for the Palo Verde Road Wastewater Treatment Plant to accommodate future effluent discharges into the Roosevelt Irrigation District Canal for reuse. The Maricopa County unincorporated area is within three miles of the project, and the County has indicated they do not object to the amendment.

PUBLIC INPUT:

On February 7, 2006, the MAG Water Quality Advisory Committee will conduct a public hearing on the Draft MAG 208 Plan Amendment.

PROS & CONS:

PROS: Approval of the 208 Plan Amendment for the Palo Verde Road Wastewater Treatment Plant Arizona Pollutant Discharge Elimination System Permit Discharge to the Roosevelt Irrigation District Canal 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 208 Plan Amendment.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The 208 Plan Amendment is needed to identify an additional Arizona Pollutant Discharge Elimination System Permit discharge for the Palo Verde Road Wastewater Treatment Plant to accommodate future effluent discharges into the Roosevelt Irrigation District Canal for reuse.

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 208 Plan Amendment would

enable the facility to be deemed consistent with the MAG 208 Plan. Consistency is necessary for permit approvals.

ACTION NEEDED:

Recommend approval of the Draft 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.

PRIOR COMMITTEE ACTIONS:

Water Quality Advisory Committee: On February 7, 2006, the MAG Water Quality Advisory Committee will conduct a public hearing on the Draft 208 Amendment for the Buckeye Palo Verde Road Wastewater Treatment Plant Arizona Pollutant Discharge Elimination System Permit Discharge to the Roosevelt Irrigation District Canal, and a recommendation to the MAG Management Committee may be forthcoming.

CONTACT PERSON:

Julie Hoffman, MAG, 602-254-6300

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 31, 2006

SUBJECT:

Grand Avenue Major Investment Study - Phase II

SUMMARY:

The MAG Regional Transportation Plan (RTP) identifies funding for improvements along Grand Avenue between SR 101L and McDowell Road. In connection with this funding, the RTP specifies grade separation projects at 19th, 35th and 51st Avenues, as well as other improvements to be determined through further studies. A Major Investment Study has been completed for Grand Avenue between SR 101L and McDowell Road. As part of this study, a package of projects for the regional highway funding identified in the RTP has been identified, including the grade separation projects specified at 19th, 35th and 51st Avenues and other improvements to this segment of Grand Avenue.

An Executive Summary of the Grand Avenue Major Investment Study - Phase II has been prepared and is enclosed for your information. Exhibits ES.3 through ES.6 in this document summarize the project concepts and funding allocations proposed for Grand Avenue between SR 101L and McDowell Road. These projects would be incorporated into the Regional Freeway/Highway Life Cycle Program for implementation by the Arizona Department of Transportation.

PUBLIC INPUT:

Two public workshops were held to receive input from the public on issues and concerns regarding the Grand Avenue corridor between SR 101L and McDowell Road. Among the issues raised at these workshops were the need for access management, improved grade separations, community mitigation measures, intersection improvements, pedestrian and bicycle enhancements, and improved transit service. At the MAG Transportation Review Committee meeting on January 26, 2006, public input was received regarding the difficulty of crossing Grand Avenue on bicycle and the need for better bicycle facilities along this route.

PROS & CONS:

PROS: Inclusion of the proposed package of projects in the Freeway/Highway Life Cycle Program will allow ADOT to proceed with engineering studies leading to construction of improvements along Grand Avenue.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The cost estimates in the proposed package of projects are preliminary and will be subject to review and adjustment, as appropriate, consistent with the ADOT life cycle programming process.

POLICY: The identification of improvements along this segment of Grand Avenue will allow jurisdictions to coordinate locally and regionally funded improvements along the corridor.

ACTION NEEDED:

Recommend approval of the proposed package of projects on Grand Avenue between SR 101L and McDowell Road for inclusion in the ADOT Freeway/Highway Life Cycle Program.

PRIOR COMMITTEE ACTIONS:

Transportation Review Committee: On January 26, 2006, the Transportation Review Committee recommended approval of the proposed package of projects on Grand Avenue between SR101L and McDowell Road for inclusion in the ADOT Freeway/Highway Life Cycle Program.

MEMBERS ATTENDING

Maricopa County: Mike Ellegood, Chairperson	Mesa: Patrick Pittenger for Jeff Martin
ADOT: Dan Lance	Paradise Valley: Robert M. Cicarelli
* Avondale: David Fitzhugh	Peoria: Chris Kmetty for David Moody
Chandler: Patrice Kraus	Phoenix: 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	

* Not present

Participated by telephone conference call

+ Participated by videoconference call

CONTACT PERSON:

Roger Herzog, MAG, (602) 254-6300

**GRAND AVENUE MAJOR INVESTMENT
STUDY PHASE II
(SR 101L to McDowell Road)**

DRAFT EXECUTIVE SUMMARY

Prepared for:

Maricopa Association of Governments

Prepared by:

HDR Engineering, Inc.

In Association with:

URS

A Dye Design

S.R. Beard & Associates

Revised: January 18, 2006

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DRAFT EXECUTIVE SUMMARY

Grand Avenue (US 60) runs diagonally across the one-mile grid system of arterial streets that make up the roadway network in Phoenix's greater metropolitan area. Grand Avenue is oriented northwest/southeast and passes through the communities of Peoria, Glendale and Phoenix within the 12.5 mile Study Area from SR 101L to McDowell Road. Originally constructed in the late 1800's, Grand Avenue served as a major connection between the agricultural communities of the West Valley and the business community in downtown Phoenix. With the introduction of the railroad parallel to Grand Avenue, the West Valley continued to develop and began to transform from an agriculture-centered region to an industrial/agriculture-centered region. This change in land use and economic generators, along with the population growth that the West Valley began to experience, has led to increasing congestion along Grand Avenue, both in terms of motorized and non-motorized transportation.

In November 2004, the voters of Maricopa County passed Proposition 400, which extended the one-half cent sales tax designated for transportation improvements for another 20 years. The original tax, passed in 1985, has funded regional transportation improvements over the past two decades including eight grade separations along and across Grand Avenue. The Maricopa Association of Governments' (MAG's) Regional Transportation Plan (RTP), which provides guidance for revenues generated from the tax during the next 20 years, includes \$147 million for improvements to Grand Avenue within the Study Area. The purpose of this Study is to provide prioritized recommendations for these improvements. During development of the recommendations, consideration was given to pedestrian, bicyclist, transit and community mitigation projects in addition to traffic-related projects.

