

September 4, 2007

TO: Members of the MAG Management Committee

FROM: Jan Dolan, Scottsdale, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Wednesday, September 12, 2007 - 12:00 to 1:00 p.m.
MAG Office, Suite 200 - Saguaro Room
302 North 1st Avenue, Phoenix

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

Please park in the garage under the building, bring your ticket, parking will be validated. For those using transit, Valley Metro/RPTA will provide transit tickets for your trip. For those using bicycles, please lock your bicycle in the bike rack in the garage.

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

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

c: MAG Regional Council

**MAG MANAGEMENT COMMITTEE
TENTATIVE AGENDA
September 12, 2007**

COMMITTEE ACTION REQUESTED

1. Call to Order

2. Pledge of Allegiance

3. Call to the Audience

An opportunity is provided to the public to address the Management Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Management Committee requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

4. Approval of Consent Agenda

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

3. Information.

4. Recommend approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

*4A. Approval of August 8, 2007 Meeting Minutes

*4B. Arterial Life Cycle Program Status Report

The Arterial Life Cycle Program (ALCP) Status Report covers the period from January to June of 2007 and includes an update on ALCP Project work, the FY 2008 ALCP schedule, and ALCP revenues and finances. Please refer to the enclosed material.

4A. Review and approval of the August 8, 2007 meeting minutes.

4B. Information and discussion.

***4C. Draft MAG 208 Water Quality Management Plan Amendment for the Hassayampa Utility Company Southwest Service Area**

Maricopa County has requested that MAG amend the 208 Water Quality Management Plan to include the Campus I water reclamation facility for the Hassayampa Utility Company Southwest Service Area with an ultimate capacity of 32 mgd. Reclaimed water from the facility would be disposed of through reuse, recharge, and AZPDES Permit discharge points to the Delaney Wash, Four Mile Wash, Old Camp Wash, and/or a discharge point 12,000 feet northeast of the facility in an unnamed wash. The Delaney Wash, Old Camp Wash, and the unnamed wash are tributaries to the Four Mile Wash. A public hearing on the draft amendment was conducted on August 7, 2007. Following the hearing, the MAG Water Quality Advisory Committee recommended approval of the Draft 208 Plan Amendment. Please refer to the enclosed material.

***4D. Registration for the Local Update of Census Addresses Program**

The Local Update of Census Addresses (LUCA) Program provides cities, towns and the county with an opportunity to update the Census Bureau address list for their jurisdiction. The address list will be used to distribute Census 2010 questionnaires. An accurate address list is crucial to obtaining a good census population count, which will be used to distribute billions of dollars in state-shared revenue to Arizona cities and towns. In early August, the Census Bureau sent out an invitation and a registration form to the Highest Elected Official of each city, town and the county, inviting him/her to participate in the LUCA program. To receive the full 120 days to review and provide comments on the address list, jurisdictions need to register for the LUCA Program by November 19, 2007. Please refer to the enclosed material.

4C. Recommend approval of the Draft MAG 208 Water Quality Management Plan Amendment for the Hassayampa Utility Company Southwest Service Area.

4D. Information and discussion.

*4E. MAG Incarceration of Municipal Prisoners Stakeholders Group

In May 2007, the Management Committee reconstituted the MAG Incarceration of Municipal Prisoners Stakeholders Group. The Stakeholders Group has met to discuss current methodology for determining the per diem costs and booking fees related to the incarceration of municipal offenders. The Stakeholders Group also discussed current and potential factors affecting costs related to these activities. The next meeting of the Stakeholders Group will be October 2nd, and the discussion will be focused on one of the primary potential cost savings approaches, remote offender adjudication through video/audio access. A final meeting will be held to discuss other cost savings approaches, as well as draft cost and fee projections through 2014. A final report from the Incarceration Stakeholders Group is expected to be available for consideration by the Management Committee in November 2007. Please refer to the enclosed material.

4E. Information and discussion.

*4F. ADOT Red Letter Process

In June of 1996, the MAG Regional Council approved the ADOT Red Letter process, which requires MAG member agencies to notify ADOT of potential development activities in freeway alignments. Development activities include actions on plans, zoning and permits. ADOT has forwarded a list of notifications from January 1, 2007, to June 30, 2007. Upon request any of the notices can be removed from the consent agenda and returned for action at a future meeting. Please refer to the enclosed material.

4F. Information and discussion.

ITEMS PROPOSED TO BE HEARD

5. Youth Empowerment Project Update

The MAG Regional Domestic Violence Council and the Human Services Coordinating Committee created the Youth Empowerment Project to address teen dating violence. Through a public service announcement (PSA) competition, teens

5. Information and discussion.

developed messages to promote the project and the website www.weboffriends.org. The winning video entry will be shown at the MAG Management Committee meeting with the purpose of providing information about the project and inviting members to feature the PSA on their community cable stations and websites. Please refer to the enclosed material.

6. Reexamination of the MAG Highway Acceleration Policy

In March 2000, the Regional Council established a highway acceleration policy. Until recently, this policy was used to accelerate portions of the freeway system funded through Proposition 300 funding. With the passage of Proposition 400, the freeway system funded by Proposition 300 was combined with the existing Interstate system. Since that time, some accelerations have been processed under the March 2000 policy. In the last legislative session, the STAN II account was established and interest cost is now reimbursable using STAN II funding. This is a change from the March 2000 policy, which assigns the interest cost to the member agency requesting the acceleration and to the Regional Freeway Program. In the past, this sharing of cost has been approximately on a 50/50 basis. With interest reimbursement now being possible through the STAN II legislation, it has been requested that the March 2000 MAG Highway Acceleration Policy be reexamined. Please refer to the enclosed material.

7. Assignment of Funding to the MAG Transportation Program by Congressional/Legislative Action

In 1999, an historic accord was reached with the Arizona Department of Transportation (Casa Grande Resolves), that established a funding formula for federal and state transportation funds. The Resource Allocation Advisory Committee that evolved from this process monitors additional funds that flow to transportation to ensure that all regions in the state receive their share of the funding. In the past, when member agencies have requested special funding through the

6. Information, discussion and possible action.

7. Information, discussion and possible action.

Congressional delegation, it has been important that these projects be funded from resources not already being sent to Arizona. In the Arizona legislative funding, this principle has also been important. In the STAN I legislation passed in 2006, new funding was provided by the legislature. If existing funding is used either on the federal or state level, it preempts the state and regional processes mandated by federal law. How to work with our state and federal legislative partners will be discussed.

8. Draft MAG 208 Water Quality Management Plan Amendment for the Hassayampa Utility Company Northeast Service Area

Maricopa County has requested that MAG amend the 208 Water Quality Management Plan to include four water reclamation facilities (WRFs) for the Hassayampa Utility Company Northeast Service Area. The Campus 1 WRF would have an ultimate capacity of 9 million gallons per day (mgd) and reclaimed water would be disposed of through reuse, recharge, and an Arizona Pollutant Discharge Elimination System (AZPDES) Permit discharge to the Hassayampa River. The Campus 2 WRF would have an ultimate capacity of 10 mgd and reclaimed water would be disposed of through reuse, recharge, and AZPDES Permit discharge points to the Dickey Wash and/or Hassayampa River. The Campus 3 WRF would have an ultimate capacity of 12 mgd and reclaimed water would be disposed of through reuse, recharge, and AZPDES Permit discharge points to the Dickey Wash and/or Phillips Wash. The Campus 4 WRF would have an ultimate capacity of 14 mgd and reclaimed water would be disposed of through reuse, recharge, and an AZPDES Permit discharge to the Phillips Wash. The Dickey Wash and Phillips Wash are tributaries to the Luke Wash. The project is within three miles of the Town of Buckeye and Buckeye has indicated that they object to the amendment. A public hearing on the draft amendment was conducted on August 7, 2007. Following the hearing, the MAG Water Quality Advisory Committee recommended approval of the Draft

8. Recommend approval of the Draft MAG 208 Water Quality Management Plan Amendment for the Hassayampa Utility Company Northeast Service Area.

208 Plan Amendment. Please refer to the enclosed material.

9. Comments from the Committee

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

9. Information.

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
August 8, 2007
MAG Office Building - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Jan Dolan, Scottsdale, Chair	Mark Johnson, Guadalupe
Charlie McClendon, Avondale, Vice Chair	Darryl Crossman, Litchfield Park
# George Hoffman, Apache Junction	Christopher Brady, Mesa
Dave Wilcox, Buckeye	Tom Martinsen, Paradise Valley
* Jon Pearson, Carefree	Carl Swenson for Terry Ellis, Peoria
* Usama Abujbarah, Cave Creek	Frank Fairbanks, Phoenix
Mark Pentz, Chandler	John Kross, Queen Creek
Pat Dennis for B.J. Cornwall, El Mirage	* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Alfonso Rodriguez for Orlando Moreno, Fort McDowell Yavapai Nation	Jim Rumpeltes, Surprise
Tim Pickering, Fountain Hills	Jeff Kulaga for Will Manley, Tempe
* Lynn Farmer, Gila Bend	Chris Hagen for Reyes Medrano, Tolleson
Derek White for Joseph Manuel, Gila River Indian Community	* Steve McKay, Wickenburg
George Pettit, Gilbert	Lloyce Robinson, Youngtown
Brent Stoddard for Ed Beasley, Glendale	Dale Buskirk for Victor Mendez, ADOT
Jim Nichols for Brian Dalke, Goodyear	David Smith, Maricopa County
	David Boggs, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

1. Call to Order

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

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Dolan noted that George Hoffman, Apache Junction, was participating by telephone conference call. She 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.

Chair Dolan stated that for agenda item #5, a project submission received from the City of Mesa was at each place.

3. Call to the Audience

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

Chair Dolan recognized public comment from Dianne Barker, who expressed her thanks for the transit tickets. She said that she was a 13th generation American, and was from Ohio. Ms. Barker stated that she chooses to use the bus and has done so for 15 years. She said that she thinks multimodalism will work in this region, but the people need to be motivated. Ms. Barker commented on concerns that RARF revenue was not coming in as expected. She stated that all air quality plans have failed. She stated that citizens want the oversight committee to communicate with them. Chair Dolan thanked Ms. Barker for her comments.

4. Approval of Consent Agenda

Chair Dolan stated that agenda items #4A, #4B, #4C, #4D, #4E, and #4F were on the consent agenda. She asked if any member of the committee had questions or a request to have a presentation on any consent agenda item. None were noted. Chair Dolan reviewed the public comment guidelines for the consent agenda and noted that no public comment cards had been turned in.

Mr. Pettit moved to recommend approval of consent agenda items #4A, #4B, #4C, #4D, #4E, and #4F. Mr. Crossman seconded, and the motion carried unanimously.

4A. Approval of July 11, 2007 Meeting Minutes

The Management Committee, by consent, approved the July 11, 2007 meeting minutes.

4B. Requested Material Change to Purchase the Mesa Transit Operations and Maintenance Facility and Amend the MAG Regional Transportation Plan and FY 2008 to 2012 Transportation Improvement Program

The Management Committee, by consent, recommended approval of the purchase of the Mesa Transit Operations and Maintenance Facility and to amend the MAG Regional Transportation Plan and FY 2008 to 2012 Transportation Improvement Program to include the project. According to A.R.S. 28-6353, MAG has the responsibility to approve material changes for projects funded from the Proposition 400 sales tax. The Regional Public Transportation Authority has requested approval of a material cost change for the purchase of the City of Mesa Transit Operations and Maintenance Facility. The RPTA Board of Directors approved the purchase of the facility for \$9,269,199, which represents Mesa's local investment in the facility. RPTA evaluated a number of options including continuing to lease the facility from the City of Mesa. According to the analysis, the best fiscal option is to purchase the facility using sales tax funds from the public transportation fund.

4C. Consultant Contract for AZ-SMART Support

The Management Committee, by consent, recommended approval of the selection of Planning Technologies for AZ-SMART support for an amount not to exceed \$40,000. The FY 2008 MAG Unified Planning Work Program and Annual Budget, approved by the Regional Council in May 2007, includes a \$40,000 project for AZ-SMART support. MAG is in the process of developing a statewide socioeconomic model, Arizona Socioeconomic Modeling, Analysis and Reporting Toolbox (AZ-SMART). The AZ-SMART socioeconomic modeling suite will primarily support socioeconomic activities at MAG. AZ-SMART will build upon a model that MAG currently uses, the Subarea Allocation Model (SAM). This model was developed by Planning Technologies. Since Planning Technologies is the developer of SAM, it is uniquely able to provide detailed technical guidance and support on the implementation and testing for AZ-SMART. MAG recommended that Planning Technologies be selected to provide AZ-SMART support for an amount not to exceed \$40,000.

4D. Regional Support for Low Demand Homeless Overflow Shelter

The Management Committee, by consent, recommended approval of the resolution of the MAG Continuum of Care Regional Committee on Homelessness supporting the Central Arizona Shelter Services' low demand overflow shelter for single homeless men. At the June MAG Management Committee meeting, there was discussion about regional support for the low demand homeless overflow shelter operated by Central Arizona Shelter Services (CASS). Since then, municipalities have come forward to offer support to CASS. Maricopa County has been and continues to be a significant funder of the shelter. The Management Committee requested the MAG Continuum of Care Regional Committee on Homelessness to address the low demand shelter issue. The Continuum of Care has recommended a resolution supporting the shelter. The resolution reads: The MAG Continuum of Care Regional Committee on Homelessness supports the low demand homeless overflow shelter operated by Central Arizona Shelter Services. The shelter is at capacity each night by serving up to 325 homeless single men who would otherwise be sleeping on the streets. Funding for the shelter will run out in November 2007. The low demand overflow shelter is an important regional issue that may become a crisis if additional funding is not secured. Overflow shelter is the term used to describe homeless shelters that are offered during times of increased need, such as the summer months. It is considered "low demand" not because it is not needed, but because the shelter does not make many demands of its homeless clients. For example, case management is a service that is available to the clients, but is not required as in the traditional shelter model. The low demand shelter model has been proven particularly successful in engaging hard-to-serve populations that typically resist treatment but access high dollar emergency services. Despite the proven results of the low demand overflow shelter, lack of funding may mean the shelter will close in November 2007. The Arizona Department of Housing has pledged to match any funds contributed by the municipalities. Anyone wanting to support the shelter may contact Mark Holleran, the Executive Director of CASS, at (602) 256-6945.

4E. Consultant Selection for Safety Evaluation of the Elderly Mobility Sign Project

The Management Committee, by consent, recommended the selection of Arizona State University for performing the Safety Evaluation of the Elderly Mobility Sign Project for an

amount not to exceed \$15,000. The MAG Transportation Safety Committee and the MAG Elderly Mobility Stakeholders Group recently launched a regional road safety project that will result in the installation of street name signs with larger letter sizes, using a font that is more legible to road users. The two committees also recommended a project to evaluate the overall safety effectiveness of these signs. MAG released a Request for Proposals on June 4, 2007, for this purpose. One proposal was received from Arizona State University. A proposal review panel evaluated the proposal and recommended to MAG the selection of Arizona State University.

4F. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment to the FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Plan - 2007 Update. The proposed amendment includes minor project revisions to Arizona Department of Transportation projects for right-of-way acquisition in the SR 801 (Interstate-10 Reliever) corridor, and implementation of a design-build project on Loop 202 Red Mountain Freeway. Minor project revisions do not require a conformity determination. Comments on the conformity assessment were requested by August 17, 2007. This item was on the agenda for consultation.

5. Statewide Transportation Acceleration Needs (STAN) II Account

Eric Anderson, MAG Transportation Director, reported that the legislature transferred \$62 million from the State Highway Fund to the State Transportation Acceleration Needs (STAN) account. Mr. Anderson noted that this is not new money, but funds that were programmed in the ADOT five year plan. The legislature also established in HB 2793, a subaccount for the reimbursement of interest expenses incurred by or on behalf of a local jurisdiction for the acceleration of transportation projects. Mr. Anderson stated that for this subaccount \$10 million was allocated from the \$62 million STAN appropriation. Mr. Anderson noted that HB 2793 also established a \$10 million roads of regional significance congestion mitigation subaccount for transportation projects in high growth areas.

Mr. Anderson advised that state law requires that the regional planning agency establish a process for the review and approval of reimbursement of interest costs from the STAN account. As part of the process MAG would recommend to the State Transportation Board projects to utilize the STAN funds. MAG would also need to provide a report to the House and Senate by December 15, 2007.

Mr. Anderson stated that to be eligible for the \$10 million roads of regional significance congestion mitigation subaccount, a jurisdiction's growth rate must exceed the average by 50 percent over the last five years; the project must be in the jurisdiction's transportation plan but unfunded; the project must be in the regional Transportation Improvement Plan; and the jurisdiction must enter into a repayment agreement with ADOT, which essentially is a non-interest loan. Mr. Anderson noted that Avondale, Buckeye, El Mirage, Gilbert, Goodyear, Queen Creek, and Youngtown may qualify for the roads of regional significance congestion mitigation subaccount. He added that ADOT is still considering how the growth rates are to be calculated.

Mr. Anderson explained that the \$10 million for the roads of regional significance congestion mitigation subaccount is deducted from the \$62 million STAN fund, leaving \$52 million. He noted that MAG's allocation of the STAN fund is 60 percent of the \$52 million, which is approximately \$31.2 million.

Mr. Anderson then addressed the interest reimbursement subaccount. He said that \$10 million was appropriated statewide. The law says that interest costs incurred for the acceleration of transportation projects, which must be on a state highway system, may be reimbursed. Mr. Anderson stated that interest costs must result from bonds, loans, or advances; the agreement to accelerate must include at least two local jurisdictions, ADOT, and the regional planning agency; the agreement must be entered into after January 1, 2007; and the project must be in a region's Regional Transportation Plan. Mr. Anderson stated that a process must be established and a recommendation made to the State Transportation Board. He noted that funds received from the subaccount would count toward a region's share of STAN; in MAG's case, \$31.2 million.

Mr. Anderson stated that the acceleration of the widening of I-10 from Loop 101 to just east of Sarival Road was approved by the Regional Council in 2006. He then reviewed the interest costs, of which approximately \$14.5 million is the program share and approximately \$9.7 million is the local share to be borne by Avondale, Goodyear, and Litchfield Park.

