



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

February 6, 2007

TO: Members of the MAG Management Committee

FROM: Ed Beasley, Glendale, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Wednesday, February 14, 2007 - noon to 1:00 p.m. (Meeting will begin promptly at noon)
MAG Office, Suite 200 - Saguaro Room
302 North 1st Avenue, Phoenix

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

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

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

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

c: MAG Regional Council

A Voluntary Association of Local Governments in Maricopa County

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

**MAG MANAGEMENT COMMITTEE
TENTATIVE AGENDA
February 14, 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 January 10, 2007 Meeting Minutes

4A. Review and approval of the January 10, 2007 meeting minutes.

*4B. Project List for the Arizona Department of Transportation's Safe Routes to School Program

A total of \$400,000 statewide is available for projects through the Arizona Department of Transportation's (ADOT) Safe Routes to School Program. The program provides funding to public and non-profit agencies for projects that improve road safety and encourage more grade K-8 children to walk or bike to their neighborhood

4B. Recommend approval of the ranked list of projects to be submitted to the Arizona Department of Transportation for the Safe Routes to School Program.

schools. In this first year of the program, the focus is on education, training and encouragement. In response to an announcement in November 2006, a number of project applications were submitted in the MAG region. The ADOT application review process stipulates that MPOs and COGs must recommend a ranked list of projects to ADOT by March 2, 2007. On January 30, 2007, the MAG Transportation Safety Committee reviewed all project proposals, and generated a ranked list for consideration by ADOT. Please refer to the enclosed material.

*4C. Arterial Life Cycle Program (ALCP) – Status Report

Each quarter, MAG staff provides member agencies with an update on projects in the Arterial Life Cycle Program (ALCP). This is the fourth Status Report (covering the period from October to December 2006) for the ALCP. The Status Report includes an update on ALCP Project work, and ALCP revenue/financial section, information about ALCP amendments and administrative adjustments, and the remaining FY 2007 ALCP schedule. Please refer to the enclosed material.

*4D. Proposed Amendment and Administrative Adjustment to the FY 2007-December 13, 2006 Arterial Life Cycle Program (ALCP)

The latest FY 2007 ALCP was approved by MAG Regional Council on December 13, 2006. Since that time, projects have been identified that need to do a scope change, change project schedules, and lower and adjust the regional reimbursement amounts in FY 2007. An amendment is needed to do a scope change and change a project schedule, and an administrative adjustment is needed to adjust the project reimbursement amounts due to lower actual costs. On January 25, 2007, the Transportation Review Committee recommended approval of this item. Please refer to the enclosed material.

4C. Information and discussion.

4D. Recommend approval of the Amendment and Administrative Adjustment to the FY 2007 – December 13, 2006 ALCP.

*4E. Selection of CMAQ Funded Dirt Road Paving Projects for FY 2008 and 2009

A total of \$2 million in CMAQ funds has been programmed in FY 2008 for the paving of dirt roads in the MAG region and \$3.5 million for FY 2009. Following a selection process that started in September 2006, the MAG Transportation Review Committee (TRC), at its January 25, 2007 meeting, recommended six projects to utilize the funds available. Please refer to the enclosed material.

*4F. Department of Housing and Urban Development Stuart B. McKinney Continuum of Care Consolidated Application Process for the MAG Region

The MAG Continuum of Care Regional Committee on Homelessness is the responsible entity for a year round homeless planning process. This includes the submittal of the U.S. Department of Housing and Urban Development (HUD) Stuart B. McKinney Continuum of Care Consolidated Application for the Maricopa Region. The release of the 2007 application is anticipated in the next few months. Since 1999, \$106 million has been awarded to the MAG region. In 2005, the region received more than \$20 million for 48 homeless service providers. Although the announcement has not yet been made, it is anticipated that our region will be awarded comparably in 2006. Technical assistance is available and provided by MAG staff to any new or renewal applicants interested in applying for funding. This information is being presented to inform MAG member agencies of the application process and of the opportunity to apply for this funding. Please refer to the enclosed material.

*4G. Human Services Coordination Transportation Plan Short-Term Strategies

In June 2006, the MAG Regional Council approved the development of a plan to coordinate human services transportation in compliance with new SAFTEA-LU regulations. These regulations state that any agency applying for Job Access and

4E. Recommend approval that three pave dirt facility projects in Phoenix, Litchfield Park and Surprise be awarded CMAQ funds in FY 2008 and that another three pave dirt facility projects in Phoenix (2) and Surprise be awarded CMAQ funds in FY 2009, as shown in the attached tables.

4F. Information and discussion.

4G. Recommend approval of the Human Services Transportation Plan Short-Term Strategies.

Reverse Commute (JARC) funds, New Freedom funds or for the 5310 Elderly and Persons with Disabilities Transportation Program must demonstrate they are in compliance with a locally developed coordination plan. These three funding sources cannot be accessed unless such a plan is in place as of July 1, 2007. A stakeholders group with representatives from MAG member agencies, transportation providers and non-profit agencies is in the process of developing a plan for the MAG region. Short-term strategies have been identified for the 5310 application process that begins in March. This item is presented so that the 5310 application process may proceed in a timely manner. The same short-term strategies would also apply for the JARC and New Freedom applications later this year. Please refer to the enclosed material.

*4H. Discussion of the Development of the FY 2008 MAG Unified Planning Work Program and Annual Budget

Each year, the MAG Unified Planning Work Program and Annual Budget is developed in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies in April and approved by the Regional Council in May. To provide an early start in developing the Work Program and Budget, this presentation is an overview of MAG's draft proposed new projects for the FY 2008 Work Program. The updated draft budget time line and estimated dues and assessments are included in the budget materials. Please refer to the enclosed material.

*4I. Update on the Regional Office Center

At the November 8, 2006 Management Committee meeting, an update on the progress of the Regional Office Center and a proposed conceptual design of the building were provided. Since that time, MAG staff and the partnering agencies have worked with the developer and the architects to complete a schematic design package. In addition, a value engineering process was performed to develop an estimated cost for the

4H. Input on the development of the FY 2008 MAG Unified Planning Work Program and Annual Budget.

4I. Recommend approval to enter into final negotiations on a contract to acquire land and construct a building with four regional agencies; MAG, Valley Metro, Valley Metro Rail (VMR), and Arizona Municipal Water Users Association (AMWUA) with MAG paying an estimated average annual cost of \$3.9 million over 30 years and receiving proportional parking and access to the conference center.

Regional Office Center. On January 8, 2007, the MAG Executive Committee and Building Lease Working Group (BLWG) were provided an update on the cost estimate based on the schematic design package. The Executive Committee and BLWG suggested that staff move forward to the boards of directors of the partnering agencies with the cost estimates. It is anticipated that the estimated total cost on the Regional Office Center will be brought to the February MAG Regional Council meeting. Please refer to the enclosed material.

ITEMS PROPOSED TO BE HEARD

5. Air Quality Update

An Air Quality Update will be provided on the Five Percent Plan for PM-10 and the Eight-Hour Ozone Plan which are due to the Environmental Protection Agency in 2007. A recent court ruling vacated EPA's Phase I Eight-Hour Ozone Implementation Rule, which included the classification of the nonattainment areas. Also, on January 8, 2007, an Air Quality Executive Order was issued which requires the Arizona Department of Environmental Quality to develop an Air Quality Improvement Action Plan by March 31, 2007 and to develop requirements for State agency Air Quality Impact Reports on proposed State funded transportation projects in Maricopa, Pima, and Pinal counties. In addition, Maricopa County has launched a new Public Education Campaign designed to inform the public about what they can do to reduce particulate pollution. The campaign, *Bring Back Blue*, contains a list of twelve actions the public can do to reduce particulate pollution. Please refer to the enclosed material.

6. 2005 Census Survey Cost Allocations

In December 2003, the MAG Regional Council approved the methodology used to allocate 2005 Census Survey costs among member agencies. Preliminary costs incurred by each member agency were calculated using an estimate of 2005 population. When the final 2005 Census Survey

5. Information and discussion.

6. Information, discussion and possible action.

population figures were issued, the costs were recalculated using the approved methodology and updated Census costs. At the January 30, 2007 MAG Census Survey Oversight Subcommittee (CSOS) meeting, members recommended applying the approved methodology to the final census costs. For three jurisdictions, the costs to be incurred were 10-14 times higher than originally estimated because their population growth was slightly higher than the 3.6 percent growth rate used in the approved methodology. As a result their cost was based on share of sample size rather than share of population. Due to concerns raised at the CSOS meeting over the method for distributing costs, MAG staff has developed an alternative cost allocation. This alternative cost allocation adjusts the allocation recommended by CSOS to hold harmless member agencies with a population less than 25,000 and a growth rate less than 6 percent in the 2005 Census Survey. This alternative would result in \$116,500 in costs not currently covered by member agencies. If recommended, MAG could use federal funds to pay the cost difference. Please refer to the enclosed material.

7. Legislative Update

An update will be provided on legislative issues of interest.

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.

7. Information, discussion and possible action.

8. Information.

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
January 10, 2007
MAG Office Building - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

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

- * 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 Ed Beasley at 12:00 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Beasley noted that MAG staff was available to assist members of the public in turning in their public comment cards, who will bring the cards to the Chair. Chair Beasley 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 Beasley stated that Lynn Farmer, Gila Bend, was participating by telephone conference call.

Chair Beasley introduced and welcomed a new member to the Management Committee, Dave Wilcox, Town Manager for Buckeye. Chair Beasley stated that Mr. Wilcox was formerly the Manager for the City of Flagstaff.

Chair Beasley noted the Dues & Assessments for agenda item #6 had been updated to add a column that shows the difference between FY 2007 and FY 2008. He added that a copy was at each place.

3. Call to the Audience

Chair Beasley 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 Beasley 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 Beasley noted that no public comment cards had been turned in.

4. Approval of Consent Agenda

Chair Beasley stated that agenda items #4A, #4B, #4C, #4D, #4E, #4F, #4G, #4H, #4I, #4J, and #4K were on the consent agenda. He reviewed the public comment guidelines. Chair Beasley noted that after hearing public comments, any member of the Committee can request that an item be removed from the consent agenda and considered individually. He noted that no public comment cards had been turned in. Chair Beasley asked if members would like a presentation on any of the consent agenda items.

Mr. Rumpeltes asked that agenda item #4E be heard.

Mr. McClendon moved to recommend approval of consent agenda items #4A, #4B, #4C, #4D, #4F, #4G, #4H, #4I, #4J, and #4K. Mr. Cleveland seconded, and the motion carried unanimously.

4A. Approval of November 8, 2006 Meeting Minutes

The Management Committee, by consent, approved the November 8, 2006 meeting minutes.

4B. Proposed Amendment and Administrative Adjustment to the FY 2007-2011 MAG Transportation Improvement Program and Amendment to the FY 2007 MAG Unified Planning Work Program and Annual Budget

The Management Committee, by consent, recommended approval of an Amendment and an Administrative Adjustment to the FY 2007-2011 TIP and FY 2007 Unified Planning Work Program (UPWP) and Annual Budget to allow these projects to proceed. On May 24, 2006, the MAG Regional Council approved the FY 2007 MAG UPWP and Annual Budget which included a line item to fund an Elderly Mobility Pilot program project. In June 2006, the MAG Regional Council agreed to allow this project to proceed by means of a fund exchange with the City of Phoenix Public Transit Department. On July 26, 2006, the Regional Council approved the FY 2007-2011 MAG Transportation Improvement Program (TIP) which included \$400,000 in STP-MAG funds for the Elderly Mobility project. In order for this project to proceed, an administrative adjustment to the TIP is needed to replace the STP-MAG funded project with a Local funded project and a TIP Amendment is needed to add a new CMAQ-funded bus purchase project to repay the City of Phoenix. An amendment to the FY 2007 UPWP and Annual Budget was also requested. On December 14, 2006, the Transportation Review Committee recommended, that an Amendment and an Administrative Adjustment to the FY 2007-2011 TIP and FY 2007 UPWP and Annual Budget should be approved to allow these projects to proceed.

4C. Proposed Administrative Adjustment to the FY 2007-2011 Transportation Improvement Program (TIP) for Transit Projects

The Management Committee, by consent, recommended approval of an Administrative Adjustment to the FY 2007-2011 MAG Transportation Improvement Program to defer two STP-AZ funded transit projects as shown in the attached table. On July 26, 2006, the MAG Regional Council approved the FY 2007-2011 MAG Transportation Improvement Program (TIP). Since that time, the Regional Public Transportation Authority (RPTA/Valley Metro) has requested the deferral of two STP-AZ federally funded park-and-ride projects that were not obligated during the last federal fiscal year and an administrative adjustment is needed to accomplish these deferrals. The proposed changes may be categorized as exempt projects or minor project revisions for which an air quality conformity analysis is not required. Consultation on the conformity assessment for the proposed changes is considered under a separate agenda item. On December 14, 2006, the Transportation Review Committee recommended approval of both project deferrals.

4D. Recommendation of Projects for MAG Federal Funding in the FY 2008-2012 MAG Transportation Improvement Program (TIP) - the MAG Federally Funded Program

The Management Committee, by consent, recommended approval of the projects for CMAQ discretionary funding that were recommended by the Transportation Review Committee and to include those projects in the Draft FY 2008-2012 MAG Transportation Improvement Program for public review and comment. The MAG Regional Transportation Plan (RTP) targets all future MAG Federal Funds to specific modes and, in some cases, identifies specific projects for the funds. For ITS, Bicycle, Pedestrian and Air Quality projects, the RTP identified funds, but did not specify individual projects. Requests for projects for the MAG Federal funds expected to be

available for FY 2012 have been received, and ranked by modal technical advisory committees (TACs). Funds are also available for ITS projects for FYs 2008, 2009 and 2010. The TAC rankings were reviewed by the Transportation Review Committee (TRC) on December 14, 2006. The attached table contains the most recently recommended projects from the Air Quality, Bicycle, Pedestrian and ITS modes. The approved projects from these modes will be combined with other recommendations for the life cycle programs for freeways, arterials and transit, to form a MAG Federally Funded program. This program will then be added to the regionally funded components of the freeway, arterial and transit life cycle programs, projects from the state highway program and any locally/privately funded projects being submitted for inclusion in the TIP to form the draft TIP (Listing of Projects).

4F. Consultant Selection for the Interstates 8 and 10 Hidden Valley Transportation Framework Study

The Management Committee, by consent, recommended approval of the selection of DMJM Harris to conduct the Interstates 8 and 10 Hidden Valley Roadway Framework Study for an amount not to exceed \$770,000. The FY 2007 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2006, includes the Interstates 8 and 10 Hidden Valley Transportation Framework Study. MAG has been requested to serve as the lead agency given the regional nature of this project. Project partners providing financial support include ADOT, MCDOT, CAAG, Pinal County Public Works, the Cities of Goodyear and Maricopa, and the Town of Buckeye. In October 2006, MAG advertised for a consultant to provide services to accomplish this study and received three responses. A multi-agency review team scored the proposals, conducted interviews, and recommended to MAG the selection of DMJM Harris to conduct the Study for an amount not to exceed \$770,000.

4G. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment to the FY 2007-2011 MAG Transportation Improvement Program. The proposed amendment includes the addition of a new City of Phoenix project for the purchase of a standard bus in FY 2007. In addition, minor project revisions are included for an Elderly Mobility Pilot Program and two regional park-and-ride projects. The amendment includes projects that may be categorized as exempt and minor project revisions that do not require a conformity determination. Comments on the conformity assessment are requested by January 26, 2007. This item was on the agenda for consultation.