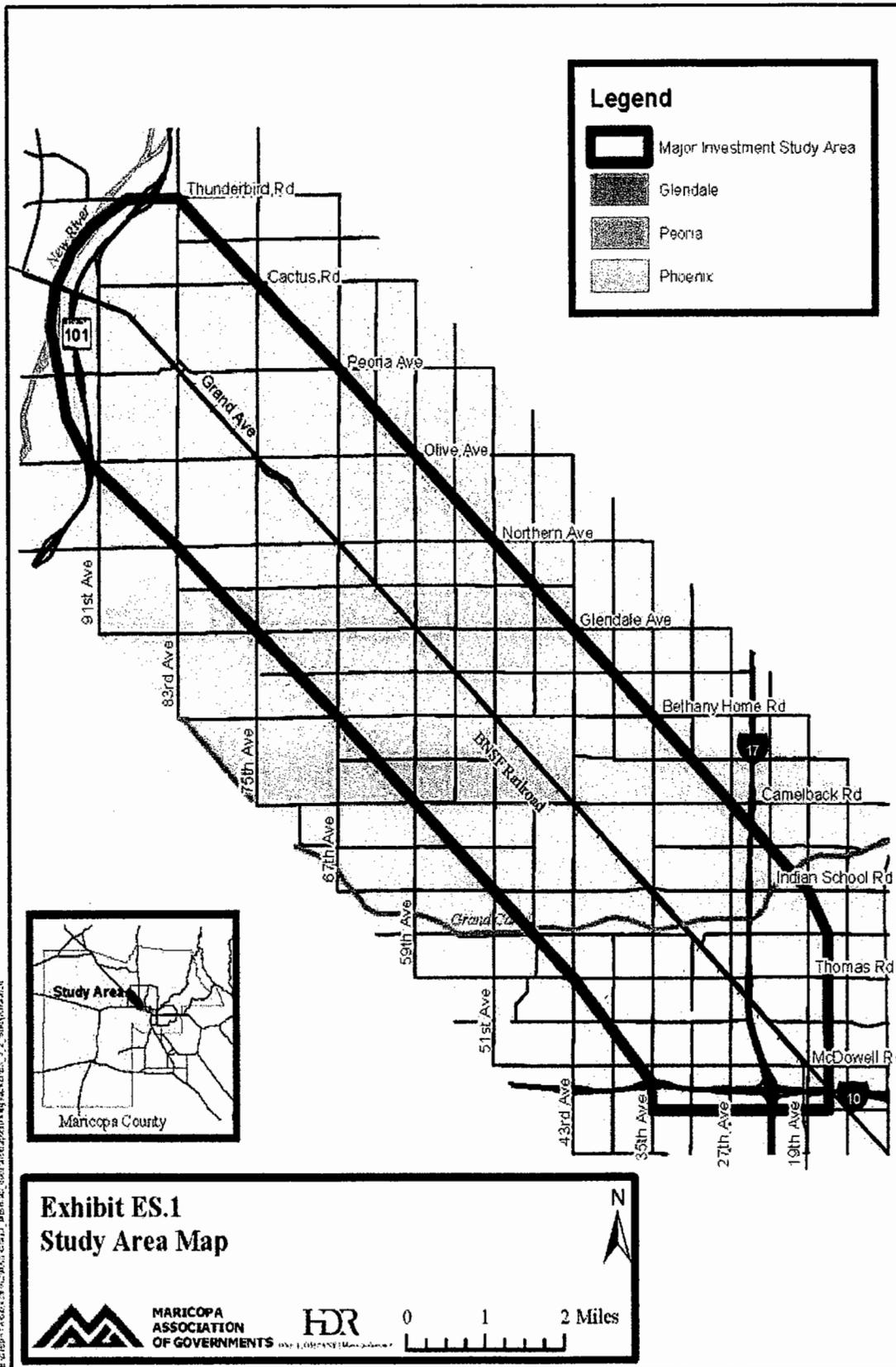
Several Agency Steering Group (ASG) forums were held during the study period to provide input into the issues and needs of the corridor and to review recommended improvements. Regular participants in the ASG forums included staff from the Cities of Glendale, Peoria and Phoenix as well as, Valley Metro, Federal Highway Administration (FHWA), Arizona Department of Transportation (ADOT), Maricopa County Department of Transportation (McDOT), and Burlington Northern Santa Fe Railway (BNSF). Two public meetings were held and attended by approximately 70 members of the public and other stakeholders. Fourteen individual meetings were held with various village planning committees and other stakeholders.

EXISTING CONDITIONS

The Grand Avenue corridor and Study Area is shown on Exhibit ES.1. Grand Avenue is a four-lane arterial from SR 101L to approaching 83rd Avenue and a six-lane arterial throughout the remainder of the Study Area. The diagonal orientation of Grand Avenue and the associated skewed intersections have resulted excessive delays at north-south and east-west arterials. In addition, congestion is magnified by delays due to at-grade railroad crossings with the arterial streets.

Throughout the Study Area, a raised median typically separates directional traffic on Grand Avenue. Exclusive left-turn lanes are provided at most median breaks and intersections.

Exhibit ES.1 - Study Area Map



There are a total of 18 traffic signals (including the pair of signals at the SR 101L / Grand Avenue interchange) on Grand Avenue between SR 101L and McDowell Road. Traffic signal spacing varies between less than one-quarter mile to over one mile.

The right-of-way for Grand Avenue is generally 90 to 100 feet wide within the Study Area, but ranges from a minimum of 85 feet to a maximum of 166 feet.

Below is a summary of the existing roadway, railroad, and traffic conditions within the Study Area and the interrelationships of existing multi-modal elements.

Existing Roadway and Railroad Conditions

Grand Avenue

- Three travel lanes in each direction east of 83rd Ave with raised median
- Two travel lanes in each direction west of 83rd Ave with raised median
- Right-of-way width of 90 to 100 feet
- Access control at grade separations and on railroad side only
- 20 traffic signals along Grand Ave

BNSF

- Railway parallels Grand Ave
- Spur tracks cross Grand Avenue at one location south of Northern Ave

Major Six-Legged Intersections

- 19th Ave/ McDowell Rd/ Grand Ave
- 35th Ave/ Indian School Rd/ Grand (still operates as six-legged)

Grade Separations

- Grand Ave over 27th Ave / Thomas Rd
- Indian School Rd over 35th Ave / Grand Ave
- Grand Ave over 43rd Ave / Camelback Rd
- Olive Ave over 75th Ave / Grand Ave
- Maryland Ave over 55th Ave / Grand Ave
- 51st Ave over Bethany Home Rd / Grand Ave
- Grand Ave under 59th Ave / Glendale Ave (Under Construction as of December 2005)
- 67th Ave over Northern Ave / Grand Ave (Recently Completed)

Arterial Cross-Streets

- Typically three travel lanes Northbound and westbound
- Typically two travel lanes Southbound and eastbound
- Center two-way left-turn lane

Existing Traffic Conditions

Traffic Volumes

- 2002 volumes on Grand Avenue: 21,000 - 32,900 vehicles per day

Arterial Cross-Streets

- Capacity limited by at-grade crossings with Railroad

Congestion and Delay

- Six-legged intersections operate at LOS E or F during peak hours
- Train activity increases delay at some approaches by up to three minutes

Crashes

- Over 1,300 crashes on Grand Ave within Study Area in last three years

Existing Multi-Modal Elements

Transit Service

- Grand Avenue Limited serves 138 passengers per day and provides local bus service along Grand Avenue; its passenger per mile ratio is below the metropolitan average
- Transfer points at six-legged intersections are difficult for pedestrians; particularly those with disabilities
- Paratransit / vanpool service exist
- Three park-and-ride lots exist

Planned Improvements

- Increased local / express bus service
- Additional bike facilities

Other Facilities

- Existing bike facilities include bike lanes, bike routes and multi-use paths
- Six-legged intersections are difficult for pedestrians to cross because of long cross distances
- Sidewalks are not continuous within the Study Area

Intelligent Transportation Systems

- Grand Avenue and Northern Avenue are AZTech “SMART Corridors”
- Enhanced traffic detection, data collection and signal coordination will be implemented

Prior to the initiation of grade separated structures along the Grand Avenue corridor, most modifications to Grand Avenue had been modest over the past 25 years. The eight grade separations represented a major investment in Grand Avenue. In addition, major improvements have been made to the regional transportation network during this time period. A summary of the improvements and changes to the regional transportation network that affect travel on Grand Avenue is provided below:

- Eight grade separations along or across Grand Avenue.
- New traffic signal bridges at six-legged intersections along with operational improvements along Grand Avenue.
- The Agua Fria Freeway (SR 101L) has been completed from the Black Canyon Freeway (I-17) to the Papago Freeway (I-10). Ramps exiting northbound SR 101L and entering southbound SR 101L are provided for along Grand Avenue and are controlled by traffic signals. Ramps exiting southbound SR 101L and entering northbound SR 101L are provided for along 91st Avenue and operate as direct connection ramps.
- High Occupancy Vehicle (HOV) lanes and auxiliary lanes have been constructed along I-17 between Thomas Road and Peoria Avenue. The traffic interchanges along this stretch have also been reconstructed.
- Grand Avenue southeast of McDowell Road / 19th Avenue has been refurbished with new curb, gutter, sidewalk and landscaping and has been turned over to the City of Phoenix.

POPULATION AND PROJECTED TRAFFIC VOLUMES

The 2006 population projection for the Study Area is 147,832 people. The Study Area had a compounded annual growth rate of approximately 1.2 percent between 2000 and 2006. During the same period the Peoria, Glendale, and Phoenix Municipal Planning Areas are all projected to have greater compounded annual growth rates of 6.0 percent, 3.5 percent, and 2.8 percent, respectively.

The Study Area is expected to grow seven percent in population to 158,464 people by the year 2030. During the same period Peoria's population is projected to increase nearly 80 percent, followed by Phoenix with 40 percent growth, and then Glendale which is anticipated to experience 17 percent growth.

These figures were used in updating MAG's traffic demand forecasting, which was used to determine needs and evaluate the recommended improvements. A comparison between the 2002 Average Daily Traffic (ADT), the 2030 Base ADT, and the 2030 Plan ADT is shown in Exhibit ES.2 below.