Mr. Anderson reviewed options and stated that MAG could approve full interest reimbursement, no interest reimbursement per MAG policy, or partial reimbursement. Mr. Anderson reviewed one scenario of sixty/forty partial reimbursement, which represents the program's and local's share of the interest respectively. He said that the program would pay \$8.5 million and the local jurisdictions would pay \$5.7 million. Mr. Anderson stated that under another scenario, MAG's sixty percent of the STAN fund could be applied to the \$10 million available, meaning \$6 million would be available to reimburse the local communities. This would leave a balance in the subaccount for other regions in the state to use.

Mr. Anderson reported on questions that have been raised. He said that some have asked why the rush? Mr. Anderson said that ADOT has designed the project and is waiting for resolution before advertising the project. He noted that there are major safety issues and congestion on I-10. With only two lanes and significant truck travel, the segment in the Goodyear vicinity experienced about 30 crashes and 15 injuries per month in 2005, which is likely higher today.

Mr. Anderson stated that one question asked the legislative intent. He reported that the intent was to allow interest costs related to accelerating a project to be paid from STAN funds.

Mr. Anderson stated that another question asked if reimbursement of interest conformed to the MAG Highway Acceleration Policy. Mr. Anderson noted that MAG's acceleration policy was adopted in 2000 before STAN was established and interest reimbursement subaccount was established. He said that the MAG policy provides that the local jurisdictions pay for a portion of the interest expense.

Mr. Anderson stated that another question asked the impact on the program. He noted that this has no impact on the program.

Mr. Anderson stated that another question asked what projects could be accelerated with the STAN funds. He explained that \$22.9 million of the \$31.2 million is already programmed for the MAG region by ADOT for FY 2008 and the Grant Anticipation Notes funding already used for the I-10 acceleration leaves limited capacity to advance any significant project.

Mr. Anderson reported that the next steps include a recommendation for interest reimbursement for the I-10 project, a recommendation on the use of the balance of the STAN allocation, and a report to the Legislature on STAN activities by December 15, 2007.

Chair Dolan thanked Mr. Anderson for his report and asked members if they had questions.

Mr. Pentz asked if projects other than the I-10 acceleration, such as the Mesa project that was submitted, would be considered for the interest reimbursement subaccount. Mr. Anderson replied that the Mesa project that was submitted has not gone through any technical evaluation or MAG committee process for the approval of acceleration. He stated that the I-10 project went through the process and was approved for acceleration in April 2006. The construction agreement has not yet been signed, and this satisfies the January 1, 2007 date in the legislation. Mr. Anderson added that two traffic interchange projects were recently accelerated by the City of Phoenix, but the agreements were signed prior to January 1, 2007. He said that in terms of active projects for acceleration, only the I-10 west project satisfies the language of the STAN statute passed this year. Mr. Anderson stated that there may be other jurisdictions that want to accelerate their project, such as the City of Mesa. Mr. Anderson noted that the Mesa project would require \$80 million of interest and almost \$300 million of new financing. Mr. Anderson advised that the MAG program does not have that capacity.

Mr. Pentz asked if the legislation earmarked the interest reimbursement for the I-10 widening project. Mr. Anderson replied that the legislation did not specifically say the \$10 million was to be used for the I-10 project, but based on discussion with legislators, that use was clearly the intent of those legislators.

Mr. Brady commented that something was different in this process. He stated that MAG requested projects on July 26, 2007. Mr. Brady remarked that he would not usually submit a project without the appropriate analysis, but he had only eight working days for a submission. He stated that by submitting a project, the City of Mesa was saying it has a project in a high growth area that it would like to be considered. Mr. Brady expressed concern about a call for projects with eight days notice. He said that it seemed like a predetermined disposition.

Mr. Brady asked for clarification of the statement in the CONS section of the summary transmittal that says the reimbursement of the local share of interest expense for the acceleration of transportation projects is not in accord with the adopted MAG Highway Acceleration Policy. Mr. Anderson replied that the MAG acceleration policy, which was adopted in March 2000, laid out an interest sharing arrangement between the program and the sponsoring jurisdiction. In the I-10 west project, the local share is 40 percent and the program share is 60 percent. Mr. Anderson stated that he had included that line to note that interest reimbursement was not in accordance with adopted policy. He added that now that STAN legislation is in effect, it might be appropriate to revisit the MAG acceleration policy.

Ms. Robinson asked if any jurisdiction would receive less money if this reimbursement went forward. Mr. Anderson replied that this would have no impact. He added that the money in the reimbursement subaccount comes out of the ADOT share for HURF after the distribution to cities.

Mr. Kross asked for clarification about ADOT not allowing the I-10 project to go forward until an agreement is signed. Mr. Anderson explained that ADOT had planned to advertise in late July or early August for construction bids. He said that before that happens, the Federal Highway Administration has to sign off by on the project agreement. Mr. Anderson added that Grant Anticipation Notes also need prior approval by FHWA, because it needs to know the net interest cost. Mr. Anderson stated that there may be concern if a project advances and this issue is not yet resolved, because one of the jurisdictions could pull out, leaving ADOT on the hook.

Mr. Pentz asked if it would be possible for MAG to apply the \$10 million as part of MAG's program match. He asked if the MAG program is obligated to provide \$14 million, could the \$10 million be applied, leaving only \$4 million as MAG's share. Mr. Anderson replied that it might be possible.

Mr. Kulaga asked if the options for the interest reimbursement subaccount had been fully vetted through the MAG committee process and how this fit in with Proposition 400. Mr. Anderson replied that this is the first committee that has discussed the interest reimbursement. He stated that the other committee could have been the Transportation Review Committee, but discussion of policy issues does not usually begin at the Transportation Review Committee and are left to the senior level committees. Mr. Anderson stated that the funding discussed today will not affect Proposition 400 projects.

Mr. McClendon made a statement regarding the I-10 widening acceleration. He said that this project is important to his city and to him personally. Mr. McClendon stated that in April 2006 the City Councils of the three partnering jurisdictions met jointly and passed a resolution to support this project. He noted that a number of legislators and the ADOT Director were present at the meeting. Mr. McClendon stated that all legislators spoke at the meeting and their message was if the three jurisdictions went forward with the acceleration, they would make sure they got help so they would not have to bear all the costs. Mr. McClendon stated that at the time, the I-10 widening project needed only \$10 million out of the \$190 million of STAN funds. He commented that the program would be in for \$130 million if the three jurisdictions had not decided to accelerate the project. Mr. McClendon stated that interest costs were deemed ineligible for the original STAN funding, and although Avondale disagreed with that interpretation, they were regional and voted to support the allocations. Mr. McClendon stated that they were told if there was an oversight in the language to go to the Legislature and ask them to fix it. He said that they did ask the Legislature to expand the language to clarify that interest costs would be an eligible expense. He stated that they believe the language in this legislation reflects the legislators' intent. Mr. McClendon stated that he believed that ADOT and the Legislature recognized the need to help because of the strategic importance of I-10, which allows the transport of goods through the county and the country. Mr. McClendon stated that the acceleration cost was an unprecedented amount because of the high cost of the project. He said that he did not want to minimize the impact to other cities that have accelerated projects, but millions of dollars for small cities is a huge expense. Mr. McClendon expressed that he felt

there was recognition of that in the Legislature. He said that he has heard great creativity on how not to provide reimbursement for this project and that this is an earmark. Mr. McClendon stated that the reason for legislation was not to earmark funds but to correct the unintended consequences of the original language. He stated that he thought the jurisdictions of Avondale, Goodyear, and Litchfield Park have a history of being regional players and he asked the Management Committee to support this. Mr. McClendon said that he believed the region will benefit from this project.

Mr. McClendon moved to recommend authorizing the MAG Executive Director to enter into an agreement with ADOT and the cities of Avondale, Goodyear, and Litchfield Park for reimbursement of interest costs for the I-10 widening project acceleration. Mr. Crossman seconded.

Chair Dolan asked Mr. Brady to speak to his project submission before the motion was discussed.

Mr. Brady said that the concern is that the rules of regionalism are not being followed. He said that the City of Mesa submitted its project to put something on the table. Mr. Brady stated that this process does not feel right when they were asked to submit a project and were then told it was unwanted. Mr. Brady stated that he did want to debate the merits of the I-10 project, which has regional benefit, just the process of arriving at this point, which is where the disconnect takes place.

Mr. Crossman stated that Litchfield Park does not have the majority of interest in the project, although the City is a part of the project. He stated that unless I-10 was widened to Indian School Road, Litchfield Park would not benefit more than anyone else at the table as far as commercial growth. Mr. Crossman stated that Litchfield Park was willing to participate because they felt strongly about the need for the project. He said that the legislative intent has been made very clear. Mr. Crossman reported that Litchfield Park Mayor Thomas Schoaf spoke to Representative John Nelson, who said this funding was for the I-10 widening project. He advised that he could say with confidence that the intent of legislators was to fund the I-10 acceleration. Mr. Crossman stated that the region will look ridiculous if it widens segments farther west before it widens this segment, because the improvements will result in bottlenecks. That is not good planning. Mr. Crossman noted that Litchfield Park's share is three percent, which is a higher percentage of a municipal budget than Goodyear's or Avondale's. He commented that this says a lot about how strongly the City feels about this project. If the \$10 million is not applied to this project as they had anticipated, Litchfield Park will have to take a second look, because their budget cannot handle more than what it allocated. He added that the City has not entered into any agreement other than for the design.

Mr. Pentz expressed his agreement with Mr. Brady's comments. He stated that the issue is regionalism and process. Mr. Pentz stated that an acknowledgment was made that this fund was earmarked. He stated that this could be turned into a legislative free-for-all or MAG could act responsibly as a regional body with adopted policies. Mr. Pentz noted that legislation says a policy must be adopted, but this has not happened. He commented that if MAG wants to set back regionalism, it can do that today.

Mr. Wilcox stated that he did not think a decision to support this project would damage regionalism. He said that the region has the opportunity to make a good transportation decision, rather than a decision based on a process. Mr. Wilcox stated that the I-10 widening acceleration is the only project that qualifies for the interest reimbursement subaccount, because it has been in the planning and design stages for a long time. He commented that ADOT is ready to go to bid and there is no impact on the overall program. Mr. Wilcox stated that the three West Valley cities are among the highest growing cities, not just in the county, but in the nation. He stated that this project responds to highway congestion and to dangerous conditions, and places MAG in a good position to make a good transportation decision.

Mr. Crossman stated that some may want to call it an earmark, but it could be viewed as an attempt to fix a wrong and make it right. This is a major regional transportation decision and trying to dilute the effort at this point is not serving the region properly.

Ms. Dennis stated that she served on the TPC during discussion of STAN I. She said that the TPC extensively discussed whether the acceleration of the I-10 widening qualified for STAN funding. Ms. Dennis stated that the legislation said it did not qualify. She reported how Avondale Mayor Marie Lopez Rogers expressed the need for improvements to I-10 and the TPC told her to go and fix the language. Ms. Dennis said that the cities acted on this direction from the TPC and got the language fixed. Ms. Dennis asked members how many of them do not use I-10 to go to and from California. She said it is part of everyone's job to try to prevent the occurrences of accidents and deaths. Ms. Dennis stated that this project has been on the books, been through numerous committees, and should be supported.

With no further discussion of the motion, the vote passed by a vote of nineteen yes, six no, and one abstention, with Jan Dolan, Charlie McClendon, George Hoffman, Dave Wilcox, Pat Dennis, Alfonso Rodriguez, Tim Pickering, Derek White, Jim Nichols, Mark Johnson, Darryl Crossman, Tom Martinsen, Carl Swenson, Frank Fairbanks, Jim Rumpeltes, Chris Hagen, Lloyce Robinson, David Smith, and David Boggs voting yes, Mark Pentz, George Pettit, Brent Stoddard, Christopher Brady, John Kross, and Jeff Kulaga voting no, and Dale Buskirk abstaining.

6. Requested Changes to the ADOT Program

Mr. Anderson reported that the Arizona Department of Transportation (ADOT) has requested MAG concurrence with two proposed changes to FY 2008 of the ADOT Program. He said that ADOT has an opportunity to purchase right-of-way protection along the SR 801 (I-10 Reliever). He said that this acquisition will include a total take of 75 acres from a parcel located at the southeast corner of 67th Avenue and Broadway Road in Phoenix. Mr. Anderson noted that the homebuilder, DR Horton, is ready to start home construction there, and advanced acquisition within the corridor at this time will result in significant savings versus purchasing buildout of the subdivision at a later date.

Mr. Anderson stated that the second request is to implement a seven-mile, \$184 million design-build project in 2008, on SR202L, Red Mountain Freeway from SR51 to the SR101L/SR202L traffic interchange. He advised that the estimated 24 month design-build construction project will reduce both construction durations and public inconveniences. Mr. Anderson noted that

there are no net cost changes affected by these requests. Chair Dolan thanked Mr. Anderson for his report. She asked members if they had questions.

Mr. McClendon referenced the right-of-way at 67th Avenue and Broadway. He said that he understood all alignment options were together and buying this parcel would not affect the alignment farther west. Mr. Anderson replied that was correct.

Chair Dolan noted that no public comment cards had been submitted. With no further discussion, Chair Dolan called for a motion. Mr. Crossman moved to recommend concurrence with the proposed changes to the ADOT Program to advance right-of-way acquisition in the SR 801 (I-10 Reliever) corridor, and implement a design-build project on the 202L (Red Mountain Freeway), and to amend the FY 2008-2012 Transportation Improvement Program and the MAG Regional Transportation Plan - 2007 Update, as appropriate, contingent on an air quality conformity analysis. Mr. McClendon seconded, and the motion carried unanimously.

7. The Interstate 10-Hassayampa Valley Transportation Framework Study

Bob Hazlett, MAG Senior Engineer, updated members on the Interstate 10-Hassayampa Valley Transportation Framework Study. He said that the study had its inception due to concerns about I-10. Mr. Hazlett stated that the study encompasses 1,400 square miles in the east, west and central valleys. He added that more than 100 master planned communities are planned for this area. Mr. Hazlett reviewed the Hassayampa Valley estimates that showed a projected 2030 population of 948,000 and projected 2030 employment of 379,000.

Mr. Hazlett stated that the study considered spacing between traffic interchanges on freeways. He said that every time a two-mile segment of a high volume freeway is split by a traffic interchange means crashes occur 2.5 times more frequently. Mr. Hazlett stated that the study recommends a spacing of 20 traffic interchanges along I-10 from SR 303 to 459th Avenue. He noted that some of the interchanges have been approved, but work continues with the jurisdictions of Avondale, Goodyear, and Buckeye.

Mr. Hazlett described the "Arizona Parkway" model, which has been in practice for 40 years and is used in seven states. He noted that Dr. Maki from the City of Surprise first suggested this concept to MAG. Mr. Hazlett stated that a Arizona Parkway carries greater traffic volumes, is less costly than freeways, is more environmentally friendly, and has fewer crashes because left turns are removed. He noted that a MAG workshop on the Arizona Parkway concept was scheduled for the next day.

Mr. Hazlett spoke about the transportation framework in the study area. He stated that most future major arterials have been planned, but connectivity is lacking. Mr. Hazlett stated that with 1.7 million trips projected west of the White Tanks transit options were examined and could include bus rapid transit, high capacity shuttles, commuter rail, passenger rail, and light rail. He noted that the Burlington Northern Santa Fe spur has been approved for reactivation. Mr. Hazlett listed some potential revenue sources, such as local or regional taxes, impact fees, property taxes or usage fees.

Mr. Hazlett stated that the study was developed through the input from 130 stakeholder meetings and is subject to planning, engineering, and environmental studies, and added that none of the actions is funded. He stated that the recommendations will be brought back to the Management Committee for action. Chair Dolan thanked Mr. Hazlett for his report. She asked members if they had questions.

Mr. Fairbanks said how much he liked this study, especially the freeway, which could be called Loop 13013. He asked how the City of Phoenix could go about having a study such as this, and wondered if he could assemble a group of developers to make the request. Mr. Smith replied that MAG is open to requests from member agencies. He noted that the cities participating in this study all participated financially.

Mr. Rumpeltes complimented Mr. Hazlett and MAG staff for their efforts on getting ahead of the growth, which is just beginning in the far West Valley. He said he especially appreciated the public transportation piece. He expressed that he looked forward to moving this plan ahead.

Mr. Smith stated that this plan has its beginnings when the Federal Highway Administration said it would not approve interchange spacing until there was a better plan in the area. He added that they realized it was more than freeways that needed to be considered, it included parkways and arterials, and that is why it was a joint project.

8. Comments from the Committee

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

No comments from the Committee were noted.

There being no further business, the meeting adjourned at 1:20 p.m.

Secretary

Chairman



TRANSPORTATION DIVISION

Arterial Life Cycle Program (ALCP) - Status Report

January - June 2007

ALCP Project Status: January - June 2007

Fiscal Year (FY) 2007 was the first full fiscal year of implementation for the Arterial Life Cycle Program (ALCP). During that time, eighteen ALCP project overview reports were prepared by the lead agencies for projects in FY07. This brought the total of project overview reports submitted to twenty. Project overview reports describe the general design features of the project, estimated costs, implementation schedules and relationships among participating agencies. The reports also provide the basis of project agreements, which must be executed before agencies may receive reimbursements from the program. In FY07, sixteen project agreements were executed, bringing the total number of signed project agreements reports to seventeen. The Maricopa Association of Governments (MAG) anticipates that an additional 20 agreements will be executed during FY 2008.

The start of Fiscal Year 2008 (FY08) marks the beginning of the second full fiscal year of the implementation for the Arterial Life Cycle Program (ALCP). The ALCP has 39 projects programmed for work in Fiscal Year 2008. The work programmed varies from studies, pre-design, design, purchasing right-of-way, and construction. In addition to the work programmed, \$75 million is programmed for reimbursement in FY08. Tables 1 (see end of status report) summarize the status of current and advanced projects programmed this fiscal year.

ALCP REVENUE AND FINANCE

ALCP Projects may receive funding from one or more sources, which include:

- Regional Area Road Funds (RARF),
- Surface Transportation Program – MAG Funds (STP-MAG), and,
- Congestion Mitigation and Air Quality Improvement Program Funds (CMAQ).

