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January 3, 2006

TO: Members of the MAG Regional Council Executive Committee

FROM: Mayor Keno Hawker, City of Mesa, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA FOR THE MAG REGIONAL COUNCIL EXECUTIVE COMMITTEE

Monday, January 9, 2006 - 12:00 noon
MAG Office, Suite 200 - Cholla Room
302 North 1st Avenue, Phoenix

A meeting of the MAG Regional Council Executive Committee has been scheduled for the time and place noted above. Members of the Committee may attend either in person, by telephone conference, or by video conference. If you have any questions, please contact me at (480) 644-2388 or Dennis Smith, MAG Executive Director, at (602) 254-6300.

Please park in the garage under the Compass Bank Building. Bring your ticket to the meeting, parking will be validated. For those using transit, the Regional Public Transportation Authority will provide transit tickets for your trip. For those using bicycles, please lock your bicycle in the bike rack in the garage.

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

TENTATIVE AGENDA

COMMITTEE ACTION REQUESTED

1. Call to Order

2. Call to the Audience

An opportunity will be provided to members of the public to address the Executive Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action.

2. Information and discussion.

A Voluntary Association of Local Governments in Maricopa County

Members of the public 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 Executive Committee requests an exception to this limit. Please note that those wishing to comment on action agenda items will be given an opportunity at the time the item is heard.

3. 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. Approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

*3A. Approval of the November 14, 2005 Executive Committee Meeting Minutes

*3B. MAG Continuum of Care Regional Committee on Homelessness Katrina Disaster Administering Agency Recommendation

The Federal Emergency Management Agency (FEMA), through a Mission Assignment, has tasked the Department of Housing and Urban Development (HUD) to assume a major role in Hurricane Katrina relief efforts. HUD implemented the Katrina Disaster Housing Assistance Program (KDHAP) to achieve housing stability for certain special needs populations of evacuees. To meet these needs, HUD is supplementing housing search and rent subsidy assistance with housing stabilization assistance. HUD has recommended that the MAG region appoint a KDHAP Administering Agency (KAA). The KAA will be responsible for overall management of HUD funds for eligibility verification, housing search and housing stabilization for qualified persons who were left homeless due to the hurricane. HUD requires that a human services agency act as the KAA and be nominated by its local Continuum of Care Committee. It is anticipated that the MAG

3A. Review and approve the November 14, 2005 Executive Committee meeting minutes.

3B. Approval of the Katrina Disaster Housing Assistance Program (KDHAP) Administering Agency (KAA) recommendation made by the Executive Committee of the MAG Continuum of Care Regional Committee on Homelessness.

Continuum of Care Regional Committee on Homelessness Executive Committee will provide a recommendation of an agency to serve as the region's KAA. Due to the immediacy of this issue by HUD, approval of the recommendation of the Continuum Executive Committee is requested. The recommendation, when received, will be forwarded in a separate mailing.

- *3C. 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. The firm's opinion is being completed and will be forwarded to the MAG office. When the opinion is received, it will be forwarded under separate cover.

- 3C. 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.

ITEMS PROPOSED TO BE HEARD

4. Particulate Pollution Update

In recent weeks, this region has experienced high readings at two of the PM-10 monitor sites. 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. It is important that the region attain the 24-hour PM10 standard as quickly as possible. 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. A report will be provided on current efforts to meet the standard. In this regard, at the December MAG Regional Council meeting, staff was requested to forward the City of Peoria ordinance that assists in dust control. This ordinance has been forwarded to the MAG member agencies and a presentation will be made on the key elements of the ordinance and current implementation efforts regarding the ordinance. Please refer to the enclosed material.

4. Information and discussion.

5. 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 develop of the Work Program and Budget. Please refer to the enclosed material.

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

On January 6, 2006, MAG is sponsoring a Challenge of Construction Forum to gain insight into the causes and possible solutions to mitigate the recent large increases in construction costs. The Forum includes representatives from both the American General Contractors Association and the Arizona Chapter of the AGC, and experts familiar with recent cost trends for highways, schools, home building, and commercial construction. A summary of the Forum, including possible solutions to mitigate increases in construction costs, will be provided at the Management meeting. In addition, a discussion of the possible impacts of higher construction costs on the ADOT Life Cycle Program with emphasis on projects scheduled in Phase I of the Proposition 400 program.

7. Homeless Planning Strategies

At the November Management Committee meeting, Maricopa County presented a request for \$1 million to help support the Human Services Campus. Since the presentation, additional ideas have been discussed to establish a multi-source, permanent funding stream that is not dependent on state and local government funds, with which to build/purchase permanent housing options and supportive services. Potential sources include revenue generated from the sale of naming rights and utilization of

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

6. Information and discussion.

7. Information, discussion and possible action.

vacant Maricopa County land parcels. Industrial Development Authorities will also be discussed as a financing tool. A representative from Maricopa County will provide an update on these possible strategies.

8. Local Government Partnership to Address Crime Prevention

With increasing costs in the criminal justice system for enforcement, adjudication, and corrections, Maricopa County is exploring the possibility of working with local government stakeholders to cooperatively address crime prevention efforts. A representative from the County will discuss the current challenges facing the County criminal justice system. To assist the County in this effort, a Task Force could be implemented to develop crime prevention programs and alternative strategies. Please refer to the enclosed material.

9. Annual Performance Review of the MAG Executive Director

The employment agreement entered into with the MAG Executive Director in January 2003 provided that the Executive Committee conduct an annual performance review in consultation with the Regional Council. On November 14, 2005, the Executive Committee agreed to move forward with the evaluation survey for the MAG Executive Director's performance review. As part of the evaluation, the goals/work emphasis areas and results for the past year are included, along with the proposed goals/work emphasis areas for the coming year.

On November 18, 2005, the survey was sent to the members of the Regional Council to receive their input on the review. A survey was also sent to the members of the Executive Committee. The results of the completed surveys were summarized and will be discussed by the members of the Executive Committee. The Executive Committee will also discuss and provide input on the past and proposed regional goals/work emphasis areas.

8. Information and discussion on forming a stakeholders group to provide input to Maricopa County on crime prevention strategies.

9. Information, discussion and possible action to recess the meeting to conduct an executive session to discuss personnel matters relating to the MAG Executive Director's review and salary, and to reconvene the meeting for possible action on the review and salary of the MAG Executive Director. The Executive Committee will also provide input on the regional goals/work emphasis areas for FY 2006-2007.

The Executive Committee may vote to recess the meeting and go into executive session to discuss personnel matters relating to the MAG Executive Director's review and salary. The meeting may then be reconvened to take action regarding the review and make a salary determination. It is anticipated that the action of the Executive Committee would be presented to the Regional Council for ratification. The authority for such an executive session is A.R.S. § 38-431.03(A)(1).

10. Adjournment

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL EXECUTIVE COMMITTEE MEETING
November 14, 2005
MAG Offices
302 North 1st Avenue, Phoenix, Arizona

MEMBERS ATTENDING

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

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

* Not present

Participated by videoconference or telephone conference call

1. Call to Order

The Executive Committee meeting was called to order by Chair Keno Hawker at 12:00 p.m.

Chair Hawker 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.

2. Call to the Audience

Chair Hawker noted that according to MAG's public comment process, members of the audience who wish to speak are requested to fill out the public comment cards. He stated that there is a three minute time limit. Public comment is provided at the beginning of the meeting for 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.

Chair Hawker recognized Blue Crowley for public comment. Blue Crowley stated that this region is not as multi-modal as possible. He also noted that there are still inadequate bus pull outs and shelters for people. There are almost 6,914 bus stops and only 1,800 have shelters. Mr. Crowley stated that there numerous park and rides with covered parking. He noted that it is more important to provide cover for people and not vehicles. Mr. Crowley asked if the park and ride lot at 19th Avenue and Peoria was related to light rail not going across I-17. He said if it is called the Metrocenter Extension you would figure if would go to Metrocenter. He then noted that the map shows light rail goes to Metrocenter, but the document says it stops in the Metrocenter area. Mr. Crowley stated that ADOT needs to understand that the bridge needs to be strengthened to accommodate light rail. Chair Hawker thanked Mr. Crowley for his comments.

3. Approval of Consent Agenda

Chair Hawker 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. Chair Hawker stated that agenda items #3A, #3B and #3C were on the consent agenda.

Chair Hawker recognized public comment from Mr. Crowley. Mr. Crowley stated that he was glad to see the human services part of transportation being addressed. He noted that there needs to be more participation by committees and more collaboration with rural areas. Mr. Crowley stated that the County donated furniture to the Human Services Campus, and suggested that other member agencies consider donating. He noted that he was glad to see that homelessness was being address from various avenues. Chair Hawker thanked Mr. Crowley for his comments.

Mayor Cavanaugh moved to approve consent agenda items #3A, #3B and #3C with a change in agenda item #3C that states "Stardust Foundation will reimburse MAG approximately \$10,000 in costs." Mayor Thomas seconded, and the motion carried unanimously.

3A. Approval of the September 12, 2005 Executive Committee Meeting Minutes

The Executive Committee, by consent, approved the September 12, 2005 meeting minutes.