4H. Fiscal Impact of Domestic Violence on Local Criminal Justice Systems

The MAG Regional Domestic Violence Council's Victim Services Stakeholder Group, in partnership with the Arizona State University Partnership for Community Development, has completed the report, The Fiscal Impact of Domestic Violence on Local Criminal Justice Systems in the MAG Region. The report provides data on the costs of domestic violence to police departments, prosecutors' offices, and municipal courts in a sampling of four cities. Based on the report's findings, three recommendations are provided: additional study at a municipal level; analysis of existing local policies and procedures to identify differences and

commonalities; and identify and recommend applicable data collection and data sharing models. This item was on the agenda for information and discussion.

4I. Social Services Block Grant Fund Recommendations

The Management Committee, by consent, recommended approval of the SSBG allocation recommendations for FY 2007-2008 to be forwarded to the Arizona Department of Economic Security. Under a planning contract with the Arizona Department of Economic Security (DES), the MAG Human Services Planning Program annually researches and solicits input on human services needs in the MAG region. The MAG Human Services Coordinating Committee identifies which services should be directed to meet these needs through the locally planned dollars under the Social Services Block Grant (SSBG). Services funded by SSBG include assistance to the most vulnerable people in our region, including very low-income children and families, elderly people, victims of domestic violence, homeless people and persons with disabilities.

4J. Status Update on the June 30, 2006 Single Audit and Management Letter Comments, MAG's Comprehensive Annual Financial Report (CAFR) and OMB Circular A-133 Reports (i.e., "Single Audit") for the Fiscal Year Ended June 30, 2006

The public accounting firm of Deloitte & Touche LLP has completed the audit of MAG's Comprehensive Annual Financial Report (CAFR) and Single Audit for the fiscal year ended June 30, 2006. An unqualified audit opinion was issued on December 28, 2006 on the financial statements of governmental activities, the aggregate discretely presented component units, each major fund and the aggregate remaining fund information. The independent auditors' report on compliance with the requirements applicable to major federal award programs, expressed an unqualified opinion on the Single Audit. The Single Audit report indicated there were no reportable conditions in MAG's internal control over financial reporting considered to be material weaknesses, no instances of noncompliance considered to be material and no questioned costs. The Single Audit report had no new or repeat findings. No new or repeat Management Letter comments were issued for the fiscal year ended June 30, 2006. When the CAFR is received from Deloitte & Touche, it will be provided to the Committee under separate cover. The Executive Committee recommended acceptance of the opinion on January 8, 2007. This item was on the agenda for information and discussion.

4K. The Arizona Data Estimates and Projections Task Force (ADEPT)

The Arizona Data Estimates and Projections Task Force (ADEPT) was created by Executive Order 2006-4 on February 8, 2006 and was tasked with evaluating best practices by other states for developing accurate population and employment estimates and projections and labor market information; reviewing what is being done at the state level; and making recommendations to enhance the estimates and projections process as well as enhance access to and utilization of labor market information. ADEPT has issued an interim report to the Governor. This item was on the agenda for information and discussion.

4E. Purchase of Loop 303 Right-of-Way by the City of Goodyear

This item was removed from the consent agenda.

Eric Anderson, MAG Transportation Director, stated that the City of Goodyear has an opportunity to acquire, for \$12 million, approximately 87 acres of property that is in the alignment for the preferred corridor for the Loop 303 from I-10 to Maricopa County 85. Mr. Anderson commented that this is a type of freeway project acceleration, although unique, because accelerations in the past have been construction projects.

Mr. Anderson stated that the property is the El Cidro development. He said that currently, the City of Goodyear has been working on approval of the plan. Mr. Anderson stated that the City has agreed to acquire the property as long as it can be reimbursed when right-of-way would normally be acquired by ADOT, about the year 2015. Mr. Anderson advised that according to MAG's policy the reimbursement is subject to adjustment, as any other project in the program. If costs are higher or lower or revenue changes, this reimbursement could be advanced or delayed as any other project in the program. Mr. Anderson also noted that there is a chance the 303 corridor alignment might shift. He stated that the I-10 Reliever study is still underway and the connection to Loop 303 is a major consideration. Mr. Anderson stated that the City of Goodyear understands if the property is not needed for the freeway, it will be the owner of the property.

Mr. Anderson stated that Goodyear also agreed that when ADOT acquires the property, if the fair market value is less than what they paid for it, Goodyear will accept the lower value. He stated that Goodyear is also not requesting reimbursement for interest. Mr. Anderson explained that typically, the interest cost is shared approximately fifty/fifty between the program and the sponsoring agency; however, in this case, Goodyear is not asking for anything over and above what they paid for the property. Mr. Anderson added that the ADOT Engineering and Right-of-Way Divisions both reviewed the material and indicated they are comfortable with the language. He said ADOT indicated they think this is a good deal if it happens. Chair Beasley thanked Mr. Anderson for his comments and asked members if they had questions.

Mr. Cleveland stated that the City of Goodyear is finding the escalation of costs so dramatic that when they had the opportunity to purchase the land, they felt they could try to avoid a plan delay such as what happened in 1985. He said that the City acknowledges there is considerable risk, because ADOT has not yet made its final decision on the preferred alignment; however, the City thinks it is a smart move and a forerunner to the future preservation strategies for right-of-way acquisition. He thanked the Committee for their consideration of this request.

With no further discussion, Mr. Rumpeltes moved to recommend approval that the proposal for Goodyear to acquire the property and to be reimbursed at an amount that is the lesser of the amount Goodyear paid for the property or the fair market value of the property, assuming the highest and best use as used in the current appraisal, according to the schedule in the freeway life cycle program for the right of way that is required for L303. Mr. Pettit seconded, and the motion carried unanimously.

5. Regional Planning Dialogue Update - Building a Quality Arizona

Mr. Smith stated that MAG has been working with the Councils of Governments (COGs) and Metropolitan Planning Organizations (MPOs) for a couple of years on addressing the impact of growth on transportation. He said that a statewide approach had its beginnings when the MAG Information Services Division developed the “red dot” maps that showed the state’s population increasing from six million to 16 million and no new highways were planned to accommodate that growth. Mr. Smith stated that the growth will surround the Gila River Indian Community and connect to the City of Maricopa. He stated that the employment corridor is along I-10 and there is a lot of new housing in Pinal County. Mr. Smith added that there is relatively little industry in Pinal County compared to Maricopa County.

Mr. Anderson introduced the material that has been presented to the MAG Executive Committee at meetings with their counterparts from the COGs and MPOs. He stated that there are 1.5 million housing new units in Maricopa and Pinal counties currently in the approval process. He noted that this equates to the number on the ground today. Mr. Smith stated that another question raised is governance. He said that the MAG Traffic Analysis Zones extend to I-8, and added that MAG is currently under contract with Pinal County to assist them with their population estimates and projections. He noted the linkages with the MAG and Pinal county areas. Mr. Smith stated that at MAG’s review last year, the Federal Highway Administration indicated MAG should look at the contiguous urbanized area for the next 20 years.

Mr. Buskirk stated that ADOT has conducted corridor definition studies in Pinal County under the buildout scenario. He said that the State Transportation Board has formally accepted the defined corridors into the state’s long range multimodal plan. Mr. Buskirk stated that the planning level estimate of the construction cost is \$2 billion. He commented that ADOT is aware of needs, but revenues do not come close to meeting them.

Mr. Anderson stated that transportation is funded by local taxes, regional taxes, federal funds, and the private sector. He noted that the National Highway Trust Fund will be operating at a cash flow deficit, so this does not bode well for significant increases in federal funding. He stated that the private sector is an important component in terms of building arterial streets in newly developed areas. Mr. Anderson advised that the Highway User Revenue Fund (HURF), of which more than half of the revenues come from a per gallon fuel tax, is a major source of transportation funding in the state. He said that because there has been no increase in the gas tax rate since 1991, HURF is declining due to increased fuel economy and inflation. Mr. Anderson advised that when the current HURF revenue is adjusted for inflation and population growth, significantly less is being generated per capita than in 1990.

Mr. Anderson stated that issues to consider are whether improvements would be made to primary and/or alternate routes, or add new routes. He stated that it is not just a capacity issue on I-17. When I-17 is closed down for an incident, there is no alternative route. Mr. Anderson stated that the key routes in the state are I-10, I-40, and I-17. He displayed a map of trade patterns in the United States and noted the tremendous amount of freight traffic out of California using those routes.

Mr. Anderson displayed a map of a potential statewide network to support interstate and intrastate travel demand. He commented that the routes shown represent a minimum of \$50 billion in investments for new facilities. Mr. Anderson noted that most major highways connect or go through Maricopa County, and it is important to maintain regional mobility and statewide connectivity.

Mr. Anderson stated that the Statewide Reconnaissance Study is funded by MAG, ADOT, and PAG. The interaction of transportation and land use is an important component. He stated that how well transportation functions reflects on our quality of life—job creation, traffic, water use. Mr. Anderson stated that the study will identify short-term transportation solutions, provide an action plan for establishing a vision for future transportation, and describe the link between transportation and economic growth. Mr. Anderson noted that MAG was asked by members of the Legislature to document to residents how critical transportation is to the state.

Mr. Anderson spoke about what can be pursued now, or “low hanging fruit.” He said that work could continue with the Legislature for additional STAN funding. Mr. Anderson noted that Senator Burns introduced a bill to use \$450 million from the state’s rainy day fund. He stated that benefit districts or privatization could help some areas where there is no funding source or have no sales tax. Mr. Anderson stated that there is a possibility of additional funding from the USDOT National Strategy to Reduce Congestion on America’s Corridors through the USDOT Urban Partnership Agreement and Corridors of the Future. Mr. Anderson stated that this is a critical time for Arizona. He commented that with Congressman Harry Mitchell on the Transportation and Infrastructure Committee, Mary Peters as Transportation Secretary, and Victor Mendez as President of AASHTO, this is a good opportunity to forge relationships and do demonstration projects at the national level that might help mobility in the state.

Mr. Smith stated that a lesson learned from Proposition 400 is to gain the involvement of all stakeholders, including the business community, and then focus on the issue. He stated that presenting a united front to the Legislature or federal agencies increases the chance of getting funding. Mr. Smith stated that the low hanging fruit is probably the better opportunity right now. Mr. Smith stated that there are a lot of new legislators, and the potential for more than STAN is unlikely. He commented that growth will not stop. As stewards of transportation, the economic engine of the state, we need to come up with a new strategy.

Mr. Buskirk stated that ADOT has submitted an application for the Corridors of the Future program and they are optimistic they will be asked to submit a Round Two application.

Mr. Cleveland asked the impact of the Hassayampa and Hidden Valley studies in this process. Mr. Anderson replied that both studies are key components. He explained that the Hassayampa study encompasses 1,500 miles and extends to west of the White Tanks. The study will identify corridors to improve mobility in that area. Mr. Anderson stated that the Hidden Valley study area is south of the Hassayampa Study area, which goes around the Gila River, down to Gila Bend, and back to Pinal County to I-10. Mr. Anderson stated that the study will look at linkages between Pinal and Maricopa counties. He indicated that the output from the Hassayampa Study will be input into the Hidden Valley Study and then will be a part of the Reconnaissance Study. Mr. Anderson noted that there is interest in Tucson for an I-10 Bypass. He said that MAG’s part

appears to be parallel with what the ADOT District Engineer in that area envisions. Mr. Anderson indicated that he felt there was an ability to put together a good highway system that will provide good mobility for the state. Mr. Anderson advised that the important factor is the funding source and we do not know what that will be. He added that preserving right-of-way for corridors is critical and will be a challenge.

Chair Beasley stated that he hoped the study would concentrate on the economic impact analysis. He commented on building roads where the jobs are located to assist residents in their commutes. Chair Beasley indicated that is where Pinal County has had some problems. Chair Beasley stated that the Department of Commerce, who is responsible for providing economic opportunities, might be a starting place. Chair Beasley stated that it is good to look at freeways and how they connect, but there is also a need to consider the grid in between, or residents cannot get to their jobs. Mr. Anderson agreed that one of the concerns in Pinal County is the jobs and housing balance. He said that a job base closer to the rooftops needs to be created. Mr. Anderson noted that northern Pinal County residents are commuting into Maricopa County, and southern Pinal County residents are commuting into Pima County. Mr. Anderson stated that through the Hassayampa Study, a range of arterials, parkways and highways will be identified, and this is being modeled in concert with the development community.

Chair Beasley stated that housing does not equate to economic growth and identifying this through the process will help us all.

6. Discussion of the Development of the FY 2008 MAG Unified Planning Work Program and Annual Budget

Ms. Kimbrough addressed the Committee on the development of the FY 2008 Unified Planning Work Program and Annual Budget. Ms. Kimbrough stated that the draft Dues and Assessments were included in the agenda packet and were based on the average Consumer Price Index (CPI) for urban areas. She advised that the FY 2008 Dues and Assessments were estimated using a 3.2 percent inflation factor and will be revised upon receipt of the December 2006 CPI-U estimate. Ms. Kimbrough stated that the proposed budget production timeline was also included in the agenda packet. The timeline notes opportunities for early input into the development of the Work Program and Budget. Ms. Kimbrough noted that the Work Program will be presented monthly to the Management Committee, Executive Committee and Regional Council. Approval of the Work Program is anticipated in May 2007. Chair Beasley thanked Ms. Kimbrough for her report. No questions from the Committee were noted.

7. 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.

Chair Beasley asked Mr. Smith to update the Committee on the Governor's Executive Orders. Mr. Smith stated that on January 9, 2007, the Governor's office issued three Executive Orders.

He handed out copies and stated that staff have not yet fully reviewed the Executive Orders, but he would provide a general overview. Mr. Smith stated that one of the Executive Orders is regarding air quality. He stated that it says if an agency receives funding from ADOT, it will be required to sweep weekly. Also, ADEQ will be required to do an air quality impact report on roads that receive funding from ADOT, which is in addition to the conformity that MAG does. Mr. Smith stated that ADOT will be tasked with an implementation plan for hybrid vehicles on HOV lanes. He said that this is a concern because of the impact to BRT service that will use the already congested HOV lanes. Mr. Smith stated that another provision is that new discretionary funding out of ADOT will be tied to Smart Growth principles.

Mr. Rumpeltes asked how mass transit and commuter rail ties into the work. Mr. Anderson stated that the Commuter Rail Study is underway and MAG is in final negotiations with the consultant. He said a start date in two to three weeks is anticipated. Mr. Anderson stated that MAG is also working with ADOT Public Transit Division on interfacing MAG's study with the state's goals, especially between Phoenix and Tucson. Mr. Anderson added that MAG is a joint partner on both studies.

Mr. Cleveland commented that there might be an opportunity to discuss the Executive Orders at the Air Quality Technical Advisory Committee meeting the next day. Mr. Smith stated that the Air Quality committee meeting is very important. He advised that the Committee will hear a report on the state-of-the-art van that has been collecting data on PM-10 and will discuss what needs to be done around the monitors. Mr. Smith advised that whatever strategies come out of the study, efforts need to be redoubled. MAG funding needs to be put toward addressing air quality or the region will not be building any roads. He advised that this is problem number one.

Mr. Johnson announced that country singer, Reba McIntyre, who is the spokesperson for Habitat for Humanity and Whirlpool, will be holding a special press conference at the Town of Guadalupe on January 11, 2007 at 2:00 p.m. He stated that the organization has plans to build nine homes in the town in seven days.

There being no further business, the meeting adjourned at 12:40 p.m.

Secretary

Chairman

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 6, 2007

SUBJECT:

Project List for the Arizona Department of Transportation's Safe Routes to School Program

SUMMARY:

A total of \$400,000 statewide is available for projects through the Arizona Department of Transportation's (ADOT) Safe Routes to School Program. The program provides funding to public and non-profit agencies for projects that improve road safety and encourage more grade K-8 children to walk or bike to their neighborhood schools. In this first year of the program, the focus is on education, training and encouragement.