Exhibit ES.2 - Grand Ave - Traffic Volumes (Two-Way ADT)

Section	2002 ADT	2030 Base ADT	2030 Plan ADT
SR 101L – 91 st Ave	24,600	43,100	43,500
91 st Ave – 83 rd Ave	23,000	35,700	35,500
83 rd Ave – 75 th Ave	21,000	45,300	45,700
75 th Ave – 67 th Ave	23,000	44,400	41,100
67 th Ave – 59 th Ave	24,000	48,300	60,100
59 th Ave – 51 st Ave	26,000	48,500	58,700
51 st Ave – 43 rd Ave	22,300	46,400	55,800
43 rd Ave – 35 th Ave	29,000	57,500	66,500
35 th Ave – 27 th Ave	32,900	51,400	61,400
27 th Ave – 19 th Ave	21,700	31,700	38,900

Note: 2030 base system includes the eight grade separations from the original MIS; 2030 plan system includes improvements identified in this study, as well as future Northern Parkway.

ENVIRONMENTAL CONSIDERATIONS

Environmental justice analysis included identifying the population and distribution of demographic information such as: minorities, the elderly, persons with disabilities, female heads of household (with own children), poverty, vehicle availability, and educational attainment, as well as a metric that considered the cumulative number of these factors for a geographic area.

The following points highlight the environmental justice populations identified within the Study Area:

- The minority population in the Study Area is 56 percent, compared to Maricopa County which has a minority population of 34 percent.
- Hispanics comprise 80 percent of the minority population in the Study Area.
- Three-quarters of the Census Tracts that make up the Study Area exceed the County average for female heads of households with own children under 18 years of age.
- Three-quarters of the Census Tracts that make up the Study Area exceed the County average for households in poverty.
- Vehicle availability for households is a problem throughout the Study Area; with the percentage of households with no vehicle available (13 percent) nearly double that of Maricopa County.
- The percent of the Study Area population without a high school diploma (32 percent) is nearly double that of Maricopa County overall.

Twenty-two of the twenty-seven Census Tracts that comprise the Study Area have five or more environmental justice populations above the County average. It is anticipated that transportation improvement projects within the corridor will serve and benefit the residents regardless of their census population classification. Further evaluation will be conducted as part of ADOT's project-level design concept report process.

Due to the number of listed hazardous sites, an initial site assessment (ISA) should be conducted when future projects are identified that may affect a listed hazardous sites. The ISA would confirm or deny the presence of hazardous materials at specific locations.

There are a total of nine sites previously recorded that are listed on the National Register of Historic Places (NRHP) within the Study Area. When future projects are identified that may affect historic properties that are NRHP listed or eligible, avoidance may be recommended. Mitigation of construction impacts through testing and data recovery may be considered as necessary.

ISSUES AND NEEDS IDENTIFICATION

A number of issues concerning the Grand Avenue corridor were identified in the scope of work for the study, through consultation and through technical analyses. Consultation included discussions with the ASG and stakeholders for the corridor, input received at public meetings, and review of the previous 23 studies or reports related to the Grand Avenue corridor. From this review and consultation, 14 issues were identified:

- 1) Connectivity to I-10, I-17, and SR 101L
- 2) Route Transfer
- 3) Ultimate Concepts (Roadway, Transit, Bicycle, Pedestrian, and Community Mitigation)
- 4) Grade Separations
- 5) Intersection Improvements (including skewed & offset intersections)
- 6) Intelligent Transportation Systems (ITS) and signals
- 7) Bottlenecks
- 8) Access Management (including medians and local access needs)
- 9) Safety
- 10) Bicycle and Pedestrian Requirements
- 11) Transit Requirements
- 12) Goods Movement
- 13) Community Mitigation
- 14) Drainage

The study process addressed all of these areas in detail and findings are described in the Final Report. However, study recommendations for funding by the MAG RTP Highway Program are focused on grade separations, intersection improvements, access management, and community mitigation. It is anticipated that funding for other project areas will be addressed specifically by those modal programs.

FUNDING

In 2003, the MAG RTP Highway Program identified \$147 million of funding for Grand Avenue between SR 101L and Van Buren Street. For purposes of this study, the funding was adjusted to \$151.7 million, which includes 2005 cost estimates for the three grade separations identified for this segment in the RTP and inflation of the remaining funding from 2002 to 2005 dollars.

The revised funding allocation by phase is shown below:

- Phase 1 (2006 to 2010) - \$31.1 Million
- Phase 2 (2011 to 2015) - \$21.0 Million
- Phase 3 (2016 to 2020) - \$0.0
- Phase 4 (2021 to 2025) - \$99.6 Million

There were three specific projects identified in the MAG RTP to be constructed in Phase 4 of the RTP. The three projects were:

- A grade separation at the 51st Avenue/Bethany Home Road intersection
- A grade separation at the 35th Avenue/Indian School Road intersection
- A grade separation at the 19th Avenue/McDowell Road intersection

Updated estimates for the three grade separations total \$89.2 million (2005 dollars) of the \$99.6 million available in the revised Phase 4 funding estimate. The remaining funding; \$31.1 million in Phase 1, \$21.0 million in Phase II and \$10.4 million in Phase 4, was identified for additional improvements along Grand Avenue. In addition to this funding, the City of Glendale has approximately \$10 million available to contribute to Phase 1 access management and community mitigation projects within the Glendale City boundaries.

An alternative approach to identifying a funding target was raised during the study process. This methodology would inflate the original \$147 million by an annual rate (3% was suggested) to yield a total of \$160.6 million in 2005 \$'s, as opposed to the \$151.7 million arrived at above. The \$151.7 million was used in the study process, because it is more conservative and because the overall approach to cost increases and inflation has not yet been finalized for the ADOT Freeway/Highway Life Cycle Program.

The recommendations covered in this study are directed at the \$151.7 million in estimated funding and are described in detail below. A number of other potential projects identified in the Study process may be funded from other MAG RTP funding sources including the Streets, Transit, Pedestrian, Bicycle, and ITS programs. Additional projects beyond the 20-year planning period and projects potentially funded by other modal sources are shown in Appendix G of the main report.

RECOMMENDED IMPROVEMENTS

The following recommendations were derived from information developed during the study process, including input from members of the ASG. A major objective in developing the detailed recommendations was to improve traffic flow along and across Grand Avenue. The

recommended plan addresses four of the most important issues and needs as identified by the ASG, including:

- Grade Separations
- Intersection Improvements
- Access Management
- Community Mitigation

GRADE SEPARATIONS

There were five grade separation projects identified in the study process. Two of the five were deemed beyond the scope of this study as detailed below.

- Northern Parkway Directional Ramps at Grand Avenue and 67th Avenue - project is currently identified in the arterial street portion of the MAG RTP and, therefore, not recommended for Highway Program funding.
- Grand Avenue Under Peoria Avenue and 83rd Avenue – completion of the project determined to be beyond 20-year planning period. Improvements to 83rd Avenue/Grand Avenue and Peoria Avenue/Grand Avenue intersections are recommended for funding as an Intersection Improvement. Additional discussions with Peoria staff should occur as part of a future ADOT design concept report to develop detailed improvement plans, which might include phasing for a potential future grade separation.

The remaining three grade separations are recommended for full funding as shown below.

- Bethany Home Road Under Grand Avenue and 51st Avenue – recommended for full funding in Phase 4 of the MAG RTP Highway Program (as identified in the *Grand Avenue Limited Expressway Design Concept Study in the Glendale Area, 2003 (Grand Avenue DCR)*).
- Grand Avenue Under Indian School Road and 35th Avenue – recommended for full funding in Phase 4 of the MAG RTP Highway Program.
- 19th Avenue Over Grand Avenue and McDowell Road – recommended for full funding in Phase 4 of the MAG RTP Highway Program.

Grand Avenue/Bethany Home Road/51st Avenue

Bethany Home Road Under Grand Avenue and 51st Avenue is the preferred configuration for this intersection as identified in the *Grand Avenue Limited Expressway Design Concept Study in the Glendale Area, 2003 (Grand Avenue DCR)*.

Grand Avenue/Indian School Road/35th Avenue

Grand Avenue Under 35th Avenue and Indian School Road is the preferred configuration for this intersection. Even though Indian School Road is currently grade separated, the existing intersection still operates as a six-legged intersection because of allowed left-turn movements. The Grand Avenue Underpass eliminates the six-legged intersection and the Grand Avenue signal, provides a greater Level of Service (LOS), and provides continuity

with the Grand Avenue Overpass at 27th Avenue/ Thomas Road to the south and the Grand Avenue Overpass at 43rd Avenue/Camelback Road to the north.