3B. Consultant Selection for the MAG Human Services and Senior Transportation Assessment and Coordination Project

The Executive Committee, by consent, approved the selection of RLS and Associates, Inc. for the MAG Human Services and Senior Transportation Assessment and Coordination Project for an amount not to exceed \$65,000. The FY 2005 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council, includes \$65,000 of Surface Transportation Planning funding for the development of the MAG Human Services and Senior Transportation Assessment and Coordination Project. The purpose of the project is to develop recommendations on coordinating a human services transportation plan in conjunction with the state Arizona Rides program and the federal United We Ride program. A request for proposals was advertised and two proposals were received. A multi-agency review team evaluated the proposals and recommended to MAG the selection of RLS and Associates, Inc. This item was on the November 9, 2005 Management Committee agenda for recommendation.

3C. Amendment of the FY 2006 Unified Planning Work Program and Annual Budget to Accept Additional Funds to Support the MAG Human Service Program

The Executive Committee, by consent, approved to amend the FY 2006 Unified Planning Work Program and Annual Budget to accept \$16,732 from the Arizona Department of Economic Security for Regional homeless planning and to accept approximately \$10,000 from the Stardust

Foundation for the Annual Continuum of Care luncheon. MAG has recently received notice from the Arizona Department of Economic Security that \$16,732 is being provided to MAG for regional homeless planning. The Stardust Foundation has also notified MAG that it will reimburse MAG approximately \$10,000 in costs for the annual Continuum of Care luncheon to support homeless advocacy efforts. It is necessary to amend the MAG FY 2006 Unified Planning Work Program and Annual Budget to receive these funds.

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

Denise McClafferty stated that on September 12, 2005, the Executive Committee recommended authorizing MAG to enter into a contract with Langdon Wilson for Phase I of the Regional Governmental Service Center. Since then, the consultant and staff have met with partnering agencies and the subconsultant, Daniel Smith and Associates to discuss programming building space. She noted that other potential partners have been contact, including the Greater Phoenix Economic Council (GPEC) and Valley Forward. Ms. McClafferty stated that the Building Lease Working Group (BLWG) was provided an update at their meeting on Thursday, November 10th. Ms. McClafferty then introduced Ken Lufkin from Langdon Wilson and the real estate team Gee Gee Entz and Patti Boyd Gentry, who will provide more details on the project to date, including potential sites that were discussed at the BLWG meeting.

Mr. Lufkin updated the group on the meetings with the partnering agencies and the subconsultant, Daniel Smith and Associates. These meeting were to discuss the programming of space, including office space, meeting rooms, storage, public space and parking. He noted that each agency is scheduled to meet individually with Daniel Smith and Associates to review information provided from a questionnaire. Mr. Lufkin stated that contact has been made with some potential partners, including GPEC and Valley Forward. GPEC is interested in increasing collaboration and learning more about the project. They have agreed to participate in the questionnaire and the initial look at the programming of space. GPEC has approximately 23 staff members and about 10,600 square feet of space. He reported that they do not anticipate any growth in staff and their lease was just renewed for five years. Mr. Lufkin noted one potential obstacle is that GPEC would like to keep their business/corporate look, which is conflicting with the image of the Regional Governmental Service Center. He noted that GPEC would need to go to their board and the new building or office space would need to be economically feasible.

Mr. Lufkin stated that Mr. Smith spoke with Valley Forward and they were also interested in hearing more about the project. Valley Forward's lease expires in December 2007 and they currently have 1498 square feet of space and four employees. Mr. Lufkin then introduced the real estate team. Gee Gee Entz reviewed the leases for each agency.

Patti Boyd-Gentry provided an overview on potential sites:

- 1) Collier Center at 3rd Street and Washington - some infrastructure in place (foundation and utilities).
- 2) Arizona Center at 5th Street and Van Buren - Ground lease only.

- 3) Lund Property at 2nd Avenue and Van Buren (south side) - would work with a developer on this property.
- 4) 1st Avenue and Van Buren (north of YMCA)
- 5) Central and McDowell (northwest corner) - 6-7 acres; less construction costs; have all zoning.
- 6) Central & Palm Lane - 2 acres north of Viad; would work with a developer on this site.
- 7) Park Central - redevelopment project.
- 8) Central and Clarendon
- 9) Central and Osborn
- 10) 3rd Avenue and Osborn - north of Osborn; existing building.
- 11) County Superblock - 7th Avenue and Jefferson
- 12) Washington and 44th Street Corridor - lower cost of land; existing conference center; child care center; amphitheater.

Ms. Boyd-Gentry stated that they are also investigating a building for sale, which is the Wells Fargo Building. She noted that this building is probably bigger than what is needed with 470,000 square feet.

Mr. Lufkin stated that the BLWG identified key sites located primarily in the Copper Square area. Chair Hawker expressed his concern that only two elected officials sit on the BLWG and he was more comfortable bringing this item to this body for review and comment. He briefly stated his preferences with his first choice being site #4. He noted the #5 and #6 have good access to the freeway and transit. Number 11 is too distant from rail and amenities. He noted that #7, #8, #9 and #10 are not good sites because they are not easily accessible.

Mayor Cavanaugh stated that he agrees that the Wells Fargo building should be investigated, however, it is substantial in size. He also suggested continued communication with ASU on any partnering opportunities. Chair Hawker asked the other members for their input. Mayor Shafer stated that many member agencies do not have light rail. She noted that site #5 would be excellent location with great access to the freeway and less congestion. Mayor Manross noted that light rail access should also be considered from the employee and visitor's perspective. She noted that the focus should be on the downtown area and sites #3 and #4 are great locations. Mayor Thomas agreed with Mayor Manross. He also agreed that there should be further research on the Well Fargo building. Mayor Wendy Feldman-Kerr ranked her preferences as #4, #3, #5 and the Wells Fargo Building. She noted that sites #1 and #2 were too close to a hub and would be too congested.

Ms. Entz noted that this committee's recommendations are in order with the BLWG's recommendations. She noted the recommendations from the committee as #3, #4 and #5 to focus on. Mr. Lufkin noted that the programming will be completed in the next few weeks, which may have an impact on the site. Mayor Shafer asked if the City of Phoenix would help mitigate infrastructure costs. Mr. Lufkin stated that would impact the cost of land. Mayor Manross noted that this building will be creating an employment center.

Mr. Lufkin updated the committee on the meeting with GPEC. He noted that the Executive Director of GPEC was interested, but everything would have to pencil out. He noted that GPEC is looking for a different image - a corporate image. Mr. Smith added that the consultant and staff are scheduled to meet with ASU and the City of Phoenix Downtown Development Office to investigate any new potential partnerships with ASU. Mayor Wendy Feldman-Kerr noted to keep in mind that there may be potential parking concerns when partnering with ASU. Mayor Manross asked if this would be a green building. Mr. Smith replied that it would be close to a green building without the costs. Chair Hawker summarized the suggested sites to pursue as site #3, #4, #5 and the Wells Fargo Building. The committee agreed. Chair Hawker thanked Mr. Lufkin for the update.

5. Update on Cost, Supply and Schedule Issues for Regional Freeway Program

Mr. Anderson gave an overview of highway construction costs. He said that supply and demand are affecting material costs. He said that transportation costs, material availability, increasing demand for materials from China and the Pacific rim countries, the Gulf Coast rebuilding, the 75 percent tariff on Mexican cement, railroad capacity, and energy are all factors in rising costs.

Mr. Anderson stated that there have been recent significant increases on cement, aggregate, steel, lumber, petroleum products, and PVC conduit. He gave as examples the cost for cement was \$100 per ton in August and \$117 per ton in October. Steel rose from 55 cents per pound in 2003 to \$1.03 per pound in 2005. Mr. Anderson stated that the cost of aggregate, which is used in concrete, increased 30 percent in the past year due to processing and hauling costs and reduced availability of sources. Mr. Anderson noted that difficulties in obtaining governmental permits due to environmental concerns also added to the cost of aggregate. He noted that PM-10 is a great concern for this region. Mr. Anderson stated that another significant factor is the price of diesel fuel, that increased 70 percent in the past year.

Mr. Anderson stated that even though there are thousands of people moving here there still is a shortage of skilled available labor. He said that some of it is due to the high level of construction in state and Gulf coast rebuilding. Mr. Anderson noted that rail and trucking are at capacity. In addition, railroads are tending to carry higher value products at the expense of high-weight, low-value commodities.

Mr. Anderson then addressed the impact of these factors on recent bids. He said that the State's estimate was \$59.7 million for the US-60 widening from Gilbert to Power Road project. Two bids were received and the low bid was \$73.7 million, which was 23 percent over the estimate. Mr. Anderson stated that the State's estimate was \$52.4 million for the Red Mountain, University to Southern project. He said that only one bid was received in the amount of \$68.4 million, which was 38 percent over the estimate. Mr. Anderson stated that the State's estimate for the I-17, Cactus Road traffic interchange project was \$3.6 million. One bid was received in the amount of \$5.9 million, which was 64 percent over the estimate. Mr. Anderson noted that this summer, bids received were 20 to 45 percent higher than estimates. He added that ADOT is currently raising cost estimates to reflect current prices.

Mr. Anderson advised that the strategies on the current situation may vary whether it is short term price spikes that will come back down, whether the higher prices will form a new plateau, or if prices will continue to climb. He said that the situation will continue to be monitored.