ADOT is administering the state's program and announced the first cycle/call for projects in November 2006. Awards in this cycle are strictly limited to non-infrastructure safety improvement projects that cost a maximum of \$45,000 (includes a \$3,000 ADOT administration fee). Selected applicants will be entitled to request reimbursements from ADOT for an amount agreed upon at the time of selection.

The ADOT application review process stipulates that Metropolitan Planning Organizations/Councils of Governments must provide ADOT with a ranked list of project applications recommended from their region. This ranking will be considered when all applications are reviewed as part of the statewide selection process. A statewide total of 33 project applications has been received by ADOT, with 21 of them generated from the MAG region (see Attachment One). The project selection by ADOT is expected to be finalized by June 2007.

The purpose of the Federal Safe Routes to School Program, established in SAFETEA-LU, is to address the decline in walking and bicycling. Many of us remember a time when walking and bicycling to school was a part of everyday life. In 1969, about half of all students walked or bicycled to school. Today, however, the story is very different. Fewer than 15 percent of all school trips are made by walking or bicycling, one-quarter are made on a school bus, and more than half of all children arrive at school in private automobiles.

This has had an adverse effect on traffic congestion and air quality around schools, as well as pedestrian and bicycle safety. In addition, a growing body of evidence has shown that children who lead sedentary lifestyles are at risk for a variety of health problems such as obesity, diabetes, and cardiovascular disease. Safety issues are a big concern for parents, who consistently cite traffic danger as a reason why their children are unable to bicycle or walk to school.

At its heart, the Safe Routes to School Program empowers communities to make walking and bicycling to school a safe and routine activity once again. The Program makes funding available, through state DOTs, for a wide variety of programs and projects, from building safer street crossings to establishing programs that encourage children and their parents to walk and bicycle safely to school.

To this end, the Safe Routes to School Program was created to accomplish three goals:

- 1) To enable and encourage children, including those with disabilities, to walk and bicycle to school;
- 2) To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age

- 3) To facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution near schools. The program hopes to accomplish this by providing funds for schools and communities to implement infrastructure projects (such as sidewalk improvements, trails, and 'traffic calming') and non-infrastructure projects (such as education campaigns, safety training, law enforcement efforts, and promotional giveaways).

PUBLIC INPUT:

None has been received.

PROS & CONS:

PROS: The successful implementation of Safe Routes to School programs, projects and activities across the MAG region is likely to lead to more kindergarten through eighth grade students walking and bicycling to their schools, a safer road traffic environment on school access routes for all pedestrians and bicyclists.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Many of these projects would involve the procurement of safety equipment such as safety vests worn by crossing guards, stop paddles. Guidelines may need to be established at the regional level. Current practice is to follow the guidelines established by the City of Phoenix, nationally recognized as a leader in this area.

POLICY: Since this is a new national program, with funds for safety improvement projects to be made available each year by ADOT, there is a potential need for future staff resources to administer School Safety Programs at member agencies.

ACTION NEEDED:

Recommend approval of the ranked list of projects to be submitted to the Arizona Department of Transportation for the Safe Routes to School Program.

PRIOR COMMITTEE ACTIONS:

On January 30, 2007, the MAG Transportation Safety Committee conducted a detailed review of all 21 project applications and unanimously approved recommendation of the ranked list of proposed projects as shown in Attachment One.

MEMBERS ATTENDING

Robert Maki, City of Surprise, Chairman	Shelley Seyler for Marc Scott, Tempe
Linda Gorman, AAA Arizona	Linda Mendyka, Governor's Office of Highway Safety
* Tom Burch, AARP	Peggy Rubach for Chris Plumb, Maricopa County
* Reed Henry, ADOT	Larry Talley, Mesa
* Doug Dobson, Apache Junction	* William Mead, Paradise Valley
* Mary Kihl, ASU	Jamal Rahimi, Peoria
Kelly LaRosa, Avondale	Kerry Wilcoxon, Phoenix
* Martin Johnson, Chandler	George Williams for Paul Porell, Scottsdale
* Lt. Mike Lockhart, DPS	Stuart Boggs, RPTA
Tammy Ryall for Ken Ichi Maruyama, Gilbert	
Luke Albert, Goodyear	
Jennifer Brown, FHWA	
Sandy Adams, Glendale	

* not present

CONTACT PERSON:

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

ATTACHMENT ONE

Rank	Project Name	Lead Agency/School District/Lead School	\$ Requested
1	2007 MCDOT Safe Routes Program & DVD Project	Maricopa County DOT	\$44,777
2	Avondale and Goodyear School Pedestrian and Bicycle Program	Cities of Avondale & Goodyear	\$45,000
2	Phoenix Neighborhood Walking School Bus Pilot Program	City of Phoenix	\$45,000
4	P.A.C.E. (Parent And Children Education)	City of Glendale	\$35,310
4	2007 MAG Regional School Crossing Guard Training Workshop	MAG	\$44,920
6	Establish a Regional Clearinghouse for Promotional and Educational Collateral Material for use at School Safety Events	MAG	\$44,861
6	Phoenix METRO Child Pedestrian Safety Campaign	City Phoenix	\$30,750
6	City of Tempe's Safe Route to School Program	City of Tempe	\$21,000
9	2007 Gilbert Safe Routes to School Project	Town of Gilbert	\$45,000
10	Peoria Unifed School District Walking Programs	City of Peoria	\$18,000
11	Speed Detection Devices for Avondale Schools	City of Avondale	\$30,000
11	Goodyear Safe Routes to School Maps and Safety Audits	City of Goodyear	\$23,000
13	Scottsdale Safe Routes to School Coordinator	City of Scottsdale	\$40,315
14	Scottsdale Walk-to-School Events Giveaways	City of Scottsdale	\$20,008
15	Improving School Crossing Zone Safety for Mesa Public Schools	Mesa Public Schools	\$44,861
15	Walking Encouragement Program	Deer Valley School District	\$13,000
17	Walking Barrier Education and Removal (WBER) Program	City of Phoenix	\$28,000
18	Safe Routes Program	Tolleson Union Elementary School District	\$20,000
19	Blazing Trails for Safe Routes Program	Cave Creek Unified School District	\$37,100
20	Get Students Safely to/from School Program	Cartwright School District	\$27,690
20	Active 'n Safe	Maricopa County Dept. of Health	\$27,211



T R A N S P O R T A T I O N D I V I S I O N
Arterial Life Cycle Program (ALCP) - Status Report
October - December 2006

ALCP Project Status: October - December 2006

During this quarter, four Project Overviews were submitted by the City of Mesa, and five Project Agreements were initiated by MAG with the City of Mesa. Additionally in this time period, MAG processed two Project Reimbursement Requests, one for the City of Chandler for the Arizona Ave. at Ray Rd. intersection improvement project for \$481,844.42, and one for the City of Peoria's Lake Pleasant Parkway project for \$7,263,000.



Thirty-six projects are slated to be underway and twenty-one of these projects are scheduled for reimbursement in FY07. At the end of December, the halfway point for FY07, fourteen projects have completed a Project Overview, and three projects have begun the reimbursement process.

Table 1, located on pages two and three provides the status of the current and advanced projects that are programmed this fiscal year. For each project, information of the progress and budget is presented.

The *Status* field provides a snapshot of what is programmed for this fiscal year and the *Other Project Information* column provides more detailed information. Projects that are underway will submit regular progress reports, either with the request for payment or by project milestone. The *Regional Funding Reimbursements* and *Total Expenditure* columns provide detailed financial information that is updated each quarter.

The preparation for the Fiscal Year (FY) 2008 ALCP began in December. Meetings with each jurisdiction to review ALCP projects began in late December. Updated project information for 2007-2012 ALCP Projects was due on January 5, 2007 and information for 2013-2026 ALCP Projects is due on February 9, 2007.

This is the fourth 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 is available online at <http://www.mag.maricopa.gov/project.cms?item=5034>.

TABLE 1

ARTERIAL STREET LIFE CYCLE PROGRAM

**October - December 2006, Status of Projects Underway
(2006 and Year of Expenditure, Dollars in Millions, Consistent with the June 28, 2006 ALCP)**

Lead Agency & Facility	Project Requirement Completed	Status S=Study, P=Pre-Design, D=Design, R=Right of Way, C=Const, C/O=Closed out	Regional Funding Reimbursements				Total Expenditures			FY for Final Constr.	FY(s) for Reimb.	Other Project Information		
			Programmed FY07 Reimb. (2006 \$)	Estimated Future Reimb.: FY 2008-2026 (2006 \$)	FY07 Reimb. To Date	Total Reimb.: FY 2006-2026 (2006 and YOY \$)	Expend. through FY 2007 (YOY \$)	Estimated Future Expend. FY 2007-2026 (2006 Dollars)	Total Expend. FY 2006-2026 (2006 and YOY Dollars)					
CHANDLER														
Arizona Ave. at Chandler Blvd.	PO, PA	C		3.464			7.346				7.346	2014	2014	Project is nearing completion.
Arizona Ave. at Elliot Rd.	PO, PA	D, R, C		3.464			5.363				5.363	2007	2022	Currently under construction.
Arizona Ave. at Ray Rd.	PO, PA	D, R, C	3.464		1.196	1.756	5.0				1.756	2007	2007	Have received 3 Project Reimbursement Requests. Construction is 30% complete.
Chandler Blvd. at Dobson Rd.	PO, PA	D	1.32	2.144	0.013	0.336	7.349				0.336	2008	2006-08	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				11.874	2008	2022	This segment has been advanced. Design will begin in FY07.
Ray at Alma School Rd	PO, PA	D	0.363	3.101			9.709				8.603	2008	2006-08	The NE corner of the project is being advanced and will be constructed in 2007. The design is underway.
Ray at McClintock (NE Corner Only)	PO	D		3.464								2007 & 2010	2012	
GILBERT														
Val Vista Rd: Warner Rd to Pecos Rd		C	3.464	6.705			20.353				20.353	2006	2007-08, 2015	Project has been advanced and reimburs. funds have been exchanged with Elliot/Cooper & Guadalupe/Cooper projects. Reimb. will be in 2007-2008, 2015.
Warner Rd.: Cooper Rd.		D	1.316	2.148			5.619				5.619	2008	2006-08	
MARICOPA COUNTY														
Dobson, Gilbert and McKellips Bridge Projects		S		42.797								2015	2015	Three ALCP Bridge Projects are being studied together.
El Mirage Road Corridor: Northern to Bell		S		35.087								2018	2008-18	Two El Mirage Projects are being studied as a corridor.
Northern Ave.: Dysart Rd. to SR-303L - PHASE 1		P, D	19.016	36.855		3.5	104.4				3.5	2010	2007-10	Project Design is underway and the reimbursement has been deferred from FY06 to FY07.
M.C./MESA														
Power Rd: East Maricopa Floodway (EMF) to Galveston - SEGMENT A		P, D	2.587	6.826			11.107				11.107	2008	2006-08	
Power Rd: Baseline Rd to East Maricopa Floodway (EMF) - SEGMENT B		D	5.014	2.223			10				10	2007	2007-08	
MESA														
Broadway Rd.: Dobson Rd. to Country Club Dr.	PO	P	0.429	6.387			10.975				10.975	2009	2007-09	



Lead Agency & Facility	Project Requirement Completed	Status S=Study, P=Pre-Design, D=Design, R=Right of Way, C=Const, C/O=Closed out	Regional Funding Disbursements				Total Expenditures			Years for Reimb.	Other Project Information		
			Programmed FY07 Reimb.	Estimated Future Reimb. FY 2008-2026 (2006 Dollars)	FY07 Reimb. To Date	Total Reimb. FY 2006-2026 (2006 and YOY Dollars)	Expend. through FY 2007 (YOY Dollars)	Estimat. Future Expend. FY 2007-2026 (2006 Dollars)	Total Expend. FY 2006-2026 (2005 and YOY Dollars)			Year for Final Constr.	
MESA Country Club Dr.: University Dr.	PO	P		2.57					3.206		2009	2017	
Dobson Rd.: Guadalupe Rd.	PO	P	0.14	2.43					2.796		2009	2007-09	
Gilbert Rd.: University Dr.	PO	D, R		2.57					8.1		2007	2021	Design is underway.
Greenfield Rd: Baseline Rd to Southern - SEGMENT A	PO	D, R	1.401	3.767					7.382		2008	2007-08	
Greenfield Rd: Southern Rd. to University Rd. - SEGMENT B		P	0.345	4.432					12.6		2010	2009-10	
McKellips Rd.: Gilbert Rd. to Power Rd		S		20.002					26.95		2013	2007-13	
McKellips Rd.: Gilbert Rd. to Val Vista - SEGMENT A		D, R	1.46	3.138					6.555		2008	2007-08	
McKellips Rd.: Val Vista Rd to Higley - SEGMENT B		P	0.34	7.777					11.109		2010	2007-10	
Mesa Dr: Broadway Rd to US-60		P	0.18	8.424					11.94		2010	2007-10	
Southern Ave: Country Club Dr to Stapley - SEGMENT A		S, D	0.86	7.12					11.3		2009	2007-09	
Thomas Rd: Gilbert Rd to Val Vista		D	0.346	4.794					7.269				
PEORIA													
Beardsley Road Project		D		21.343					43.87		2009	2011-12	Design is underway.
Happy Valley Rd: Lake Pleasant Pkwy to Terramar Blvd-SEG. A		D, R		8.649					14.952		2008	2022-24	Design is underway.
Lake Pleasant Pkwy: Union Hills Dr to Dynamite Rd, 4 lane portion - SEGMENT B	PO, PA	D, R, C	7.263	7.78	7.263	14.286	29.51	12.00	29.51	29.51	2006	*	*Reimbursements are from 2006-2007, 2011-2012
PHOENIX													
Happy Valley Rd: I-17 to 35th Avenue - SEGMENT A	PO	C/O		6.635					7.647		2005	2023	The Project is complete.
Happy Valley Rd: I-17 to 35th Avenue - SEGMENT B		D		1.917					2.738		2009	2023	
Happy Valley Rd: I-17 to 35th Avenue - SEGMENT C		D		2.178					3.111		2009	2024	
SCOTTSDALE													
SR-101L North Frontage Rd: Hayden to Scottsdale Rd- SEGMENT A		D, R, C	5.474								2007	2007	
SR-101L North Frontage Rd: Pima Rd/Princess Dr to Hayden		P, D, R	1.191	4.341							2007	2007-08	
SR-101L South Frontage Rd: Hayden to Pima			0.123	12.616							2010	2007-10	
Shea Blvd: SR-101L to SR-87		D, R, C		21.343							2008	2021-24	



ALCP Revenue & Finance: October – December 2006

For the period October to December 2006, \$9,967,676 was collected from tax revenues for the ALCP

	October	November	December	Total
Freeways	\$ 18,000,125	\$ 17,739,564	\$ 17,611,112	\$ 53,350,801
Arterial Streets	\$ 3,363,013	\$ 3,314,331	\$ 3,290,332	\$ 9,967,676
Transit	\$ 10,665,555	\$ 10,511,165	\$ 10,435,054	\$ 31,611,774
Prop. 400 (total)	\$ 32,028,693	\$ 31,565,061	\$ 31,336,497	\$ 94,930,251

Regional Area Road Fund (RARF) account, as seen in Table 2. In this period, the Arterial RARF account paid \$213,140.54 in Project Reimbursement Requests. The remaining balance in the RARF account at the end of December is \$28,339,436.76. There has not been any expenditures made from MAG-Surface Transportation Program (STP) or the Congestion Mitigation Air Quality (CMAQ) arterial accounts to date.

Looking at the overall revenues, Table 3 shows the tax revenues collected in this quarter for the overall Maricopa Transportation Excise Tax, which are \$94,930,251. The tax collections came higher than the estimated forecast in October, while November and December came in slightly lower than expected. The quarter revenues were slightly lower than estimated.