Grand Avenue/McDowell Road/19th Avenue

Nineteenth Avenue Over Grand Avenue and McDowell Road is the preferred configuration for this intersection. The 19th Avenue Overpass provides greater service benefits than the 19th Avenue Flyover Ramps by eliminating the six-legged intersection and providing a greater LOS for existing traffic; however it could have greater impact to businesses and the historic neighborhood north of McDowell Road.

INTERSECTION IMPROVEMENTS

Within the Study Area, Grand Avenue is host to over 60 three-, four-, five- and six-legged intersections that are either stop controlled or signal controlled. Of the 60-plus intersections, approximately 65 percent are skewed. The remaining intersections have been reconstructed into perpendicular intersections or as grade separations.

The study team identified five potential candidates for intersection improvements. Of the five intersections, the 31st Avenue/Osborn Road intersection and the 19th Avenue dual left-turn lanes are recommended for funding with MAG RTP Highway funds. The remaining three intersection improvements could be pursued in the future if additional funding sources are identified.

Two additional intersections were identified following completion of the alternatives analysis phase of the study and are recommended for improvement. The first is the Grand Avenue intersection with Peoria Avenue and 83rd Avenue in downtown Peoria. The close proximity of the two traffic signals contribute to congestion in the downtown area. The second is the intersection of Grand Avenue with Myrtle Avenue in downtown Glendale. Additional traffic volume from Northern Parkway coupled with opening of the Grand Avenue underpass will create the need for additional capacity at Myrtle Avenue. The proposed solution is to provide SE bound dual left-turn lanes from Grand Avenue to Myrtle Avenue and to widen Myrtle Avenue from 59th Avenue to 62nd Avenue. The dual left-turn lane improvements on Grand Avenue will be recommended for RTP Highway Program funds, while improvements to Myrtle Avenue itself, will require other funding sources. The latter improvements are being listed in Appendix G of the main report, which covers projects beyond the 20-year planning period and projects potentially funded by other sources.

Grand Avenue/Peoria Avenue/83rd Avenue

The existing intersection configuration currently has two signals spaced approximately 600 feet apart along Grand Avenue. The northernmost intersection is a four-legged perpendicular intersection including Grand Avenue and Peoria Avenue. The southernmost intersection is a four-legged perpendicular intersection including Grand Avenue and 83rd Avenue. Potential improvements to the intersections could include parcel purchase and access reconfiguration, installation of community mitigation features, installation of pedestrian facilities, right-of-way acquisition and intersection reconfiguration. Additional discussions with City of Peoria

staff should be planned as part of a future ADOT design concept report to develop detailed improvement plans, which might include phasing for a potential grade separation.

Grand Avenue/Myrtle Avenue SE bound Dual Left-Turn Lanes

Myrtle Avenue has been designated as a gateway street to downtown by the City of Glendale. Due to expected increases in traffic on gateway streets, the City of Glendale has developed conceptual plans to improve the connection to Grand Avenue. To implement the improvements, Grand Avenue would be widened north and south of Myrtle Avenue to add the SE bound dual left-turn lane. The City proposes to exchange right-turn lanes at Myrtle Avenue originally identified in this study for the additional left-turn lane. These changes have been reflected in the study recommendations (Exhibits ES.3-ES.6). The conceptual plan includes the need for additional R/W along the north and east side of Grand Avenue.

31st Avenue/Osborn Road

The existing intersection configuration currently has two signals spaced approximately 900 feet apart along Grand Avenue. The northernmost intersection is a five-legged skewed intersection including Grand Avenue, 31st Avenue and Osborn Road to the west. The southernmost intersection is a three-legged perpendicular intersection including Grand Avenue and Osborn Road to the east. The recommended realignment would eliminate one of the signals and create a perpendicular four-legged intersection.

19th Avenue Dual Left-Turn Lanes

The existing Grand Avenue/19th Avenue/McDowell Road intersection experiences high left-turns in the peak periods. Comments from the ASG identified a project to construct dual left-turn lanes on 19th Avenue to alleviate some of the delays for travelers trying to access Grand Avenue from northbound 19th Avenue. Therefore, funding a portion of this project with MAG RTP Highway funds is recommended. Since this would be an interim project until the 19th Avenue overpass is constructed, it is recommended as a Phase 1 project.

ACCESS MANAGEMENT AND COMMUNITY MITIGATION

One of the main goals of the ASG was to build upon the improvements identified in the original *Grand Avenue MIS* and move Grand Avenue toward the status of an Enhanced Arterial/ Limited Expressway. The steering group identified access management as the prime method to achieve this goal. Access management strategies recommended for consideration in this study include:

- Closing select median crossovers to reduce turning movements across Grand Avenue.
- Reconfiguring minor collector intersections to right-in/right-out.
- Removing unused driveways and curb cuts.
- Constructing right-turn only and auxiliary lanes to remove the turning traffic from the through lanes of Grand Avenue.
- Potentially constructing frontage roads.
- Purchasing groups of parcels impacted by the addition of auxiliary lanes and reconfiguring access to streets other than Grand Avenue.

As noted previously, the ASG identified the need to mitigate the impacts of the corridor on the surrounding community. Community mitigation features that are directly associated with

the auxiliary and right-turn lanes include landscaping, pedestrian access, street lighting, utility undergrounding and screen walls. The recommended access management and community mitigation improvements recommended for funding in this 20-year funding cycle are shown in Exhibit ES.3.

Exhibit ES.3: Access Management and Community Mitigation Improvements

Segment	Access Management Improvements (RTP Phase)	Community Mitigation Improvements (RTP Phase)	Notes
SR 101L to 91 st Ave	<ul style="list-style-type: none"> • No recommended improvements 	<ul style="list-style-type: none"> • No recommended improvements 	Improvements identified as part of ADOT project, Grand Ave. – 83 rd Ave. to 99 th Ave.
91 st Ave to 83 rd Ave	<ul style="list-style-type: none"> • Auxiliary Lane and related items – 91st Ave. to 89th Ave., 88th Dr. to 83rd Ave. (2) • 4 driveway closures (2) 	<ul style="list-style-type: none"> • Non-RR side Landscaping (1) • Non-RR side Sidewalk (1) • Non-RR side Screen wall (1) • Median Landscaping (1) • RR-side Landscape/Barrier (4) • Street Lighting (both sides) (1) • Utility Undergrounding – 87th Ave. to 86th Ave. (2) 	No driveways from 89 th Ave. to 88 th Dr.. Working with Peoria, the ADOT DCR process may address a range of access and community mitigation options, including frontage roads and/or pedestrian access.
83 rd Ave to 75 th Ave	<ul style="list-style-type: none"> • No recommended improvements 	<ul style="list-style-type: none"> • Non-RR side Landscaping (1) • Non-RR side Sidewalk (1) • Non-RR side Screen wall (1) • Median Landscaping (1) • RR-side Landscape/Barrier (4) • Street Lighting (both sides) (1) • Utility Undergrounding – 83rd Ave. to 82nd Ave. (1) 	Existing landscaping on non-RR side from Mountain View Rd. to 79 th Ave., some existing median landscaping
75 th Ave to 67 th Ave	<ul style="list-style-type: none"> • Parcel purchase and access reconfiguration – north of Northern fronting Grand Avenue (1) 	<ul style="list-style-type: none"> • Street Lighting (both sides) (1) 	Improvements from 71 st Ave. to Royal Palm Dr. not recommended for funding in the 20-year planning period.
67 th Ave to 59 th Ave	<ul style="list-style-type: none"> • Parcel purchase and access reconfiguration - 67th Ave. to 65th Ave., 65th Ave. to 63rd Ave., NE corner of 61st Ave. & Myrtle Ave. (1) • Reconfigure Access – NE and SE corner, Orangewood Ave. & 63rd Ave. (1) • Rt-in/Rt-out – Orangewood Ave., 63rd Ave. (1) • 7 driveway closures (1) • 2 median closures – Orangewood Ave./63rd Ave. & 62nd Ave. (1) • 1 Rt. Turn Lane – Mobile Manor (1) 	<ul style="list-style-type: none"> • Non-RR side Landscaping (1) • Non-RR side Sidewalk (1) • Non-RR side Screen wall (1) • Median Landscaping (1) • RR-side Landscape/Barrier (4) • Street Lighting (both sides) (1) • Utility Undergrounding – 67th Ave. to Palmaire Ave. (1) 	Full-length improvements end at 60 th Ave. due to existing Grand Ave. underpass improvements.