Mr. Anderson stated that a Task Force with ADOT and industry representatives are examining program delivery options, such as cost adjustment clauses and the size of projects. He said that a progress report will be given to the TPC in January 2006. Mr. Anderson stated that contingencies were built into the RTP. He said that one piece of good news is that revenue from the sales tax was up 18 percent in the July to September period, which is a record level. Mr. Anderson noted that ADOT has been looking at the main source of this increase and it seems to be coming from all sectors. He added that this rate of growth probably will not continue.

Mayor Thomas asked if the state could buy materials at less cost and stock pile the supplies. Mr. Anderson replied that ADOT is using cost adjustment clauses. He noted that ordering material ahead of time would be difficult, but there may be some occasions where you could order material ahead of time. Mayor Manross asked if anyone spoke to other areas that have experience growth, such as California, Texas or Colorado. She asked if this is a regional, state or national problem. Mr. Anderson responded that material cost increase have been all over the country. He explained that the lack of bidders is due to a combination of rapid growth and increased costs. Mayor Manross asked what happens if only one bid is received. Mr. Anderson replied that is an ADOT decision, but typically they analyze the bid and compare the unit costs to market costs to make the decision.

Mayor Shafer asked if extra money is spent in Phase one, what will happen to the projects in the later Phases. Mr. Anderson replied that the goal is to keep the program on track. He noted that one answer is that every project will get moved back. He also stated that if we are proactive we can mitigate some of the problems. Mr. Smith stated that the situation looks positive. He noted that the sales tax collections for July, August and September are at record rates. He also noted that contingencies were built into the Plan. The Life Cycle program was put in place to monitor the progress so that we can mitigate problems.

Mayor Thomas asked about the surplus in the state budget and how that will effect the HURF funds. Mr. Smith stated that preliminary information concludes that \$118 million that was used for the state's general fund will be in the budget to be returned to the HURF.

Mayor Hawker asked if there is a lack of qualified contractors to bid and the bids are coming in higher, should the acceleration policy be taken back to the TPC for review. Mr. Anderson stated that the risk issue needs to be dealt with and that will result in more bidders. He also noted that if bids continue to come in high, it could put accelerations in jeopardy.

Chair Hawker thanked Mr. Anderson for the presentation.

6. Human Services Coordinating Committee Reorganization

Amy St. Peter discussed the effort to provide regional planning for human services and the potential changes to streamline the committee process. She stated that the suggested reorganization of the Human Services Committees includes moving Employers Against Domestic Violence (EADV) to the Arizona Foundation for Women. This will be discussed at their November board meeting. Ms. St. Peter stated that MAG will a primary partner and continue to be involved.

Ms. St. Peter stated that the Human Services Coordinating Committee (HSCC) has not had a quorum in over a year. She noted that this committee could be reconfigured or reviewed as to how work can be refocused.

Mayor Thomas stated that he though it was a good idea that EADV move to Arizona Foundation for Women. He also suggested that HSCC be an ad hoc committee. Ms. St. Peter agreed that HSCC could meet less frequently or on an as needed basis. Chair Hawker concurred with the suggested change for EADV. Mayor Wendy Feldman-Kerr suggested asking committee members why they are not attending. She also agrees with the move to Arizona Foundation for Women. Chair Hawker thanked Ms. St. Peter for the update.

7. Commuter Rail Update

Eric Anderson gave an overview of commuter rail. He said that the High Capacity Transit (HCT) Study was completed in 2003, and as a result of the study, \$5 million was placed in the Regional Transportation Plan to examine future implementation issues regarding commuter rail. Mr. Anderson advised that if further action on commuter rail is desired by member agencies, an update of commuter rail information could be considered as a consultant study in the FY 2007 MAG Unified Planning Work Program and Annual Budget.

Mr. Anderson stated that the commuter rail piece of the HCT study involved a comparison of commuter rail and light rail characteristics, a summary of commuter rail operations in other areas, an inventory and evaluation of rail infrastructure in the MAG region, ridership projections based on 2040 population and employment projections, cost estimates for commuter rail capital and operations by corridor. Mr. Anderson also included a report on the Trinity Railway Express in Dallas.

Mr. Anderson showed a table of operating data for peer commuter rail systems in Los Angeles, San Diego, San Jose, Dallas, Chicago, and Toronto. He stated that commuter rail and light rail are complementary to each other; commuter rail is for longer trips and light rail is for shorter trips. Mr. Anderson noted that the average trip length for commuter rail was 25 miles with an average distance between stations of about five miles. He said that the light rail commutes average about five miles with stations located one mile or less apart.

Mr. Anderson showed a map of rail service in the MAG region, which is served by the Burlington Northern Santa Fe (BNSF) and the Union Pacific (UP). He stated that the BNSF line

from Phoenix to Wickenburg is a single track of about 53 miles in length with 55 at-grade street crossings. He noted that about five trains per day use the track, although this number might have increased since the study was done. Mr. Anderson noted that the right-of-way is 100 feet wide making the installation of another track possible. The track does not have an existing train signal system, which would probably be necessary for commuter rail service. Mr. Anderson stated that the corridor has a maximum speed of 49 miles per hour, although for most of the track in the more populated areas the speeds are closer to 20 to 25 miles per hour. Mr. Anderson noted that freight traffic has a priority use for the track.

Mr. Anderson then spoke about the BNSF yard facilities. He said that BNSF has a maintenance and switchyard facility near 19th Avenue and McDowell Road. Another facility, at 51st Avenue along Grand Avenue, is used to load and unload truck trailers onto the rail line, which could be an impediment to commuter rail operations. Mr. Anderson stated that the BNSF operating facilities are at capacity and BNSF has plans to move most of its operations further out on the Grand Avenue corridor.

Mr. Anderson noted that upgrades or changes in the BNSF corridor that would be desirable for implementing commuter rail include installing a train signal control system, laying a second track, lengthening sidings, and reducing main track switching activity by moving BNSF operations. He added that the right-of-way is suitable for accommodating another track.

Mr. Anderson stated that the UP track is about 75 miles long and includes 109 mainline grade crossings. It is a single-track configuration with sidings to allow trains to pass at certain points. Mr. Anderson said that the mainline is signalized and has a speed limit that varies from 15 to 60 miles per hour, depending on the location. The right-of-way is generally 100 feet wide. He said that when the HCT study was done, the UP operated about six trains per day.

Mr. Anderson stated that the principal UP operating yard is located in downtown Phoenix, bounded by 7th Street and 16th Street. He stated that changes in the UP corridor that would be desirable for implementing commuter rail include upgrading rails and replacing ties, replacing the signal systems, and good coordination with freight traffic.

Mr. Anderson stated that there are operational issues common to both companies that would need to be addressed, including the ownership model, liability and risk management, freight/passenger capacity conflicts, grade crossings, noise impacts, station impacts, capital needs, operating and maintenance costs, and governance structure.

Mr. Anderson stated that ridership projections were produced based on interim population and employment projections. Phase 1 was based on 2020 projections with three inbound and three outbound peak hour daily trains. Phase 3 was based on the 2040 population and employment forecasts with full commuter service.

Mr. Anderson then addressed cost estimates for commuter rail capital and operations by corridor. He stated that Phase 1 capital costs for BNSF are estimated at more than \$300 million, with a little less for UP. Mr. Anderson reviewed the projected operating costs by corridor.

Mr. Anderson spoke about the Dallas Area Rapid Transit (DART), which operates fixed route bus service, as well as light rail transit (LRT) and commuter rail. He displayed a chart of the operating subsidy per passenger for the various transit services provided by DART.

Mr. Anderson stated that the commuter rail study update could include a review of peer commuter rail systems, an inventory of rail infrastructure and operations, including freight, which was not included in the HCT study, updated ridership projections, capital and operating costs, and implementation steps over the next decade or so. Mr. Anderson stated that there will most likely be discussion with ADOT on rail on a statewide basis. He said that a group of stakeholders could be formed to assist in the development of the scope of work if the consultant study is done.

Chair Hawker asked what the funding source for this study would be. Mr. Smith replied that there is \$5 million in the Regional Transportation Plan to examine implementation issues. He noted that to update the study would cost \$300,000 to \$500,000. Mayor Thomas noted that this conversation regarding commuter rail began with the Governance process. He noted that the Governor spoke at an ASU event and the state is also examining commuter rail. He noted that even after all the freeway are completed there will still be congestion. Mayor Cavanaugh noted that the capital costs for commuter rail are much less than light rail. He then asked why the cost per rail vehicle hour for commuter rail is so expensive. Mr. Anderson replied that the cost to operate large, diesel locomotives is very high. He also noted that liability insurance is high. Mayor Cavanaugh suggested looking at alternative light rail as part of the study. Mr. Anderson replied that could be added to the study. Mayor Shafer asked what the fare would be for light rail and commuter rail. Mr. Anderson replied that light rail and commuter rail requires subsidies. He noted that the fare probably could not be set at a rate high enough to cover operation and maintenance and still attract riders. Mayor Thomas stated that regarding light rail in place of commuter rail, people would not want to stop every half mile as light rail does. Mayor Cavanaugh indicated that Goodyear and Buckeye will become employment centers that will also help change commute patterns. Mayor Feldman-Kerr agreed that light rail versus commuter rail should be look at in the study. She noted that there could be some express lines. Chair Hawker suggested that staff pursue this study and the committee agreed. He thanked Mr. Anderson for his report.