	Estimate Total RARF	Actual Total RARF	% Difference
October	\$ 31,908,000	\$ 32,028,693	0.4%
November	\$ 32,108,000	\$ 31,565,061	-1.7%
December	\$ 31,858,000	\$ 31,336,497	-1.6%
Total	\$ 95,874,000	\$ 94,930,251	-1.0%

ALCP Amendments and Administrative Adjustments

Since the most recent approval of the FY07 ALCP, there is a need to do an amendment and an administrative adjustment to the ALCP. This section of the ALCP Status report provides background information for any necessary Administrative Adjustments or Amendments to the ALCP.

If an ALCP Project is undergoing a Project Update outside of the regular ALCP Update schedule, an amendment is required. There are seven types of Project Updates (Section 220 of the ALCP Policies and Procedures): advancing a project, deferring a project, segmenting a project, exchanging two projects, substituting a project, changing a project scope, or using Project Savings on another ALCP Project. If any of these updates are needed outside of the normal annual ALCP Update schedule, which is shown on the ALCP schedule on page 3 of this report, an amendment is needed.

An administrative adjustment is an adjustment to the ALCP regional reimbursement Project budget(s) in the current and later fiscal years of the ALCP, due to actual Project expenditures and regional reimbursements.

This is needed when Project expenditures for a Project work phase or Segment in the current and later fiscal years are lower than the estimate, causing the 70% regional reimbursement to be less than what is programmed in the current ALCP. The remaining balance of regional funds for the project can be moved to another work phase or Segment of the original project that is programmed in the same or a later fiscal year. Regional reimbursement budgets can not be moved from a later fiscal year to an earlier fiscal year in an administrative adjustment since this will negatively impact the ALCP cash flow.

Since the latest FY07 ALCP was approved on December 13, 2006, the City of Mesa has made a request to amend three projects: McKellips Rd: Gilbert to Power Rd, Southern: Country Club to Recker Rd, and Mesa Dr: Broadway Rd to US-60, due to scope changes. Maricopa County has made an amendment and an administrative adjustment request for Power Rd: Baseline to East Maricopa Floodway (EMF) due to a project schedule change and lower project costs. The Val Vista: Warner to Pecos Rd project in the Town of Gilbert, the Arizona Ave/Ray Rd intersection project in the City of Chandler, and the Ray Rd/Alma School project in the City of Chandler need administrative adjustments due to lower project costs that affect the reimbursement in FY07. These requests will go through the MAG Committee starting in January 2007. Appropriate administrative adjustments will also be made to the TIP and the RTP.

Remaining FY07 Arterial Life Cycle Program Schedule

TABLE 4: Fiscal Year 2006-2007 Arterial Life Cycle Program Schedule	
February	Feb 2 nd : Information due for ALCP Projects in 2013-2026 for the RTP Update and Air Quality Conformity Analysis (AQCA) <ul style="list-style-type: none"> - MC, TPC, RC – ALCP Status Report and any necessary amendments or administrative Adjustments to the FY07 ALCP - TRC –TIP Report and RTP Update are presented for AQCA
March	- MC, TPC, RC –TIP Report and RTP Update are presented for AQCA
April	- ALCP Working Group – Final review of updated information for the FY08 ALCP - TRC – ALCP Status Report and any necessary amendments or administrative adjustments to the FY07 ALCP
April/May	- TIP Report and RTP Update undergoes AQCA
May	- TRC - Present Draft FY 08 ALCP - MC, TPC, RC - ALCP Status Report and any necessary amendments or administrative adjustments to the FY07 ALCP
June	- MC, TPC and RC - Present FY08 ALCP and FY08 ALCP Schedule

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 6, 2007

SUBJECT:

Proposed Amendment and Administrative Adjustment to the FY 2007-December 13, 2006 Arterial Life Cycle Program (ALCP)

SUMMARY:

The FY 2007 ALCP was approved by the MAG Regional Council on December 13, 2006. Since that time, three City of Mesa projects have been identified that need to change their scopes, one Maricopa County project needs to change project and reimbursement schedules, two City of Chandler projects that need to lower and adjust the regional reimbursement amounts, and one Town of Gilbert project that needs to adjust the regional reimbursement amounts. An amendment is required to change the scope of a project and change the project and reimbursement schedules, and an administrative adjustment is needed to adjust the project reimbursement amounts due to lower actual costs.

The Arterial Life Cycle Program is a key part of Proposition 400 and represents more than \$1.6 billion of regional investment over the next 20 years. The updated ALCP Policies and Procedures will continue to provide guidance to MAG and to MAG member agencies to ensure that the program is implemented in an efficient and effective manner.

The attached document provides both the approved FY 2007-December 13, 2006 ALCP and the proposed amendments and administrative adjustments.

PUBLIC INPUT:

There was no public comment at the January 25, 2007 Transportation Review Committee.

PROS & CONS:

PROS: Once the changes to the FY 2007 ALCP are approved, involved jurisdictions and MAG will continue to move forward with Project Requirements this FY 2007.

CONS: If not approved, MAG staff and involved jurisdictions will not be able to move forward with ALCP Project Requirements.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: MAG will be able to continue implementation of the ALCP this fiscal year.

POLICY: A.R.S. 28-6352 (B) required that MAG performs life cycle management for the arterial street component of the RTP.

ACTION NEEDED:

Recommend approval of the Amendment and Administrative Adjustment to the FY 2007 – December 13, 2006 ALCP.

PRIOR COMMITTEE ACTIONS:

On January 25, 2007, the Transportation Review Committee voted to recommend approval of Amendment and an Administrative Adjustment to the FY 2007 –December 13, 2006 ALCP.

MEMBERS ATTENDING

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

EX-OFFICIO MEMBERS ATTENDING

- * Regional Bicycle Task Force: Randi Alcott
 - * 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:

Eileen O. Yazzie, Transportation Planner II, 602.452.5058, eyazzie@mag.maricopa.gov

AMENDMENTS & ADMINISTRATIVE ADJUSTMENTS

To the FY07 – December 13, 2006 Arterial Life Cycle Program (ALCP)

All dollar amounts are shown in millions and in 2006\$

AMENDMENT – City of Mesa – McKellips Rd: Gilbert to Power Rd

This project is currently listed as a road widening project. After doing a corridor study, the City of Mesa found that intersection improvements along the corridor would address the congestion issues and is financially more feasible. The project is changing it's scope to 6 intersection improvement projects, the first segment has moved it schedule from FY07/08/09 to FY08/09/10, reimbursement amounts have been adjusted in FY07 to represent lower project costs, and reimbursement amounts have been adjusted through the remaining project due to new project estimates. An amendment is required for a scope change, which is necessary for the FY2007 regional reimbursement.

Fiscal Impact – There is no negative fiscal impact to the ALCP.

FY07 – December 13, 2006 ALCP:

McKellips Rd: Gilbert Rd to Power Rd		FY for Work	FY07	FY08	FY09	FY10	FY11	FY12	FY13
Corridor Study	Study	2006							
McKellips Rd: Gilbert Rd to Val Vista Dr	DES	2007	0.305						
McKellips Rd: Gilbert Rd to Val Vista Dr	ROW	2007	1.155						
McKellips Rd: Gilbert Rd to Val Vista Dr	CONST	2008		3.138					
McKellips Rd: Val Vista Dr to Higley Rd	PRE-DES	2007	0.340						
McKellips Rd: Val Vista Dr to Higley Rd	DES	2008		0.340					
McKellips Rd: Val Vista Dr to Higley Rd	ROW	2009			0.647				
McKellips Rd: Val Vista Dr to Higley Rd	CONST	2010				6.790			
McKellips Rd: Higley Rd to Power Rd	PRE-DES	2010				0.347			
McKellips Rd: Higley Rd to Power Rd	DES	2011					0.317		
McKellips Rd: Higley Rd to Power Rd	ROW	2012						1.993	
McKellips Rd: Higley Rd to Power Rd	CONST	2013							3.986
	SAVINGS	2013							0.644

Proposed:

McKellips Rd: Gilbert Rd to Power Rd			FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16
Corridor Study	Study	2006										
McKellips/Lindsay Intersection Improvement	DES	2008		0.390								
McKellips/Lindsay Intersection Improvement	ROW	2009			1.47							
McKellips/Lindsay Intersection Improvement	CONST	2010				3.990						
McKellips/Greenfield & McKellips/Higley & McKellips/Val Vista Intersection Improvements	PRE-DES	2007	0.121									
McKellips/Greenfield & McKellips/Higley & McKellips/Val Vista Intersection Improvements	DES	2011					0.507					
McKellips/Greenfield & McKellips/Higley & McKellips/Val Vista Intersection Improvements	ROW	2012						0.647				
McKellips/Greenfield & McKellips/Higley & McKellips/Val Vista Intersection Improvements	CONST	2013							6.790			
McKellips/Recker & McKellips/Power Intersection Improvements	PRE-DES	2013							0.543			
McKellips/Recker & McKellips/Power Intersection Improvements	DES	2014								0.495		
McKellips/Recker & McKellips/Power Intersection Improvements	ROW	2015									1.474	
McKellips/Recker & McKellips/Power Intersection Improvements	CONST	2016										3.575

AMENDMENT – City of Mesa – Southern: Country Club to Recker Rd

This project is currently listed as a road widening project. After doing a corridor study, the City of Mesa found that intersection improvements along the corridor would address the congestion issues and is financially more feasible. The project is changing it's scope to 7 intersection improvement projects, the first 2 segments have moved the schedule from FY07/08/09 to FY08/09/10, reimbursement amounts have been adjusted in FY07 to represent lower project costs, and reimbursement amounts have been adjusted through the remaining project due to new project estimates. An amendment is required for a scope change, which is necessary for the FY2007 regional reimbursement.

Fiscal Impact – There is no negative fiscal impact to the ALCP.

FY07 – December 13, 2006 ALCP:

Southern Ave: Country Club Dr to Recker Rd		FY for Work	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15
Southern Ave: Country Club to Recker	STUDY	2006									
Southern Ave: Country Club Dr to Stapley Dr	DES	2007	0.860								
Southern Ave: Country Club Dr to Stapley Dr	ROW	2008		1.506							
Southern Ave: Country Club Dr to Stapley Dr	CONST	2009			5.614						
Southern Ave: Stapley Dr to Lindsay Rd	DES	2009			0.712						
Southern Ave: Stapley Dr to Lindsay Rd	ROW	2010				2.137					
Southern Ave: Stapley Dr to Lindsay Rd	CONST	2011					4.272				
Southern Ave: Lindsay Rd to Greenfield Rd	DES	2011					0.712				
Southern Ave: Lindsay Rd to Greenfield Rd	ROW	2012						2.137			
Southern Ave: Lindsay Rd to Greenfield Rd	CONST	2013							4.272		
Southern Ave: Greenfield Rd to Recker Rd	DES	2013							0.712		
Southern Ave: Greenfield Rd to Recker Rd	ROW	2014								2.137	
Southern Ave: Greenfield Rd to Recker Rd	CONST	2015									3.200

Proposed:

Southern Ave: Country Club Dr to Recker Rd		FY for Work	FY07	FY08	FY09	FY10	FY11	FY12	FY13
Southern Ave: Country Club to Recker	STUDY	2006							
Southern/Country Club Intersection Improvement	DES	2009			0.280				
Southern/Country Club Intersection Improvement	ROW	2010				1.400			
Southern/Country Club Intersection Improvement	CONST	2011					2.800		
Southern/Stapley Intersection Improvement	PRE-DES	2007	0.121						
Southern/Stapley Intersection Improvement	DES	2009			1.139				
Southern/Stapley Intersection Improvement	ROW	2010				2.800			
Southern/Stapley Intersection Improvement	CONST	2011					7.700		
Southern/Lindsay Intersection Improvement	DES	2009			0.294				
Southern/Lindsay Intersection Improvement	ROW	2010				1.090			
Southern/Lindsay Intersection Improvement	CONST	2011					3.027		
Southern/Higley Intersection Improvement	DES	2011					0.712		
Southern/Higley Intersection Improvement	ROW	2012						2.134	
Southern/Higley Intersection Improvement	CONST	2013							4.774

AMENDMENT – City of Mesa – Mesa Dr: Broadway Rd to US-60 (Superstition Fwy)

This project is currently listed as one project. The project is re-scoped and segmented into 2 projects: Segment A – Mesa Dr: Southern to US-60 roadway improvement project and Segment B – Mesa Dr. at Broadway intersection improvement project. An amendment is required for a scope change, which is necessary for the FY2007 regional reimbursement.

Fiscal Impact – There is no negative fiscal impact to the ALCP.

FY07 – December 13, 2006 ALCP:

Mesa Dr: Broadway Rd to US 60			FY07	FY08	FY09	FY10
	PRE-DES	2007	0.180			
	DES	2008		0.180		
	ROW	2009			4.402	
	CONST	2010				3.595
	SAVINGS					0.247

Proposed:

Mesa Dr: Southern to US 60 & Mesa at Broadway Intersection Improvement			FY07	FY08	FY09	FY10
Mesa Dr: US 60 to Southern	PRE-DES	2008		0.21		
Mesa Dr: US 60 to Southern	DES	2008		1.050		
Mesa Dr: US 60 to Southern	ROW	2009			2.000	
Mesa Dr: US 60 to Southern	CONST	2010				4.550
Mesa/Broadway Intersection Improvement	PRE-DES	2009			0.140	
Mesa/Broadway Intersection Improvement	DES	2010				0.654
Mesa/Broadway Intersection Improvement	ROW	2011				
Mesa/Broadway Intersection Improvement	CONST	2012				

ADMINISTRATIVE ADJUSTMENT/AMENDMENT – Maricopa County – Power Rd: Baseline Rd to East Maricopa Floodway (EMF)

The costs incurred for the design for the Power Rd: Baseline Rd to (EMF) project is less than the estimate listed in the current FY07 ALCP. The costs for the right of way are higher and the construction schedule has been moved from FY07 & 08 to FY08 & 09. The higher cost of right of way in FY07 is not greater than the original total reimbursement costs programmed in FY07.

Fiscal Impact – There is no negative financial impact on the ALCP.

FY07 – December 13, 2006 ALCP:

Power Rd: Baseline Rd to Galveston			FY for Work	FY07	FY08	FY09
M.C.-Power Rd: Baseline Rd to East Maricopa Floodway (EMF)	DES	2007		0.724		
M.C.-Power Rd: Baseline Rd to East Maricopa Floodway (EMF)	ROW	2007		1.809		
M.C.-Power Rd: Baseline Rd to East Maricopa Floodway (EMF)	CONST	2007/2008		2.481	2.223	

Proposed:

Power Rd: Baseline Rd to Galveston			FY for Work	FY07	FY08	FY09
M.C.-Power Rd: Baseline Rd to East Maricopa Floodway (EMF)	DES	2007		0.234		
M.C.-Power Rd: Baseline Rd to East Maricopa Floodway (EMF)	ROW	2007		2.450		
M.C.-Power Rd: Baseline Rd to East Maricopa Floodway (EMF)	CONST	2008/2009			2.223	2.329

ADMINISTRATIVE ADJUSTMENT – Town of Gilbert – Val Vista Rd: Warner Rd to Pecos Rd

The costs incurred for the design and right of way acquisition for the Val Vista Rd: Warner Rd to Pecos Rd project is less than the estimate listed in the current FY07 ALCP. The regional reimbursements have been adjusted in all work phases to reflect actual project costs.

Fiscal Impact – There is no negative financial impact on the ALCP.