The ALCP receives dedicated sales tax revenues (RARF) for transportation improvements to the arterial road network in Maricopa County. To date, more than \$57.1 million Regional Area Road Funds have been collected for the arterial account. Of that, seventy-two percent, or over \$41 million, was collected in FY07. As of the end of the fiscal year, the RARF account balance was \$39,470,667.80. Table 2 provides a breakdown of RARF revenues between January and June 2007 by mode.

	Freeways	Arterial Streets	Transit	Prop. 400 (total)
January	\$ 21,890,178	\$ 4,089,802	\$ 12,970,515	\$ 38,950,495
February	\$ 17,684,074	\$ 3,303,964	\$ 10,478,286	\$ 31,466,323
March	\$ 17,368,324	\$ 3,244,972	\$ 10,291,196	\$ 30,904,492
April	\$ 19,637,656	\$ 3,668,957	\$ 11,635,836	\$ 34,942,449
May	\$ 17,955,055	\$ 3,354,592	\$ 10,638,849	\$ 31,948,497
June	\$ 18,308,378	\$ 3,420,605	\$ 10,848,203	\$ 32,577,186
Total	\$ 112,843,666	\$ 21,082,891	\$ 66,862,884	\$ 200,789,442

Because the RARF is based on sales tax, actual revenues differ from estimates generated by the Arizona Department of Transportation. Table 3 describes the actual and estimated RARF revenues from January to June 2007.

	Estimate Total RARF	Actual Total RARF	% Difference
January	\$ 39,718,000	\$ 38,950,495	-1.9%
February	\$ 30,940,000	\$ 31,466,323	1.7%
March	\$ 31,916,000	\$ 30,904,492	-3.2%
April	\$ 35,741,000	\$ 34,942,449	-2.2%
May	\$ 33,541,000	\$ 31,948,497	-4.7%
June	\$ 34,193,000	\$ 32,577,186	-4.7%
Total	\$ 206,049,000	\$ 200,789,442	-2.6%

END OF YEAR ANALYSIS

The end of FY07 also coincided with the end of the first full year of ALCP implementation. Three projects were completed and 77 projects were changed. Table 4 summarizes the number of ALCP project changes by type.

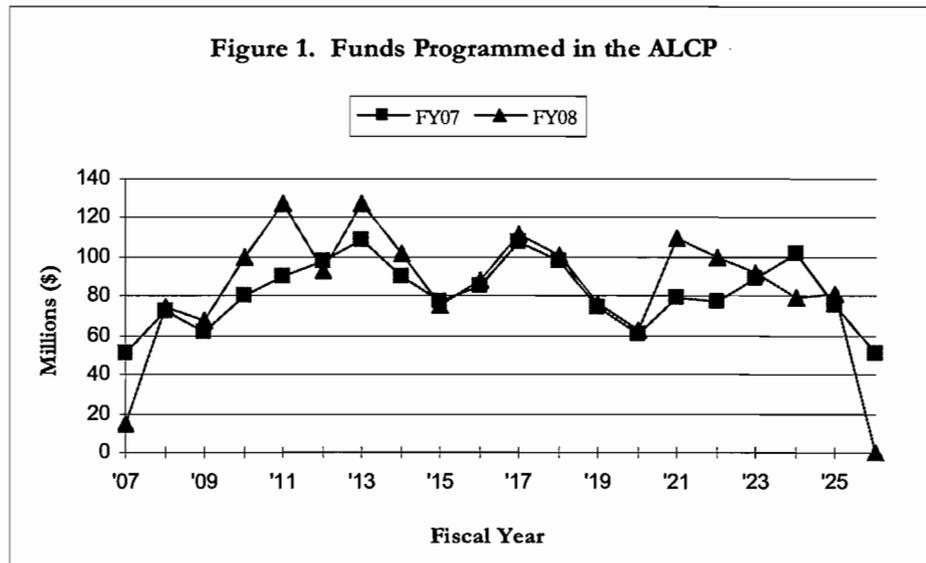
Project changes had a direct impact on the ALCP budget, which resulted in a shift of planned ALCP reimbursements. Programmed reimbursements fluctuated in every year programmed between FY07 and FY08 versions of the ALCP. Figure 1 demonstrates the shift in total programmed ALCP funding between in the FY07 and FY08 versions of the ALCP.

Table 4. ALCP Project Changes

Project Change	ALCP Projects
Advanced	14
Deferred	30
Segmented	5
Exchanged	3
Rescoped	6
Add/Change Work Phases	4
Misc.	15
Total	77

Although \$51.2 million was programmed for reimbursement in FY07, lead agencies only requested \$14.5 million in project reimbursements. In FY07, MAG reimbursed lead agencies for \$14.2 million in project expenses. Since the inception Arterial Life Cycle Program, lead agencies have been reimbursed for more than \$21 million for eligible expenses.

By the end of FY07, almost \$37 million of programmed reimbursements were redistributed due to project deferments or other project-related changes. Of that \$37 million, \$18 million were Regional Area Road Funds and \$19 million were STP-MAG Funds.



The largest increase in reallocated programmed reimbursements occurred in FY11. The FY07 ALCP programmed \$90.3 million of reimbursements for FY11. However in the FY08 ALCP, reimbursements increased by \$36.9 million to \$127.2 million. The largest decrease in reallocated programmed reimbursements, aside from those in FY07, occurred in FY26. In the FY07 version of the ALCP, \$50.6 million of reimbursements were programmed in FY26. Due to reallocations, FY26 reimbursements decreased to \$0 in the FY08 version of the ALCP. The average change in reimbursement programming was \$37 million. This is to say that on average \$37 million of programmed funds were affected by some type of project change (i.e. deferment).

Current and Upcoming Events

The next meeting for the ALCP Working Group will be held on September 6th at 2:30 P.M. in the Cholla Room at Maricopa Association of Governments Offices. Currently, the agenda for the meeting includes end of year findings, project requirement forms, and ALCP policies and procedures. To suggest additional agenda items for this meeting, please email chopes@mag.maricopa.gov.

This is the fifth Status Report for the Arterial Life Cycle Program (ALCP). Each quarter, MAG staff will provide member agencies with an update on the projects in the ALCP. As the program progresses, the information provided in this report will be updated. This report and all other ALCP information are available online at <http://www.mag.maricopa.gov/project.cms?item=5034>.

Fiscal Year 2007-2008 Arterial Life Cycle Program Schedule

Please Note: ALCP Administrative Adjustments and ALCP Amendments will go through the MAG Committee Process as necessary, as part of a transportation project change agenda item for required action.

August	MAG Staff to work with ITS Committee regarding ALCP (ITS funded projects for FY2009-2013)
September	6th ALCP Working Group Meeting: 2:30-4:00 p.m., MAG-Cholla Room
	12th Management Committee: ALCP Status Report*
	19th Transportation Policy Committee: ALCP Status Report*
	26th Regional Council: ALCP Status Report*
November/ December	Release ALCP project information for annual ALCP update
December	Lead Agencies and MAG Staff work on updating project information
January	7th Information due for ALCP projects in 2008-2013 for the TIP Report
	ALCP Status Report for the Transportation Review Committee*
February	8th Information due for ALCP projects in 2014-2026 for the RTP Update
	ALCP Status Reports for the Management and Transportation Policy Committees and the Regional Council*
	Transportation Review Committee recommends the TIP Report and RTP Update
March	Management and Transportation Policy Committees and the Regional Council recommend the TIP Report and RTP Update
April	Final review of updated information for FY08 ALCP by the ALCP Working Group
April/May	TIP Report and RTP Update undergo Air Quality Conformity Analysis
May	Present Draft FY2009 ALCP to the Transportation Review Committee
June	Present Draft FY2009 ALCP and FY2009 ALCP Schedule to the Management and Transportation Policy Committees and the Regional Council

* Dates are subject to change

TABLE 1
ARTERIAL STREET LIFE CYCLE PROGRAM
 January - June 2007, Project Status of Projects Underway
 (2006 and Year of Expenditure, Dollars in Millions, Consistent with the FY07 - February 28, 2007 ALCP)

Lead Agency & Facility	Project Requirement PO = Project Overview, PA = Project Agreement	Status S=Study, P=Pre-Design, D=Design, R=ROW, C=Const, C/O=Closed out	Regional Funding Reimbursements (Reimb.)			Total Expenditures (Exp.)		FY(s) for Reimb.	FY for Final Constr.	Other Project Information
			Programmed Reimb. FY07	Estimated Future Reimb. FY 2008-2026 (2006\$)	Reimb. To Date	Exp. through FY 2007 (YOES\$)	Estimated Future Exp. FY 2007-2026 (2006\$)			
CHANDLER										
Arizona Ave. at Chandler Blvd.	PO, PA	C/O		3.464		7.376	0.000	2014	2006	Project is completed.
Arizona Ave. at Elliot Rd.	PO, PA	C		3.464		5.189	0.000	2022	2006	
Arizona Ave. at Ray Rd.	PO, PA	C	3.464	0	3.464	5.192	1.394	2007	2007	Construction is 90% complete.
Chandler Blvd. at Dobson Rd.	PO, PA	D	1.32	2.144	0.018	0.336	7.349	2007-2008	2008	The study is 100% complete and design is underway.
Gilbert Rd. Loop 202 to Queen Creek Rd. - Segment A	PO, PA	D		6.317			11.874	2022	2008	This segment has been advanced. Design will begin in FY07.
Queen Creek Rd.: Arizona Ave. to McQueen Rd. - Segment A	PO, PA	C		4.026				2012	2007	
Ray at Alma School Rd.	PO, PA	D	0.357	3.107			9.709	2007-2009	2009	
Ray at McClintock (NE Corner Only)	PO	D, R, C		3.464			8.603	2011	2007 & 2010	The NE corner of the project is being advanced and will be constructed in 2007. The design is underway.
GILBERT										
Vai Vista Rd: Warner Rd. to Pecos Rd.	PO, PA	C/O	3.464	6.705	3.464	15.271	0.497	2007-2008, 2014	2006	Project Complete.
Warner Rd. at Cooper Rd.		R	1.316	2.148			5.619	2007-2008	2008	
MARICOPA COUNTY										
Dobson Rd, Gilbert Rd, McKellips Rd: Bridge over Salt River		S		42.797				2015	2015	Three ALCP Bridge Projects are being studied together.
El Mirage Rd: Jomax Rd. to Northern Ave. - All Segments		S, D		53.078				2008-2010, 2013-2018	2018	Two El Mirage Projects are being studied as a corridor.
Northern Ave.: Dysart Rd. to SR-303L - PHASE 1		P, D, R	19.016	38.766		3.5	104.4	2007-2011	2010	
MICHIGANA										
Power Rd: East Maricopa Floodway (EMF) to Galveston - Segment A		D, R	2.587	6.826			11.107	2007-2008	2008	
Power Rd: Baseline Rd to East Maricopa Floodway (EMF) - Segment B	PO, PA	D, C, R	2.684	4.552			10.000	2007-2009	2007	
MESA										
Broadway Rd: Dobson Rd. to Country Club Dr.	PO, PA	D	0.473	6.343			14.962	2007-2009	2009	
Country Club Dr. at University Dr.	PO, PA	D		2.57			6.995	2017	2009	
Dobson Rd. at Guadalupe Rd.	PO, PA	D	0.14	2.43		0.110	3.841	2007-2009	2009	Design 30% Complete
Gilbert Rd at University Dr.	PO, PA	C		2.57			8.100	2021	2008	



Lead Agency & Facility	Project Requirement PO = Project Overview, PA = Project Agreement	Status S=Study, P=Pre-Design, D=Design, R=ROW, C=Const, C/O=Closed out	Regional Funding Reimbursements (Reimb.)			Total Expenditures (Exp.)		FY(s) for Reimb.	FY for Final Constr.	Other Project Information
			Programmed Reimb. FY07	Estimated Future Reimb. FY 2008-2026 (2006\$)	Reimb. To Date	Exp. through FY 2007 (YOES)	Estimated Future Exp. FY 2007-2026 (2006\$)			
Greenfield Rd: Baseline Rd. to Southern - Segment A	PO, PA	R	1.401	3.767			5.402	2007-2008		
Greenfield Rd: Southern Rd. to University Rd. - Segment B		P	0.345	4.432				2007-2010		
McKellips/Greenfield, McKellips/Higley, and McKellips/Val Vista Intersection Improvements		P	0.121	7.944		0.170	11.517	2007-2010		
Southern Ave: Country Club Dr at Stapley	PO, PA	P	0.121	11.639		0.170	16.800	2007, 2009-2011		
Thomas Rd: Gilbert Rd. to Val Vista Dr.		D	0.346	4.794			7.269	2007-2009		
PEORIA										
Beardsley Road Project	PO	D, R		21.343			30.700	2011-2012	2009	Design is underway and reimbursement will be in Phase 2.
Happy Valley Rd: Lake Pleasant Pkwy to Terramar Blvd-Segment A and C		D, R		12.644			47.200	2022, 2024	2008	Design is underway.
Lake Pleasant Pkwy: Union Hills Dr to Dynamite Rd, 4 lane portion - Segment B	PO, PA	D, R, C	7.263	7.778	14.29	28.050	48.089	2006-2007, 2012-2013	2006	Construction is 60% complete.
PHOENIX										
Happy Valley Rd: I-17 to 35th Avenue	PO, PA	C/O		5.259		7.648		2023	2005	The Project is complete.
Happy Valley Rd: 35th Avenue to 43rd		D		2.932			2.738	2023	2009	
Happy Valley Rd: 43rd to 55th Avenue	PO, PA	D		2.539			3.111	2024	2009	
SCOTTSDALE										
SR-101L North Frontage Rd: Hayden to Scottsdale Rd-Segment A	PO	D, R, C	5.474	5.474			8.729	2007	2007	
SR-101L North Frontage Rd: Pima Rd/Princess Dr to Hayden		P, D, R	1.191	4.341				2007-2008	2007	
SR-101L South Frontage Rd: Hayden to Pima		P	0.123	12.616				2007-2010	2010	
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak - Segments A and B		D, R		30.573				2011-2015	2010	
Shea Blvd: SR-101L to SR-87 - All Segments		D, R, C		21.343				2021-2024	2008	

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

September 4, 2007

SUBJECT:

Draft MAG 208 Water Quality Management Plan Amendment for the Hassayampa Utility Company Southwest Service Area

SUMMARY:

Maricopa County has requested that MAG amend the 208 Water Quality Management Plan to include the Campus 1 Water Reclamation Facility for the Hassayampa Utility Company (HUC) Southwest Service Area with an ultimate capacity of 32 million gallons per day (mgd). On August 7, 2007, MAG conducted a public hearing on the Draft 208 Plan Amendments for the HUC Northeast Service Area and HUC Southwest Service Area. Following the public hearing, the MAG Water Quality Advisory Committee recommended approval of the Draft MAG 208 Plan Amendment for the HUC Southwest Service Area. The written comments, public hearing transcript, response by Maricopa County to public comments, and a letter from the Maricopa County Board of Supervisors are included under the Draft MAG 208 Water Quality Management Plan Amendment for the Hassayampa Utility Company Northeast Service Area Agenda Item.

The Campus 1 Water Reclamation Facility would be located in unincorporated Maricopa County within the southeast quarter of Section 7 of Township 1 North, Range 6 West. Reclaimed water from the facility would be disposed of through reuse, recharge, and AZPDES Permit discharge points to the Delaney Wash, Four Mile Wash, Old Camp Wash, and/or a discharge point 12,000 feet northeast of the facility in an unnamed wash. The Delaney Wash, Old Camp Wash, and the unnamed wash are tributaries to the Four Mile Wash.

PUBLIC INPUT:

On June 6, 2007, the MAG Water Quality Advisory Committee authorized a public hearing on the Draft MAG 208 Plan Amendment for the HUC Southwest Service Area. At the meeting, three public comments were received. In addition, one individual indicated his support on a comment card, but did not wish to speak. Two of the public comments were specific to the HUC Northeast Service Area 208 Amendment and are included under the Draft MAG 208 Water Quality Management Plan Amendment for the Hassayampa Utility Company Northeast Service Area Agenda Item.

A representative from Don't Waste Arizona and Arizona Nuclear Energy Watch provided public comment. His comments included: the application is silent on the depth and direction of groundwater flow in the area; there is tritium in the groundwater; no data on how the pumping of groundwater and recharge will affect the speed, flow, and direction of the radioactive water; does not state how radioactive emissions from the Palo Verde Nuclear Generation Station will affect the water; silent on potential effects for contamination of the aquifer by recharging contaminated water; concern of building next to a power plant; concern of large quantities of gaseous chlorine at the water and wastewater plants causing vulnerability of the power plant; private water utility companies are not as well regulated or scrutinized; and, the Hassayampa Sub-Basin historically has not had enough water to support this type of growth.

On August 7, 2007, the MAG Water Quality Advisory Committee conducted a public hearing on the Draft MAG 208 Plan Amendments for the HUC Northeast Service Area and HUC Southwest Service Area. At the public hearing, five testimonies was received and three members of the Water Quality Advisory Committee provided comments. In addition, MAG received written comments from five individuals/entities. Some comments were specific to the HUC Northeast Service Area 208 Amendment and are included under the Draft MAG 208 Water Quality Management Plan Amendment for the Hassayampa Utility Company Northeast Service Area Agenda Item.

Written comments were provided by Daniel E. Blackson encouraging MAG to find a balance between the request of HUC and the demands of the Town of Buckeye for the sake and future of the Tonopah community. The comments included: neither the HUC nor the Town of Buckeye should have their way; Buckeye believes it can better manage the water basin by emphasizing recharge efforts, however plans for this area that are within the Town's incorporated area have green belts and golf courses utilizing reclaim water rather than recharge; Buckeye opposes water and wastewater by a private utility, yet have encouraged it in other parts of their incorporated limits; Buckeye opposes taking water from the southern part of the basin, however it has an existing well field in this area; the request should only accommodate the first phases of master plan community development and be allowed to expand with future phases of development; the community of Tonopah is undergoing incorporation efforts and the new town should have the opportunity to provide water and wastewater service; and, if the Town of Buckeye is allowed to block the 208 and force the master plan communities to incorporate into Buckeye, it will overpower the ability of Tonopah to incorporate.