8. Regional Planning Dialogue

Dennis Smith stated that the 2050 growth show was presented at the League of Arizona Cities and Towns Annual Conference in September. He noted that emphasis was placed on the planning regions and agencies working together to address growth. Mr. Smith stated that after the League Conference, the Arizona COG Directors met to discuss the importance of fostering more dialogue among the regional and state planning agencies. The Arizona COG Directors suggested that leaders get together annually to discuss the immediate and future growth issues and how to collectively focus on actions that could be pursued. Mr. Smith stated that it was proposed that this meeting begin with a dinner followed by a presentation and dialogue that evening. The dialogue would continue to the next morning and the meeting would conclude

with a wrap-up session at lunch. He noted that the goal is to develop better relationships among the agencies that are preparing plans for the future of Arizona.

Chair Hawker stated that the idea is to get buy-in from others. He noted that this could be a state-wide retreat with the Regional Council retreat incorporated into the process. Mayor Feldman-Kerr suggested that a pre-questionnaire be developed to gather topics and anticipated outcomes for agencies involved. Mayor Shafer suggested a state-wide report on water be included. Mr. Smith replied that the Department of Water Resources, State Land and the Department of Commerce could be invited if those item of interest surface in the questionnaire.

Mayor Feldman-Kerr asked about the next Town Hall. Mr. Smith stated that there was not one planned at this time. Mayor Feldman-Kerr suggested that this retreat would be a good place to gather issues for the next Town Hall. Mayor Cavanaugh suggested that a smaller group of people for the retreat would result in better communications. Mr. Smith suggested that the retreat include MAG Executive Committee and the officers of the COGs which would be approximately 30 people all together. Chair Hawker suggested that planning of this retreat should move forward. The committee agreed. Chair Hawker thanked Mr. Smith for the report.

9. Desert Peaks 2006

Denise McClafferty stated that it will be two years since the last Desert Peaks Awards event and staff is beginning to discuss the planning process for the 2006 Desert Peaks. She noted that staff is looking for input on the event. In October 2003, the MAG Regional Council approved restructuring the Desert Peaks Awards program. Ms. McClafferty noted that this restructuring included changes in the program, location, menu, cost to attendees and how often the event is held. It also included announcing the award recipients prior to the event. She reported that the last event was held on June 23, 2004 at the Arizona Club and there were approximately 220 people in attendance. The total cost, less the \$11,500 in sponsorship, was approximately \$20,000, which was half of the cost of the 2002 event. Ms. McClafferty reported the surveys were distributed at the event to determine how attendees liked the restructuring. She noted that according to the surveys and general comments, it was determined that the attendees enjoyed the casual atmosphere and the extra time to mingle. They also preferred the reception over a formal dinner and like the fact that there was no charge to attend. She stated other general comments included they did not like the set up of the room and the sun was in people's faces.

Ms. McClafferty noted that some of the Executive Committee comments following the 2004 event include: holding the event every other year to highlight the change in leadership; keeping the reception and at no cost to attendees; keeping the event at the Arizona Club; continuing to announce award recipients; nominations should include project that are complete to qualify; Regional Council Chair or member should emcee; and to better prepare award recipient about the logistics of the evening. She noted that staff is now beginning to plan the 2006 event and would like this committees input on how to proceed. Mr. Smith added that it is important to celebrate success and to keep the spirit of cooperation going. He also noted that this project may also be something that this committee wishes to put on the stop doing list.

Mayor Shafer stated that she would rather see the staff get bonuses for their work than see mayors give awards to other mayors. Mr. Smith noted that there are no cities on the judging panel. Mayor Cavanaugh stated that he supports this program. Mayor Feldman-Kerr agreed and believes this program celebrates regional partnerships and shows how agencies work together to accomplish many different things. Mayor Thomas stated that regional emphasis is important and liked with the structure of the program. Chair Hawker stated that he feels the program is not impressive and it seems to be mayors giving awards to other mayors. He noted that he will defer to the other members. Mayor Thomas stated that sorting out those worthy of the award is important. Chair Hawker stated that he is hearing a consensus to send out the nomination forms and keep the same format for the awards program. The committee agreed.

10. Regional Council Retreat

Dennis Smith noted that staff received direction on the Regional Council Retreat through agenda item number eight. Staff was directed to incorporate the Regional Council Retreat into the Regional Planning Dialogue/Retreat.

11. Annual Performance Review of the MAG Executive Director

Mr. Smith stated that according to the Executive Director's contract, the Executive Committee conducts an annual performance review in consultation with the Regional Council in January. In December 2003, the Executive Committee approved an evaluation survey for the MAG Executive Director's performance review. Mr. Smith stated that according to the contract, the Executive Committee can elect to use the evaluation survey or hire a consultant to conduct the evaluation. The cost of the consultant is included in the budget for an amount up to \$3,000. Mayor Feldman-Kerr asked that if the evaluation survey provided enough feedback. Mr. Smith replied that the survey provided adequate feedback. Mayor Thomas stated that he did not believe an outside consultant would be necessary. The committee members agreed.

12. Adjournment

Mayor Shafer moved to adjourn the Executive Committee meeting. Mayor Cavanaugh seconded, and the motion carried unanimously.

There being no further business, the meeting was adjourned at 1:50 p.m.

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 3, 2006

SUBJECT:

MAG Continuum of Care Regional Committee on Homelessness Katrina Disaster Administering Agency Recommendation

SUMMARY:

The Federal Emergency Management Agency (FEMA), through a Mission Assignment, has tasked the Department of Housing and Urban Development (HUD) to assume a major role in Hurricane Katrina relief efforts. HUD implemented the Katrina Disaster Housing Assistance Program (KDHAP) to achieve housing stability for certain special needs populations of evacuees. To meet these needs, HUD is supplementing housing search and rent subsidy assistance with housing stabilization assistance.

HUD has recommended that the MAG region appoint a KDHAP Administering Agency (KAA). The KAA will be responsible for overall management of HUD funds for eligibility verification, housing search and housing stabilization for qualified persons who were left homeless due to the hurricane. HUD requires that a human services agency act as the KAA and be nominated by its local Continuum of Care Committee.

It is anticipated that the MAG Continuum of Care Regional Committee on Homelessness Executive Committee will provide a recommendation of an agency to serve as the region's KAA. Due to the immediacy of this issue by HUD, approval of the recommendation of the Continuum Executive Committee is requested. The recommendation, when received, will be forwarded in a separate mailing.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: The naming of an agency as a KAA would enable families wishing to relocate to this region to be eligible for assistance. The KAA will receive funding from HUD to serve individuals and families left homeless as a result of Hurricane Katrina.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The Region will lose additional funding for Hurricane Katrina evacuees if a KAA is not established.

POLICY: FEMA has directed HUD to provide Hurricane Katrina relief in order to achieve housing stability for evacuees. In order to localize efforts, HUD has determined that the KAA recommendation be done by each region's Continuum of Care.

ACTION NEEDED:

Approval of the KAA recommendation made by the Executive Committee of the MAG Continuum of Care Regional Committee on Homelessness.

PRIOR COMMITTEE ACTIONS:

On December 30, 2005, the Executive Committee of the MAG Continuum of Care Regional Committee on Homelessness met to choose an agency to act as the Region's KAA.

EXECUTIVE COMMITTEE OF THE MAG CONTINUUM OF CARE REGIONAL COMMITTEE ON HOMELESSNESS

Tom Canasi, Vice Chair, MAG Continuum of Care Regional Committee on Homelessness

Don Keuth, Vice Chair, MAG Continuum of Care Regional Committee on Homelessness

Greg Stanton, Chair, MAG Continuum of Care Regional Committee on Homelessness

Annette Stein, Chair, Continuum of Care Regional Committee on Homelessness Planning Subcommittee

*Those members neither present nor represented by proxy.

CONTACT PERSON:

Brande Mead, MAG Human Services Planner (602) 452-5060

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 3, 2006

SUBJECT:

Particulate Pollution Update

SUMMARY:

In November and December 2005, this region experienced high readings at two of the PM-10 monitor sites. 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. The Plan must show a reduction in PM-10 emissions of five percent per year until the standard is attained. It is important that the region attain the 24-hour PM-10 standard as quickly as possible. Every monitor in the nonattainment area must be clean in 2006, 2007 and 2008 in order for the region to attain by 2008.

At the December MAG Regional Council meeting, Maricopa County Supervisor Don Stapley requested assistance from the MAG member agencies in reporting dust control violations to Maricopa County for enforcement. Specifically, Supervisor Stapley requested that MAG member agencies: (1) allow building inspectors to be cross-trained by the County to be able to observe dust control violations and report them to the Air Quality Department, (2) impose more stringent requirements on unpaved parking lots, (3) replace outdated sweeping equipment with PM-10 efficient sweepers, and (4) support legislation to prohibit open burning of trash on high pollution days.

During the discussion, interest was expressed in the approach used by the City of Peoria for dust control. Peoria requires that a copy of the Maricopa County Rule 310 permit be submitted and incorporated into the grading and drainage permits issued by the city. Local inspectors are then able to monitor the contractor's compliance with the earthmoving permit and dust control plan. MAG staff has forwarded the applicable Peoria City Code, included in the attachment, to the MAG member agencies.