FY07 – December 13, 2006 ALCP:

Val Vista Rd: Warner Rd to Pecos Rd		FY for work	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14
	DES	2004	3.464							
	ROW	2005		3.464						
	CONST	2005/2006								3.241

Proposed:

Val Vista Rd: Warner Rd to Pecos Rd		FY for work	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14
	DES	2004	1.030							
	ROW	2005	1.100							
	CONST	2005/2006	1.334	3.464						3.241

ADMINISTRATIVE ADJUSTMENT - City of Chandler - Arizona Ave/Ray Rd Intersection Improvement The costs incurred for the design and right of way acquisition for the Arizona Ave/Ray Rd. project is less than the estimate listed in the current FY07 ALCP. \$8,000 has been moved from the design work phase and \$68,000 has been moved from the right of way work phase to the construction work phase to reflect actual project costs.

Fiscal Impact – There is no negative financial impact on the ALCP.

FY07 – December 13, 2006 ALCP:

			FY07
Arizona Ave/Ray Rd: Intersection Improvement	DES	2004	\$ 0.200
	ROW	2004	\$ 0.868
	CONST	2005	\$ 2.396

Proposed:

			FY07
Arizona Ave/Ray Rd : Intersection Improvement	DES	2004	\$ 0.192
	ROW	2004	\$ 0.800
	CONST	2005	\$ 2.472

ADMINISTRATIVE ADJUSTMENT - City of Chandler - Ray Rd/Alma School Intersection Improvement The costs incurred for the design work phase on the Arizona Ave/Ray Rd. project is less than the estimate listed in the current FY07 ALCP. \$6,000 has been moved from the design work phase to the construction work phase to reflect actual project costs.

Fiscal Impact – There is no negative financial impact on the ALCP.

FY07 – December 13, 2006 ALCP:

			FY07	FY08	FY09
Ray/Alma School: Intersection Improvements	DES	2007	0.363		
	ROW	2008		1.716	
	CONST	2009			1.385

Proposed:

			FY07	FY08	FY09
Ray/Alma School: Intersection Improvements	DES	2007	0.357		
	ROW	2008		1.716	
	CONST	2009			1.391

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 6, 2007

SUBJECT:

Selection of CMAQ Funded Dirt Road Paving Projects for FY 2008 and 2009

SUMMARY:

A total of \$2 million in CMAQ funds has been programmed in FY 2008 for the paving of dirt roads in the MAG region and \$3.5 million for FY 2009. Following a selection process that started in September 2006, the MAG Transportation Review Committee (TRC), at its January 2007 meeting, recommended six projects to utilize the funds available. These projects are shown on the attached tables.

PUBLIC INPUT:

Public involvement opportunities were provided at the September 28, 2006 and January 11, 2007 Air Quality Technical Advisory Committee meetings and at the January 25, 2007 Transportation Review Committee, but no direct public input was provided.

PROS & CONS:

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

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

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Recommend approval that three pave dirt facility projects in Phoenix, Litchfield Park and Surprise be awarded CMAQ funds in FY 2008 and that another three pave dirt facility projects in Phoenix (2) and Surprise be awarded CMAQ funds in FY 2009, as shown in the attached tables.

PRIOR COMMITTEE ACTIONS:

Transportation Review Committee: On January 25, 2007, the TRC unanimously agreed with the AQTAC recommendation that the following pave dirt facility projects should be awarded CMAQ funds as follows: in FY 2008, Phoenix unpaved roads (\$933,333), Litchfield Park unpaved alleys (\$530,979) and Surprise unpaved roads (the remaining FY 2008 \$535,688) and, in FY 2009, Phoenix unpaved alleys (\$466,677), Surprise unpaved roads (\$1,602,302), Phoenix unpaved roads (\$1,050,000) and El Mirage unpaved roads (the remaining FY 2009 \$381,031), as shown in the attached tables.

MEMBERS ATTENDING

Peoria: David Moody, Acting Chairman
ADOT: Dan Lance
* Avondale: David Fitzhugh
Buckeye: Scott Lowe
Chandler: Patrice Kraus
El Mirage: George Flores
Fountain Hills: Randy Harrel
* Gila Bend: Lynn Farmer
Gilbert: Tami Ryall
Glendale: Terry Johnson
Goodyear: Cato Esquivel
Guadalupe: Jim Ricker

* Litchfield Park: Mike Cartsonis
Mesa: Jim Huling*
Maricopa County: Chris Plumb
* Paradise Valley: Robert M. Cicarelli
Phoenix: Don Herp for Tom Callow
Queen Creek: Mark Young
RPTA: Bryan Jungwirth
Scottsdale: Dave Meinhart for Mary O'Connor
Surprise: Randy Overmyer
Tempe: Carlos De Leon
+Wickenburg: Shane Dille
* Valley Metro Rail: John Farry

EX-OFFICIO MEMBERS ATTENDING

* Regional Bicycle Task Force: Randi Alcott
* 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

Air Quality Technical Advisory Committee (AQTAC): On January 11, 2007, the AQTAC unanimously recommended approval of the projects submitted for consideration for Paving Unpaved Road Projects for FY 2007.

MEMBERS ATTENDING

Stephen Cleveland, City of Goodyear, Chair
Beverly Chenausky, ADOT
Jess Segovia for Michael Powell, Avondale

* Lucky Roberts, Buckeye
#Jim Weiss, Chandler
Jamie McCullough, El Mirage
Stephanie Prybyl for Tami Ryall, Gilbert
Doug Kukino, Glendale

#Greg Edwards for Scott Bouchie, Mesa
Gaye Knight, Phoenix
Angela Cruz for B. Bobby Ramirez, SRP-MIC
Larry Person, Scottsdale

#Antonio DeLaCruz, Surprise
Oddvar Tveit, Tempe
Randi Alcott, Valley Metro

* Dave Berry, Arizona Motor Transport Assoc.
Jeannette Fish, Maricopa County Farm Bureau
Russell Bowers, Arizona Rock Products Assoc.

* Michelle Rill, Greater Phoenix Chamber of Commerce
Amanda McGennis, Associated General Contractors

* Walter Bouchard, Citizen Representative
* Corey Woods, American Lung Association of Arizona
Barbara Sprungl, Salt River Project
* Brian O'Donnell, Southwest Gas Corporation
* Jim Mikula, Arizona Public Service Company
#Gina Grey, Western States Petroleum Assoc.
Spencer Kamps for Connie Wilhelm-Garcia, Homebuilders Association of Central Arizona
* Stephen J. Andros, American Institute of Architects - Central Arizona
* Mannie Carpenter, Valley Forward
* Patrick Clay, U of A - Cooperative Extension
Peter Hyde, ADEQ
Wienke Tax, USEPA
Jo Crumbaker, MC Air Quality Department
* Duane Yantorno, Arizona Department of Weights and Measures
* Ed Stillings, FHWA
* Judi Nelson, ASU
* David Rueckert, Citizen Representative

* Members neither present nor represented by proxy.

#Participated via telephone conference call.

Air Quality Technical Advisory Committee (AQTAC): On September 6, 2005, the AQTAC unanimously recommended forwarding the list of proposed PM-10 Paving Unpaved Road Projects for FY 2008 and FY 2009 CMAQ funding and encouraging the TRC to find funding for all of the projects.

MEMBERS ATTENDING

Stephen Cleveland, City of Goodyear, Chair	* Corey Woods for Bill Pfeifer, American Lung Association of Arizona
* Beverly Chenausky, ADOT	* Sunil Varma, Salt River Project
Michael Powell, Avondale	Brian O'Donnell, Southwest Gas Corporation
Lucky Roberts, Buckeye	* Jim Mikula, Arizona Public Service Company
#Cynthia White for Jim Weiss, Chandler	* Gina Grey, Western States Petroleum Assoc.
* Jamie McCullough, El Mirage	* Michelle Rill, Greater Phoenix Chamber of Commerce
Stephanie Prybyl for Tami Ryall, Gilbert	* Connie Wilhelm-Garcia, Homebuilders Association of Central Arizona:
Doug Kukino, Glendale	* Stephen J. Andros, American Institute of Architects - Central Arizona
#Scott Bouchie, Mesa	Mannie Carpenter, Valley Forward
Gaye Knight, Phoenix	Patrick Clay, U of A - Cooperative Extension
* B. Bobby Ramirez, Salt River IC	Peter Hyde, ADEQ
Larry Person, Scottsdale	Wienke Tax, USEPA
Antonio DeLaCruz, Surprise	Jo Crumbaker, MC Air Quality Department
Oddvar Tveit, Tempe	* Duane Yantorno, Arizona Department of Weights and Measures:
Betsy Turner for Randi Alcott, Valley Metro	Ed Stillings, FHWA
* David Rueckert, Citizen Representative	Judi Nelson, ASU
* Walter Bouchard, Citizen Representative	
Dave Berry, Arizona Motor Transport Assoc.	
* Jeannette Fish, Maricopa County Farm Bureau	
* Russell Bowers, Arizona Rock Products Assoc.	
Amanda McGennis, Associated General Contractors	

* Members neither present nor represented by proxy.

#Participated via telephone conference call.

+Participated via video conference call.

CONTACT PERSON:

Paul Ward, (602) 254-6300

**January 11, 2007 MAG Air Quality Technical Advisory Committee Recommendation
Ranking of Proposed PM-10 Paving Unpaved Road Projects for FY 2008 CMAQ Funding**
\$2.0 million available in FY 2008 of the FY 2007-2011 MAG Transportation Improvement Program

Agency	Location	Work Type	FY	Length (miles)	Emission Reduction TOG (kg/day)	Emission Reduction NOx (kg/day)	Emission Reduction PM-10 (kg/day)	Emission Reduction Total (kg/day)	Cost Effectiveness (CMAQ funds /metric ton)	CMAQ Funds Requested	Total Cost
Phoenix	Roads within City of Phoenix	Pave unpaved roads	2008	3.0	0	0	78	78	\$2,200	\$933,333	\$1,333,333
Litchfield Park	Paving of alleys in older portions of Litchfield Park	Pave unpaved alleys	2008	1.6	0	0	125	125	\$782	\$530,979	\$758,541
Surprise	Roads in Saguaro View	Pave unpaved roads	2008	4.25	0	0	266	266	\$1,444	\$2,082,500	\$2,975,000
El Mirage	Desert Cove Road (Dysart Rd. - El Mirage Rd.)	Pave unpaved roads	2008	1.0	0	0	67	67	\$2,740	\$933,154	\$1,418,792
										\$3,546,633	\$5,152,333

**MAG Air Quality Technical Advisory Committee Recommendation
Ranking of Proposed PM-10 Paving Unpaved Road Projects for FY 2009 CMAQ Funding**
\$3.5 million available in FY 2009 of the FY 2007-2011 MAG Transportation Improvement Program

Agency	Location	Work Type	FY	Length (miles)	Emission Reduction TOG (kg/day)	Emission Reduction NOx (kg/day)	Emission Reduction PM-10 (kg/day)	Emission Reduction Total (kg/day)	Cost Effectiveness (CMAQ funds /metric ton)	CMAQ Funds Requested	Total Cost
Phoenix	Alleys within City of Phoenix	Pave unpaved alleys	2009	18.0	0	0	469	469	\$183	\$466,667	\$666,667
Surprise	Roads located west of 219 th Ave	Pave unpaved roads	2009	3.27	0	0	204	204	\$1,444	\$1,602,302	\$2,289,002
Phoenix	Roads within City of Phoenix	Pave unpaved roads	2009	3.0	0	0	78	78	\$2,475	\$1,050,000	\$1,500,000
El Mirage	125 th Ave and 127 th Ave (Varney Rd. - Peoria Ave)	Pave unpaved roads	2009	1.0	0	0	63	63	\$2,942	\$1,000,000	\$1,483,283
										\$4,118,969	\$5,938,952

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 6, 2007

SUBJECT:

Department of Housing and Urban Development Stuart B. McKinney Continuum of Care Consolidated Application Process for the MAG Region

SUMMARY:

On December 8, 1999, the Regional Council approved MAG becoming the responsible entity for a year-round homeless planning process which includes the submittal of the Department of Housing and Urban Development (HUD) Stuart B. McKinney Continuum of Care consolidated application for the MAG region. The Continuum of Care grant supports permanent and transitional housing as well as supportive services. Information on the 2007 application process is provided to inform MAG member agencies about this funding opportunity.

The application begins when HUD releases a Notice of Funding Availability (NOFA) for the Homeless Continuum of Care Process. It is anticipated that the application will be released within the next few months. Notice of this application and timeline will be e-mailed to members of the Regional Council, Management Committee, the Continuum of Care Regional Committee on Homelessness, and intergovernmental staff when it is released from HUD. The time frame within the release of the NOFA and the due date for applications can be anywhere from 60-90 days in length. Technical assistance is available through MAG staff to any MAG member agency wanting to submit an application.

The ranking and review process is administered by the Valley of the Sun United Way. The local application process will be on-line by way of the United Way's "e-CFund" system. The strategic rating and rankings will be combined with weights given by the MAG Continuum of Care Regional Committee on Homelessness, placing projects in priority order for recommendation to HUD.

It is likely that new projects will only be considered for permanent supportive housing operations dollars for chronically homeless individuals. The criteria for new projects will be based on the priorities set in the NOFA and the priorities set by the MAG Continuum of Care Regional Committee on Homelessness.

In 2005 the region received more than \$20 million for 48 homeless service providers. A total of \$106 million has been awarded to the region since 1999. It is anticipated that the region will be awarded comparably in 2006. The region anticipates receiving up to 55 applications this year from nonprofit organizations.

PUBLIC INPUT:

The opportunity for public input was provided at the January 22, 2007 MAG Continuum of Care Regional Committee on Homelessness meeting. A member of the public supported the proposed 2007 HUD application weights. He stated that the weighing criteria will improve the overall application to HUD even though his agency may not be scored favorably.

PROS & CONS:

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

CONS: The HUD Continuum of Care grant is the largest block of funding that comes to the region for housing and services for persons who are homeless. Since the Continuum of Care is the mandated process for developing this grant application, submission of the application through the MAG Continuum of Care is necessary in order to draw down the funds. The Continuum of Care consolidated application competes with other Continua of Care applications across the country. Each year, up to 20 percent of the Continua of Care lose funding on the basis of poor performance. If this region did not submit this grant through the existing MAG Continuum of Care process, the region could lose all Stuart B. McKinney homeless assistance funding from HUD.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

The Continuum of Care Regional Committee on Homelessness approved the application weights for the 2007 process at the January 22, 2007 meeting.

MEMBERS ATTENDING:

- * Greg Stanton, Councilmember of Phoenix, Chair
- * Bob Duvall for Roberto Armijo, Community Information & Referral Services
- * Maryann Beerling, New Arizona Family
- * Judy Bowden, Mesa United Way
- * Brad Bridwell, US Vets
- * Kathryn Brown, AZ Dept of Corrections
- * Tom Canasi, City of Tempe, Co-Vice Chair
- * Trinity Donovan, Valley of the Sun United Way
- * Steve Frate, City of Glendale, Councilmember
- * Theresa James, City of Tempe
- * Deanna Jonovich, City of Phoenix
- * Don Keuth, Phoenix Community Alliance, Co-Vice Chair
- * Dan Lundberg, City of Surprise
- * Mike McQuaid, HSC

Nick Margiotta, Phoenix Police Department
Carrie Mascaro, Catholic Charities
Terra Masias, Chicanos Por La Causa
Meggan Medina, AZ Dept of Housing
* Guy Mikkelsen, Foundation for Senior Living
* Carolyn Mitchell, Wells Fargo
Darlene Newsom, United Methodist
Outreach Ministries
Brenda Robbins, Depart of Health Services
Laura Skotnicki, Save the Family
Annette Stein, Maricopa County HS

Jacki Taylor, ACEH
* Margaret Trujillo, MG Trujillo Associates
* Mike Whalen, Councilmember of Mesa
* Mary Rose Wilcox, Maricopa County,
Supervisor
Liz Morales for Ted Williams, AZ Behavioral
Health Corporation
Margot Cordova for Diana Yazzie Devine,
Native American Connections
Dick Geasland, Tumbleweed

* Members neither present nor represented by proxy.