Written comments were provided by a representative of Don't Waste Arizona and Arizona Nuclear Energy Watch. The comments included: the application documentation is silent on the potential effects of the radioactive emissions of Palo Verde Nuclear Generating Station on the use and reuse of water in the proposed project and should be quantified and the effect examined; there is already tritium-contaminated water under Palo Verde as well as tritium contamination found in nearby roof vents of homes (portions of a Nuclear Regulatory Commission report were submitted for the record); a study showed a relationship between proximity to nuclear plants and infant mortality rates (article submitted for the record); a question about the wisdom of placing so many dwelling units and people near the Palo Verde Nuclear Generating Station and there is a ten-mile evacuation zone in the event of incident releasing unpermitted radiation; the Hassayampa Sub-Basin has not had enough water to support this type of growth historically and probably not enough to assure a 100-year water supply; concern groundwater pumping could cause subsidence that threatens homes, buildings, and the Palo Verde Nuclear Power Plant; there appears to have been no active solicitation for public participation in the public process by folks in that area; and, question as to why a public hearing was not held out by Palo Verde.

The City of Scottsdale representative on the MAG Water Quality Advisory Committee asked a clarification question during the public hearing. He inquired about the boundaries of the HUC Southwest Service Area.

A Tonopah resident provided testimony requesting that the 208 Amendment be approved. His comments included: support for Global Water's regional comprehensive water plan; Global Water has other programs in effect and is more than qualified to provide services to the Tonopah area; Global Water did come out and speak with the Tonopah Valley Community Council; met with the president of Global Water individually; and, similar plan presented when Global Water bought the Water Utility of Greater Tonopah.

Testimony was received from a representative of Don't Waste Arizona and Arizona Nuclear Energy Watch. His comments included: concern about the radioactive emissions from the Palo Verde Nuclear Generating Station; a study points out the relationship between the proximity to nuclear plants and infant mortality rates; concern about the ability to evacuate people from the area in case of nuclear

incident; Palo Verde is a troubled facility; someone in government has to be responsible and take a look; and, it would have been a better idea to have the public hearing in the vicinity of the communities affected.

Testimony was provided both verbally and in written form from a representative from the Tonopah Valley Association and resident of Tonopah requesting that MAG approve the 208 Amendment. Her comments included: information provided by Global Water at meetings has been impressive including the systems Global Water is currently providing in Maricopa and Casa Grande, Arizona; Global Water is interested in recycling and reusing the water more times than is customarily done; Global Water is technically capable of providing good wastewater treatment needs for the developments proposed in the Tonopah Valley; Global Water is well-capitalized and can operate and maintain good regional systems; Global Water purchased the Water Utility of Greater Tonopah and are upgrading and improving the condition of the water system; concern about the desire of Buckeye to annex part of Tonopah Valley; want to retain own identity as Tonopah; a lot of people from Tonopah are in attendance in support; Global Water as a private company is capable of serving the area better than Buckeye; and, if a private company such as Global Water is not able to provide the needed water and wastewater services to the area and Buckeye is, it could involve developments that are being proposed across the Tonopah Valley and be devastating to the future growth and development of Tonopah Valley.

PROS & CONS:

PROS: Approval of the 208 Plan Amendment for the Hassayampa Utility Company Southwest Service Area would make the facility included in the amendment consistent with the MAG 208 Plan. The MAG 208 Water Quality Management Plan is the key guiding document used by Maricopa County and the Arizona Department of Environmental Quality in granting permits for wastewater treatment systems in the MAG region.

CONS: Currently, there are concerns about the proximity of the service area to the Palo Verde Nuclear Power Plant, not enough water to assure a 100-year water supply, and the impact of the 208 Plan Amendment on the incorporation efforts of the community of Tonopah.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The facility included in the Hassayampa Utility Company Southwest Service Area 208 Plan Amendment is needed to accommodate growth in the Maricopa County unincorporated area

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

ACTION NEEDED:

Recommend approval of the Draft MAG 208 Water Quality Management Plan Amendment for the Hassayampa Utility Company Southwest Service Area.

PRIOR COMMITTEE ACTIONS:

Water Quality Advisory Committee: On August 7, 2007, the MAG Water Quality Advisory Committee conducted a public hearing on the Draft 208 Plan Amendment for the Hassayampa Utility Company Southwest Service Area. Following the hearing, the Committee recommended approval of the Draft 208 Plan Amendment to the MAG Management Committee, with four members voting no (*italics*) and one member abstaining (**shaded**).

MEMBERS ATTENDING

Roger Klingler, Scottsdale, Chair

Marilyn DeRosa, Avondale

Steve Borst for Lucky Roberts, Buckeye

Jacqueline Strong, Chandler

Greg Stack, El Mirage

*Lonnie Frost, Gilbert

Chris Ochs, Glendale

David Iwanski, Goodyear

Bill Haney, Mesa

#Stephen Bontrager, Peoria

Robert Hollander, Phoenix

Rich Williams Sr., Surprise

David McNeil, Tempe

Dale Bodiya for Kevin Chadwick, Maricopa
County

John Boyer, Pinnacle West Capital

*Jim Kudlinski for Ray Hedrick, Salt River
Project*

Erin Taylor, U of A Cooperative Extension

*Those members neither present nor represented by proxy.

#Attended by telephone conference call.

CONTACT PERSON:

Julie Hoffman, MAG, 602-254-6300

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

DATE:

September 4, 2007

SUBJECT:

Registration for the Local Update of Census Addresses Program

SUMMARY:

The Local Update of Census Addresses (LUCA) Program provides cities, towns and the county with an opportunity to update the Census Bureau address list for their jurisdiction. The address list will be used to distribute Census 2010 questionnaires. An accurate address list is crucial to obtaining a good census population count, which will be used to distribute billions of dollars in state-shared revenue to Arizona cities and towns. In early August, the Census Bureau sent out an invitation and a registration form to the Highest Elected Official of each city, town and the county, inviting him/her to participate in the LUCA Program. To receive the full 120 days to review and provide comments on the address lists, jurisdictions need to register for the LUCA Program by November 19, 2007.

To participate in the LUCA Program for Census 2010, the Highest Elected Official of a city, town or the county needs to: sign the registration form, designate a technical staff liaison, and sign an agreement that all individuals that have access to the Census Bureau address file will keep that information confidential.

There is also a need to choose one of three LUCA participation options:

Option 1 - Full Address List Review. This option requires that a confidentiality agreement be signed and allows the participating government to update city-style addresses on the census address list and provide any city-style addresses that are missing from the list.

Option 2 - Local Address List Submission -with receipt of the census address list for review. This option may be selected by governments that have city-style addresses but do not wish to update the census address list. The participating government submits its list of addresses by census block in a Census Bureau predefined format. The Census Bureau will provide Option 2 participants with the census address list and maps as a reference. This is why those jurisdictions need to sign a confidentiality agreement.

Option 3 - Local Address List Submission - without receipt of the census address list for review. This option may be selected by governments who do not wish to update the census address list and do not wish to sign a confidentiality agreement or cannot meet the Census Bureau's security guidelines for protecting census information. The participating government submits its list of addresses by block within its jurisdiction. The Census Bureau will provide Option 3 participants with maps and counts of addresses by Census block.

It is important to emphasize that Options 1 and 2 provide local jurisdictions with opportunities to appeal the Census Bureau's address list to an independent LUCA appeals office. Option 3, however, does not allow for such an appeal since the participant will not be able to tell the independent appeals office which addresses are missing from the Census address list. A discussion of the LUCA Program is attached.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: The accuracy and completeness of the Census Bureau address list are critical to the process for counting population and the quality of the resulting Census 2010 data.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: A considerable amount of staff resources will need to be devoted to the review and update of the Census Bureau address list.

POLICY: An accurate address list means a better Census 2010 count and the results of the census will be used to distribute billions of dollars in state-shared revenue.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

Heidi Pahl or Harry Wolfe (602) 254-6300.

Yearly Boundary and Annexation Survey Schedule:

- September—the BAS contact is sent a prenotification letter (by fax/e-mail/mail) for the upcoming survey, asking if he or she will have changes to report as of January 1.
- January—BAS packages mailed out.
- March—April—State Data Center staff conducts telephone follow-up.
- BAS packages received by April 1 will be included in the Population Estimates Program for estimates released the following calendar year.
- June 30—packages received will be included in the next BAS year materials.

Population Estimates Program

The Population Estimates Program publishes total resident population estimates and demographic components of change (births, deaths, and migration) each year. It also publishes the estimates by demographic characteristics (age, sex, race, and Hispanic origin) for the nation, states, and counties. In addition to the resident population universe, it also produces population estimates for these universes: resident plus armed forces overseas; civilian, and civilian noninstitutional at the national level; and civilian at the state level. The reference date for estimates is July 1 of each year.

American Community Survey

The American Community Survey (ACS) is a new nationwide survey designed to provide communities a fresh look at how they are changing. The ACS is conducted instead of administering the long form in future censuses and is a critical element in the Census Bureau's reengineered 2010 Decennial Census plan. The ACS will enhance your ability to serve your constituents by providing you with more timely information about your community. Data from this survey is released every year. Armed with more accurate and timely data, you will be able to make better informed decisions by having up-to-date information regarding your community, its people, and its resources. The Census Bureau selects a random sample from its file of housing unit addresses. An address has about 1 chance in 480 of being selected in any month. No address will be selected more often than once every five years.

Both the Population Estimates Program and the American Community Survey use the legal boundaries in existence for each jurisdiction on January 1 of each year. These boundaries are collected through the BAS, and all addresses geographically coded to the streets and roads within your jurisdiction become part of the sampling frame for the American Community Survey as well as part of the base used to calculate your population estimates. Therefore, participation in the LUCA Program and the BAS helps to ensure your community has good coverage—which contributes to good population estimates.

How do I find out more about LUCA and the other programs discussed?

Visit us at www.census.gov to reach the Census Bureau's home page.

To find out more about the LUCA Program, click on **Geography** then **Geographic Programs** or type in the URL www.census.gov/geo/www/programs.html. You may also send your questions regarding the LUCA Program to the following e-mail address: luca@geo.census.gov.

To find out more about the BAS, click on **Geography** then **Geographic Programs** or type in the URL www.census.gov/geo/www/programs.html or contact us at GEO.BAS@census.gov.

To find out more about the Population Estimates Program and the American Community Survey, visit us at www.census.gov and click on links to the **Estimates** page and the **American Community Survey** page adjacent to **People & Households** near the top of the home page.

To find the local Census Bureau Regional Office that serves your community, visit us at www.census.gov and click on **Regional Offices** along the left side of the screen. Then click your state on the map to get to the regional office that serves your state.

For questions on **General Census Geography**, contact geography@geo.census.gov.

Will Your Community Be Ready for the 2010 Census Local Update of Census Addresses (LUCA) Program?

2010 Census LUCA Program

Reissued
June 2007

The Local Update of Census Addresses Program, also known as LUCA, is a decennial census geographic partnership program that will allow the U.S. Census Bureau to benefit from local knowledge in developing its Master Address File for the 2010 Decennial Census and as subsequent use for yearly ongoing household surveys. Tribal, state, and local governments can contribute to a complete enumeration of their communities by reviewing and updating the list of housing units and group quarters addresses that the Census Bureau will use to deliver 2010 Decennial Census questionnaires within their communities.

Why is the LUCA Program important to your community?

An accurate population count starts with an up-to-date and accurate address list. Having a housing unit or group quarters address listed on the Master Address File ensures that the people residing at the address will be enumerated. A February 2003 Government Accountability Office report indicated that in fiscal year 2000, about \$283 billion in federal grant money was distributed to state and local governments by formula; states received their share of this money based in part on factors such as annual population estimates derived from the 1990 decennial census. When the population estimates were updated to reflect the 2000 census results, an additional \$388 million in federal grant funding went predominantly to the 23 states that had above-average estimate revisions. Clearly the stakes are high and a complete count is vital to cities and towns nationwide.

How is the LUCA Program administered?

The LUCA Program is made possible by the Census Address List Improvement Act of 1994 (Public Law 103-430) which provides an opportunity for designated representatives of tribal, state, and local governments to review the addresses contained on the census address list. The program operates as follows:

- Each invited government designates a LUCA liaison to review the portion of the census address list covering the area under its jurisdiction. The LUCA liaison will be subject to the same confidentiality requirements as census workers, which prohibits the disclosure of census information. The address list is confidential under Title 13 of the U.S. Code and participants must review a set of security guidelines and sign a confidentiality agreement promising to protect the confidentiality of the addresses.
- The Census Bureau will send the LUCA liaison an address list from the Master Address File, corresponding maps, and the address count list.
- In areas with city-style addresses, the LUCA liaison can update individual addresses on the list, as well as add addresses missing from the list. The Census Bureau will verify the updates during the Address Canvassing Operation and provide feedback to the participants about the results.

U S C E N S U S B U R E A U

Helping You Make Informed Decisions

U.S. Department of Commerce
Economics and Statistics Administration
U.S. CENSUS BUREAU

- In areas with non-city-style addresses (e.g., rural route and box number or post office box numbers), the LUCA liaisons can challenge the count of housing unit and group quarters addresses.
- The Census Bureau will visit each census block during the Address Canvassing Operation and update the census address list. The Census Bureau will provide the LUCA participants with an updated address list and maps during the feedback phase.
- Public Law 103-430 allows LUCA participants to appeal final Census Bureau decisions. All appeals must be adjudicated prior to Census Day to ensure that the housing unit is visited during the enumeration phase. An agency independent of the Census Bureau will review and decide on all appeals prior to Census Day, April 1, 2010.

How has the LUCA Program changed from Census 2000?

The Census Bureau is making a number of improvements to the 2010 LUCA Program:

- There will be a longer review cycle for all address types.
- There will be a longer review period: 120 calendar days.
- There will be more advance notice so that participating governments can prepare.
- There will be more comprehensive program communications, as well as periodic contact to answer questions and gauge each participating government's progress.
- Participating governments will be offered the option of using the Census Bureau supplied MAF/TIGER® Partnership Software application that combines the census address list, address count list, and maps in a software package.

What is the LUCA Program schedule?

Time Frame	Activity
January 2007 to February 2007	LUCA advance notice letters were mailed to the highest elected official and other contacts in eligible, active, functioning governments.
August 2007	LUCA invitation letters and registration materials mailed to the highest elected official and other contacts in eligible, active, functioning governments.
August 2007 to January 2008	Invited governments register for LUCA and the Census Bureau ships the LUCA review materials to each participating government.
September 2007 to March 2008	LUCA participants review and update the address list and return their comments to the Census Bureau's Regional Office within 120 days of receipt of materials.
October 2007 to October 2008	Census Bureau reviews the participants' LUCA submissions and updates the Master Address File/TIGER® system.
November 2008 to June 2009	Census Bureau prepares for and conducts the Address Canvassing Operation using GPS-equipped hand-held computers.
August 2009 to October 2009	Census Bureau sends feedback materials to the LUCA participants showing how we processed each government's LUCA submissions.
September 2009 to December 2009	LUCA participants review their LUCA feedback and have the opportunity to appeal the results to the LUCA Appeals Office.
September 2009 to January 2010	LUCA Appeals Office reviews and adjudicates appeals.

What are the LUCA participation options?

There are three LUCA participation options for a government to choose from depending on factors such as the type of addressing within their government, access to an address list, willingness to sign a Title 13 confidentiality agreement, as well as their level of resources for conducting the review.

Option 1—Full Address List Review (Title 13 option)

This option requires a Title 13 confidentiality agreement and allows the participating government to update city-style addresses on the census address list and provide any city-style addresses that are missing from the list.

City-style addresses are those used for mailing or E-911 in a house number and street name format. In census blocks within a jurisdiction that contain non-city-style addresses (P.O. Box, RR, and Box) the LUCA participant may challenge the count of addresses in each census block. After the Address Canvassing Operation validates the address changes, the participant will receive feedback on their submission and may appeal the results to an independent LUCA appeals office that will adjudicate the differences.

Option 2—Local Address List Submission (Title 13 option)

This option may be selected by governments that have city-style addressing (mailing or E-911) but do not wish to update the Census Bureau's address list. The participating government submits its list of city-style addresses assigned to the census blocks within its jurisdiction in a Census Bureau predefined format. The Census Bureau will provide Option 2 participants with the census address list and maps as a reference, which is why a Title 13 confidentiality agreement is required. After the Address Canvassing Operation validates the participant's address list submission, the participant will receive feedback on each address submitted to the Census Bureau. If the participant does not agree with the Census Bureau's decision, the government may appeal the results to an independent LUCA appeals office that will adjudicate the differences.

Option 3—Local Address List Submission (Non-Title 13 option)

This option may be selected by governments that have city-style addressing (mailing or E-911) but do not wish to update the Census Bureau's address list and do not wish to sign a confidentiality agreement, or cannot meet the Census Bureau's security guidelines for protecting Title 13 information. This option allows the participating government to help improve the census address list by submitting its city-style addresses coded to the census blocks within its jurisdiction. The Census Bureau will provide Option 3 participants with maps and counts of addresses for each census block within its jurisdiction. After the Address Canvassing Operation validates the participant's submission, the participant will receive updated maps and counts of addresses by census block. The results under Option 3 cannot be appealed since the participant will not be able to tell the independent appeals office which addresses are missing from the census address list.

What type of LUCA review materials will I receive?

Census Address List and Address Count List

The census address list and address count list will be offered in paper and computer-readable formats. The paper media option will be available for governments with 6,000 or fewer addresses (approximately 1,000 printed pages). The computer-readable lists are in ASCII pipe-delimited (|) text file format which are easily opened using most common spreadsheet and database software applications.

Census Maps from the MAF/TIGER® Database

The LUCA program maps will be offered in printed map sheet format or the participant may select the spatial data from TIGER® (the Census Bureau's Topologically Integrated Geographic Encoding and Referencing system) in shapefile format that requires a Geographic Information System (GIS) software application to view and update the file. LUCA participants using their own GIS software must use the Census Bureau provided shapefiles and return their map feature updates in the specified shapefile format.

Census Bureau's MAF/TIGER® Partnership Software

Participating governments may also use a Census Bureau supplied software application to update both the census address list and maps. The MAF/TIGER® Partnership Software (MTPS) is a tailored GIS application that combines both the census address list and digital maps into one application that participants use to do their address and map updates. The MTPS gives LUCA participants the ability to open their local address list in a non-editable view table. All address and map updates done with the MTPS will meet the Census Bureau's formatting requirements. This software is appropriate for any level of government that does not already have its own GIS software and only requires a Windows 98® or newer operating system (excluding Microsoft Windows Vista™).