On December 21, 2005, EPA proposed two new 24-hour standards for particulate pollution: a stricter fine particulate standard and a new coarse particulate standard. EPA is proposing to revoke the existing 24-hour PM-10 standard, except in areas that have violating monitors and a population of 100,000 or more. In these areas, such as Maricopa County, the current 24-hour PM-10 standard will remain in place until EPA has completed nonattainment designations for the new coarse standard in July 2013. The EPA has indicated that there may be legal challenges of the new coarse particulate standard. In the case of eight-hour ozone, the implementation of the new federal standards was delayed by seven years due to litigation.

PUBLIC INPUT:

At many MAG committee meetings, a citizen has expressed concern for the effects of PM-10 on residents of the region. Another citizen commented that the PM-10 problem is hard to get around in a desert and that everyone is a part of the solution and can help with this problem by encouraging trip reduction.

PROS & CONS:

PROS: Public health is protected when the federal particulate standards are attained and maintained.

CONS: Showing five percent per year reductions in particulate emissions will be a major challenge for a rapidly growing region.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The Five Percent Plan will require a major PM-10 modeling and plan development effort on the part of MAG.

POLICY: New control measures may be required to reduce particulate emissions by five percent per year and lower PM-10 readings at the monitors.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

Cathy Arthur or Lindy Bauer, MAG; (602) 254-6300.

CHAPTER 20 - PLANNING AND DEVELOPMENT

Sec 20-255. Grading and drainage regulations; permits required and exceptions.

(a) Drainage. No person shall obtain a building permit, required by the Building Code of the City of Peoria, for work in or over any natural water course, drainage way, canyon, ravine, arroyo or other potential flood hazard are without first having obtained a grading permit from the City. Where a 404/401 permit is required from the Corps of Engineers, a copy of the application/findings as a result of the application, and a letter of approval shall be submitted to the City Engineer for review, prior to the issuance of a grading permit.

(b) Flood hazard area. No person shall obtain a building permit, required by the Building Code of the City of Peoria, in an area of special flood hazard without first obtaining a grading permit from the City.

(c) Mining, quarrying, excavating, processing, stockpiling of rock, sand, gravel, aggregate, or clay where established and provided by law.

(d) Filling, excavating, stockpiling and storing. No person shall do any grading without first obtained a grading permit from the City except for the following:

- (1) A fill less than one foot (1') in depth and placed on natural terrain with a slope flatter than five horizontal to one vertical and which does not exceed 100 cubic yards on any one site and does not obstruct a drainage course.
- (2) An excavation of one thousand (1,000) cubic yards or less or eight feet (8') or less below finished grade for basements and footings of a building, retaining wall, or other structure authorized by a valid building permit. This shall not exempt any fill made with the material from such excavation nor exempt any excavation having an unsupported height greater than five feet (5') after the completion of such structure.
- (3) Excavation or deposition of earth materials within a property which is dedicated or used, or to be used for cemetery purposes not obstructing a water course except where such grading is within one hundred feet (100') of the property line or intended to support structures.
- (4) Grading in an isolated, self-contained area if the Engineering Director or his designee finds that no apparent danger to private or public property can now or thereafter result from the grading operations.
- (5) Grading in public right-of-way and easements done under a permit issued by the City Engineer.
- (6) Grading by a public utility company in private easements which do not obstruct a natural water course.

CHAPTER 20 - PLANNING AND DEVELOPMENT

(e) Notwithstanding Section 20-255(d) (2), no person shall commence or conduct any clearing, grubbing, and/or grading of land which is designated as hillside under the Zoning Ordinance of the City of Peoria, or which land has specific zoning or development stipulations attached to it which prohibits or controls grading, clearing or grubbing on said land, or which land is in a zoning district which prohibits or controls clearing, grubbing and/or grading of said land, without first having obtained a permit from the City.

(f) Notwithstanding the provisions of (d) above, the NPDES program may require a Storm Water Pollution Prevention Plan and impose additional requirements and prohibitions.

(g) Notwithstanding the provisions of (d) above, a copy of the Maricopa County Rule 310 permit shall be submitted and incorporated into the grading and drainage permit issued by the city.

(h) Wall Permits. For any property located north of Deer Valley Road, the Building Official shall require the issuance of a Wall Permit prior to the approval of any minor land division, site plan, subdivision plat, or individual plot plan. A Wall Permit shall require any fence or wall to be constructed in compliance with the drainage requirements contained in this Chapter and shall include such conditions as may be reasonably necessary to protect the life, limb, health, welfare, and property of others from damage of any kind. Upon a property owner's submittal of a written request to waive the requirement for a Wall Permit, the Engineering Director shall review the property owner's justification for such a waiver. The Engineering Director may waive in writing the Wall Permit requirement if in the opinion of the Director the fence or wall will have no drainage impacts

(Ord. No. 98-95, enacted, 8/26/98)

(Ord. No. 01-173, 11/6/01, Amended) SUPP 2001-4

(Ord. No. 02-41, 6/7/02, Amended) SUPP 2002-2

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 3, 2006

SUBJECT:

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

SUMMARY:

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 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 draft Dues and Assessments document is footnoted for your information.

- ◆ 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.

PUBLIC INPUT:

No public comments have been received.

PROS & CONS:

PROS: MAG is proposing a budget time line that provides explicit information, an incremental review of key budget details and a draft review of the budget and work program. Additionally, we are providing draft Dues and Assessments.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: None.

POLICY: None.

ACTION NEEDED:

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

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

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

Maricopa Association of Governments
Fiscal Year 2007
DRAFT January 3, 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 (TBD)*
- 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*
- 04/17/06* *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)*
-
- April* *IPG meeting with FHWA, FTA, ADOT and others (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*

**Maricopa Association of Governments
Fiscal Year 2007
January 3, 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	\$94,823	\$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		7.11%	0.00%	7.00%	7.00%	7.00%	7.00%	
		\$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

INFORMATION SUMMARY... for your review

DATE:

January 3, 2006

SUBJECT:

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

SUMMARY:

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PUBLIC INPUT:

No public comments have been received.

PROS & CONS:

PROS: MAG is proposing a budget time line that provides explicit information, an incremental review of key budget details and a draft review of the budget and work program. Additionally, we are providing draft Dues and Assessments.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: None.

POLICY: None.

ACTION NEEDED:

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

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

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



Maricopa County

County Manager's Office

Justice System Coordination

101 West Jefferson Street
Law Library – 3rd Floor
Phoenix, AZ 85003-2243

County Manager's Office
301 West Jefferson
Tenth Floor
Phoenix, AZ 85003-2143

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Maricopa County completed a large jail building project last year, financed through 1998's Proposition 400 which authorized a 1/5 cent sales tax to be collected for nine years or until \$900 million was raised (voters later approved a twenty year extension of this tax). The funds were primarily to be used for the capital building project; however, voters also agreed that the funds should be used to support various initiatives "for the purpose of reducing the expense of adult and juvenile jail facilities."

With the completion of the building project, Maricopa County is now focusing on crime prevention with the understanding and belief that we cannot build our way out of the crime problem. The County is challenged by an ever-growing general population, a political environment that often questions alternative programming, and the ever-present limited resources. As a result, we are very interested in exploring crime prevention, diversion, demand reduction, and alternative to incarceration options, along with partnering with community agencies to ensure public safety while also being accountable to the County's fiscal health and need to serve its citizens in the most responsible and effective way possible.

Following are some efforts and programs the County has underway that will form the foundation of a more dedicated Crime Prevention Plan:

- **Citizens Jail Oversight Committee** – The group of nine citizens has been meeting regularly since 1999 to oversee the County's use of Proposition 400 funds and ensure that the voters' intentions are met. They were instrumental during the building project and now are willingly embracing the chance to explore crime prevention alternatives.
- **Update of 1997 Jail Master Plan** – This master plan led to Proposition 400 in 1998. Acknowledging that many things have changed in the past eight years, a consulting group led by Andrew Cupples of DMJM Design has been hired to explore the County's efforts in implementing all Proposition 400 initiatives. They will also explore current case processing practices and what other jurisdictions are doing that may be able to be implemented in Maricopa County, both from a case processing and crime prevention perspective. DMJM understands that the County is not looking for facility recommendations, but rather program recommendations. The consulting team has just begun their work; a final report is expected approximately December 2006.
- **Maricopa County Commission of Justice System Intervention for the Seriously Mentally Ill** – This group, chaired by Supervisor Don Stapley, has been meeting since March 2005. They recently assigned six working groups to explore potential diversion points, from the time of first contact with law enforcement to the time of release from jail. Ideas that have been suggested include Mobile Crisis Teams modeled after a successful City of Los Angeles program; increased communication with providers when their clients enter the criminal justice system; continued coordination with Mental Health Court;



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exploring options for more treatment beds and housing; and a more structured release.