CONTACT PERSON:

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

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 6, 2007

SUBJECT:

Human Services Coordination Transportation Plan Short-Term Strategies

SUMMARY:

In June 2006, the MAG Regional Council approved the development of a stakeholders group to develop a plan to coordinate human services transportation in compliance with new SAFTEA-LU regulations. These regulations state that any agency applying for Job Access and Reverse Commute (JARC) funds, New Freedom funds or for the 5310 Elderly and Persons with Disabilities Transportation Program must demonstrate they are in compliance with a locally developed coordination plan. These three funding sources cannot be accessed unless such a plan is in place as of July 1, 2007.

In July 2006, MAG member agencies were asked to provide representatives to serve on the MAG Transportation Coordination Stakeholders Group. This stakeholders group, with representatives from MAG member agencies, transportation providers and non-profit agencies, is developing a coordination plan for the MAG region. Short-term strategies have been identified for the 5310 application process that begins in March 2007. The City of Phoenix, as the designated recipient for the other two funding sources, has agreed that the same short-term strategies will also apply for the JARC and New Freedom applications.

The following short-term strategies have been recommended for approval as part of the MAG Human Services Coordination Transportation Plan. The plan is being developed in compliance with new SAFTEA-LU regulations. These strategies will apply to agencies applying for 5310 Elderly and Persons with Disabilities Transportation Program, 5316 Job Access and Reverse Commute Grant, and 5317 New Freedom funds. Agencies will be asked to commit to these strategies and demonstrate compliance throughout the grant term. MAG facilitates the application process for 5310 and the City of Phoenix administers the applications for 5316 and 5317. All three applications will reference the plan and these strategies specifically.

1. Provide information about current coordination activities in the grant applications for 5310, 5316 and 5317 funds. These activities will be monitored in order to identify local best practices that may be elevated to a regional or sub-regional practice. Such best practices will be assessed and included in the update to the plan next year.
2. Attend sub-regional meetings about human services transportation in order to facilitate communication and collaboration between public and private transportation service providers. These meetings will be incorporated as much as possible into groups that exist already to avoid duplication of effort. Participants in the sub-regional meetings will be asked to work actively on elements of the plan and report on their progress at a regional meeting held annually.
3. Support the development of an online matrix containing information about public and private agencies, both for profit and not for profit, that provide transportation services. Agencies will be asked to keep their information up to date in order to maintain data integrity.

PUBLIC INPUT:

An opportunity for public input was given at the stakeholders meeting on January 31, 2007.

PROS & CONS:

PROS: Increased coordination among human services transportation providers will result in enhanced service quality, potential savings and better utilization of existing resources. Currently the public and private agencies that provide transportation services in the human services arena are not all familiar with each other. These strategies offer opportunities to alleviate that problem without a significant increase in resources, staffing or funding.

CONS: There are no anticipated negative effects to these short-term strategies for coordination.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: According to SAFTEA-LU regulations, a coordinated human services transportation plan must be in place so that JARC, New Freedom and 5310 funds may be drawn down. This plan has been developed by a diverse group as mandated by federal regulations. Recommending these short-term strategies now will enable the 5310 application process to move forward as scheduled. It will also inform the development of the applications for JARC and New Freedom. Setting forth clear expectations will help the agencies to submit strong applications and receive more support for their services.

POLICY: Lack of coordination can result in lower productivity, wasted resources and lower quality services for a very vulnerable population. Elderly, people with disabilities and people with low incomes are significantly affected by human services transportation. Ultimately, this service is not about busses, vans or cars but the quality of life people experience when they have access to medical care, employment and a good support system. Improving human services transportation coordination will result in better access to these opportunities and better utilization of existing resources.

ACTION NEEDED:

Recommend approval of the Human Services Transportation Plan Short-Term Strategies.

PRIOR COMMITTEE ACTIONS:

The MAG Transportation Coordination Stakeholders Group met on January 31, 2007 and recommended to MAG the short-term strategies for approval.

PARTICIPANTS ATTENDING

Debra Astin, Scottsdale
Bob Baratko, Surprise
Sheila Barberini, TransSystems
Mary Brannoch, Valley of the Sun Schools
Gary Bretz, Valley Metro
Betsy Buxer, TransSystems
Eddie Caine, Maricopa County
Darrel Christianson, ABIL
Gloria Collazo, Scottsdale
Gwyneth Cowger, AFD
Maureen DeCindis, MAG
Diane Dempsey, Gila Bend CAP
Councilmember Cliff Elkins, Surprise
Raquel Fagan, LIFE
Rich Garrity, RLS
Gina Griffiths, MAG
Joyce Gross, Town of Buckeye
Chris Hughes, Total Transit, Inc
Bruce Jackson, VICAP Faith in Action
Bruce Jameson, AHCCCS
Joanne King, Avondale CAP
Barry Levine, ValueOptions
Kevin Link, Glendale

Councilmember Betty S. Lynch, Avondale
Chris McGurdy, Goodyear
Pat Mesa, Surprise
Robert Miller, Hacienda
Marsha Ngirchuelbak, Valley of the Sun Schools
Ann Pasco, ABIL
Dan Pontius, Triple R Behavioral Health
Donna Powers, LIFE
Nick Promponas, RPTA
Marvin Rochelle, MCDI
Steve Rost, ADOT
Amy St. Peter, MAG
Albert Santana, Phoenix
Rose Smith, Veolia East Valley
Dan Taylor, Mesa Senior Services
Russell Thatcher, TransSystems
Neal Thomas, ComTrans
Darlene Turner, Peoria Adult Day Care
K. Vilay, UCP
Al Villaverde, Phoenix
Councilmember Claudia Walters, Mesa
Scott Wisner, Valley Metro RPTA
Neal Young, Phoenix

CONTACT PERSON:

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

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 6, 2007

SUBJECT:

Discussion of the Development of the FY 2008 MAG Unified Planning Work Program and Annual Budget

SUMMARY:

Each year, staff develops the MAG Unified Planning Work Program and Annual Budget. The Work Program is reviewed each year by the federal agencies and approved by the Regional Council in May. A review of the detailed draft Work Program and Budget is scheduled for March. This presentation is an overview of MAG's early FY 2008 proposed projects for the FY 2008 Work Program.

The Budget Workshop which will also be available via videoconference, is scheduled for Thursday, February 22, 2007 at 9:00 a.m. in the MAG Palo Verde Room. The invitation to the Budget Workshop is attached.

A draft Dues and Assessments worksheet is included in this material. The proposed Solid Waste Assessment is expected to remain at \$10,000 for FY 2008 as no additional activity is anticipated. The proposed inflation factor for the draft Dues and Assessments is the average Consumer Price Index-for all Urban workers for the prior calendar year and this is 3.2 percent.

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

- ▶ Attachment One is the time line for budget development.
- ▶ Attachment Two is the draft Dues and Assessments for FY 2008.
- ▶ Attachment Three is the Budget Workshop invitation.
- ▶ Attachment Four is a detailed listing of proposed new projects.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: MAG is presenting a review of the proposed new projects associated estimated costs for FY 2008. This will provide for an incremental review of key budget proposed projects in February and a review of the more complete draft budget and work program in March of 2007.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: None.

POLICY: None.

ACTION NEEDED:

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

PRIOR COMMITTEE ACTIONS:

Regional Council: This item was on the January 31, 2007 Regional Council agenda.

MEMBERS ATTENDING

- Mayor James M. Cavanaugh, Goodyear, Chair
- Mayor Mary Manross, Scottsdale, Vice Chair
- + Councilmember Dave Waldron for Mayor Douglas Coleman, Apache Junction
- Mayor Marie Lopez Rogers, Avondale
- Mayor Bobby Bryant, Buckeye
- Mayor Edward Morgan, Carefree
- Vice Mayor Dick Esser, Cave Creek
- Mayor Boyd Dunn, Chandler
- * Mayor Fred Waterman, El Mirage
- * President Raphael Bear, Fort McDowell Yavapai Nation
- Mayor Wally Nichols, Fountain Hills
- * Mayor Daniel Birchfield, Gila Bend
- * Governor William Rhodes, Gila River Indian Community
- Mayor Steven Berman, Gilbert
- * Mayor Elaine Scruggs, Glendale
- * Mayor Bernadette Jimenez, Guadalupe
- Mayor Thomas Schoaf, Litchfield Park
- * Supervisor Don Stapley, Maricopa County
- Vice Mayor Claudia Walters for Mayor Keno Hawker, Mesa
- Councilmember Brian Cooney for Mayor Ed Winkler, Paradise Valley
- Mayor Bob Barrett, Peoria
- Councilmember Peggy Neely, Phoenix
- Mayor Art Sanders, Queen Creek
- * President Joni Ramos, Salt River Pima-Maricopa Indian Community
- * Mayor Joan Shafer, Surprise
- # Mayor Hugh Hallman, Tempe
- * Mayor Adolfo Gamez, Tolleson
- * Mayor Ron Badowski, Wickenburg
- Mayor Michael LeVault, Youngtown
- Joe Lane, State Transportation Board
- * Felipe Zubia, State Transportation Board
- F. Rockne Arnett, Citizens Transportation Oversight Committee

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference call.

Management Committee: This item was on the January 10, 2007 Management Committee agenda.

MEMBERS ATTENDING

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

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

Executive Committee: This item was on the January 8, 2007 MAG Regional Council Executive Committee agenda.

MEMBERS ATTENDING

Mayor James M. Cavanaugh, Goodyear,
Chair

* Mayor Mary Manross, Scottsdale, Vice
Chair

Mayor Joan Shafer, Surprise, Treasurer

Mayor Steven M. Berman, Gilbert

Mayor Keno Hawker, Mesa

Mayor Thomas L. Schoaf, Litchfield Park

Councilmember Peggy Neely, Phoenix

* Not present

Participated by videoconference or telephone conference call

CONTACT PERSON:

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

Maricopa Association of Governments
Fiscal Year 2008
DRAFT February 6, 2007
Work Program and Annual Budget Proposed Timeline

Budget Attachment 1

01/04/07 Thurs Intergovernmental Meeting

01/08/07 Mon Regional Council Executive Committee Meeting-dues/assessments; timeline

01/10/07 Wed Regional Council Management Committee Meeting-dues/assessments; timeline

01/31/07 Wed Regional Council-dues/assessments; timeline

02/08/07 Thurs Intergovernmental Meeting

02/12/07 Mon Regional Council Executive Committee Meeting- cancelled

02/14/07 Wed Management Committee Meeting- present proposed projects; budget workshop information; draft dues and assessments

02/22/07 Thurs Budget Workshop-videoconference, 9:00 AM, MAG Offices in the Palo Verde Room

02/28/07 Wed Regional Council Meeting- present proposed projects; budget workshop information; draft dues and assessments

03/08/07 Thurs Intergovernmental Meeting

03/14/07 Wed Management Committee Meeting- information and review of draft budget documents

03/19/07 Mon Regional Council Executive Committee Meeting- information and review of draft budget documents

03/28/07 Wed Regional Council Meeting- information and review of draft budget documents

04/05/07 Thurs Intergovernmental Meeting

04/11/07 Wed Management Committee Meeting- information and review of draft budget documents

04/16/07 Mon Regional Council Executive Committee Meeting- information and review of draft budget documents

04/25/07 Wed Regional Council Meeting- information and review of draft budget documents

April *Changes in draft budget projects and/or any changes in budgeted staff will be brought to the Executive Committee, Management Committee and Regional Council in their April meetings if needed (TBD)*

April *IPG meeting with FHWA, FTA, ADOT and others (TBD)*

05/03/07 Thurs Intergovernmental Meeting

05/09/07 Wed Management Committee meeting - present draft Budget for recommendation of approval

05/14/07 Mon Regional Council Executive Committee meeting - present draft Budget for recommendation of approval

05/23/07 Wed Regional Council meeting - present draft Budget for approval

Maricopa Association of Governments
Fiscal Year 2008
February 6, 2007
Draft Dues And Assessments

Budget Attachment 2

Jurisdiction	FY 2008 (e) Population Totals	MAG Member Dues	Solid Waste (b) Planning Assessment	Water Quality Planning Assessment	9-1-1 (c) Planning Assessment	Human Services Planning Assessment	Homeless (d) Prevention Assessment	Total (e) FY 2008 Estimated Dues & Assessments	Total FY 2007 Dues & Assessments	\$ Change from FY 2008 to 2007 Dues & Assessments
Apache Junction (g) (i)	34,070	\$1,848	\$91	\$1,071	\$2,170	\$659		\$5,839	\$6,004	(\$165)
Avondale	69,356	\$3,763	\$186	\$1,987	\$4,417	\$1,341		\$11,694	\$10,518	\$1,176
Buckeye	25,406	\$1,378	\$88	\$478	\$1,618	\$491		\$4,033	\$2,531	\$1,502
Carefree	3,684	\$200	\$10	\$109	\$235	\$71		\$625	\$577	\$48
Cave Creek	4,766	\$259	\$13	\$144	\$304	\$92		\$763	\$763	\$0
Chandler	230,845	\$12,525	\$618	\$7,278	\$14,701	\$4,464	\$4,167	\$43,753	\$42,513	\$1,240
El Mirage	32,061	\$1,739	\$86	\$934	\$2,042	\$620		\$5,421	\$4,943	\$478
Fort McDowell Yavapai Nation (k)	824	\$253	\$2	\$27	\$52	\$16		\$350	\$350	\$0
Fountain Hills	24,492	\$1,329	\$66	\$741	\$1,560	\$474		\$4,170	\$3,923	\$247
Gila Bend	1,980	\$114	\$5	\$67	\$126	\$38		\$350	\$355	(\$5)
Gila River Indian Community (l) (k)	2,740	\$149	\$7	\$90	\$174	\$53		\$473	\$479	(\$6)
Gilbert	173,072	\$9,390	\$463	\$5,431	\$11,022	\$3,347	\$3,124	\$32,777	\$31,722	\$1,055
Glendale	242,369	\$13,150	\$649	\$7,694	\$15,435	\$4,687	\$4,375	\$45,990	\$44,944	\$1,046
Goodyear	46,213	\$2,507	\$124	\$1,181	\$2,943	\$894		\$7,649	\$6,251	\$1,398
Guadalupe	5,555	\$301	\$15	\$177	\$354	\$107		\$954	\$939	\$15
Litchfield Park	4,528	\$246	\$12	\$129	\$288	\$88		\$763	\$684	\$79
Maricopa County (f)	226,373	\$12,282	\$606	\$7,679	\$14,416	\$4,378	\$4,086	\$43,447	\$44,855	(\$1,408)
Mesa	448,096	\$24,312	\$1,200	\$14,745	\$28,536	\$8,665	\$8,089	\$85,548	\$86,127	(\$579)
Paradise Valley	13,863	\$752	\$37	\$475	\$883	\$268		\$2,415	\$2,514	(\$99)
Peoria (h)	138,143	\$7,495	\$370	\$4,363	\$8,797	\$2,672	\$2,494	\$26,191	\$25,484	\$707
Phoenix	1,475,834	\$80,072	\$3,951	\$46,696	\$87,541	\$26,541	\$26,641	\$185,901	\$180,668	\$5,233
Queen Creek (g)	16,414	\$891	\$44	\$384	\$1,045	\$317		\$2,681	\$2,033	\$648
Salt River Pima-Maricopa (k)	6,780	\$368	\$18	\$224	\$432	\$131		\$1,173	\$1,184	(\$11)
Scottsdale	234,752	\$12,737	\$629	\$7,292	\$14,950	\$4,540	\$4,238	\$44,386	\$42,594	\$1,792
Surprise	88,265	\$4,789	\$236	\$2,109	\$5,621	\$1,707		\$14,462	\$11,166	\$3,296
Tempe	165,796	\$8,995	\$444	\$5,303	\$10,558	\$3,206	\$2,993	\$31,499	\$30,978	\$521
Tolleson	6,498	\$353	\$17	\$180	\$414	\$126		\$1,090	\$950	\$140
Wickenburg	6,077	\$330	\$16	\$387	\$387	\$118		\$1,048	\$1,042	\$6
Youngtown	6,163	\$334	\$17	\$131	\$392	\$119		\$993	\$693	\$300
TOTALS	3,735,015	\$202,861	\$10,000	\$117,316	\$143,872	\$72,231	\$60,207	\$608,481	\$587,784	\$18,703

FY 2007 Total Costs Based on Population	\$196,362	\$10,000	\$113,739	\$139,409	\$69,991	\$58,339
Per Capita Cost	\$6,499	\$0	\$3,577	\$4,463	\$2,240	\$1,868
	3.31%	0.00%	3.14%	3.20%	3.20%	3.20%
	\$0.05699	\$0.00281	\$0.03296	\$0.04042	\$0.02029	\$0.01691

The annual dues and assessments are apportioned according to per capita populations and are increased using the prior calendar year CPI-U inflation factor of 3.2%.