How does LUCA integrate with other Census Bureau programs?

One benefit of participation in the 2010 Decennial Census LUCA program is that participating governments will be able to use their LUCA maps to provide updates to their legal boundaries. This means that if your government registers for the LUCA Program by October 31, 2007, the Census Bureau will not send you a separate 2008 Boundary and Annexation Survey (BAS) package in January 2008. The Census Bureau conducts the BAS annually to collect information about selected legally defined geographic areas. The BAS is used to update information about the legal boundaries and names of all governmental units in the United States. The Census Bureau uses the boundary information collected in the BAS to tabulate data from various programs and surveys, such as the Population Estimates Program and the American Community Survey. The boundaries are also provided to other federal agencies in accordance with Office of Management and Budget Circular A-16 and Executive Order 12906.



302 North 1st Avenue, Suite 300 ▲ Phoenix, Arizona 85003
Phone (602) 254-6300 ▲ FAX (602) 254-6490

September 4, 2007

TO: Members of the MAG Management Committee

FROM: Jeff Romine, MAG Senior Regional Economist

SUBJECT: REPORT ON THE JUNE 26, 2007 MEETING OF THE MAG INCARCERATION OF MUNICIPAL PRISONERS STAKEHOLDERS GROUP

On June 26, 2007, the reconstituted MAG Incarceration of Municipal Prisoners Stakeholders Group met for the first time. The stakeholders heard presentations from both Maricopa County and MAG staff and discussed a few possible cost saving methods. Below please find a brief recap of the meeting and a list of next steps for future meetings.

Maricopa County Presentation

Maricopa County started the meeting by providing an overview of the methodology used to calculate the current rates, the overall detention costs and revenues, and how the jail tax is utilized. Maricopa County explained that many of the cost increases from past years have resulted from necessary increases in personnel and the escalating costs of employee benefits and salaries.

Maricopa County representatives also announced that they will provide to municipalities a preliminary jail per diem rate by February 1st of each year. The final rate will still be sent by April 1st of each year. Maricopa County has requested to have a representative provide information on the preliminary rate at the February MAG Management Committee meeting each year, along with answering any questions from the members of the Management Committee.

Maricopa County announced that the Sheriff's Office, the Department of Finance, and the Office of Management and Budget were in the process of selecting a consultant to review the per diem allocation methodology, and the resulting recommendations will be utilized for setting the fiscal year (FY) 2008-2009 rates. Prior to finalizing the report, the consultant will be available to present a draft of the study to the MAG Management Committee to gather additional input.

The stakeholders also discussed the need to have better communication between the municipalities and Maricopa County. As part of the next steps, stakeholders will identify points of contact in order to facilitate better communication.

MAG Presentation

MAG staff presented on the current and future factors that will likely affect incarceration rates. According to data analyzed by MAG staff, the Maricopa County jail system is currently near 95 percent average capacity. As the regional population continues to grow and if current local justice practices remain constant, the Maricopa County jail system will become increasingly crowded. While no specific projections are available for future county and municipal incarceration demand, a recent study by the Pew Charitable Trust estimates that Arizona's (prison and jail) inmate population will grow 61 percent between 2006-2016.

At the request of many of the stakeholders, MAG staff revisited the five year, FY 2002-2006 rate estimate chart provided to the previous Incarceration of Municipal Prisoners Stakeholders Group. MAG staff concluded that if the rate estimates had been extended to FY 2007-2008, using the same base assumptions, the per diem rates would have been approximately \$160.50 for bookings and approximately \$62.00 for housing, or 15 percent lower for bookings and 14 percent lower for housing than the current FY 2007-2008 rates. The stakeholders requested that MAG staff develop a draft five year rate estimate chart for FY 2009-2014 for consideration at a future meeting.

Based on previous discussions with Maricopa County, MAG staff reviewed labor costs for the MAG region and compared them to similar areas. Currently, according to the US Bureau of Labor Statistics, corrections officers in the MAG region are paid less than officers in nearby regions such as Las Vegas, San Diego, and Tucson. Maricopa County staff noted that the pressure to offer a competitive salary has already affected staff vacancy, turnover and retention.

Increasing labor costs affect not only Maricopa County, but also municipal law enforcement. When calculating local agency costs of transporting offenders in the MAG region, the estimated total cost for an average booking may be higher than County booking fees. If a police officer transported a offender directly to Maricopa County booking from the event scene, the costs were estimated to be near \$150 in wages for the travel and booking process time and \$25 in direct patrol car operation costs.

Finally, MAG staff analyzed the combined impact resulting from growth and change factors affecting individual MAG communities. The combination of explosive population growth, changes in booking and per diem incarceration costs, and criminal justice policies have led to significant budget increases for communities. For example, the Town of Buckeye's booking payments may have risen as much as 480 percent since 2000, Surprise's fees more than 400 percent, Peoria's fees likely tripled, Mesa's and Scottsdale's doubled, and Phoenix's fees rose about 50 percent during this same period.

Possible Cost Saving Measures

The stakeholders discussed two possible cost saving measures. First is the use of videoconferencing to adjudicate municipal prisoners. The Town of Guadalupe currently uses videoconferencing to adjudicate all of its municipal prisoners. This practice provides the town with significant costs savings in transportation and labor and the system is relatively simple to operate.

Currently, Maricopa County has a different system for videoconferencing from the one provided by MAG to each member agency. However, Maricopa County is in the process of reviewing videoconferencing to adjudicate its prisoners and MAG staff has requested that the municipalities be included in that review.

A report on the steps necessary to implement videoconferencing to adjudicate municipal prisoners will be presented at the next stakeholders meeting.

The second possible cost saving measure was brought forward by the Maricopa County Sheriff's Office (MCSO). According to the MCSO, municipalities could save costs if they adjudicate municipal prisoners while they are serving time on a Maricopa County charge. MCSO will provide a report to the stakeholders on the current number of inmates that have city "holds" along with either a pending county charge or city charge from another jurisdiction. This potential approach will be discussed further at the late October stakeholders meeting.

Next Steps

The MAG Incarceration of Municipal Prisoners Stakeholders Group will hold two meetings in October to discuss the items listed below. Upon completion of the Stakeholders Group's work, MAG staff will present a draft report to the MAG Management Committee and Regional Council outlining the recommendations of the Stakeholders Group.

Items for discussion at the next MAG Incarceration of Municipal Prisoners Stakeholders Group

- ▶ MAG completion of a five year rate estimate chart for Fiscal Years 2009-2014.
- ▶ Identify points of contact for Maricopa County and each municipality in order to facilitate better communication.
- ▶ MAG report on the steps necessary to implement videoconferencing to adjudicate municipal prisoners.
- ▶ Maricopa County Sheriff's Office report on the current number of inmates that have city holds along with either a pending county charge or city charge from another jurisdiction.
- ▶ Maricopa County presentation on available programs that can help reduce criminal activity and recidivism.

If you have any further questions, please contact me at (602) 254-6300.

cc: MAG Incarceration of Municipal Prisoners Stakeholders Group
 MAG Intergovernmental Representatives

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

September 4, 2007

SUBJECT:

ADOT Red Letter Process

SUMMARY:

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

Notifications:

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

Advance acquisitions:

- ADOT is authorized to proceed with advance right-of-way acquisitions up to \$2 million per year in funded corridors.
- Any change in the budgets for advance right-of-way acquisitions constitutes a material cost change as well as a change in freeway priorities and therefore, would have to be reviewed by MAG and would require Regional Council action.
- With the passage of Proposition 400 on November 2, 2004, the Regional Transportation Plan (RTP) includes funding for right-of-way acquisition as part of the funding for individual highway projects. This funding is spread over the four phases of the Plan. Funding for advance acquisitions may be made available on a case-by-case basis.

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

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

ADOT received 709 Red Letter notifications in the period from January 1, 2007 to June 30, 2007. In addition to the 181 separate examples attached, ADOT has requested a complete set of plans for the developments and a plan review on an additional 195 notifications. The 195 additional notices included zoning changes and/or general plan amendments that would put future developments

adjacent or very close to ADOT right-of-way that would cause concerns. The ADOT Red Letter coordinator also received 84 telephone, mail, and/or email notifications of possible impact to the State Highway System. The 84 telephone, mail, and/or email notifications consisted of 25 notifications on the Estrella Corridor, 303 Loop and 26 on the South Mountain, 202 Loop, 20 on the I-10 Reliever and 13 on the 303 Loop south of I-10.

PUBLIC INPUT:

No comments were received at the August 23, 2007 meeting of Transportation Review Committee.

PROS & CONS:

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

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

TECHNICAL & POLICY IMPLICATIONS:

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

POLICY: With the passage of Proposition 400 on November 2, 2004, the RTP includes funding for right-of-way acquisition as part of the funding for individual highway projects. This funding is spread over the four phases of the Plan. Funding for advance acquisitions may be made available on a case-by-case basis.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

Transportation Review Committee: This item was on the August 23, 2007 agenda for information and discussion.

MEMBERS ATTENDING

Maricopa County: John Hauskins
ADOT: Dan Lance
#Avondale: David Fitzhugh
#Buckeye: Scott Lowe
Chandler: Patrice Kraus
El Mirage: Lance Calvert for B.J. Cornwall
Fountain Hills: Randy Harrel
*Gila Bend: Lynn Farmer
Gila River: David White
Gilbert: Tami Ryall
Glendale: Terry Johnson
Goodyear: Cato Esquivel
Guadalupe: Jim Ricker

*Litchfield Park: Mike Cartsonis
*Mesa: Jim Huling
*Paradise Valley: Robert M. Cicarelli
Peoria: David Moody
Phoenix: Tom Callow
*Queen Creek: Mark Young
RPTA: Bryan Jungwirth
Scottsdale: Mary O'Connor
Surprise: Randy Overmyer
Tempe: Carlos de Leon
Valley Metro Rail: John Farry

*Regional Bicycle Task Force: Randi Alcott
*Street Committee: Darryl Crossman

*Pedestrian Working Group: Eric Iwersen
*ITS Committee: Alan Sanderson

* Members neither present nor represented by proxy. + - Attended by Videoconference
- Attended by Audioconference

CONTACT PERSON:

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



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

Janet Napolitano
 Governor

Victor M. Mendez
 Director

Sam Elters
 State Engineer

July 12, 2007

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

RE: Report of Red Letter Notifications from January 1, 2007 to June 30, 2007

Dear Mr. Smith:

This letter is submitted to inform you of "Red-Letter" notifications received by this office for the period January 1, 2007 – June 30, 2007. During this period, the following numbers of notifications were received from various local agencies, as well as directly from various individual developers, architects, engineers and attorneys in the metropolitan area:

<u>LOCAL AGENCIES</u>	<u>NOTICES</u>
City of Avondale	15
Town of Buckeye	08
City of Chandler	68
City of El Mirage	02
Town of Gilbert	38
City of Glendale	03
City of Goodyear	80
City of Mesa	57
City of Peoria	37
City of Phoenix	71
City of Scottsdale	06
City of Surprise	131
City of Tempe	01
Maricopa County	99
Wickenburg	15
Casa Grande	07
State Land	29
Various Entities	42
<u>TOTAL NOTICES RECEIVED</u>	<u>709</u>



2001 Award Recipient

Page 2
Mr. Dennis Smith
July 12, 2007

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

In addition to the 181 separate examples attached, ADOT has requested a complete set of plans for the developments and a plan review on an additional 195 notifications. The 195 additional notices included zoning changes and/or general plan amendments that would put future developments adjacent or very close to ADOT right of way, which would cause concerns. The Department appreciates the opportunity to communicate with both local agencies and developers as early as possible in the planning/design process. The "Red Letter" coordinator also received 84 telephone mail, and/or e-mail notifications of possible impact to the State Highway System. The 84 telephone, mail and/or e-mail notifications consisted of 25 notifications on the Estrella Corridor, 303 Loop and 26 on the South Mountain, 202 Loop, 20 on the I-10 Reliever and 13 on the 303 Loop south of I-10

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



2001 Award Recipient

Page 3
Mr. Dennis Smith
July 12, 2007

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

Sincerely,



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

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

Attachment



2001 Award Recipient

Maricopa Association of Governments Report of Red Letters

Of the 709 notices received, 181 had an impact on the Regional Freeway System. These 181 notices are summarized as follows:

Avondale:

1. I-10 and McDowell Road, there were 3 separate “Red Letters” received concerning commercial site plans. Some possible issues could be drainage, encroachments, permits and access. ADOT also asked the developer to work closely with ADOT and to be sure and keep ADOT informed on all matters throughout the development process. ADOT requested copies of all the development plans.
2. I-10 and 117th Avenue, there were 2 separate “Red Letters” received concerning residential site plans. Some possible issues could be drainage, encroachments, permits and access. ADOT reminded the City and developer that all noise mitigation would be the responsibility of the developer. ADOT also told the City and developer the development would have a visual sight of the highway.
3. 67th Avenue and Broadway Road, there was a “Red Letter” received concerning a residential site plan. ADOT told the City and developer that this development would be in the I-10 Reliever/ SR 801 Corridor. ADOT and HDR Engineering, Inc. provided a plat of the development with a “clear take line” high-lighted on the plat.
4. Avondale Boulevard and Broadway Road, there was a “Red Letter” received concerning a residential site plan. ADOT told the City and developer that this development would be in the I-10 Reliever/ SR 801 Corridor. ADOT and HDR Engineering, Inc. provided a plat of what the outcome of the SR 801 would have on the development and a few concerns:
 - A. The proposed local streets that cross the freeway alignment would need to be resolved (i.e. dead-end the streets, pass under or over the freeway, etc.)
 - B. The drainage elements associated with the PAD and freeway would need to be coordinated.



- C. At El Mirage Road, the freeway would be elevated over the crossroad at this site if this alignment were to be chosen as the preferred alternative. This would require the relocation of the two high voltage overhead power lines leading into the Rudd Substation. New easements would be required, which could result in even more disruption to the PAD than is shown for the SR 801 corridor.
 - D. The southwest corner of Broadway Road and Avondale Boulevard is the location where the confluence of the Durango Regional Conveyance Channel and SR 801 drainage channel would occur. It is possible that large areas would be required in this area to accommodate detention basins that may be needed to at the confluence to connect these two systems together.
5. Avondale Boulevard and Coldwater Springs Boulevard, there was a "Red Letter" received concerning a residential site plan. ADOT told the City and developer that this development would be in the I-10 Reliever/ SR 801 Corridor. ADOT asked the developer to contact the ADOT Project Coordinator as soon as possible.
 6. I-10 and El Mirage Road, there was a "Red Letter" received concerning a commercial site plan. ADOT informed the City and developer there were concerns over access, encroachments, drainage facilities and traffic safety.
 7. 127th Avenue and Garfield Road, there were 2 separate "Red Letters" received concerning commercial site plans. ADOT informed the City and developer the development could be affected by the I-10 widening project and to contact the Project Coordinator as soon as possible.

Page 6
Mr. Dennis Smith
July 12, 2007

Town of Buckeye:

1. S R 85 & Southern Avenue, there were 2 separate “Red Letters” received concerning site plans. Some possible issues could be drainage, encroachments, permits and access. ADOT requested a traffic study and a copy of the all plans. ADOT asked the developer to contact the ADOT Project Coordinator, as this development will be in the SR 85 widening project.
2. I-10 and 315th Avenue, 2 separate “Red Letters” were received concerning an area plan. ADOT recommended the developers contact the ADOT Phoenix District Office to help prevent encroachments, make sure all boundary lines are correct and access issues. There were concerns of drainage due to the site abutting an ADOT retention basin. ADOT requested a traffic study and a full set of plans.
3. I-10 and SR 85, 2 separate “Red Letters” were received concerning a General Master Plan. ADOT informed the City that while the plan did not affect ADOT right of way, the development would. ADOT requested all development plats and asked to be kept informed of all stages of development, since it some of the development could affect ADOT.
4. Airport Road and Van Buren Street, a “red Letter” was received concerning a site plan. ADOT requested a copy of the site plan and all developments plans. This site plan could be close to I-10 Highway.

Chandler:

1. 202 Loop (Santan) & SR 87, 4 separate “Red Letters” were received concerning residential preliminary plats. ADOT recommended the developer contact ADOT’s Phoenix District Office to help prevent encroachments, noise mitigation and make sure all boundary lines are correct. There were concerns of drainage due to the site abutting an ADOT retention basin. ADOT also informed the developer a permit would be necessary in order to access this site. ADOT requested a full set of plans and to be kept informed of development.



2. 202 Loop/Santan and McClintock Drive, 2 separate “Red Letters” were received concerning a residential plat. ADOT informed the City and developer that they must work closely with ADOT throughout the development process due to the development’s proximity to ADOT Right of Way. There were concerns of drainage due to the site abutting an ADOT retention basin. ADOT also informed the developer a permit would be necessary in order to access this site and that noise mitigation would be the developer’s responsibility. ADOT also requested a copy of the final plat to review and comment on.
3. 202 Loop and Alma School Road, 2 separate “Red Letters” were received concerning proposed commercial site plats. ADOT reminded the City the developments abutted ADOT R/W and there could be issues with encroachments, traffic flow, and drainage especially since it abuts ADOT retention basin, and they would need permits for access. ADOT also requested copies of all plats and especially the final plats to review and comment on. ADOT requested 2 weeks to review and comment on the final plats when ready.
4. 202 Loop and Willis Road, a “Red Letter” was received concerning a proposed residential site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT recommended the developer contact the ADOT Phoenix District Office to discuss the development. ADOT also reminded the City and developer that any noise mitigation would be the developer’s responsibility. ADOT also requested copies of all plats and especially the final plat to review and comment on. ADOT requested 2 weeks to review and comment on the final plats when ready.
5. S R 87 and Elliot Road, a “Red Letter” was received concerning a proposed residential site plat. ADOT requested a set of full plans and to be kept in contact on this development. ADOT also informed the developer that there were concerns over drainage, encroachments, traffic flow, and permits for access and noise mitigation. ADOT also requested copies of all plats and especially the final plat to review and comment on. ADOT requested 2 weeks to review and comment on the final plats when ready.