Exhibit ES.3 (Cont): Access Management and Community Mitigation Improvements

Segment	Access Management Improvements (RTP Phase)	Community Mitigation Improvements (RTP Phase)	Notes
59 th Ave to 51 st Ave	<ul style="list-style-type: none"> Parcel purchase and access reconfiguration - 57th Dr. to 57th Ave., parcel west of 51st Ave overpass (1) Remove Access – 57th Ave. and Ocotillo Rd. (1) Rt.-in/Rt.-out – 56th Ave. (1) Median closure – 56th Ave. (1) Auxiliary Lane – 53rd Ave. to 52nd Ave. (1) 21 driveway closures (1) 	<ul style="list-style-type: none"> Non-RR side Landscaping (1) Non-RR side Sidewalk (1) Non-RR side Screen wall (1) Median Landscaping (1) RR-side Landscape/Barrier (4) Street Lighting (both sides) (1) 	Full-length improvements begin at 57 th Dr. due to existing Grand Avenue underpass improvements.
51 st Ave to 43 rd Ave	<ul style="list-style-type: none"> Rt.-in Rt.-out – Missouri Ave. (1) Auxiliary Lane – Missouri Ave. to on-ramp (1) 4 median closures – 3 in front of school and basin, 1 at 47th Ave. & Missouri Ave. (1) 3 driveway closures (1) 	<ul style="list-style-type: none"> Non-RR side Landscaping (1) Non-RR side Sidewalk (1) Non-RR side Screen wall (1) Median Landscaping (1) RR-side Landscape/Barrier (4) Street Lighting (both sides) (1) 	Full length improvements end at 43 rd Ave. on-ramp due to existing Grand Ave. overpass improvements.
43 rd Ave to 35 th Ave	<ul style="list-style-type: none"> 4 median closures – 40th Ave., near 39th Ave., 37th Ave., near 36th Ave. (1) Rt.-turn lane – 39th Ave. (1) Rt.-in/Rt.-out – 37th Ave. (1) 23 driveway closures (1) 	<ul style="list-style-type: none"> Sidewalk Only – 41st Ave. to 36th Ave. (1) Median Landscaping (1) RR-side Landscape/Barrier (4) Street Lighting (both sides) (1) Utility Undergrounding – 41st Ave. to Indian School Road (2) 	Full length improvements begin at 43 rd Ave. off-ramp due to existing Grand Ave. overpass improvements and end at Indian School Rd. on-ramp. Other improvements identified but not recommended for funding in the 20-year planning period due to funding constraints.
35 th Ave to 27 th Ave	<ul style="list-style-type: none"> Parcel purchase & access reconfiguration – SW corner 31st Ave./Grand Ave. (2) 2 Rt.-turn lanes – 33rd Ave., realigned Osborn Rd (1) Rt.-in/Rt.-out – 31st Ave. (1) 2 median closures – near canal crossing, 31st Ave. (1) Remove Rd. – Osborn (1) 12 driveway closures (1) 	<ul style="list-style-type: none"> Sidewalk Only – 29th Ave. to Weldon Ave. (1) Median Landscaping (1) RR-side Landscape/Barrier (4) Street Lighting (both sides) (1) Utility Undergrounding – 35th Ave. to 31st Ave., Osborn Rd. to NW bound on-ramp (2) 	Other improvements identified but not recommended for funding in the 20-year planning period due to funding constraints.
27 th Ave to 19 th Ave	<ul style="list-style-type: none"> Reconfigure access – 21st Ave. to 20th Ave. (1) 4 Rt.-in/Rt.-out – 24th Ave., Monte Vista, 21st Ave., 20th Ave. (1) Rt.-turn lane – Encanto (1) 5 median closures – 24th Dr., 24th Ave., Monte Vista, 21st Ave., 20th Ave. (1) 21 driveway closures (1) 	<ul style="list-style-type: none"> Sidewalk Only – 24th Ave. to 24th Dr. (1) Median Landscaping (1) RR-side Landscape/Barrier (4) Street Lighting (both sides) (1) Utility Undergrounding – north of Encanto Blvd. to south of Monte Vista Rd. (2) 	Full length improvements begin at 24 th Dr. due to existing Grand Ave. overpass improvements. Other improvements identified but not recommended for funding in the 20-year planning period due to funding constraints.
<p>General Notes: 1) If limits for each specific improvement are not shown, it can be assumed that the improvements extend for the entire limits. 2) All community mitigation improvements should be maintained by local forces. 3) Improvements identified between 91st Ave. and 83rd Ave. should be coordinated with ADOT's Grand Ave. widening project to identify potential installation of low-cost items related to improvements in this study.</p>			

IMPLEMENTATION PLAN

The study team evaluated a broad range of projects for the corridor and narrowed down the list to those recommended in the previous section. An implementation plan for the recommended projects was developed with respect to the phased funding constraints identified in the MAG RTP Highway Program. The Phase 1, 2 and 4 implementation plans with estimated program costs are shown in Exhibits ES.4 through ES.6. Phase 3 of the MAG RTP Highway Program has no money programmed for Grand Avenue improvements within the Study Area; therefore an implementation plan is not shown for this phase. Below is a summary of the estimated funding available by phase.

<u>MAG RTP Highway Program</u>	<u>Millions</u>
Phase 1	\$31.1
Phase 2	\$21.0
Phase 4	<u>\$99.6</u>
Total RTP Funding Available	\$151.7
City of Glendale Funding	\$10.0

Note: The total estimated cost of the recommended projects is equal to the total funding projected to be available. Slight differences in available funding versus cost by phase can be addressed by the future cash flow management process. The access management and community mitigation improvements referenced in Exhibits ES.4 through ES.6 are described in further detail in Exhibit ES.3.

Exhibit ES.4: Phase 1 (2006-2010) Recommended Implementation Plan

Segment	Item of Work	Estimated 2005 Cost
91 st Ave to 83 rd Ave	Access Management and Community Mitigation Improvements	\$941,000
83 rd Ave to 75 th Ave	Access Management and Community Mitigation Improvements	\$1,706,000
75 th Ave to 67 th Ave	Access Management and Community Mitigation Improvements	\$1,514,000
67 th Ave to 59 th Ave	Access Management and Community Mitigation Improvements	\$15,584,000
59 th Ave to 51 st Ave	Access Management and Community Mitigation Improvements	\$7,239,000
51 st Ave to 43 rd Ave	Access Management and Community Mitigation Improvements	\$6,166,000
43 rd Ave to 35 th Ave	Access Management and Community Mitigation Improvements	\$1,844,000
35 th Ave to 27 th Ave	Access Management and Community Mitigation Improvements	\$1,222,000
27 th Ave to 19 th Ave	Access Management and Community Mitigation Improvements	\$2,029,000
Grand Ave / Myrtle Ave	Intersection Improvements (SE bound Dual Left-Turn Lanes)	\$1,219,000
19 th Ave / McDowell Rd	Intersection Improvements	\$1,472,000
	Total Phase 1 2005 Cost Estimate	\$40,936,000
	Estimated MAG RTP Highway Program Phase 1 Funding Available	\$31,100,000¹
	City of Glendale Funding Available	\$10,000,000
¹ - Phase 1 money not available until FY 2010		

Exhibit ES.5: Phase 2 (2011-2015) Recommended Implementation Plan

Segment	Item of Work	Estimated 2005 Cost
91 st Ave to 83 rd Ave	Access Management and Community Mitigation Improvements	\$8,774,000
43 rd Ave to 19 th Ave	Access Management and Community Mitigation Improvements	\$5,249,000
31 st Ave / Osborn Rd	Intersection Improvements	\$7,250,000
Total Phase 2 2005 Cost Estimate		\$21,273,000
Estimated MAG RTP Highway Program Phase 2 Funding Available		\$21,000,000

Exhibit ES.6: Phase 4 (2021-2025) Recommended Implementation Plan

Segment	Item of Work	Estimated 2005 Cost
91 st Ave to 19 th Ave	Access Management and Community Mitigation Improvements	\$5,353,000
Peoria Ave / 83 rd Ave	Intersection Improvements ¹	\$5,000,000
51 st Ave / Grand Ave	Bethany Home Road Underpass	\$32,694,000
35 th Ave / Indian School	Grand Avenue Underpass	\$37,472,000
Grand Ave / McDowell Rd	19 th Avenue Overpass	\$18,972,000
Total Phase 4 2005 Cost Estimate		\$99,491,000
Estimated MAG RTP Highway Program Phase 4 Funding Available		\$99,600,000
¹ – Detailed plans should be developed as part of future design concept report, in association with City of Peoria staff.		