- (a) Except as noted, these are the population totals from the 2005 Census Survey.
- (b) The Solid Waste Planning Assessment remains at the fiscal year 2006 amount of \$10,000. There is no anticipated increased activity in fiscal year 2007 for this program.
- (c) The 9-1-1 assessment is apportioned according to per capita populations excluding the City of Phoenix.
- (d) The Homeless Prevention assessment is only charged to cities who are CDBG recipients and have populations over 50,000 and to Maricopa County.
- (e) Total Dues and Assessments are based on a minimum of \$350 per member.
- (f) The Maricopa County portion of the dues and assessments includes the balance of the county, excluding Gila River Indian Community, the Fort McDowell Yavapai Nation, and the Salt River Pima-Maricopa Indian Community (except when calculating the Homeless Prevention assessment).
- (g) Maricopa and Pinal County portions
- (h) Maricopa and Yavapai County portions
- (i) Maricopa County portion only
- (j) DES 2005
- (k) MAG July 1, 2004 Approved Population



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

February 6, 2007

MAG VIDEOCONFERENCE PRESENTATION ON THE DEVELOPMENT OF THE FY 2008
UNIFIED PLANNING WORK PROGRAM AND ANNUAL BUDGET

Thursday, February 22, 2007 - 9:00 a.m.
MAG Office, Suite 200, Palo Verde Room
302 North 1st Avenue, Phoenix

In an effort to get early input into the FY 2008 MAG Budget and to provide information about the proposed budget for our member agencies, we will hold a budget workshop on Thursday, February 22, 2007 at 9:00 a.m. The budget workshop will include an overview of MAG's estimated FY 2008 revenues and expenses and proposed projects for the FY 2008 Work Program.

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

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

Videoconference Those attending by videoconference are requested to contact Craig Chenery at (602) 254-6300 by Tuesday, February 20, 2007.

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

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

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

**DRAFT MAG FY 2008 Work Program
Proposed New Projects**

Transportation Division – Transportation Safety Program

Project Name: 2008 Regional Crossing Guard Training Workshops

Brief Description: A major initiative under SAFETEA-LU is the “safe Routes to School” program that is focused on improving safety conditions along routes to schools and around schools. A component of this program is to make sure that school crossing zones are planned and managed in the safest manner possible. Since the school crossing guard is the primary person responsible in these areas, it is important that they receive consistent and thorough training. In August 2006, a regional partnership led by MAG organized the first regional training workshop for school crossing guards. The event was held in Glendale and was attended by 210 crossing guards from 21 school districts. Although the event was successful, most participating crossing guards represented west valley schools. In order to deliver this training across the entire MAG region, starting in 2007, two regional workshops are planned to be held in Glendale and in Mesa. This project will pay for the costs of holding the two workshops in 2008. This project is recommended by the MAG Transportation Safety Committee.

Mission/Goal Statement: One of the goals of the 2005 MAG Strategic Transportation Safety Plan is to improve safety on access routes to schools. One of the strategies identified under this goal is training school crossing guards. The school crossing guard training workshops provide basic safety training to school crossing guards and would help improve safe access to schools. It is expected that safer roads would encourage more parents to allow students to walk or ride bicycles to school.

Resources Required: \$2,000.

Expected Outcome: Better-trained school crossing guards and safer school crossings for school children.

Benefit to MAG member agencies: Better trained crossing guards and safer street crossings for school children.

Benefit to the Public: Improved road safety conditions in the vicinity of school crossings and safer conditions for school children.

**DRAFT MAG FY 2008 Work Program
Proposed New Projects**

Transportation Division – Transportation Safety Program

Project Name: 2008 Regional Transportation Safety Forum and Workshop

Brief Description: One of the first steps in improving the safety of the regional transportation system is to increase the awareness of key road safety issues. The 2005 MAG Strategic Transportation Safety Plan identifies an annual event focusing on transportation safety as a way to increase this public awareness. This project will support the costs of organizing and holding a regional forum or a workshop on transportation safety in 2008. The first such event—a regional workshop on work zone safety—is planned for April 2007. The safety issue and topic to be addressed by the 2008 event will be chosen by the MAG Transportation Safety Committee. The event will also be coordinated with the Federal Highway Administration and the Arizona Governor’s Traffic Safety Advisory Council. This project is recommended by the MAG Transportation Safety Committee.

Mission/Goal Statement: This event will accomplish the following goals: (1) Educate all participants on the critical safety issues/topics by providing national, state and regional perspectives; (2) Facilitate a discussion among a panel of experts to identify potential solutions; (3) Identify next steps for addressing the safety issues through existing planning processes at the local, regional and state levels.

Resources Required: \$2,000.

Expected Outcome: This is expected to create an increased awareness of key road safety issues and to identify the next steps for the focus on transportation safety.

Benefit to MAG member agencies: Become better informed on current road safety issues and concerns in the region. This is an opportunity to highlight local road safety issues and exchange information with peers.

Benefit to the Public: This workshop will lead to steps toward a safer road environment for all road users in the MAG region.

DRAFT MAG FY 2008 Work Program Proposed New Projects

Transportation Division – ITS Program

Project Name: Dynasmart-P Software Purchase and Training

Brief Description: Dynasmart-P is a traffic analysis tool which unifies planning and operations analyses in a single format. It can be used to assess the impacts of Intelligent Transportation Systems (ITS) technologies such as dynamic message signs and ramp meters on the transportation network.

MAG member agencies have frequently identified the need to be able to perform corridor traffic simulation studies when developing regional initiatives to improve traffic operations. The acquisition of Dynasmart-P would help develop this expertise at MAG and would also directly support an upcoming MAG project related to improving operations. The use of this software to analyze operations is likely to help position this region for future grant opportunities from the Federal Highway Administration (FHWA).

In 2003 MAG developed a Regional Concept of Transportation Operations that included several regional initiatives. One of the initiatives focused on developing state-of-the-practice traffic management strategies on one freeway-arterial travel corridor in the region, called an Integrated Corridor Management System (ICMS). A MAG project for developing a detailed ICMS plan was programmed in 2005 and is scheduled to be launched in early 2007. The FHWA is planning to launch ten national ICMS projects in 2007. A proposal submitted by ADOT for the MAG region was not successful. Member agencies would like the MAG project to be carried out parallel with the national projects to increase the possibility of a future FHWA grant to this region. An author of the Dynasmart-P software who is also an evaluator of the national ICMS projects is on staff at the University of Arizona. The project could utilize the author to provide software training. This project is recommended by the MAG Intelligent Transportation Systems Committee.

Mission/Goal Statement: The goal of this project is to acquire the Dynasmart-P software and develop in-house expertise at MAG for utilizing this software to analyze regional traffic operations. The first use of this software would occur on the MAG project to develop an ICMS for the I-10 west corridor. This project would directly support the MAG planning emphasis area Operations and Management.

Resources Required: \$20,000 (includes the cost of software, a two-day training workshop to be conducted by the University of Arizona, and 40 hours of technical support for one year.)

New Equipment – Dynasmart-P software.

Expected Outcome: Acquisition of the software Dynasmart-P and training in using the software at MAG.

Benefit to MAG member agencies: Better ability to create plans for regional transportation operations involving freeways and arterials. Help further develop traffic analysis expertise at interested MAG member agencies.

Benefit to the Public: Improved safety and reduced delay due to better regional operations through the use of this software tool.

**DRAFT MAG FY 2008 Work Program
Proposed New Projects**

Transportation Division – ITS Program

Project Name: 2008 MAG ITS Strategic Plan

Brief Description: The Intelligent Transportation Systems (ITS) Strategic Plan and the ITS Architecture for the MAG region were developed in 2001 as MAG was one of the first MPOs to develop a roadmap for ITS implementation. Since 2001, a number of changes have occurred, the most significant of which is the dedicated funding for regional ITS applications on freeways and arterials, identified in the Regional Transportation Plan (RTP). The MAG ITS Committee has recommended a funding strategy for both the freeway and arterial ITS programs. This project will result in a new ITS Strategic Plan that will incorporate these changes as well as provide guidance for future regional investments in ITS. This project is recommended by the MAG ITS Committee.

Mission/Goal Statement: The ITS Strategic Plan to be developed through this project will serve as the region's plan that describes how system management and user information needs in the MAG region are addressed through well-integrated traffic management systems and information services for transportation system users.

Resources Required: Consultant \$50,000.

Expected Outcome: An updated MAG ITS Strategic Plan that reflects the higher level of funding available and the changes in ITS technology.

Benefit to MAG member agencies: The new Plan will provide a detailed view to MAG member agencies on how the region's ITS infrastructure is being expanded to address regional needs. The Plan will also serve as a model for member agencies and will assist them in developing similar plans for local ITS improvements.

Benefit to the Public: Properly deployed and coordinated ITS can increase the capacity of the regional transportation system. This reduces the need for major capital improvement projects to expand capacity.

DRAFT MAG FY 2008 Work Program Proposed New Projects

Transportation Division – ITS Program

Project Name: Guidelines for Developing ITS and Traffic Management Infrastructure for Small but Rapidly Growing Cities and Towns

Brief Description: A number of MAG jurisdictions have a small population base but are currently experiencing or are projected to have rapid population growth. These communities have expressed the need for assistance and guidance on how to best plan and develop the required technology and infrastructure for effective traffic management. Although planning for future technology is in general a complex and risky task, certain infrastructure technologies have longer and more reliable life cycles. There is also a substantial body of knowledge and expertise available in the region, based on the high levels of Intelligent Transportation Systems (ITS) technology applications in the MAG region. This project will utilize resources available in the MAG region and elsewhere for developing a draft guidelines document. A second phase of the project would involve the application of these guidelines in the development of traffic management plans for two MAG member agencies. If necessary, the guidelines will be revised based on the experience of developing the two plans. This project is recommended by the MAG ITS Committee.

Mission/Goal Statement: The guidelines produced by this project would ensure that smaller MAG member agencies develop their local ITS infrastructure in a manner compatible with the larger regional system and also benefit from the lessons learned from agencies that have developed the existing regional systems.

Resources Required: Consultant \$60,000 (using ITS on-call)

Expected Outcome: (1) A document that would provide guidance to smaller agencies on how to develop, expand and coordinate their ITS and traffic management infrastructure with similar activities at the regional level. (2) Plans will be developed for two MAG member agencies utilizing the guidelines.

Benefit to MAG member agencies: Smaller MAG member agencies will benefit from the lessons learned by larger agencies who have implemented major ITS systems and from the specific plans developed for two communities.

Benefit to the Public: Better coordinated development of local and regional ITS and traffic management facilities which will result in better traffic flow.

**DRAFT MAG FY 2008 Work Program
Proposed New Projects**

Transportation Division – System Modeling

Project Name: Household Travel Survey

Brief Description: Rapid population growth and economic development have resulted in the need to conduct a household travel survey to better understand travel and trip-making behavior. The last household survey that was conducted was in the fall of 2001. The data will be used to calibrate the MAG regional travel demand model. This project is recommended by MAG staff in order to meet the need for ongoing model enhancements and updated information for the model.

Mission/Goal Statement: Conduct a household travel survey to collect information on current travel behavior and trip-making behavior.

Resources Required: Consultant \$500,000.

Expected Outcome: Better understanding of travel behavior and travel patterns that should result in better travel forecasting.

Benefit to MAG member agencies: Member agencies rely on the MAG regional travel model for a variety of planning and engineering purposes which benefit from better travel forecasts.

Benefit to the Public: Using updated data for better transportation planning should result in an improved regional transportation system.

DRAFT MAG FY 2008 Work Program Proposed New Projects

Transportation Division – System Modeling

Project Name: Regional Travel Demand Model Improvements

Brief Description: The MAG Regional Travel Demand model is a key tool for both MAG's transportation planning activities as well as for member agencies planning and engineering work. MAG has made small technical modifications to the model over the past few years and has continuously updated the data. In FY 2006, the decision was made to convert the model from the Emme/2 platform to the TransCad platform. The model conversion provides an opportunity to address identified issues and to make major modeling improvements to reflect the current state of the art.

This project comprises three interrelated parts. First is consulting support to complete and validate the conversion of the model to the TransCad. Secondly, to provide consulting resources through an on-call consultant list to assist with the short-term model development and to provide advice on model development issues that arise. The third part is the use of consulting services to incorporate major improvements in the structure of the model to begin the transition to an activity-based model and dynamic simulation capability. This project is recommended by MAG staff in order to meet the need for ongoing model enhancements and updated information for the model.

Mission/Goal Statement: Complete and validate the model conversion to TransCad and incorporate transportation travel demand model revisions and improvements.

Resources Required: Consultant \$500,000.

Expected Outcome: A regional travel demand model that is running on the TransCad platform and begins to incorporate activity-based modeling concepts.

Benefit to MAG member agencies: Member agencies rely on the MAG regional travel model for a variety of transportation and transit planning and engineering purposes which benefit from better travel forecasts.

Benefit to the Public: Better transportation planning which should result in an improved regional transportation system.

**DRAFT MAG FY 2008 Work Program
Proposed New Projects**

Transportation Division – System Modeling

Project Name: Development of Transportation Geographic Database (GIS-T)

Brief Description: MAG has been working on an effort to coordinate a geographic database system for the array of transportation related information that MAG uses on a regular basis for modeling. Project information from the MAG Transportation Improvement Program (TIP) and Regional Transportation Plan, for example, must be accurately reflected in the modeling networks for air quality conformity as well as other purposes. A street segment may have a variety of information associated with it including the number of lanes, planned improvements, speed, traffic counts, accidents, number of access points, traffic signals, among other items. Tracking this information in a consistent fashion is a difficult task as new projects are continually added and other projects changed.

This project represents Phase II of this effort. Phase I was in the FY 2005 MAG Work Program and the consultant is expected to be finished with this work during the second half of FY 2007. The database will be developed as part of the first phase, and will include a number of data input programs. This will allow the GIS-T database to be used to populate the travel model network. Phase II will capitalize on the results of the Phase I project and is being proposed to further consolidate transportation data within a consistent data management structure as well as reflect current MAG business processes. The purpose of the project will be to provide further expansion of the GIS-T to ensure coordination with network and land use data collected and maintained by MAG. This project is recommended by MAG staff in order to meet the need for ongoing model enhancements and updated information for the model.