- **Five Year Strategic Plan** – The County Board of Supervisors reworked the Strategic Plan in Spring 2005, setting the County's priorities for the next five years. Priority One is to "Ensure safe communities and a streamlined, integrated justice system." Goals were established to help accomplish this priority, including "By June 2007, reduce property crime rates and violent crime rates in Maricopa County by establishing and implementing a crime-prevention strategy that encompasses evidence-based practices" and "By July 2007, develop a plan to meet the demands placed upon law enforcement and detention operations due to population and business growth in Maricopa County." Working groups have been assigned to establish action plans in order to fulfill the goals and priority.
- **Reconvene the Regional Crime Prevention Council** – This group, organized by Maricopa County and comprised of community and government leaders, met in December 2003 to begin to focus on crime prevention issues. Unfortunately, due to staffing changes, the group never met again. One idea adopted under the Strategic Plan is to bring a similar group together.
- **Evidence based programming** – When doing research into alternatives, Maricopa County is cognizant of the fact that we must use the public's tax dollars responsibly. When examining any crime prevention, diversion, demand reduction, and/or alternatives to incarceration, agencies are requiring that only programs that are evidence-based be offered. This is also reflected in the Strategic Plan. We must be able to prove to the taxpayers and to the Office of Management and Budget that money is being used effectively.
- **Provide for more substance abuse treatment** – Maricopa County is using Drug Courts, the ALPHA Program through the Sheriff's Office, and partnerships with various community providers to treat those with substance abuse problems. The County recognizes the continuing need for more beds and housing, together with more effective utilization of alternatives to incarceration, in being able to combat this problem. More community partnerships are always being explored. The County is also interested in the most effective ways to fight the methamphetamine epidemic and treat those who are addicted.
- **Housing alternatives to jail** – Maricopa County is just beginning to explore what "step down" facilities might be in use in other parts of the country that would provide an alternative to the traditional jail bed.
- **Juvenile Probation efforts** – Juvenile Detention and Probation are involved in many crime prevention programs, including the Zip Code Project, the Youth Recovery Academy, the Court Unified Truancy Suppression Program, Families in Need of Services, and Teen Courts.
- **Las Artes** – This is a Workforce Development program targeting youth who have not graduated high school. It provides opportunities for at-risk youth to partake in community projects coupled with addressing the academic, social and emotional needs of youth as they pursue a high school diploma, GED, and/or



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employment. Students receive equal amounts of time in the classroom as well as developing their artistic talents through mosaic arts.

- **Homeless Court** – Discussions began in Fall 2004 to implement a Homeless Court at the Human Services Campus. Unresolved charges can ultimately preclude homeless people, including a substantial number of veterans, from achieving self sufficiency and ending homelessness via employment, housing, public assistance, treatment programs and drivers' licenses.
- **Miscellaneous efforts** – There are several working groups established within and between agencies that are in discussions about effective crime prevention and alternative programming. Many agencies also have implemented programs to achieve these goals which are not noted here, as this is not intended as a comprehensive list but as an example of the largest efforts underway.

FY 2005-2006
Goals/Work Emphasis Areas

I. Regional Transportation Plan Implementation:

With the passage of Proposition 400, implementation of the Regional Transportation Plan is a key focus of the agency. The first five years of the program have an unprecedented level of spending. The freeway program for FY 2006-FY 2010 is expected to exceed \$2.6 billion, representing approximately a 50 percent increase over the five year period. In addition, the new arterial street program will be implemented. Noted below are some of the major activities for FY 2006:

Goal: Staff the MAG policy process to ensure that the Regional Transportation Plan is delivered according to the Plan presented to the voters. When necessary, modify the Plan for changes in accordance with federal and state law requirements. Serve as stewards of the Regional Transportation Plan, in preparation for the five-year performance audit required by state law. Develop the Annual Report that will now include freeways, transit and streets.

Result: During fiscal year 2005, transportation planning efforts focused on the implementation of the Regional Transportation Plan (RTP). Steps have been put into place to ensuring that the RTP is delivered according to the Plan presented to the voters.

Work on Existing Corridors: Staff has been involved in the environmental work for the 303 loop and the South Mountain Freeway. These freeways are scheduled as Phase I projects and work is underway to implement these projects. The South Mountain facility is especially challenging, and staff has met with neighborhood groups and with interested parties concerning this project.

New Corridors: MAG initiated a consultant study to identify the corridor for the Williams Gateway Freeway. Through the consultant study, with input from the public and guidance from a stakeholder group, a corridor was approved by the Regional Council. The Arizona Department of Transportation will conduct further analysis of this corridor and examine other alternatives in an environmental analysis. This information will be linked with a companion effort being conducted by the Arizona Department of Transportation (ADOT) to recommend additional freeway facilities in Pinal County. New corridor work is also underway for the I-10 Reliever. ADOT has expedited work to identify the centerline for this facility.

MAG Annual Report: The legislation that provided for the Proposition 400 election also provided for the development of the MAG Annual Report. Under previous legislation, the annual report only provided information on the regional freeway program. With Proposition 400, the scope of the report was expanded to include streets, transit and freeways. The purpose of the report is to review the past year, present any findings and to recommend improvements. This report was developed and presented to the MAG committees and presented at a public hearing.

Goal: Implement the MAG Life Cycle Program for Arterial Streets. This activity was mandated by state law as a MAG responsibility.

Result: MAG was directly responsible for the development of the Arterial Life Cycle Program (ALCP). The ALCP was approved by the Regional Council and is being implemented. In addition, MAG staff worked cooperatively with the Arizona Department of Transportation on the Regional Freeway Life Cycle Program and with the Regional Public Transportation Authority on the Transit Life Cycle Program. These programs serve as the foundation for implementing the projects identified in the RTP.

Goal: Collect and analyze information relating to performance measurement of the Regional Transportation Plan. This activity is in response to performance measurement requirements in HB 2456. MAG currently develops a wealth of information; this task would make performance measurement a primary activity, preparing MAG for the five-year performance audit. It is anticipated that in the future, a Senior Engineer and Transportation Engineer II would be needed in this area.

Result: MAG has hired a Senior Engineer to perform the preliminary work related to performance measurement. A Senior Performance Monitoring Engineer position was included in the FY 2005-2006 MAG budget. This position has been advertised and the recruitment is underway.

Goal: Approve the Transportation Improvement Program (TIP) and Regional Transportation Plan. The current TIP will expire on December 9, 2005. To meet this deadline, Regional Council action is scheduled for June/July 2005.

Result: The air quality conformity analysis was completed on the TIP and Plan and these were approved by the Regional Council and the conformity analysis was approved by the Federal Highway Administration. The Governor's designee approved the TIP.

Goal: Increase MAG's capacity to deliver transportation modeling information. All agencies share one transportation model, housed and supported by MAG. Historically, the modeling section at MAG has handled 60 highway-related modeling assignments per year. With the increased activity in the last quarter, we have already received 60 requests. Currently, a vacant transportation planning position has been converted to a System Modeling Engineer position to assist in this effort and this position has been advertised. To meet the workload, a Senior Engineer with transit expertise and a Transportation Engineer II to assist with the model runs will be needed.

Result: MAG has hired three Transportation Engineer II's to assist with the transportation modeling efforts. Also, a Transportation Intern has been hired to support this effort. The Senior Modeling Engineer position was advertised, the person accepted and then declined after an extended period that we waited to have him take the position. This position has been readvertised and has not been filled. Individuals with this expertise and experience are in extreme demand.

2. Technology Support:

Goal: With the increased demand for MAG computer related services, the technology demands on MAG are increasing. The growth and complexity of the socioeconomic, transportation and air quality modeling information are requiring increased speed and capacity to support the software and computer technology. To meet this need, a person dedicated to maintaining the databases will be needed.

Result: To address this need, a Database Administrator position was included in the FY 2006 MAG budget. This position was advertised, a person has been selected and is scheduled to begin work in this area.

3. Safety Planning:

Goal: At the federal level, transportation safety is an emphasis area that is receiving increased attention. During the 2004 MAG Federal Certification Review, the issue of safety planning and the number of accidents and fatalities was noted. The federal reviewers indicated that increased focus is needed in this area. Recently, MAG established a Transportation Safety Committee. In the future to fully address safety planning, an additional staff member would be needed in this area.

Result: In addition to the establishment of the Transportation Safety Committee, MAG has forged collaborations with FHWA, Governor's Office of Highway Safety, ADOT and DPS that have enhanced the agency's capability to address transportation safety through the planning process. MAG serves on the Governor's Traffic Safety Advisory Council and is currently leading a statewide effort to develop an Action Plan for Safe Access to Schools, as a component of the state's Transportation Safety Plan.

MAG now receives frequent updates of crash data for the region from the database maintained by ADOT. At the staff level, MAG has made excellent progress in developing in-house capability to carry out various road safety analyses pertinent to the region. Such analyses, carried out in response to requests from MAG member agencies, have provided valuable insights on regional road safety issues. A project planned for FY 2006 will develop a Regional Transportation Safety Information Management System (RTSIMS) that will enable MAG to produce an annual transportation safety report for the region, as well as carry out specific corridor safety analyses.

The Transportation Safety Committee developed the region's first Strategic Transportation Safety Plan, which was approved by MAG in October 2005. The Plan highlights regional crash statistics and identifies safety goals for the region. Improving safety on access routes to school is one of these goals. In 2005, MAG sponsored a hands-on workshop, Safe Routes to School, to promote the safety of elementary school students walking and biking to school.

The federal transportation reauthorization bill, SAFETEA- LU, emphasizes the role to be played by Metropolitan Planning Organizations (MPOs) in planning for safer transportation systems. It establishes the new Highway Safety Improvement Program with additional funds dedicated for transportation safety.