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 31, 2006

SUBJECT:

Discussion of the Development of the FY 2007 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 each year by the federal agencies and approved by the Regional Council in May. A review of the detailed draft Work Program and Budget is scheduled for March. This presentation is an overview of MAG's early FY 2007 draft revenues and expenditures, proposed projects, and proposed staff positions for the FY 2007 Work Program.

The draft budget time line is included in this material and has been updated to reflect two newly scheduled budget meetings. The Budget Workshop is scheduled for Thursday, February 16, 2006 at 9:00 a.m. in the MAG Palo Verde Room, and the Intermodal Planning Group meeting is scheduled for Wednesday, April 6, 2006 at 9:00 a.m. in the MAG Cholla Room. The invitation to the Budget Workshop is attached.

A revised draft Dues and Assessments worksheet with a \$350 minimum for membership dues is included in this material. The proposed Solid Waste Assessment is expected to remain at \$10,000 for FY 2007 as no additional activity is anticipated. The proposed construction inflation factor for the estimated dues and assessments is set at seven percent. ADOT is expected to issue the final construction inflation factor in late February and the estimated dues and assessments will be updated at that time.

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

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

- ▶ Attachment One is the time line for budget development.
- ▶ Attachment Two is the revised draft Dues and Assessments for FY 2007.
- ▶ Attachment Three is the draft of projected funding sources and uses for FY 2007.
- ▶ Attachment Four is the summary budget document, "MAG Programs in Brief."
- ▶ Attachment Five is a detailed listing of proposed new projects.
- ▶ Attachment Six is the Budget Workshop invitation.

The budgeted amounts will be subject to adjustments as they are reviewed in final form. The Executive Committee will discuss the development of the Work Program and Annual Budget at their meeting on February 13, 2006. This information is considered draft and subject to change.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: MAG is presenting a review of the overall revenues and expenditures for the FY 2007 budget along with information on proposed new projects, a proposed staff position and the associated estimated costs for FY 2007. This will provide for an incremental review of key budget details in February and a review of the complete draft budget and work program in March of 2006. Additionally, we are producing a summary budget document, "MAG Programs in Brief," for your review in February. This will allow our members to quickly decipher the financial implications of the MAG budget.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: None.

POLICY: None.

ACTION NEEDED:

Information, discussion and input on the development of the Work Program and Annual Budget.

PRIOR COMMITTEE ACTIONS:

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
Vice Mayor Bob Barrett for Mayor John
Keegan, Peoria |
| Mayor Marie Lopez-Rogers, Avondale | * Mayor Phil Gordon, Phoenix |
| * Mayor Dusty Hull, Buckeye | + Councilmember Gary Holloway for
Mayor Wendy Feldman-Kerr, Queen Creek |
| * Mayor Edward Morgan, Carefree
Vice Mayor Dick Esser, Cave Creek | * President Joni Ramos, Salt River
Pima-Maricopa Indian Community |
| * Mayor Boyd Dunn, Chandler | Mayor Mary Manross, Scottsdale |
| * Mayor Fred Waterman, El Mirage
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
Joe Lane, ADOT |
| Mayor James M. Cavanaugh, Goodyear | 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

Maricopa Association of Governments
Fiscal Year 2007
DRAFT January 31, 2006
Work Program and Annual Budget Proposed Timeline

- 01/05/06* *Thurs* *Intergovernmental Meeting*
- 01/09/06* *Mon* *Regional Council Executive Committee Meeting-dues/assessments; timeline*
- 01/11/06* *Wed* *Regional Council Management Committee Meeting-dues/assessments; timeline*
- 01/25/06* *Wed* *Regional Council-dues/assessments; timeline*
- 02/02/06* *Thurs* *Intergovernmental Meeting*
- 02/08/06* *Wed* *Management Committee Meeting- present new projects; presentation of summary budget documents*
- 02/13/06* *Mon* *Regional Council Executive Committee Meeting- present new projects; presentation of summary budget documents*
- 02/16/06* *Thurs* *Budget Workshop-videoconference 9:00 AM, Palo Verde Room*
- 02/22/06* *Wed* *Regional Council Meeting- present new projects; presentation of summary budget documents*
- 03/02/06* *Thurs* *Intergovernmental Meeting*
- 03/08/06* *Wed* *Management Committee Meeting- information and review of draft budget documents*
- 03/20/06* *Mon* *Regional Council Executive Committee Meeting- information and review of draft budget documents*
- 03/29/06* *Wed* *Regional Council Meeting- information and review of draft budget documents*
- 03/30/06* *Thurs* *Intergovernmental Meeting*
- 04/05/06* *Wed* *Management Committee Meeting- information and review of draft budget documents*
- 04/06/06* *Thurs* *Intermodal Planning Group Meeting (IPG) Review , Cholla Room 9:00 AM - 12:00 PM*
- 04/17/06* *Mon* *Regional Council Executive Committee Meeting- information and review of draft budget documents*
- 04/26/06* *Wed* *Regional Council Meeting- information and review of draft budget documents*
- April** *Changes in draft budget projects and/or any changes in budgeted staff will be brought to the Executive Committee, Management Committee and Regional Council in their April meetings if needed (TBD)*
- 05/04/06* *Thurs* *Intergovernmental Meeting*
- 05/10/06* *Wed* *Management Committee meeting - present draft Budget for recommendation of approval*
- 05/15/06* *Mon* *Regional Council Executive Committee meeting - present draft Budget for recommendation of approval*
- 05/24/06* *Wed* *Regional Council meeting - present draft Budget for approval*

ATTACHMENT Two

**Maricopa Association of Governments
Fiscal Year 2007
January 31, 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	\$1,961	\$97	\$1,137	\$2,315	\$700		\$6,210
Avondale	60,255	\$3,435	\$169	\$1,992	\$4,055	\$1,226		\$10,877
Buckeye	14,505	\$827	\$41	\$480	\$976	\$295		\$2,619
Carefree	3,310	\$189	\$9	\$109	\$223	\$67		\$597
Cave Creek	4,370	\$249	\$12	\$144	\$294	\$89		\$788
Chandler	220,705	\$12,582	\$620	\$7,298	\$14,854	\$4,491	\$4,126	\$43,971
El Mirage	28,310	\$1,614	\$80	\$936	\$1,905	\$576		\$5,111
Fort McDowell Yavapai Nation	824	\$249	\$2	\$27	\$55	\$17		\$350
Fountain Hills	22,475	\$1,281	\$63	\$743	\$1,513	\$457		\$4,057
Gila Bend	2,030	\$116	\$6	\$67	\$137	\$41		\$367
Gila River Indian Community	2,740	\$156	\$8	\$91	\$184	\$56		\$495
Gilbert	164,685	\$9,389	\$463	\$5,446	\$11,084	\$3,351	\$3,079	\$32,812
Glendale	233,330	\$13,302	\$655	\$7,715	\$15,704	\$4,748	\$4,362	\$46,486
Goodyear	35,810	\$2,041	\$101	\$1,184	\$2,410	\$729		\$6,465
Guadalupe	5,380	\$307	\$15	\$178	\$362	\$109		\$971
Litchfield Park	3,920	\$223	\$11	\$130	\$264	\$80		\$708
Maricopa County (f)	232,860	\$13,275	\$654	\$7,700	\$15,672	\$4,738	\$4,354	\$46,393
Mesa	447,130	\$25,491	\$1,256	\$14,785	\$30,093	\$9,098	\$8,360	\$89,083
Paradise Valley	14,410	\$822	\$40	\$476	\$970	\$293		\$2,601
Peoria	132,300	\$7,542	\$372	\$4,375	\$8,904	\$2,692	\$2,474	\$26,359
Phoenix	1,416,055	\$80,728	\$3,978	\$46,824	\$92,814	\$28,814	\$26,475	\$186,819
Queen Creek	11,645	\$664	\$33	\$385	\$784	\$237		\$2,103
Salt River Pima-Maricopa	6,780	\$387	\$19	\$224	\$456	\$138		\$1,224
Scottsdale	221,130	\$12,606	\$621	\$7,312	\$14,883	\$4,500	\$4,134	\$44,056
Surprise	63,960	\$3,646	\$180	\$2,115	\$4,305	\$1,301		\$11,547
Tempe	160,820	\$9,168	\$452	\$5,318	\$10,824	\$3,272	\$3,007	\$32,041
Tolleson	5,445	\$310	\$15	\$180	\$366	\$111		\$982
Wickenburg	5,970	\$340	\$17	\$197	\$402	\$121		\$1,077
Youngtown	3,970	\$226	\$11	\$131	\$267	\$81		\$716
TOTALS	3,559,524	\$203,126	\$10,000	\$117,699	\$144,261	\$72,428	\$60,371	\$607,885
FY 2006 Total Costs		\$189,650	\$10,000	\$110,000	\$134,823	\$67,691	\$56,422	
Based on Population		\$13,476	\$0	\$7,699	\$9,438	\$4,737	\$3,949	
Per Capita Cost		\$0.05707	\$0.00281	\$0.03307	\$0.04053	\$0.02035	\$0.01696	

The annual dues and assessments are apportioned according to per capita populations and are increased using the inflation factor for the MAG Regional Freeway System for FY 2007 (7 percent).