6. S R 87 and Chandler Heights Boulevard, a “Red Letter” was received concerning a proposed residential site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT also reminded the City and developer that any noise mitigation would be the developer’s responsibility. ADOT also requested copies of all plats and especially the final plat to review and comment on.
7. S R 87 and Ray Road, a “Red Letter” was received concerning a proposed monument signage. ADOT has concerns over the placement of signs, how they are to be erected, and if there will be any visual distractions to the driving public. ADOT also reminded the City that if the developer needs to access ADOT R/W they will need an access permit and/or encroachment permit. ADOT requested all sign plans be submitted for review and further comments.
8. I-10 and Galveston Street, 2 separate “Red Letters” were received concerning final site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. The developer’s design consultant called and said they would not be utilizing any ADOT right of way and would not use the ADOT drainage.
9. 101 Loop (Pima Freeway) and Chandler Boulevard, a “Red Letter” was received concerning a proposed commercial site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT also requested copies of all plats and especially the final plat to review and comment on.

Town of Gilbert:

1. 202 Loop and Williams Field Road, a “Red Letter” was received concerning a proposed residential site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT also reminded the City and developer that any noise mitigation would be the developer’s responsibility. ADOT also requested copies of all plats and especially the final plat to review and comment on. Alliance Residential Company sent a letter stating there will be no vehicular access on or to the Santan (202), and no impediment to ADOT drainage.



Page 9
Mr. Dennis Smith
July 12, 2007

2. 202 Loop and Lindsay Road, 2 separate "Red Letters" were received concerning proposed residential site plats. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT also requested copies of all plats and especially the final plats to review and comment on.
3. 202 Loop and Val Vista Drive, 4 separate "Red Letters" were received concerning proposed residential site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT also requested copies of all plats and especially the final plats to review and comment on.
4. Val Vista Drive (Williams Gateway Freeway Corridor) and Driver's Way, a "Red Letter" was received concerning a proposed commercial site plat. ADOT reminded the City this development could be in the planned Williams Gateway Freeway Corridor. ADOT requested the developer contact ADOT as soon as possible (contact information was given). ADOT also requested copies of all plats and especially the final plat to review and comment on.

City of Goodyear

1. SR 238 and 75th Avenue, 5 separate "Red Letters" were received concerning proposed residential site plats. ADOT informed the City these developments were in the SR 238 Widening Study and there could be concerns. ADOT asked for all development plans to be sent for review and comments, since this huge site weaves in and out of ADOT right of way.
2. Perryville Road and Broadway Road, a "Red Letter" was received concerning a commercial preliminary plat. ADOT informed the City this development was in the I-10 Reliever area and the developer needed to contact ADOT right a way about this development.
3. Sarival Avenue and Elwood Street, 3 separate "Red Letters" were received concerning commercial preliminary plats. ADOT informed the City this development was in the I-10 Reliever area and the developer needed to contact ADOT right a way about this development.



Page 10
Mr. Dennis Smith
July 12, 2007

4. Sarival Avenue and Lower Buckeye Road, 3 separate “Red Letters” were received concerning a commercial site plats. ADOT informed the City these developments were in the I-10 Reliever Corridor Study and there could be concerns. ADOT asked that the developer contact ADOT about these developments. ADOT also asked to be kept apprised during all phases of the developments.
5. 183rd Avenue and Yuma Road, a “Red Letter” was received concerning a proposed residential site plat. ADOT informed the City this development was in the I-10 Reliever Corridor Study and there could be concerns. ADOT asked that the developer contact ADOT about these developments. ADOT also asked to be kept apprised during all phases of the developments.
6. Citrus Road and Lower Buckeye Road, 2 separate “Red Letters” were received concerning proposed residential site plats. ADOT informed the City these developments were in the I-10 Reliever Corridor Study and there could be concerns. ADOT asked that the developer contact ADOT about these developments. ADOT also asked to be kept apprised during all phases of the developments.
7. Sarival Avenue and Broadway Road, a “Red Letter” was received concerning a proposed commercial site plat. ADOT informed the City this development was in the I-10 Reliever Corridor Study and there could be concerns. ADOT asked that the developer contact ADOT about these developments. ADOT also asked to be kept apprised during all phases of the developments.
8. I-10 and Estrella Parkway, a “Red Letter” was received concerning a proposed commercial site plat. ADOT informed the City this development was in the I-10 widening project and there could be concerns. ADOT asked that the developer contact ADOT about these developments. ADOT also asked to be kept apprised during all phases of the developments.



9. Cotton Lane and Yuma Road, a “Red Letter” was received concerning a proposed commercial site plat. ADOT informed the City this development was in the SR 303 South Corridor Study and there could be concerns. ADOT asked that the developer contact ADOT about these developments. ADOT also asked to be kept apprised during all phases of the developments.
10. Queen Creek Road and Patterson Road/ I-10 to SR 801, a “Red Letter” was received concerning a proposed residential/commercial site plat. ADOT informed the City this development was in the I-10 Reliever Corridor Study and the SR 303 Loop South. ADOT asked that the developer contact ADOT about these developments. ADOT also asked to be kept apprised during all phases of the developments.
11. SR 303 Loop and Canyon Trails Road, a “Red Letter” was received concerning a proposed residential site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT also reminded the City and developer that any noise mitigation would be the developer’s responsibility. ADOT also requested copies of all plats and especially the final plat to review and comment on.
12. SR 303 Loop and Yuma Road, a “Red Letter” was received concerning a proposed residential site plat parcel 3. ADOT informed the City this development was in the I-10 Reliever Corridor Study and there could be concerns. ADOT asked to be kept apprised during all phases of the development.
13. I-10 and McDowell Road, 4 separate “Red Letters” were received concerning proposed Commercial site plats. ADOT informed the City this development was in the I-10 Widening Project and there could be concerns. ADOT asked to be kept apprised during all phases of the development.
14. I-10 and 183rd Avenue, a “Red Letter” was received concerning a proposed residential site plat. ADOT informed the City this development was in the I-10 widening Project as well as the I-10 Reliever Corridor Study and there could be concerns. ADOT asked to be kept apprised during all phases of the development.

Page 12
Mr. Dennis Smith
July 12, 2007

15. I-10 and Litchfield Road, a “Red Letter” was received concerning a proposed commercial site plat. ADOT informed the City this development was in the I-10 Widening Project and there could be concerns. ADOT asked to be kept apprised during all phases of the development.
16. I-10 and McDowell Road, a “Red Letter” was received concerning a proposed commercial site plat. ADOT informed the City this development was in the I-10 Widening Project and there could be concerns. ADOT asked to be kept apprised during all phases of the development.

Maricopa County:

1. I-10 West and out by Tonopah/Hassayampa, 3 separate “Red Letters” were received concerning the master development plans of different areas along I-10. ADOT reminded the County that there would be no noise mitigation, drainage facilities must not be disturbed or impeded. ADOT also told the County if the developer needed to enter or use ADOT right of way a permit would be necessary. ADOT asked the developer to contact the ADOT plans technician to verify the boundary lines. ADOT reminded the County that all noise mitigation was the responsibility of the developer.
2. I-10 and 339th Avenue, 5 separate “Red Letters” were received concerning proposed commercial plats. ADOT had several areas of concern; ADOT needs to review all development plans for access, encroachments, boundary lines, drainage and traffic flow. The developers need a permit to use ADOT right of way. ADOT would like to be kept apprised of the progress on these developments.
3. I-10 and 395th Avenue to 415th Avenue, a “Red Letter” was received concerning a residential preliminary plat. ADOT asked the developer for an anticipated traffic count to the highway, also reminded them a permit would be necessary to access ADOT R/W, drainage must not be impeded, encroachments and noise mitigation.



2001 Award Recipient

4. 303 Loop and Happy Valley Road, a “Red Letter” was received concerning a Comprehensive Plan Amendment. ADOT reminded the County any development plans would need to be submitted for review and comments since they would be in ADOT right of way.
5. 303 Loop and Northern to Olive Avenues, a “Red Letter” was received concerning a residential site plat. ADOT reminded the County there were drainage facilities in that area, permit would be necessary to access ADOT R/W, noise mitigation is the responsibility of the developer, watch for encroachments onto ADOT R/W and have the developer submit a traffic study.
6. U S 60 (Grand Avenue) and between Wittman and Circle City, a “Red Letter” was received concerning a residential site plat. ADOT reminded the County there were drainage facilities in that area, permit would be necessary to access ADOT R/W, and watch for encroachments onto ADOT R/W.
7. SR 87 and Hunt Highway, a “Red Letter” was received concerning a commercial site plat. ADOT reminded the County there were drainage facilities in that area, permit would be necessary to access ADOT R/W, and watch for encroachments onto ADOT R/W.
8. I-17 and New River Road, a “Red Letter” was received concerning a commercial site plat. ADOT reminded the County there were drainage facilities in that area, permit would be necessary to access ADOT R/W, and watch for encroachments onto ADOT R/W.
9. SR 74 and 235th Avenue, a “Red Letter” was received concerning a residential site plat. ADOT reminded the County there were drainage facilities in that area, permit would be necessary to access ADOT R/W, and watch for encroachments onto ADOT R/W.
10. 202 Loop and Gilbert Road, a “Red Letter” was received concerning a proposed outdoor signage. ADOT has concerns over the placement of signs, how they are to be erected, and if there will be any visual distractions to the driving public. ADOT also reminded the City that if the developer needs to access ADOT R/W they will need an access permit and/or encroachment permit. Since this “Red Letter” was received ADOT has issued a sign encroachment permit.

Page 14
Mr. Dennis Smith
July 12, 2007

11. 202 Loop (Santan) and Hawes Road, a “Red Letter” was received concerning a proposed “retail-shopping center. ADOT had many concerns; drainage, access, encroachments, traffic flow and boundaries. ADOT requested the developer contact ADOT plans technician to help verify all areas of concern and to send large plats to them. ADOT also requested extra time to review the final plans when ready.
12. SR 85 and Patterson Road, a “Red Letter” was received concerning a residential site plat. ADOT reminded the County there were drainage facilities in that area, permit would be necessary to access ADOT R/W, and watch for encroachments onto ADOT R/W.

City of Mesa:

1. U S 60 (Superstition Freeway) Ellsworth Road and Warner Road 2 separate “Red Letters” were received concerning a proposed commercial shopping center outdoor sign. ADOT requested the developer contact ADOT Permit Department to help verify the sign would not cause a safety hazard for the driving public. ADOT also requested to be kept informed.
2. Baseline Road and Crimson Road (Near US 60); a “Red Letter” was received concerning a proposed outdoor signage. ADOT has concerns over the placement of signs, how they are to be erected, and if there will be any visual distractions to the driving public. ADOT also reminded the City that if the developer needs to access ADOT R/W they will need an access permit and/or encroachment permit. ADOT also requested extra time to review the final plans when ready.
3. Power Road and South of Ray Road, a “Red Letter” was received concerning a proposed commercial site plat. ADOT reminded the City this development could be in the planned Williams Gateway Freeway Corridor. ADOT requested the developer contact ADOT as soon as possible (contact information was given). ADOT also requested copies of all plats and especially the final plat to review and comment on.



4. Val Vista Drive and Thomas Road, , 2 separate “Red Letters” were received concerning commercial site plats. ADOT informed the City these developments were in the ADOT Widening Project and there could be concerns. ADOT asked to be kept apprised during all phases of the developments.
5. 202 Loop and Brown Road, 2 separate “Red Letters” were received concerning commercial site plats. ADOT has concerns over access, drainage, encroachments and permits. ADOT also requested the developer to keep in contact over their drainpipe in ADOT drainage area. ADOT also requested a full size set of plans.
6. Sossaman Road and Hampton Avenue, a “Red Letter” was received concerning a proposed commercial design review. ADOT had no comments on the design, but requested a traffic study for the development. ADOT also requested copies of all development plans.
7. Dobson Road and Hampton Avenue, a “Red Letter” was received concerning a proposed modification to a master design plan. ADOT had no comments on the modification, but requested a traffic study for the development. ADOT also requested copies of all development plans. ADOT requested a large set of plans.
8. Pecos Road and Mountain Road, a “Red Letter” was received concerning a proposed commercial site plat. ADOT reminded the City this development could be in the planned Williams Gateway Freeway Corridor. ADOT requested the developer contact ADOT as soon as possible (contact information was given). ADOT also requested copies of all plats and especially the final plat to review and comment on.
9. Pecos Road and 222nd Street, 5 separate “Red Letters” were received concerning a proposed commercial site plats. ADOT reminded the City these developments could be in the planned Williams Gateway Freeway Corridor. ADOT requested the developers contact ADOT as soon as possible (contact information was given). ADOT also requested copies of all plats and especially the final plats to review and comment on.

Page 16
Mr. Dennis Smith
July 12, 2007

10. US 60 and Sossman Road, a “Red Letter” was received concerning a proposed residential site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT also requested copies of all plats and especially the final plat to review and comment on. ADOT requested a traffic study to see how much traffic the development would be contributing to the highway.
11. US 60 and Signal Butte Road, a “Red Letter” was received concerning a proposed residential site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT also requested copies of all plats and especially the final plat to review and comment on. ADOT requested a traffic study to see how much traffic the development would be contributing to the highway.
12. US 60 and Val Vista Drive, 3 separate “Red Letters” were received concerning proposed outdoor signage. ADOT has concerns over the placement of signs, how they are to be erected, and if there will be any visual distractions to the driving public. ADOT also reminded the City that if the developers need to access ADOT R/W they will need an access permit and/or encroachment permits.

City of Peoria:

1. 101 Loop and Thunderbird Road, 2 separate “Red Letters” were received concerning proposed commercial site plats. ADOT reminded the City and developers there are no access to the 101 Loop. ADOT also reminded the City and developers the integrity of the drainage system must be maintained at all times and there cannot be any encroachments onto ADOT right of way. If the developers need to access ADOT right of way for construction purposes, a permit will be necessary. ADOT requested copies of larger plans to review and comment on.



Page 17
Mr. Dennis Smith
July 12, 2007

2. 101 Loop (88th Avenue) and Thunderbird Road, a “Red Letter” was received concerning a proposed commercial site plat. ADOT informed the City and the developer there could be several issues if this development continues. ADOT has concerns over access, drainage, encroachments and permits. ADOT also requested the developer to keep in contact over their drainpipe in ADOT drainage area. ADOT also requested a full size set of plans.
3. 91st Avenue and Cactus Road, a “Red Letter” was received concerning a proposed commercial site plat. ADOT informed the City and the developer there could be several issues if this development continues. ADOT has concerns over access, drainage, encroachments and permits. ADOT also requested the developer to keep in contact over their drainpipe in ADOT drainage area. ADOT also requested a full size set of plans.
4. SR 74 and Carefree Highway- Lake Pleasant Road, a “Red Letter” was received concerning a proposed conditional use permit for ALLTEL. ADOT also reminded the City and developer the integrity of the drainage system must be maintained at all times and there cannot be any encroachments onto ADOT right of way. If the developer needs to access ADOT right of way for construction purposes, a permit will be necessary. ADOT reminded the City and developer that this area is in the Carefree Highway Widening Project. ADOT requested copies of larger plans to review and comment on.
5. SR 74 and Carefree Highway- Castle Hot Springs Road, a “Red Letter” was received concerning a proposed site plan. ADOT also reminded the City and developer the integrity of the drainage system must be maintained at all times and there cannot be any encroachments onto ADOT right of way. If the developer needs to access ADOT right of way for construction purposes, a permit will be necessary. ADOT reminded the City and developer that this area is in the Carefree Highway Widening Project. ADOT requested copies of larger plans to review and comment on.



City of Phoenix:

1. I-17 and Deer Valley Road, a “Red Letter” was received concerning a proposed commercial site plat. ADOT requested the developer contact the ADOT plans technician to verify all boundary lines and check for access, drainage and any interruption in traffic flow. ADOT informed the City and developer that this area was in the I-17 Widening Project. ADOT reminded the developer they need to keep ADOT informed on the progress of the development.
2. 101 Loop and 51st Avenue, 4 separate “Red Letters” were received concerning a proposed Residential site plat, one from the developer and one from the developer’s attorney. ADOT requested the developer contact the ADOT plans technician to verify all boundary lines and check for access, drainage and any interruption in traffic flow. ADOT reminded the developer they need to keep ADOT informed on the progress of the development. The developer did get in contact with ADOT and the permit issue has been taken care of; the drainage issue was resolved by ADOT telling the developer there was no way ADOT would allow them to drain into ADOT drainage. ADOT requested copies of any changes, deletions and/or additions to the plans.
3. I-17 (41st Avenue) and Opportunity Way, a “Red Letter” was received concerning a proposed Site Plat. ADOT informed the City and developer there were drainage facilities that must not be impeded, there would be no access to the I-17 and furnish a traffic flow study. ADOT also requested the final plans to ensure there were no encroachments, drainage or access issues and reminded the developer that all noise mitigation would be his responsibility. ADOT requested a large set of plans.
4. I-17 and Sweetwater Road, a “Red Letter” was received concerning a commercial site plat. ADOT informed the City and developer they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues. ADOT also requested extra time to review the final plans when ready.
5. I-17 and Colter Street, 5 separate “Red Letters” were received concerning commercial site plats. ADOT informed the City and developer they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues. ADOT also requested extra time to review the final plans when ready.

Page 19
Mr. Dennis Smith
July 12, 2007

6. I-17 and Pinnacle Peak Road, 5 separate "Red Letters" were received concerning commercial site plats. ADOT informed the City and developer they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues. ADOT also requested extra time to review the final plans when ready.
7. 101 Loop and Rose Garden Lane, a "Red Letter" was received concerning a commercial site plat. ADOT wanted the City and developer to know that: The easement interests described in document 20021180800 were developed to benefit the cell site and outdoor advertising display situated on this site. ADOT assigned its leases at the time it disposed of the property to LRON, LLC. It is ADOT understanding the developer will assure the site plans comports to the needs of various lessees on the site. A copy of the survey and Special Warranty Deed from ADOT to LRON, LLC is attached for your use.
8. I-17 and Dynamite Road, 2 "Red Letters" were received concerning commercial site plats. ADOT informed the City and developer they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues. ADOT requested a traffic studies to measure the added amount of traffic to the highway. ADOT also requested extra time to review the final plans when ready. ADOT informed the City and developer the legal description describing "Parcel 2" was ADOT property by deed on July 17, 2006.
9. 101 Loop and Williams Road, a "Red Letter" was received concerning a commercial site plat. ADOT informed the City and developer: At present, ADOT is acquiring new R/W along this segment of I-17 for an improvement project scheduled to be advertised for bid in June 2007. The parcel depicted on the preliminary site plan will incur a R/W taking, of varied width, approximately 35' in width at its westerly boundary, coincident with I-17.