4. 2005 Census Survey and Group Quarters Full Count:

Goal: In December 2003, the MAG Regional Council approved conducting a 2005 Census Survey and a full count of population living in group quarters estimated to cost \$7.5 million. The date for the Census Survey is September 1, 2005. The results of the survey and count of population in group quarters will be released by June 2006 and will be used for distributing state-shared revenues to member agencies from 2006 through 2011. It is vital for MAG member agencies to have the best population numbers possible, since the population will determine their share of the state-share revenues, estimated to be \$1 billion annually over the next five years. MAG staff will be working closely with the member agencies and the Census Bureau to assist in this survey.

Result: MAG member agencies, the Census Bureau staff, and MAG staff have worked as a team on the policy, publicity, and technical tasks to problem solve and ensure the survey will provide the most accurate count of people in each city, town and unincorporated area of the county. MAG is the only entity in the nation doing a sample survey as a mid-decade population update. The results of the survey will be released in Spring 2006. These updated population numbers will be used to determine how much state-shared revenue each community receives over the next five years. These revenues help pay for vital community services such as police and fire protection, parks, libraries, recreation facilities, road improvements and more. An extremely successful community-driven publicity campaign helped citizens understand the importance of the 2005 Census Survey and allowed for a one-hundred percent response rate to the survey. MAG's close involvement in the process ensured that technical issues, such as incomplete or bad address lists, were addressed in a timely manner. Working together on recruitment, new construction, annexations, group quarters, outdoor locations, and access-restricted communities ensured that MAG, member agencies and census staff maintained open dialogue and

discussed issues to stay within budget. This project provided tremendous personal growth for each member of the census team.

5. Statewide Socioeconomic Strategy:

Goal: In developing the Regional Transportation Plan, it was necessary for MAG to work with Pinal County to accurately reflect the transportation coming from Pinal County into Maricopa County. In conducting this effort, it was apparent that Pinal County was being impacted by both Maricopa and Pima Counties and that a common socioeconomic modeling platform would be beneficial to all parties. A common socioeconomic modeling suite is currently being designed in conjunction with all Arizona Councils of Governments (COGs) and Metropolitan Planning Organizations (MPOs), the Arizona Department of Transportation (ADOT), and various other state agencies. This effort needs to be expanded to include other parts of Arizona, including how Maricopa County is being affected by the growth in Yavapai County.

Result: Worked with COGs, MPOs, ADOT, the Department of Commerce and the League of Arizona Cities and Towns to put together a design for a common socioeconomic modeling suite. This effort has been especially important in Pinal County, which is experiencing rapid growth that impacts Maricopa County. In this regard, Pinal County, working with the Central Arizona Association of Governments, contracted with MAG to assist them in developing a socioeconomic process. This will ensure that MAG and the Pinal County region are using compatible socioeconomic models. By the end of 2006, a Request for Qualifications (RFQ) will be issued for consultant services to provide implementation. MAG staff also continued to work with the Governor's Office regarding an Executive Order to examine best practices for population projections throughout the United States.

6. Dialogue with Neighboring Counties:

Goal: As the metropolitan area expands, MAG member agencies are annexing into adjoining counties. These relationships and the impact of the growth in these counties are affecting travel on the gateway routes into Maricopa County (i.e., I-17, I-10, and US-60). To better understand the growth in these rapidly urbanizing counties, a closer relationship with Pinal County is recommended. The northern areas of Maricopa County are also being influenced by growth and it is recommended that a closer relationship with Yavapai County be established.

Result: MAG prepared a population scenario for the Arizona COG Directors Association depicting the projected growth in Arizona by 2025. This scenario was presented to the MAG Regional Council at its annual retreat and to more than 25 outside agencies. At the September 2005 League of Arizona Cities and Towns Conference, it was discussed having a statewide meeting to address growth-related planning issues that impact all of the regions in the state. A regional retreat is being explored for early 2006.

7. Videoconferencing System:

Goal: The MAG Videoconferencing System was established as a three-year pilot project using federal funds. We are reaching the end of the pilot project and a decision needs to be reached regarding the continuation of the system. Currently, the annual cost to lease the lines for the system is approximately \$250,000 and service and support is \$150,000. If only the audio conference portion of the system is continued, the annual cost would be approximately \$30,000. To substantially reduce the cost of the videoconferencing system would require reducing the number of users. An outline of possible options is being developed for consideration in the coming budget year.

Result: MAG completed the three-year demonstration project and had enough remaining funds to cover FY2006. MAG member agencies identified video court arraignments as a popular and effective use of videoconferencing technology. Audioconferencing continues to be a popular alternative to traveling to meetings in person and will continue to be available without any reductions in service or capacity. MAG is evaluating options to maintain videoconferencing at a reduced cost by redeploying resources and minimizing the line charges based on a thorough review of usage data. Recommendations are expected to be available in the third quarter of FY 2006. The recommendations will focus on ways to facilitate the use of videoconferencing in the courts, especially by relocating equipment and lines to more appropriate locations.

8. Building Codes & Specifications and Details Support:

Goal: *For several years, the MAG Building Codes Committee and the Specifications and Details Committee have operated with minimal staff support by MAG. Both committees are now receiving additional interest from the greater community. Members of the State Legislature are again examining ways to mandate statewide adoption of uniform building codes despite the fact that in the past year, both the cities of Mesa and Phoenix have adopted the International Building Code as their standard. It is important that the MAG Building Codes Committee effort be supported to create voluntary uniform building, plumbing, electrical, and fire codes. MAG should continue to serve as the forum for local governments to voluntarily adopt codes, create uniform amendments and participate in training sessions for municipal employees whose cities have adopted new codes or have amended existing codes.*

For the Specification and Details Committee, the Regional Council authorized a consultant study to assist in creating greater uniformity for the Specification and Details for Public Works Construction. This study was urged by the Associated General Contractors of Arizona. Over the years, revisions to these documents have been offered for sale by MAG to the construction industry. One of the goals of the consultant effort is to achieve greater uniformity and reduce the number of supplements being issued by the member agencies.

Result: In December 2005, the proposed 2006 revisions to MAG Specifications and Details for Public Works Construction was completed. In February 2005, a Request for Proposal (RFP) was advertised for a consultant to assist in creating greater uniformity for the Specifications and Details for Public Works Construction. No proposals were received. The RFP will be advertised again in early 2006. This consultant will help to achieve greater uniformity and reduce the number of supplements being issued by the member agencies. The MAG Building Codes Committee continues to serve as a forum for exchanging technical information, addressing common problems and concerns, and for achieving uniformity in the development of codes, code amendments and policies and interpretation regarding the enforcement of codes. Nearly all member agencies uniformly agreed to adopt the upcoming 2006 International Building Codes by January 2007 with an effective date of July 1, 2007.

9. Human Services Planning:

Goal: *For several years, MAG has prioritized approximately \$4.1 million of federal Social Services Block Grant (SSBG) funding through the MAG Regional Human Services Plan. The Arizona Department of Economic Security has followed this plan in determining what agencies receive funding in this region. In addition to developing the Human Services Plan, MAG staff have been involved in other regional efforts, such as domestic violence and homeless planning. Taking on new initiatives has presented funding challenges. For the upcoming fiscal year it is anticipated that additional SSBG funding will be required for planning and additional Federal Transit Administration (FTA) funding will be used for an FTA*

initiative relating to human services called Arizona Rides. Beyond the next fiscal year, funding will continue to be a challenge unless additional funding resources are identified or programs beyond developing the Regional Human Services Plan are reduced.

Result: In FY 2005, recommendations for the allocation of locally planned \$4.1 million in Social Services Block Grant funds were developed. The MAG Human Services Division also coordinated the application process for the Stuart B. McKinney funds to assist the homeless population. As a result of the process conducted by MAG through the Continuum of Care Committee, \$19,357,868 was received by this region. Related to this activity, MAG began to assess progress made on the Regional Plan to End Homelessness. This included sponsoring a community meeting with more than 40 stakeholders and expert facilitators and staffing a work group. Seventy-seven percent of the goals have been completed or engaged. In addition, the MAG human services committees have been working to identify core human services planning areas and potential changes to streamline the committee process. One of these changes includes moving Employers Against Domestic Violence (EADV) to the Arizona Foundation for Women with MAG as a primary partner.

10. **Office Space:**

Goal: The current MAG office lease will expire on June 30, 2006. This lease can be renewed annually for five years after that date. A decision needs to be made if MAG will continue in the same space, lease other space or explore a lease purchase arrangement for building space. Currently, no security screening is required for the public entering meetings such as the Management Committee, Transportation Policy Committee or Regional Council. MAG currently occupies approximately 12,000 square feet on two floors for a total of 24,000 square feet. If another space is explored, meeting space sufficient to accommodate the Regional Council and other large meetings would be required. For the immediate future, approximately three to four office spaces could be made available. If space becomes available in the current building, it may be possible to acquire additional meeting space. If a new space is leased, space for future staff expansion should be planned.

Result: On January 10, 2005, the Executive Committee discussed forming a working group that would consult on MAG office space options. The Building Lease Working Group (BLWG) began meeting in February 2005. The BLWG researched if it would be possible to acquire meeting and office space in the current building and explored the opportunity of housing other regional agencies in a central location. Remaining in the current building and acquiring the fourth floor is an option for MAG. To move forward in researching a new office building, MAG received commitment letters to participate in Phase I of the process from the Regional Public Transportation Authority, Valley Metro Rail and the Arizona Municipal Water Users Association. A consultant was hired for Phase I, architectural and engineering services. The consultant completed the space programming for each agency, which identified office and meeting room space projected out to 2025. The real estate team explored potential sites and partnerships for the regional office building. Phase I is scheduled to be completed by February 2006. The final goal for Phase I is to determine the feasibility for all four agencies of building a Regional Governmental Service Center.