- (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).

**Maricopa Association of Governments
FY 2007 REVENUE/EXPENSE SOURCES AND USES**

<u>Federal Revenue</u>			
CMAQ 2007	\$	4,825,000	
PL 2007		4,044,362	
FTA 2006		906,000	
SPR 2007		750,000	
STP 2007		400,000	
ADES 2007		260,000	
Governor's Office		30,000	
EPA - ADEQ Water Quality Mgmt		6,604	
CF Federal Revenue		906,488	
Total Federal Revenue			12,128,454
Total State Revenue			4,166,161
Total Local Revenue			607,885
Total Other Revenue			359,701
Total 2007 Revenue			<u>\$ 17,262,201</u>
FY 2007 Funding Uses			
Environmental Program			
Environmental Program Pass-Thru Projects	\$	4,795,000	
Environmental Program New Consultant Project		250,000	
Total Environmental Program Pass-Thru & Consultant Projects			5,045,000
Human Services Program			
Human Services Program Intern/Associate		18,100	
Human Services Ongoing Projects Total		26,000	
Total Human Services Consultant, & On Going Projects			44,100
Transportation Program			
Transportation Pass-Thru Projects Total		680,000	
Transportation Program New Consultant Projects		2,170,000	
Transportation Ongoing Project Total		136,400	
Total Transportation Pass-Thru, Consultant, & On Going Projects			2,986,400
Community Emergency Notification (CENS) Project			
CENS On Going Projects (Year 3 of 3 budgeted)		359,701	
Total CENS On Going Projects			359,701
Information Services			
Information Services New Consultant Projects		190,000	
Information Services Ongoing Projects Total		139,000	
Total Information Services On Going Projects			139,000
Total Pass-Thru, Consultant, & Ongoing Projects			<u>8,574,201</u>
Total Capital Outlay			<u>218,000</u>
Subtotal for Pass-Thru, Projects and Capital Expenditures			<u>8,792,201</u>
FY 2007 Estimated Budgeted Operating Expenditures			<u>7,700,000</u>
Total 2007 Uses Without Contingency			<u>16,492,201</u>
Proposed Contingency			<u>770,000</u>
Total 2007 Expenditures			<u>\$ 17,262,201</u>
Estimated Carry Forward for Pass Thru/Consultants/Labor			<u>\$ 11,615,000</u>
Total Proposed Budget with Carry Forward			<u>\$ 28,877,201</u>

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MAG PROGRAMS IN BRIEF

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

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

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MAG PROGRAMS IN BRIEF 2007

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>
ENVIRONMENTAL PROGRAMS	
* Air Quality Technical Assistance On-Call	\$250,000
This project will enable MAG to complete the air quality modeling and technical work necessary to submit approvable plans to EPA by the required dates in 2007.	
HUMAN SERVICES PROGRAMS	
* Regional Human Services Retreat	\$7,600
Engage the members of the MAG Human Services committees, subcommittees, member agencies and community stakeholders in a dialogue about service integration. Participants will identify ways to streamline communication and activities in order to better serve the community through a wide variety of players. A registration charge is proposed in order to help cover costs.	
TRANSPORTATION PROGRAMS	
* Update of Congestion Management Process (CMS)	\$400,000
Passage of SAFETEA-LU and interim guidance from FHWA require the region to "assess the extent that the [region's] existing CMS meets the new 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."	
* 2007 External Travel Survey	\$300,000
Calibrate the travel demand model for traffic entering and leaving the region.	
* Implementation of Regional Traffic Monitoring System	\$95,000
Improve the ability to monitor traffic on the regional freeway system on a continuous basis using the Freeway Management System infrastructure	
* Local Street and Highway Cost and Bid Database	\$200,000
Compile public sector bid information and construct a database that will provide updated bid and unit cost information.	
* Commuter Rail Update	\$300,000
MAG member agencies have requested that the commuter rail portion of the 2003 High Capacity Transit Study be updated and a more detailed implementation strategy be developed.	
* 2007 Regional Travel Speed Study	\$500,000
Calibrate the travel demand model with current speed data for freeways and arterial streets.	

** See New Project List Attachment Five for detailed project descriptions

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MAG PROGRAMS IN BRIEF 2007

Budget Highlights (continued)

<u>Description **</u>	<u>Est Budgeted Amount</u>
TRANSPORTATION PROGRAMS (continued)	
* Pedestrian Design Assistance Program Provide MAG members with design assistance for pedestrian projects that use the <i>MAG Pedestrian Policies and Design Guidelines</i> .	\$300,000
* Bicycle Design Assistance Program Provide MAG members with design assistance for bicycle and multiuse paths.	\$300,000
* Context Sensitive Design 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
* Access Management 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
* Ramp Metering Strategies for Bottleneck Improvement 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
INFORMATION SERVICES PROGRAMS	
* Socioeconomic Models Surveys and Assumptions for Enhancement Project 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
* Pilot Project for Three Dimensional Data Sets 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
Total New Projects	<u><u>\$2,967,600</u></u>

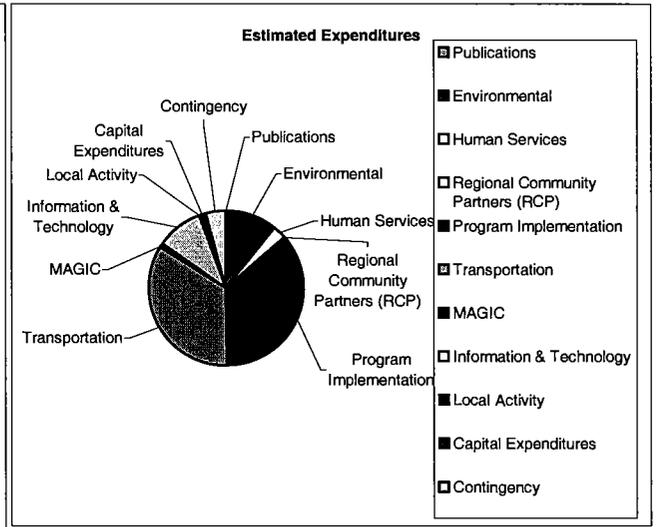
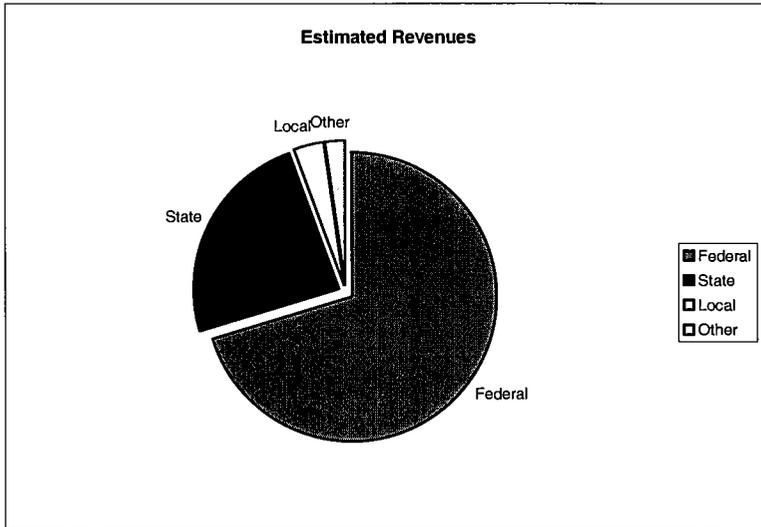
** See New Project List Attachment Five for detailed project descriptions