ADOT also:

An offer was presented to Empire Southwest in January 2007 and negotiations are still pending. To accommodate our schedule, the needed property rights will be either signed or condemned within the next 60 days.

The "25' R/W increase" shown on the preliminary site plan is deficient of the actual needed R/W by approximately 10'.



2001 Award Recipient

Page 20
Mr. Dennis Smith
July 12, 2007

Any effort you might extend to assure the western boundary of this project comports with the new R/W line will be appreciated. Electronic information may be obtained from ADOT by contacting R/W plans technician Benedict Gurney at 602-712-8869 or by email bgurney@azdot.gov

Access to the I-17 frontage road must be obtained by applying for a permit with ADOT's Phoenix Maintenance District or calling 602- 712- 7522. A Traffic Impact analysis will also be required.

10. US 60 (Grand Avenue) and 15th Avenue, a "Red Letter" was received from the City concerning a commercial site plat. ADOT informed the City that this portion of US 60/Grand Avenue had been abandoned to the City from ADOT by Resolution # 04-12-A-73.
11. I-10 (3rd Avenue) and Portland Avenue, a "Red Letter" was received from the developer concerning a commercial site plat. ADOT informed the City and developer they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues. ADOT also reminded the City and developer that there is no noise mitigation and that is the responsibility of the developer. ADOT requested extra time to review the final plans when ready.
12. I-10 and Latham Street, a "Red Letter" was received from the City concerning a commercial site plat. ADOT informed the City and developer this development was in the I-10 Widening Project and there could be concerns. ADOT requested the developer to contact ADOT as soon as possible. ADOT asked to be kept apprised during all phases of the development.
13. I-10 and 83rd Avenue, a "Red Letter" was received from the City concerning a commercial site plat. ADOT informed the City and developer this development was in the I-10 Widening Project and there could be concerns. ADOT received the following concerns from its design consultant:



CAPRI, 83rd Avenue & I-10
HDR Review Comments
04/09/07

ITEM NO.	DWG, SHT, PAGE NO.	COMMENT
1	General	Please provide traffic control plans for 83 rd Avenue and 79 th Avenue improvements when available.
2	ZN-01	Parcels 2a and 2b will require a noise analysis and possible construction of a noise barrier. The noise analysis should be prepared consistent with ADOT Noise Abatement Policy. Please coordinate with ADOT Valley Project Management when plans are further developed.
3	SP-1	Right-of-way along the north frontage of the parcels may be required as part of the future I-10 widening projects. An ADOT study addressing the I-10 widening will start in July 2007. Please coordinate with Stephanie Huang, ADOT Valley Project Management (602-712-8695) for more information.
4	SP-1	The main access off of 83 rd Avenue into the commercial development at the SE corner of I-10 would be restricted to right-in right-out movements due to the proximity to the 83 rd Avenue/I-10 signals.

ADOT requested the developer to contact ADOT as soon as possible. ADOT asked to be kept apprised during all phases of the development.



14. I-10 and 79th Avenue, 2 separate “Red Letters” were received from developers concerning commercial site plats. ADOT informed the City and developers they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues. ADOT also reminded the City and developers that there is no noise mitigation and that is the responsibility of the developers. ADOT requested the developers to contact ADOT as soon as possible. ADOT asked to be kept apprised during all phases of the developments.
15. SR 143 and Washington Street, 2 separate “Red Letters” were received from developers concerning a commercial site plats. ADOT informed the City and developers they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues. ADOT also reminded the City and developers that there is a visual sight of the highway from that area. ADOT requested extra time to review the final plans when ready.
16. 44th Street (SR 143) and Washington Street, 4 separate “Red Letters” were received from developers concerning a commercial site plats. ADOT informed the City and developers they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues. ADOT also reminded the City and developers that there is a visual sight of the highway from that area. ADOT informed the City and developers that there is no noise mitigation there and it is the responsibility of the developers. ADOT requested extra time to review the final plans when ready.
17. SR 51 (56th Street) and Deer Valley Road, a “Red Letter” was received concerning a proposed residential site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT recommended the developer contact the ADOT Phoenix District Office to discuss the development. ADOT also reminded the City and developer that any noise mitigation would be the developer’s responsibility. ADOT also requested copies of all plats and especially the final plat to review and comment on. ADOT requested 2 weeks to review and comment on the final plats when ready.

18. 101 Loop and Tatum Boulevard, a “Red Letter” was received concerning a proposed commercial site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT recommended the developer contact the ADOT Phoenix District Office to discuss the development. ADOT also reminded the City and developer that could be visual sight of the highway. ADOT also requested copies of all plats and especially the final plat to review and comment on.
19. 101 Loop and Cave Creek Road, a “Red Letter” was received concerning a proposed residential site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT recommended the developer contact the ADOT Phoenix District Office to discuss the development. ADOT also reminded the City and developer that would be a visual sight of the highway. ADOT also requested copies of all plats and especially the final plat to review and comment on.
20. 101 Loop and 7th Street, a “Red Letter” was received concerning a proposed residential site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT recommended the developer contact the ADOT Phoenix District Office to discuss the development. ADOT also reminded the City and developer that any noise mitigation would be the developer’s responsibility. ADOT also requested copies of all plats and especially the final plat to review and comment on.
21. 91st Avenue (SR 801/I-10 Reliever) and Lower Buckeye Road, 2 separate “Red Letters” were received from the City concerning a commercial site plats. ADOT informed the City and developers these developments were in the I-10 Reliever Project (SR 801) and there could be concerns. ADOT requested the developers to contact ADOT as soon as possible. ADOT asked to be kept apprised during all phases of the developments.
22. 67th Avenue and Broadway Road (SR 801/I-10 Reliever), a “Red Letter” was received from the City concerning a commercial site plat. ADOT informed the City and developer this development was in the I-10 Reliever (SR 801) Project and there could be concerns. ADOT requested the developer to contact ADOT as soon as possible. ADOT asked to be kept apprised during all phases of the development.

23. 59th Avenue and Broadway Road (SR 801/I-10 Reliever), a “Red Letter” was received from the City concerning a commercial site plat. ADOT informed the City and developer this development was in the I-10 Reliever (SR 801) Project and there could be concerns. ADOT requested the developer to contact ADOT as soon as possible. ADOT asked to be kept apprised during all phases of the development.
24. 59th Avenue and Baseline Road (SR 801/I-10 Reliever), 2 separate “Red Letters” were received from the City concerning a commercial site plats. ADOT informed the City and developers these developments were in the I-10 Reliever (SR 801) Project and there could be concerns. ADOT requested the developers to contact ADOT as soon as possible. ADOT asked to be kept apprised during all phases of the developments.
25. 202 Loop and 40th Street, a “Red Letter” was received concerning a proposed commercial site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT recommended the developer contact the ADOT Phoenix District Office to discuss the development. ADOT also reminded the City and developer that could be visual sight of the highway. ADOT also requested copies of all plats and especially the final plat to review and comment on.

City of Surprise:

1. US 60 (Grand Avenue and Santa Fe Way, a “Red Letter” was received concerning a residential site plat. ADOT informed the City and the developer there was drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way. ADOT requested a traffic study in order to ensure the safety of the driving public. ADOT informed the developer that concerning the residential portion they would be responsible for noise mitigation. ADOT also informed the City and developer that this development was in the US 60 Widening Project.

2. US 60 (Grand Avenue) and Deer Valley Road, 3 separate “Red Letters” were received concerning a preliminary residential plats. ADOT informed the City and the developers there was drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public. ADOT informed the developers that concerning the residential portion they would be responsible for noise mitigation.
3. US 60 (Grand Avenue) and 203rd Avenue, a “Red Letter” was received concerning a preliminary residential plat. ADOT informed the City and the developer there was drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public. ADOT informed the developer that concerning the residential portion they would be responsible for noise mitigation.
4. US 60 (Grand Avenue) and Jomax Road, a “Red Letter” was received concerning a preliminary PAD plat. ADOT informed the City and the developer there was drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public. ADOT informed the developer that concerning the residential portion they would be responsible for noise mitigation.
5. US 60 (Grand Avenue) and 134th Avenue, a “Red Letter” was received concerning a preliminary commercial site plat. ADOT informed the City and the developer there was drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public.

6. US 60 (Grand Avenue) and 163rd Avenue, 3 separate “Red Letters” were received concerning a preliminary residential plats. ADOT informed the City and the developers there was drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public. ADOT informed the developers that concerning the residential portion they would be responsible for noise mitigation.
7. 303 Loop and 147th Avenue, a “Red Letter” was received concerning a commercial site plat. ADOT informed the City and developer they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues. ADOT also requested extra time to review the final plans when ready.
8. 303 Loop and Peoria Avenue, a “Red Letter” was received concerning a commercial site plat. ADOT informed the City and developer they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues. ADOT also requested extra time to review the final plans when ready.
9. 303 Loop and Greenway Road, a “Red Letter” was received concerning a preliminary residential plat. ADOT informed the City and the developer there was drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public. ADOT informed the developer that concerning the residential portion they would be responsible for noise mitigation.
10. 303 Loop and Bell Road, a “Red Letter” was received concerning a commercial site plat. ADOT informed City and developer the area along the east side of the development; approximately 25-30 feet will be needed for highway widening. Also a portion of the southwest corner area of Bell Road and the 303 Loop will be needed, along with a sizeable Temporary Construction Easement. ADOT would like the developer and the City to contact the ADOT Right of Way Coordinator, as soon as possible to discuss this area.

Page 27
Mr. Dennis Smith
July 12, 2007

11. 303 Loop and Cactus Road, 2 separate "Red Letters" were received concerning preliminary residential plats. ADOT informed the City and the developers there were drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public. ADOT informed the developers that concerning the residential portion they would be responsible for noise mitigation.

City of Maricopa:

1. SR 238, a "Red Letter" was received from the City concerning a commercial site plat. ADOT informed the City and developer this development was in the I-10 Reliever (SR 801) Project and there could be concerns. ADOT requested the developer to contact ADOT as soon as possible. ADOT asked to be kept apprised during all phases of the development.

State Land Department:

1. Application # 14-28681-001, Magma Railroad/Waterline, ADOT informed the State Land Department that there was no impact, as long as Sheet 1 of 5 in the maps statement "Existing 200' Right of Way is 100' either side of the center of railroad track New 50' Pipeline Right of Way is 50 feet on the Northwest side of the existing tracks..." is correct.
2. Application # 16-104970-00 -002, Shamp/Increase Road Width, ADOT informed the State Land Department that this application could have an impact on our highway facilities in this area. The Developer will need to contact the ADOT Prescott Construction Office, for permits, encroachments and traffic controls.



3. Application #16-11190-001, Meritage Homes of Arizona/Reclaimed Waterline, ADOT informed the State Land Department that this application could have an impact on ADOT facilities in the area. Meritage will need to contact the ADOT Phoenix Construction Office for permits, encroachments and traffic controls.
4. Application #18-111168-001, QWEST/Fiber Optics Line, ADOT informed the State Land Department that this application could have an impact on ADOT facilities in the area. QWEST will need to contact the ADOT Phoenix Construction Office for permits, encroachments and traffic controls.
5. Application # 18-111-111239-001, QWEST/Fiber Optics Line, ADOT informed the State Land Department that this application could have an impact on ADOT facilities in the area. QWEST will need to contact the ADOT Phoenix Construction Office for permits, encroachments and traffic controls.
6. Application # 16-111290-001, City of Phoenix, Public Road and Utilities, ADOT informed the State Land Department that this application could have an impact on ADOT facilities in the area. The City of Phoenix will need to contact the ADOT Phoenix Construction Office for permits, encroachments and traffic controls.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

September 4, 2007

SUBJECT:

Youth Empowerment Project Update

SUMMARY:

In August 2007, the MAG Regional Domestic Violence Council approved the professional production of the winning public service announcement (PSA) video. This PSA is an important part of the MAG Youth Empowerment Project. The MAG Regional Domestic Violence Council and the MAG Human Services Coordinating Committee partner on the Youth Empowerment Project to ensure teens receive resources that will keep them safe. Through the public service announcement competition, teens developed messages to promote the project and the website www.weboffriends.org. The winning video entry will be shown at the MAG Management Committee meeting with the purpose of providing information about the project and inviting members to feature the PSA on their community cable stations and Web sites.

The Youth Empowerment Project is supported by an Innovative Grant through the Governor's Office. In fiscal year 2007, the project was developed after teens participating in MAG focus groups shared they didn't feel safe in their relationships, their schools, or their homes. Teens stated they were more likely to speak to a friend about safety concerns than their parents, teachers, or counselors. With this information, the Youth Empowerment Project was designed to speak to teens about dating violence and empower them to help each other. The project includes the Web of Friends website and a public service announcement (PSA) competition. Funding for the project was renewed for a second year.

PUBLIC INPUT:

An opportunity was made available at the August 16, 2007 MAG Regional Domestic Violence Council meeting. No public comments were made at this time.

PROS & CONS:

PROS: Distribution of the Youth Empowerment Project's public service announcement video will spread awareness of the prevalence of teen dating violence. By informing teens of the early warning signs of abusive relationships and promoting healthy relationships, this project serves as an approach to eliminating domestic violence in the region.

CONS: No negative impact is anticipated.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The issue of dating violence is prevalent among teens. Nationally, nearly one in five teen girls who have been in a relationship said a boyfriend had threatened violence or self harm if presented with a breakup. Fifty-four percent of high school students report dating violence among their peers. In focus groups conducted by MAG, 51 percent of teens reported that they, or someone they knew, had been involved in a violent dating relationship. The Youth Empowerment Project brings awareness to the fact that dating violence is common and teens experiencing this situation are not alone.

POLICY: The Youth Empowerment Project promotes policy based on prevention as well as intervention. This project serves to speak to teens about relationship abuse to assist them in making relationship decisions that will impact the rest of their lives. By bringing awareness to the issue of dating violence, teens will have the information and tools they need to build healthy relationships, and knowledge of resources for assistance if they are experiencing an abusive relationship. This project will assist in reducing the need for domestic violence intervention programs in the future.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

The MAG Regional Domestic Violence Council voted on August 16, 2007 to approve the Youth Empowerment Project's public service announcement video for distribution throughout the region.

MEMBERS ATTENDING

- Mary Manross, Mayor, Scottsdale, Chair
- * John A. Blackburn, Jr., AZ Criminal Justice Commission
- * Jennifer Casaletto, Maricopa Medical Center
- Debbie Nez for Salt River Pima-Maricopa Indian Community
- * Suzanne Cohen, Maricopa County Attorney's Office
- * JoAnn Del-Colle, Phoenix Family Advocacy Center
- Trinity Donovan, Councilmember, Chandler
- Laura Guild, DES
- Shannon Cotton for Cindy Hallman, Marley House
- Bill Hart, Office of the Attorney General
- * Brenda Holland, Councilmember, Goodyear
- Linda Melendez for Dan Hughes, Surprise
- * Cmdr. Kim Humphrey, Phoenix Police Department, Vice Chair
- Karla Houston for Lynette Jelinek, Glendale Fire Department
- Candace Johnson, Prehab of Arizona
- Sarah Youngblood for Lillian Johnson, Community Legal Services
- Alice Gharieb for Mary Lynn Kasunic, Area Agency on Aging
- * Patricia Klahr, Chrysalis Shelter
- Phil Lieberman, Councilmember, Glendale
- * Jodi Beckley Liggett, AZ Foundation for Women
- Betty Lynch, Councilmember, Avondale
- * JoEllen Lynn, American Express
- Kendra Leiby for Christy Moore, Arizona Coalition Against Domestic Violence
- Maria-Elena Ochoa, Governor's Office
- Michael Parascandola, Goodyear
- Celeste Adams for Janice Parker, Save the Family Foundation
- Connie Phillips, Sojourner Center
- * Lynn Potts for John Pombier, Mesa
- Michelle Layman for Kerry Ramella, Phoenix Fire Dept.
- * Sandra Renteria, Phoenix Police Department
- Tina Solomon, Phoenix Prosecutor's Office
- * Judy Tapscott, Tempe
- * Rick Ybarra, Value Options

+ Those attending by video/audio conference

* Those not present or represented by proxy

CONTACT PERSON:

Amy St. Peter, MAG, (602) 254-6300

**MAG Highway Acceleration Policy
Adopted by the MAG Regional Council
March 22, 2000**

PURPOSE: The completion of the regional freeway program and other state highways is key to the continued economic viability of Maricopa County by improving mobility and reducing levels of future traffic congestion. Regional cooperation is critical for expediting progress toward the goal of completing the regional freeway system and other important regional transportation projects. MAG recognizes that the freeway program must be in fiscal balance and that established priorities must be maintained. MAG recognizes that local jurisdictions may want to accelerate highway projects by providing their financial resources to the freeway program. Acceleration of specific highway projects benefits not only the affected local jurisdiction but also the entire region. To provide another source of financing that allows the acceleration of freeway construction in the region, MAG has adopted this Highway Acceleration Policy to ensure that any local financing is provided in a fiscally prudent manner so that other projects planned are not affected.

1. Projects must be in the adopted Regional Freeway Program, Transportation Improvement Program or the MAG Long Range Transportation Plan. Projects may include right-of-way acquisition, design, or construction.
2. ADOT will continue to be responsible for all aspects of right-of-way acquisition, design and construction.
3. Local funding for enhancements beyond the elements of the Regional Freeway Program or ADOT standards for other highway projects is not eligible for repayment.
4. Repayment for projects outside a jurisdiction's limits should only be approved with the agreement of the jurisdiction in which the project is located.
5. Coordination with adjacent jurisdictions is important to avoid adverse impacts. ADOT must consider the impact of project acceleration on other planned highway projects so that adverse traffic impacts do not result.
6. Any previous commitments to provide local funding for the Life Cycle Program should be maintained.
7. Repayment of principal/project costs and eligible interest/inflation costs for Regional Freeway Program projects must follow the same highway construction priorities and schedule as in the Regional Freeway program.