DRAFT
MAJOR REGIONAL GOALS/WORK EMPHASIS AREAS
FOR FISCAL YEAR 2006-2007

The draft goals for FY 2006-2007 have been prepared and are noted below. It is anticipated that these goals may change with input received during the development of the MAG Unified Planning Work Program and Annual Budget.

1. Deliver the Regional Transportation Plan
Implementation of the Regional Transportation Plan (RTP) continues to be the key focus of the agency. The MAG policy process will ensure that the RTP is delivered according to the Plan presented to the voters. When necessary, the Plan can be modified in accordance with federal and state law requirements.
2. Understand and Monitor Construction Cost Information
Project cost estimation is a key element in managing the freeway construction program, including planning cash flow and maintaining a long-term balance between project costs and projected revenues. MAG will develop a data collection system, database, and report format to collect detailed bid information from cities, towns and Maricopa County for public works projects, especially road and street projects, so that the region has a method to track unit cost and bid information which will result in better cost estimates.
3. Continue to Measure the Performance of the Regional Transportation Plan
MAG will develop and implement a plan to measure the performance of the various parts of the regional transportation system including freeways, arterial streets, transit, and intelligent transportation systems (ITS). System performance includes both information on travel times, speeds, and delay and on the safety of the system.
4. Improve Mobility and Efficiency in Delivering the Regional Transportation Plan Through Greater Communication and Joint Planning Among Modal Interests
With the approval of Proposition 400, the Regional Transportation Plan has been initiated. The Plan includes several modal elements (freeways, streets, transit, bicycling, pedestrians etc.). To achieve the greatest efficiency and mobility from the Plan, it is proposed that the modal elements have greater communication. These elements are now coordinated through the MAG Transportation Review Committee (TRC) when the projects are recommended for the five-year Transportation Improvement Program (TIP). It is proposed that modal interests participate in a joint meeting to share their ideas on how to improve communication and mobility. These ideas would then be considered by the TRC when the TIP is being developed.
5. Conform Regional Transportation Plan with SAFETEA-LU
By July 1, 2007, the MAG Regional Transportation Plan (RTP) must conform to various new or changed provisions of federal law that were enacted as part of SAFETEA-LU. These changes include a section on environmental mitigation, a coordinated public participation, including consultation with local, state and federal resource agencies, and integration of safety planning. MAG will also implement a coordinated public participation plan with state, local, private and

public sector organizations and agencies designed to increase cooperation and understanding between these parties and Valley residents in regard to the implementation of the RTP. In addition, the RTP time horizon needs to be extended from the current year of 2026 to perhaps 2030 to meet the 20-year plan horizon requirement and to incorporate the information from the freeway, transit, and arterial street life cycle programs.

6. Implement the Commuter Rail Study

MAG members have expressed a strong interest in examining how commuter rail could be implemented within the MAG region. MAG will update the commuter rail sections of the 2003 High Capacity Transit study, including an inventory and assessment of the railroad infrastructure in the region, revised ridership projections, and revised capital and operating cost estimates. 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. The study will also look at options that may be available to fund commuter rail and will provide a detailed outline of the steps needed to implement commuter rail in the region.

7. Prepare Implementation Plan for Elderly Mobility/United We Ride

MAG will prepare an implementation plan that will meet the federal *United We Ride* objectives to ensure maximum feasible coordination between and among human services agencies receiving federal transportation dollars to increase the efficiency and effectiveness of funds utilized for transportation, and reduce redundancy/overlap of service. This is in response to an Executive Order signed by President Bush on February 26, 2004 establishing the *United We Ride* initiative that directs all government agencies receiving federal transportation dollars to establish coordination among and between human services agencies and programs utilizing those funds.

8. Ensure that the MAG Region Grows Clean Through Environmental Planning

Over the years, environmental planning has been faced with the challenge of ensuring that as growth occurs, the region grows clean. This approach promotes a viable economy and enhances the overall quality of life. While the region officially has been redesignated to attainment status for carbon monoxide and the one-hour ozone standard, PM-10 particulate pollution continues to be a key issue. Increased efforts will be placed on the enforcement of the Maricopa County Fugitive Dust Control Rules. Due to the violations of the PM-10 standards during 2005, it now appears necessary to initiate the planning process for a Five Percent Plan for PM-10. This will require a major effort by MAG to meet the December 2007 deadline for submitting the plan to the Environmental Protection Agency. The new proposed PM-10-2.5 inhalable coarse particle standard will be closely tracked to identify the implications for the region.

Planning efforts will continue for the preparation of an Eight-Hour Ozone Plan which is due to the Environmental Protection Agency in June 2007. In 2005, there were no violations of the eight-hour ozone standard. In addition, a conformity analysis for the Regional Transportation Plan and Transportation Improvement Program will be prepared to ensure that transportation activities do not contribute to air quality violations. In water quality, technical assistance will be provided to the MAG member agencies for 208 Water Quality Management Plan amendments and small plant

review and approvals in order to accommodate wastewater planning needs in a rapidly growing region.

9. Coordinate Socioeconomic Planning with Other Regions

MAG will continue to work with Arizona Councils of Governments, Metropolitan Planning Organizations, the Arizona Department of Transportation, the Arizona State Land Department and the Arizona Department of Commerce to design and create a common socioeconomic modeling suite, AZ-SMART (Arizona's Socioeconomic Modeling, Analysis and Reporting Toolbox.) This socioeconomic modeling suite will support socioeconomic activities at the Maricopa Association of Governments (MAG), the Pima Association of Governments (PAG), the Central Arizona Association of Governments (CAAG), and elsewhere throughout the State. This modeling suite will be a platform on which to build, calibrate, run, and analyze socioeconomic projections and projection models and will seamlessly integrate with other third party models.

10. Building a Quality Regional Community

The Building a Quality Regional Community (BQRC) program is designed to provide innovative planning information that can be used by MAG member agencies to plan and develop metropolitan subregions that are as self-sufficient as possible. The primary goal is to reduce cross-region work commuting that could reduce regional transportation system demand. Phase I of BQRC, a report that describes existing conditions, will be completed in FY 2006. This report is based upon a survey of member agencies to determine the status of their economic development efforts. The report will identify the importance and value of job centers as economic engines for the region, and determine how much of the region's economic potential is focused on these job centers. Phase II of BQRC will draw upon the findings of the Phase I report and prepare models and databases for MAG member agencies to use for their own planning purposes. If Phase II is instituted, a consultant would be requested to assist in the preparation of the model and databases.

11. Strengthen Relationship With the Greater Phoenix Economic Council

MAG will strengthen our relationship with the Greater Phoenix Economic Council (GPEC) and work on identifying occupation by place of residence with data more recent than Census 2000. This will enable GPEC to provide potential companies seeking to locate to the region with information regarding the quality of the labor force. MAG will also explore other potential sources of labor force information at the place level of geography or below, such as working with the Trip Reduction Program survey to include information on occupation by place of residence as well as the job titles associated with the occupations.

12. Create an Integrated Strategy on Public Involvement

MAG will engage in a cooperative, coordinated public participation process with member agencies and other interested parties, with the goal of providing valley residents increased opportunities for involvement and comment in regard to the implementation of the Regional Transportation Plan, as well as other plans and programs. This process will examine and integrate concepts such as Context Sensitive Design in an effort to alleviate and mitigate as many citizen concerns as possible, in addition to maintaining an accessible, flexible and inclusive approach to garnering public input.

13. Implement Video Production Program to Support Public Outreach Efforts
Through the use of television production equipment and facilities, MAG will implement a video production program to help inform Valley residents of MAG's role and responsibilities in the region and to encourage public participation in the development of MAG plans and programs. These video segments will be distributed to air on city cable channels and other broadcast outlets in order to reach the broadest possible community.
14. Identify and Prioritize Core Human Services Planning Areas
MAG will work to streamline the activities of the MAG human services committees by clearly identifying strategic goals and objectives for each, and by creating an effective mechanism that will allow the committees to work together in a coordinated fashion. Historically, the core function of the Human Services Division has been to work within the MAG committee structure to develop the Regional Human Services Plan and provide target service area recommendations to the Arizona Department of Economic Security (DES) for the allocation of approximately \$4.1 million of locally planned federal Social Services Block Grant (SSBG) funding. DES has followed these local priorities in determining what agencies receive funding for the provision of human services in this region. MAG Human Services Division staff has been involved in other regional efforts, such as planning for domestic violence and homelessness.
15. Plan Regional Office Building
Continue working with regional agencies to provide optimal meeting room space, security for elected officials, and a convenient location for member agencies and the public. The regional agencies include the Maricopa Association of Governments, the Regional Public Transportation Authority, Valley Metro Rail and the Arizona Municipal Water Users Association. A consultant was hired for Phase I of the project, which includes architectural and engineering services. This consultant will determine the site location(s) and anticipated cost for each partnering agency. Phase I will be completed in February 2006. If the regional office building is determined to be feasible for all partners, a Request For Proposal (RFP) will be developed for Phase II, design and construction. Financing for the regional office building will also need to be determined.