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	\$14,766,853	\$12,128,454	(\$2,638,399)	-17.87%
State	\$32,348	\$4,038,695	\$4,166,161	\$127,466	3.16%
Local	\$1,210,425	\$4,444,458	\$607,885	(\$3,836,573)	-86.32%
Other	\$490,096	\$310,389	\$359,701	\$49,312	15.89%
Less: Restricted Reserves	-	(\$1,446,692)		\$1,446,692	-100.00%
Total Estimated Revenues Without Carryforward	\$17,796,559	\$22,113,703	\$17,262,201	(\$4,851,502)	-21.94%
Total Estimated Revenue Carryforward		11,473,211	11,615,000	141,789	1.24%
Total Estimated Revenue		\$33,586,914	\$28,877,201	(\$4,709,713)	-14.02%

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	144,643	\$65,000	(\$79,643)	-55.06%
Environmental	\$1,386,519	1,808,972	\$1,799,144	(\$9,828)	-0.54%
Human Services	\$457,347	683,489	\$489,136	(\$194,353)	-28.44%
Regional Community Partners (RCP)	\$15,738	9,909	\$11,000	\$1,091	11.01%
Program Implementation	\$5,432,089	6,996,058	\$6,227,243	(\$768,815)	-10.99%
Transportation	\$3,742,296	4,361,626	\$5,905,183	\$1,543,557	35.39%
MAGIC	\$132,809	102,113	\$105,000	\$2,887	2.83%
Information & Technology	\$6,395,958	7,128,929	\$1,687,495	(\$5,441,434)	-76.33%
Local Activity	\$8,680	14,301	\$15,000	\$699	4.89%
Capital Expenditures	\$164,187	143,663	\$218,000	\$74,337	51.74%
Contingency		720,000	\$740,000	\$20,000	2.78%
Total Estimated Expenditures Without Carryforward	\$17,796,559	\$22,113,703	\$17,262,201	(\$4,851,502)	-21.94%
Total Estimated Expenditures With Carryforward		11,473,211	11,615,000	141,789	1.24%
Total Estimated Expenditures		33,586,914	\$28,877,201	(\$4,709,713)	-14.02%



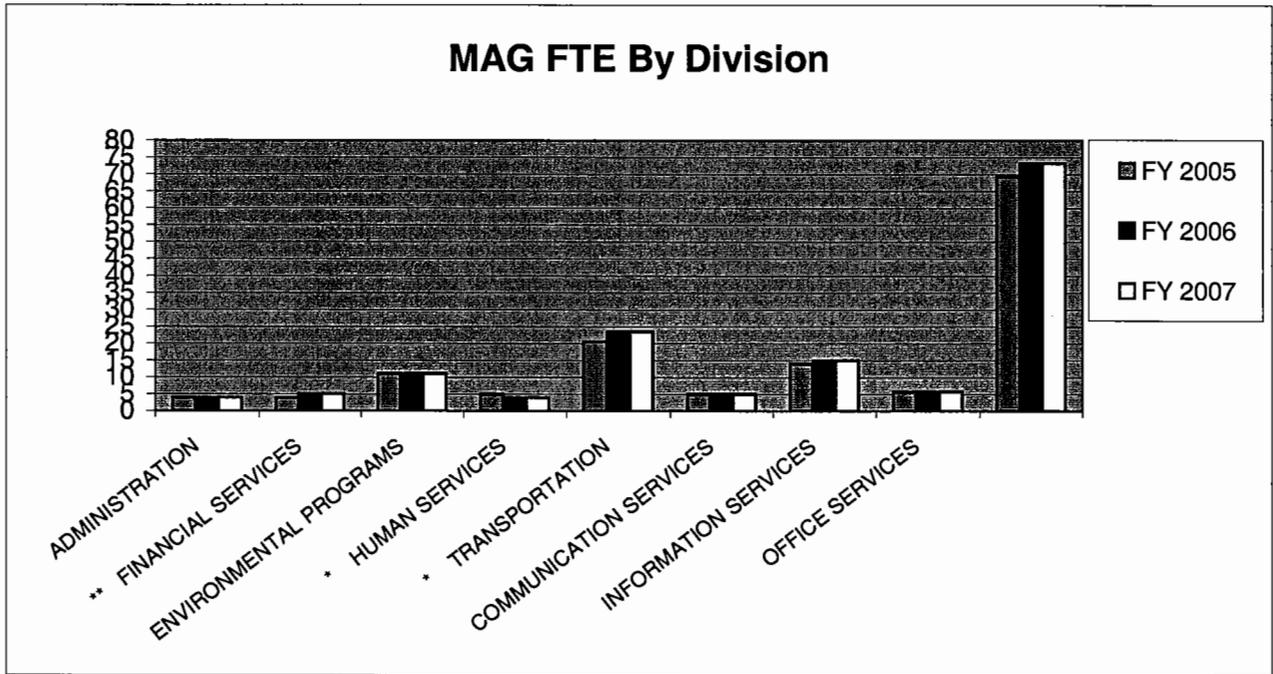
EARLY DRAFT

MAG PROGRAMS IN BRIEF 2007

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

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

- * Position moved from Human Services to Transportation
- ** One new position, Accountant I, is being requested for the current fiscal year.



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TRANSPORTATION PROGRAM PROJECTS

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

Brief Description: 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”. A formal re-evaluation 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.

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

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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.

Project 6. 2007 Regional Travel Speed Study.

Brief Description: The travel speed data will be used to calibrate the MAG travel demand

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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.

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

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the environment. It integrates projects into the context or setting in a sensitive manner through careful planning, consideration of different perspectives, and tailoring designs to particular project circumstances. In the project planning stage, community and environmental issues are dealt with through design innovation and features that reduce impacts and result in a transportation project that is more integrated into the specific area in which they are located.

Proposed Budget: \$20,000.

Project 10. Access Management.

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

Proposed Budget: \$10,000.

Project 11: Ramp Metering Strategies for Bottleneck Improvement.

Brief Description: The purpose of this study, to be conducted in cooperation with the Arizona Department of Transportation (ADOT), is to provide technical guidance to MAG in the area of ramp metering. The Federal Highway Administration (FHWA) recognizes ramp metering as a key strategy for proactively managing freeway congestion and bottlenecks. Ramp metering has the potential to reduce or eliminate adverse impacts of bottlenecks. Potential benefits include reductions in delay, travel time, fuel consumption, and emissions. However, a ramp metering system should be carefully planned and designed to produce expected benefits, while keeping all 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

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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.

INFORMATION SERVICES PROGRAM PROJECTS

Project 12. 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 13. 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.

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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.

HUMAN SERVICES PROGRAM PROJECTS

Project 14. 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 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

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also provide follow up to the 2006 Regional Human Services Plan and lay the foundation for the next plan.

The event will be held in February 2007.

Proposed Budget: \$7,600.

ENVIRONMENTAL PROGRAM PROJECTS

Project 15. 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.



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

ATTACHMENT Six

January 31, 2006

VIDEOCONFERENCE PRESENTATION ON THE DEVELOPMENT OF THE FY 2007 UNIFIED PLANNING WORK PROGRAM AND ANNUAL BUDGET

Thursday, February 16, 2006 - 9:00 a.m.
MAG Office, Suite 200, Palo Verde Room
302 North 1st Avenue, Phoenix

In an effort to get early input into the FY 2007 MAG Budget and to provide information about the proposed budget for our member agencies, we will hold a budget workshop on Thursday, February 16, 2006 at 9:00 a.m. The budget workshop will include an overview of MAG's estimated FY 2007 revenues and expenses and proposed projects for the FY 2007 Work Program.

We would like to invite you to attend this meeting by videoconference, telephone conference call or in person at MAG in the Palo Verde Room on the second floor of the MAG Offices. Instructions on attending this workshop are described below:

Telephone Conference Call Those attending by telephone conference call are requested to call (602) 261-7510 between 8:55 a.m. and 9:00 a.m. the day of the workshop. After the prompt, please enter the meeting ID number 283438 (BUDGET) on your telephone keypad followed by the # key. If you have a problem or require assistance, dial 0 after calling the number above.

Videoconference Those attending by videoconference are requested to contact Craig Chenery at (602) 254-6300 by Tuesday, February 14, 2006.

Attending in Person: If you are attending in person, please park in the garage under the Compass Bank Building. Bring your ticket to the meeting, parking will be validated.

If you have any questions or need additional information on the budget presentation, please contact Becky Kimbrough at (602) 254-6300.

A Voluntary Association of Local Governments in Maricopa County