Repayment of principal/project costs and eligible interest/inflation costs for other highway projects must follow the schedule as listed in the MAG Transportation Improvement Program or the priorities as listed in the MAG Long Range Plan. If the project is not yet prioritized in the MAG Long Range Plan, then MAG and ADOT shall cooperatively determine an appropriate start date for the project taking into consideration the MAG adopted priority criteria, project size, and other factors.

MAG Highway Acceleration Policy
Adopted by the MAG Regional Council
March 22, 2000

8. For Regional Freeway Program projects, eligible interest /inflation costs will be calculated at the rate of one-half of the discount factor used by ADOT for the program year in which the project is scheduled to begin, but not to exceed the total cost of borrowing of the jurisdiction. The total cost of borrowing of the jurisdiction may include actual interest expense, imputed interest cost based on documented market rates if cash balances are used, and costs of issuance, if any. The discount factor shall be the factor applicable to the type of project being accelerated, i.e. right of way, construction or design.

For other highway projects, interest/inflation costs will not be eligible for reimbursement.

9. If program revenues are lower than expected, then the payment schedule should be subject to delays or funding reductions in the same manner as any other project. If program revenues are higher than expected, then the payment schedule should be advanced in the same manner as any other project.
10. No highway project, portion or segment in the adopted Regional Freeway Program, MAG Transportation Improvement Program, or the MAG Long Range Transportation Plan is to be adversely impacted, delayed, reduced or removed as a result of the acceleration of another project, portion or segment. No highway project, portion or segment in the adopted Regional Freeway Program, MAG Transportation Improvement Program, or the MAG Long Range Transportation Plan is to be adversely impacted, delayed, reduced or removed from the adopted Regional Freeway Program with respect to meeting air quality conformity requirements as a result of the acceleration of another project, portion or segment.
11. ADOT will notify MAG of any requests to accelerate highway projects for review and approval by the Regional Council.
12. The agreement between the local jurisdiction and ADOT may include the option of reverting to the original project schedule under certain circumstances as long as all non-recoverable costs incurred or committed are paid for by the jurisdiction.

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

DATE:

September 4, 2007

SUBJECT:

Draft MAG 208 Water Quality Management Plan Amendment for the Hassayampa Utility Company Northeast Service Area

SUMMARY:

Maricopa County has requested that MAG amend the 208 Water Quality Management Plan to include four water reclamation facilities (WRFs) for the Hassayampa Utility Company (HUC) Northeast Service Area located in unincorporated Maricopa County. The total expected wastewater flows throughout the Area are projected to be 45 million gallons per day (mgd). On August 7, 2007, MAG conducted a public hearing on the Draft MAG 208 Plan Amendments for the HUC Northeast Service Area and HUC Southwest Service Area. Following the public hearing, the MAG Water Quality Advisory Committee recommended approval of the Draft MAG 208 Plan Amendment for the HUC Northeast Service Area. The written comments, public hearing transcript, response by Maricopa County to public comments, and a letter from the Maricopa County Board of Supervisors are attached.

The Campus 1 WRF would be located in the southeast quarter of Section 22 of Township 2 North, Range 5 West and have an ultimate capacity of 9 mgd. Reclaimed water would be disposed of through reuse, recharge, and an Arizona Pollutant Discharge Elimination System (AZPDES) Permit discharge to the Hassayampa River. The Campus 2 WRF would be located in the southwest quarter of Section 8 of Township 1 North, Range 5 West and have an ultimate capacity of 10 mgd. Reclaimed water would be disposed of through reuse, recharge, and AZPDES Permit discharge points to the Dickey Wash and/or Hassayampa River. The Campus 3 WRF would be located in the southwest quarter of Section 30 of Township 2 North, Range 5 West and have an ultimate capacity of 12 mgd. Reclaimed water would be disposed of through reuse, recharge, and AZPDES Permit discharge points to the Dickey Wash and/or Phillips Wash. The Campus 4 WRF would be located in the southeast quarter of Section 14 of Township 2 North, Range 6 West and have an ultimate capacity of 14 mgd. Reclaimed water would be disposed of through reuse, recharge, and an AZPDES Permit discharge to the Phillips Wash. The Dickey Wash and Phillips Wash are tributaries to the Luke Wash. The project is within three miles of the Town of Buckeye and Buckeye has indicated that they object to the amendment.

PUBLIC INPUT:

On June 6, 2007, the MAG Water Quality Advisory Committee authorized a public hearing on the Draft MAG 208 Plan Amendment for the HUC Northeast Service Area. At the meeting, three public comments were received. In addition, one individual indicated his support on a comment card, but did not wish to speak.

Comments were received from a representative from Maricopa County supporting the project. He indicated that Global Water has spend the last months briefing and working with Maricopa County staff on the technical issues and he is confident that the 208 Amendment is technically sound and urged

the Water Quality Advisory Committee to pass the 208 Amendment on for public hearing and ultimately approval.

A representative from Don't Waste Arizona and Arizona Nuclear Energy Watch provided public comment. His comments included: the application is silent on the depth and direction of groundwater flow in the area; there is tritium in the groundwater; no data on how the pumping of groundwater and recharge will affect the speed, flow, and direction of the radioactive water; does not state how radioactive emissions from the Palo Verde Nuclear Generation Station will affect the water; silent on potential effects for contamination of the aquifer by recharging contaminated water; concern of building next to a power plant; concern of large quantities of gaseous chlorine at the water and wastewater plants causing vulnerability of the power plant; private water utility companies are not as well regulated or scrutinized; and, the Hassayampa Sub-Basin historically has not had enough water to support this type of growth.

Comments were provided by a representative from the Henderson Law Firm, representing Harvard Investments, the developer of Hassayampa Ranch. His comments included: Hassayampa Ranch has been going through the process for close to three years; for the first year and a half, Buckeye had no interest and no desire to annex the project; the concern about being able to provide was not an issue with regard to Buckeye; met with the Mayor and Town Manager for Buckeye, where they indicated that the real issue was trying to force annexation and if they agreed to annexation, all the objections with water supply would go away; and, the objections are not about technical issues regarding the 208 Amendment, it is about trying to abuse the process to force annexation.

On August 7, 2007, the MAG Water Quality Advisory Committee conducted a public hearing on the Draft MAG 208 Plan Amendments for the HUC Northeast Service Area and HUC Southwest Service Area. At the public hearing, five testimonies was received and three members of the Water Quality Advisory Committee provided comments. In addition, MAG received written comments from five individuals/entities.

Written comments were received from a representative of the Arizona Corporation Commission urging MAG to act affirmatively on the HUC Northeast Service Area 208 Amendment. The comments included: a law review article has recently been written that includes discussion of the benefits of Global's proposed water conservation practices; the HUC currently holds a Certificate of Convenience and Necessity for both water and wastewater service that covers the application area; and, the Commission has encouraged the development of integrated utilities. The Arizona Law Review article was provided.

Written comments were provided by Daniel E. Blackson encouraging MAG to find a balance between the request of HUC and the demands of the Town of Buckeye for the sake and future of the Tonopah community. The comments included: neither the HUC nor the Town of Buckeye should have their way; Buckeye believes it can better manage the water basin by emphasizing recharge efforts, however plans for this area that are within the Town's incorporated area have green belts and golf courses utilizing reclaim water rather than recharge; Buckeye opposes water and wastewater by a private utility, yet have encouraged it in other parts of their incorporated limits; Buckeye opposes taking water from the southern part of the basin, however it has an existing well field in this area; the request should only accommodate the first phases of master plan community development and be allowed to expand with future phases of development; the community of Tonopah is undergoing incorporation efforts and the new town should have the opportunity to provide water and wastewater service; and, if the Town of Buckeye is allowed to block the 208 and force the master plan communities to incorporate into Buckeye, it will overpower the ability of Tonopah to incorporate.

The Town of Buckeye provided written comments requesting an extension of the public notice period for an additional 120 days. The Town indicated that when Buckeye first reviewed the 208 Amendment

it was limited to the Hassayampa Ranch development and has since been enlarged to an area that exceeds the initial development and other planned developments in the County. Buckeye requested an extension of the public notice period for an additional 120 days to allow time to accomplish three objectives: 1) Allow adequate time for the applicant to work cooperatively with the Town on this application and to address the concerns the Town has on the effect of water quality and sustainability of the Hassayampa Lower Sub-Basin watershed and aquifer; 2) Improve the delineation of the boundaries of the service area requested for the sewage treatment facilities, the site of these facilities, and the disposition of effluent with respect to the comprehensive management of water resources and assurance of water quality; and 3) Inclusion of the proposed sewage facility effluent management strategy into the Hassayampa Lower Sub-Basin model.

Additional written comments from the Town of Buckeye included: there are many planning issues other than water quality and sustainability of water resources associated with this large, dense development that have not yet been discussed or examined; the Town relies on the Hassayampa River and the health of the river and the watershed that recharges the aquifer to sustain planned development; and, the framework for water quality management in Arizona was intended to be based on comprehensive goals that consider the relationship of groundwater and surface water and the affect of water withdrawal on water quality, watershed and waterways. The Town is seeking to understand the water management and effluent management plans proposed and then to discuss options that can preserve and sustain the Lower Hassayampa River watershed, aquifer, and Sub-Basin.

The Town of Buckeye also submitted a written position on the 208 Amendment stating that the sustainability of water resources in the region can only be accomplished through an integrated, coordinated approach and until the long-term effect of the 208 Amendment's reuse and recharge is determined, the Town has no choice but to oppose the 208 Amendment and to request that the local governments within MAG support the Town's water management policy for responsible growth. The comments included: concern that the HUC will place a disproportionate number of wells near the Town's western boundary, affecting groundwater conditions within the Town; Section 208 of the Clean Water Act is not meant to write water quantity issues out of the equation; the Town believes the 208 Plan must consider water resource issues as part of the planning process; MAG cannot take measures to improve water quality through the 208 Plan if water quantity is impaired; it is imperative to limit groundwater level decline in order to preserve groundwater quality; the Lower Hassayampa Sub-Basin cannot support planned development without proper management which includes strategic recharge of a significant percentage of the total water use; and, the Town is troubled by HUC's priority to reuse reclaimed water rather than recharge the aquifer. The Town requested that MAG postpone its decision on the 208 Amendment for an additional 120 days to evaluate the 208 Amendment through its consulting engineer and consider (i) whether the recharge sites identified therein are in locations that will contribute to the sustainability of groundwater in the area, and (ii) whether the proposed recovery well sites impact the Town's existing and planned future wells. The Town welcomed an opportunity to work with HUC to resolve these concerns.

Written comments were provided by a representative of Don't Waste Arizona and Arizona Nuclear Energy Watch. The comments included: the application documentation is silent on the potential effects of the radioactive emissions of Palo Verde Nuclear Generating Station on the use and reuse of water in the proposed project and should be quantified and the effect examined; there is already tritium-contaminated water under Palo Verde as well as tritium contamination found in nearby roof vents of homes (portions of a Nuclear Regulatory Commission report were submitted for the record); a study showed a relationship between proximity to nuclear plants and infant mortality rates (article submitted for the record); a question about the wisdom of placing so many dwelling units and people near the Palo Verde Nuclear Generating Station and there is a ten-mile evacuation zone in the event of incident releasing unpermitted radiation; the Hassayampa Sub-Basin has not had enough water to support this type of growth historically and probably not enough to assure a 100-year water supply; concern groundwater pumping could cause subsidence that threatens homes, buildings, and the Palo

Verde Nuclear Power Plant; there appears to have been no active solicitation for public participation in the public process by folks in that area; and, question as to why a public hearing was not held out by Palo Verde.

The City of Scottsdale representative on the MAG Water Quality Advisory Committee asked clarification questions during the public hearing. He inquired about Certificates of Convenience and Necessity for the developments, other than Hassayampa Ranches, in the HUC Northeast Service Area.

The Town of Buckeye representative on the MAG Water Quality Advisory Committee asked clarification questions during the public hearing. His questions included: does HUC hold Certificates of Convenience and Necessity that cover the application area; is the Certificate of Convenience and Necessity for Hassayampa Ranch conditioned or preliminary based on the MAG approval; how is the water quality criteria A+ related to water quality under Section 208 of the Clean Water Act; is the A+ criteria a state water quality requirement or related to discharge to Waters of the United States; what water quality would be released under a Clean Water Act discharge permit, relating to designated uses; does Global Water have any CAP allocations for recharge and what is the accessibility; and, is it a safe assumption that if Global does not own surface water that Global says it is recharging, then it will still be primarily relying on groundwater.

The City of Surprise representative on the MAG Water Quality Advisory Committee asked clarification questions during the public hearing. He inquired about the location of the Tonopah community in relation to the service area and asked if Global has engaged that community in preparation of the 208 proposal. He inquired about interaction with the County residents and specific information or documentation, group meetings, or casual meetings, one on one.

Testimony was received from a representative from the Town of Buckeye. He referenced written comments that were submitted, pointed to those comments as raising objections to the requested 208 Amendment and stated that the Town is standing by those comments. He indicated that apparently the Town of Buckeye and Global Water have a failure to communicate. He stated that it was mentioned that Global Water made overtures to speak with Buckeye, but those calls were not made to him. He stated that the Town would like more time to talk to Global Water and work together to make decisions in the interest of the region of the Hassayampa Valley. He indicated that he had sent an email to Global Water but did not receive a reply.

A Tonopah resident provided testimony requesting that the 208 Amendment be approved. His comments included: support for Global Water's regional comprehensive water plan; Global Water has other programs in effect and is more than qualified to provide services to the Tonopah area; Global Water did come out and speak with the Tonopah Valley Community Council; met with the president of Global Water individually; and, similar plan presented when Global Water bought the Water Utility of Greater Tonopah.

Testimony was received from a representative of Don't Waste Arizona and Arizona Nuclear Energy Watch. His comments included: concern about the radioactive emissions from the Palo Verde Nuclear Generating Station; a study points out the relationship between the proximity to nuclear plants and infant mortality rates; concern about the ability to evacuate people from the area in case of nuclear incident; Palo Verde is a troubled facility; someone in government has to be responsible and take a look; and, it would have been a better idea to have the public hearing in the vicinity of the communities affected.

Testimony was provided both verbally and in written form from a representative from the Tonopah Valley Association and resident of Tonopah requesting that MAG approve the 208 Amendment. Her comments included: information provided by Global Water at meetings has been impressive including the systems Global Water is currently providing in Maricopa and Casa Grande, Arizona; Global Water

is interested in recycling and reusing the water more times than is customarily done; Global Water is technically capable of providing good wastewater treatment needs for the developments proposed in the Tonopah Valley; Global Water is well-capitalized and can operate and maintain good regional systems; Global Water purchased the Water Utility of Greater Tonopah and are upgrading and improving the condition of the water system; concern about the desire of Buckeye to annex part of Tonopah Valley; want to retain own identity as Tonopah; a lot of people from Tonopah are in attendance in support; Global Water as a private company is capable of serving the area better than Buckeye; and, if a private company such as Global Water is not able to provide the needed water and wastewater services to the area and Buckeye is, it could involve developments that are being proposed across the Tonopah Valley and be devastating to the future growth and development of Tonopah Valley.

Testimony was received from a representative from Henderson Law Firm on behalf of Harvard Investments, owner and developer of Hassayampa Ranch. His comments included: have met with the residents of Tonopah and they like what is being proposed; he provided comment a year ago, on the Balterra 208 Amendment that Maricopa County was sponsoring, where landowners opposed it moving forward; it is a similar situation today except a municipality is objecting; the Water Quality Advisory Committee determined that there were no technical issues with the Balterra 208 Amendment and no reason for delay so it moved forward; he thinks that has to be the outcome with this 208 Amendment; the County, a MAG member, is sponsoring the amendment and is present; and, there are no technical issues and no property in the 208 Amendment is within a municipal planning area and to his knowledge all want to be in the 208.

PROS & CONS:

PROS: Approval of the 208 Plan Amendment for the Hassayampa Utility Company Northeast Service Area would make the four facilities included in the amendment consistent with the MAG 208 Plan. The MAG 208 Water Quality Management Plan is the key guiding document used by Maricopa County and the Arizona Department of Environmental Quality in granting permits for wastewater treatment systems in the MAG region.

CONS: Currently, there are concerns about the water and effluent management plans for the Hassayampa Utility Company Northeast Service Area, proximity of the service area to the Palo Verde Nuclear Power Plant, not enough water to assure a 100-year water supply, and the impact of the 208 Plan Amendment on the incorporation efforts of the community of Tonopah.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The four facilities included in the Hassayampa Utility Company Northeast Service Area 208 Plan Amendment are needed to accommodate growth in the Maricopa County unincorporated area.

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

ACTION NEEDED:

Recommend approval of the Draft MAG 208 Water Quality Management Plan Amendment for the Hassayampa Utility Company Northeast Service Area.

PRIOR COMMITTEE ACTIONS:

Water Quality Advisory Committee: On August 7, 2007, the MAG Water Quality Advisory Committee conducted a public hearing on the Draft 208 Plan Amendment for the Hassayampa Utility Company

Northeast Service Area. Following the hearing, the Committee recommended approval of the Draft 208 Plan Amendment to the MAG Management Committee, with five members voting no (*italics*).

MEMBERS ATTENDING

Roger Klingler, Scottsdale, Chair
Marilyn DeRosa, Avondale
Steve Borst for Lucky Roberts, Buckeye
Jacqueline Strong, Chandler
Greg Stack, El Mirage
*Lonnie Frost, Gilbert
Chris Ochs, Glendale
David Iwanski, Goodyear
Bill Haney, Mesa
#Stephen Bontrager, Peoria

Robert Hollander, Phoenix
Rich Williams Sr., Surprise
David McNeil, Tempe
Dale Bodiya for Kevin Chadwick, Maricopa
County
John Boyer, Pinnacle West Capital
*Jim Kudlinski for Ray Hedrick, Salt River
Project*
Erin Taylor, U of A Cooperative Extension

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

CONTACT PERSON:

Julie Hoffman, MAG, 602-254-6300