Mission/Goal Statement: Complete an integrated GIS database for transportation data.

Resources Required: Consultant \$250,000.

Expected Outcome: A database system that will result in systematic handling of transportation data and linkage of various pieces of data together to create an integrated system.

Benefit to MAG member agencies: More accurate travel forecasts and better access to transportation data.

Benefit to the Public: The updated database will result in more accurate information in the transportation planning and decision-making process.

**DRAFT MAG FY 2008 Work Program
Proposed New Projects**

Transportation Division – System Modeling

Project Name: Development of a Traffic Count Retrieval System

Brief Description: MAG has collected traffic count information for a number of years which is used to calibrate the MAG travel demand model and to meet the data requirements for the Highway Performance Monitoring System (HPMS), which is required by the Federal Highway Administration (FHWA). In addition, MAG member agencies use traffic counts in a variety of ways for local transportation planning purposes. MAG, however, does not have a traffic count database that integrates all of the historical traffic count information to allow for the analysis of traffic trends over time. This project would provide an accessible database that can be used both by MAG and by MAG member agencies. This project is recommended by MAG staff in order to meet the need for ongoing model enhancements and updated information for the model.

Mission/Goal Statement: Produce a user-friendly database for MAG traffic count information that is integrated into GIS-T system.

Resources Required: Consultant \$250,000.

Expected Outcome: Traffic count information that contains the historical traffic count information and is easily accessible.

Benefit to MAG member agencies: Availability of historical traffic count information.

Benefit to the Public: Better data regarding historical trends can result in better transportation planning in the region.

**DRAFT MAG FY 2008 Work Program
Proposed New Projects**

Transportation Division – Transit Program

Project Name: Commuter Rail Corridor Development Plan

Brief Description: MAG will complete a Commuter Rail Strategic Plan in December 2007. Based on a comprehensive review of strengths, weaknesses, opportunities, and threats, the Strategic Plan will establish a process for implementing commuter rail service in the MAG region. The Strategic Plan will not rank individual corridors, but will identify corridors with the greatest likelihood of success for future commuter rail service.

The proposed project will identify a preferred commuter rail corridor from the highest rated corridors in the Strategic Plan. Measures of comparison will include ridership potential, capital and operating costs, project support, etc. A detailed Corridor Development Plan will then be created for the preferred corridor. This project is recommended by the Community Resource Council (rail stakeholders group.)

Mission/Goal Statement: The Commuter Rail Corridor Development Plan will serve as a blueprint for advancing the first commuter rail line in the MAG region.

Resources Required: Consultant \$600,000.

New Staff: none.

New Equipment: none.

Expected Outcome: A Corridor Development Plan that frames the process of implementing commuter rail service for a specific corridor in the MAG region.

Benefit to MAG member agencies: The planning process will assist MAG member agencies in identifying the most strategic investment option for future commuter rail service.

Benefit to the Public: Future commuter rail service would provide a high capacity, high speed transit alternative for long distance trips in the MAG region.

**DRAFT MAG FY 2008 Work Program
Proposed New Projects**

Transportation Division – Multi-Modal Program

Project Name: Bicycle Design Assistance Program

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

How the project fits with MAG's mission: Funding the design of bicycle facility projects in MAG member agencies fits into MAG's mission to promote the development and expansion of all modes of transportation. According to the Regional Transportation Plan, "MAG has maintained an active role in promoting the establishment of improved travel opportunities for bicyclists for many years."

Resources Required: Consultant \$300,000.

Need for on-going funding or update: It is anticipated that annual funding would be needed for this program.

Expected Outcome: Three to six member agency projects would be identified by the MAG Regional Bicycle Task Force. Each member agency would identify a consultant from a pre-approved MAG list to design their selected projects. Projects could then be constructed using federal or local funding. As with the Pedestrian Design Assistance Program, this program is intended to leverage other federal and local funding for construction.

Benefit to MAG Member Agencies: MAG member agencies will obtain the use of a planning professional experienced in "best practices" for bicycle facilities. Designing projects with these funds will help to leverage construction funding. In addition, member agencies will be provided an opportunity to explore innovative solutions to common regional problems.

Benefit to the Public: The key to economic viability for a community is how livable and healthy that community is. Having an interconnected network of bicycle facilities is one of the best measures of a livable city. Providing safe and appropriate bicycle facilities encourages people to bicycle, which would reduce negative impacts of motorized travel on air quality and congestion.

**DRAFT MAG FY 2008 Work Program
Proposed New Projects**

Transportation Division – Multi-Modal Program

Project Name: Pedestrian Design Assistance Program

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

How the project fits with MAG's mission: Funding the design of pedestrian projects in MAG member agencies fits into MAG's mission as stated in the Regional Transportation Plan to promote the development and expansion of all modes of transportation.

Resources Required: Consultant \$200,000.

Need for on-going funding or update: This project has been funded annually in the past and it is anticipated that annual funding will be needed in the future.

Expected Outcome: Three to five projects submitted by MAG member agencies will be designed by professional consultants using the *MAG Pedestrian Policies and Design Guidelines*. Using local consultants educates both the private and private sector about the importance of pedestrian sensitive design.

Benefit to MAG Member Agencies: MAG member agencies obtain planning and design assistance for pedestrian projects that may not be designed any other way. Designing projects in accordance with the *Guidelines* educates member agency staff and community stakeholders about best practices in pedestrian design. Design projects through this program leverages additional funding for construction of the pedestrian facilities.

Benefit to the Public: Designing pedestrian facilities in accordance with the *Guidelines* results in safe, comfortable and desirable pedestrian facilities. Providing appropriate pedestrian facilities encourages people to walk, which would reduce negative impacts of motorized travel on air quality and congestion while simultaneously creating more economically viable and healthy communities.

**DRAFT MAG FY 2008 Work Program
Proposed New Projects**

Transportation Division – Transit Program

Project Name: Light Rail Transit Planning Support

Brief Description: With the implementation of Proposition 400, multiple efforts are needed to support the development of the light rail program. The project development includes the update of the Light Rail Transit (LRT) Life Cycle Program, guiding principles and policies for the LRT program, travel demand forecasting, planning for bus/rail interfaces and long range operations, and input into the MAG Transportation Improvement Program and the Regional Transportation Plan (RTP) Update. This is recommended to provide ongoing Valley Metro Rail support.

Mission/Goal Statement: To ensure that the light rail component of the regional transportation plan is implemented in an efficient and timely fashion.

Resources Required: \$500,000 for staff support.

Expected Outcome: A regional light rail transit system that improves regional mobility.

Benefit to MAG member agencies: The LRT planning support provides for the necessary tasks to be completed so that the LRT system can be implemented according to the RTP.

Benefit to the Public: Future LRT service would provide a high capacity transit alternative within the MAG region.

**DRAFT MAG FY 2008 Work Program
Proposed New Projects**

Transportation Division: Planning

Project Name: Interstate 17 and US-93/New River Roadway Framework Study

Brief Description: Similar to the Hassayampa and Hidden Valley framework studies that are underway by MAG, this project is a multi-agency study of the long-range transportation needs for northern Maricopa and Southern Yavapai Counties. Results from this project will include recommendations for accommodating the future travel demand along the Interstate 17/Black Canyon Freeway, north of SR-303L/Estrella Freeway to SR-260 in Camp Verde, and the US-93 corridor from SR-74/Carefree Highway to SR-71 north of Wickenburg. In addition, with the participation of agencies in Southern Yavapai County, the study will evaluate the need for new transportation corridors between the MAG region and Prescott, Prescott Valley, and Chino Valley, as well as potential improvements to the SR-89 and SR-69 corridors. This project is recommended by MAG staff.

Mission/Goal Statement: The Interstate 17 and US-93/New River Valley Roadway Framework Study will serve as a plan for the region's recommendations to accommodate the growing travel demand in the northern portions of Maricopa County, as well as providing a vision for the connections serving as gateway routes to and from the MAG region.

Resources Required: Consultant \$500,000 total project cost; MAG participation is \$250,000 with the remaining costs to be shared by potential partners including ADOT and Yavapai County.

Expected Outcome: A transportation framework for the northern portions of Maricopa County and the gateway routes to and from the MAG region.

Benefit to MAG member agencies: Recommendations from the project will provide MAG an overall understanding of the need for travel demand in this portion of Maricopa County, as well as a critical analysis and framework for the Interstate 17/Black Canyon Freeway, which is a key connection between Phoenix and northern Arizona.

Benefit to the Public: Study recommendations will provide the public with a 30-year transportation framework for Northern Maricopa County to allow continuing economic development balanced by effective transportation connections and corridors.

**DRAFT MAG FY 2008 Work Program
Proposed New Projects**

Transportation Division: System Modeling

Project Name: Texas Transportation Institute (TTI) Urban Transportation Performance Measure Research project

Brief Description: TTI produces an annual analysis of urban mobility across the country, usually annually. MAG has participated as both a technical resource and a funding partner on this work for the past few years. Participation in the TTI study provides us with an opportunity to work with TTI on congestion measures. This project is recommended by MAG staff.

Mission/Goal Statement: Continue to support the TTI Urban Performance Measure Research Project.

Resources Required: Consultant \$25,000.

Expected Outcome: Better performance measures that can be used for the MAG area as well as for comparison of the MAG region to other urban areas.

Benefit to MAG member agencies: Improved understanding of how the regional transportation system is performing.

Benefit to the Public: A more effective analysis of the regional transportation system development.

**DRAFT MAG FY 2008 Work Program
Proposed New Projects**

Information Services Division

Project Name: AZ-SMART Direct Support for MAG

Brief Description: 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). Consultant support will be needed to provide detailed technical guidance, support on the transition and implementation, and testing for AZ-SMART. This project is recommended by MAG staff in order to meet the need for ongoing model enhancements and updated information for the model.

Mission/Goal Statement: The support provided by the consultant will ensure that the state-of-the-art components of SAM are replicated in AZ-SMART in order to support the MAG transportation model, and better enable member agencies to determine demands on infrastructure and services.

Resources Required: Consultant \$40,000.

Expected Outcome: Support for the development and testing of AZ-SMART.

Benefit to MAG member agencies: AZ-SMART will enhance the current socioeconomic modeling capabilities at MAG. It will better support the data requirements for transportation modeling and other regional analysis.

Benefit to the Public: AZ-SMART will take advantage of the most advanced socioeconomic modeling techniques thus better supporting regional planning processes.

**DRAFT MAG FY 2008 Work Program
Proposed New Projects**

Information Services Division

Project Name: AZ-SMART Phase II

Brief Description: MAG is in the process of developing a statewide socioeconomic model, Arizona Socioeconomic Modeling, Analysis and Reporting Toolbox (AZ-SMART). Phase I of the AZ-SMART is scheduled to be completed by the end of CY 2007, and will result in the implementation of a small area model in ArcGIS utilizing advanced modeling methods. The objective of AZ-SMART Phase II is to incorporate models at different levels of geography, extend the database design to easily increase model boundaries, and provide additional calibration to tie in with Phase I work. This project is recommended by MAG staff in order to meet the need for ongoing model enhancements and updated information for the model.

Mission/Goal Statement: Phase II of AZ-SMART will ensure the incorporation of sub-regional models and also advance the database design and calibration work started in Phase I. This second phase is essential for the development of a socioeconomic model that can adequately support the transportation and regional planning activities at MAG.

Resources Required: Consultant \$200,000.

Expected Outcome: Extension of the AZ-SMART suite of tools.

Benefit to MAG member agencies: AZ-SMART Phase II will be able to better support the transportation modeling and socioeconomic projections data requirements of MAG Member Agencies. It will enhance the capabilities of the current tool-set to model at different levels of geographies.

Benefit to the Public: AZ-SMART will take advantage of the most advanced socioeconomic modeling techniques thus better supporting regional planning processes.



302 North 1st Avenue, Suite 300 ▲ Phoenix, Arizona 85003
Phone (602) 254-6300 ▲ FAX (602) 254-6490
Email: mag@mag.maricopa.gov ▲ Website: www.mag.maricopa.gov

February 6, 2007

TO: Members of the MAG Management Committee

FROM: Denise McClafferty, Management Analyst

SUBJECT: REGIONAL OFFICE CENTER UPDATE

In July 2005, three regional agencies, Valley Metro, Valley Metro Rail (VMR) and Arizona Municipal Water Users Association (AMWUA), provided letters of intent to continue to work with MAG and the Building Lease Working Group (BLWG) to study and analyze the possibility of constructing or leasing a building to house regional agencies that would share meeting space and parking. Over the past two years, staff from each agency have been working together on this project. On January 8, 2007, a presentation was made to the MAG Executive Committee and BLWG regarding the estimated cost of the building. The next step is for the four regional agencies to move forward on negotiating a contract with Kaye/Ryan on the Regional Office Center.

Throughout this process, several collaborative meetings were held with the architects, partnering agencies and developer to gather information, such as program needs, parking, technology needs and security. To date, the MAG Executive Committee has authorized indemnification for \$280,000 for pre-development costs, resulting in a schematic design package that includes plans, specifications and a detailed cost estimate. Meetings were also held with the partnering agencies to discuss and develop the interior design of their office space and how each agency would accommodate growth space. It was determined that the total cost of the building would be shared by the four agencies and the conceptual arrangement for financing would include developing a 501c(3) corporation and using the Phoenix IDA. It is anticipated that the estimated total cost and the recommendation to move forward on the Regional Office Center will be brought to the February MAG Regional Council meeting.

If you have any questions, please contact me at the MAG office.

MARICOPA ASSOCIATION OF GOVERNMENTS

Regional Collaboration

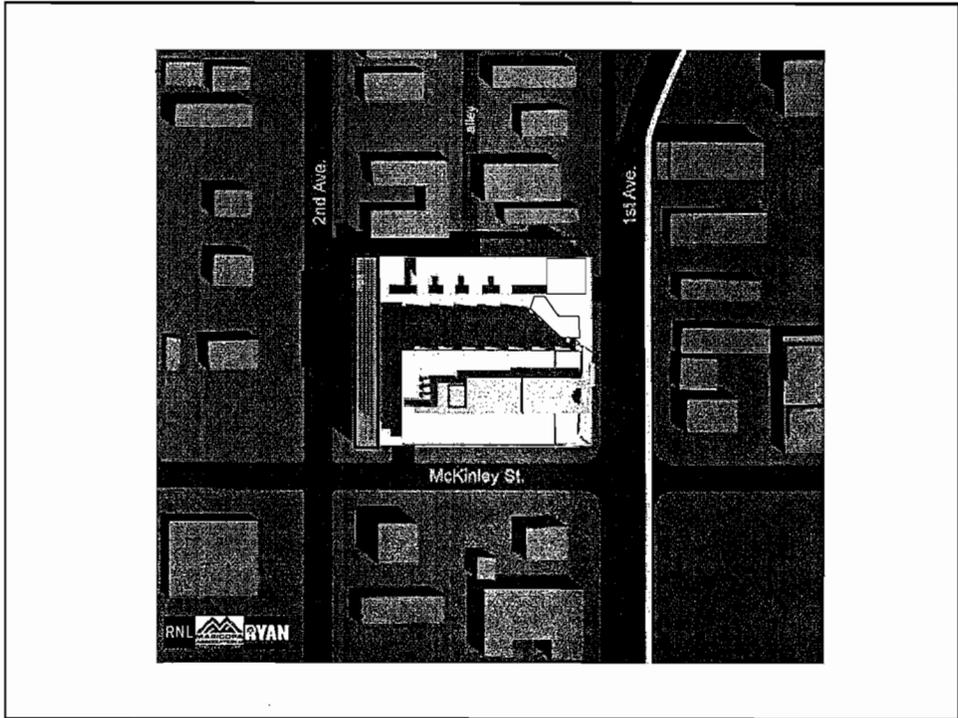


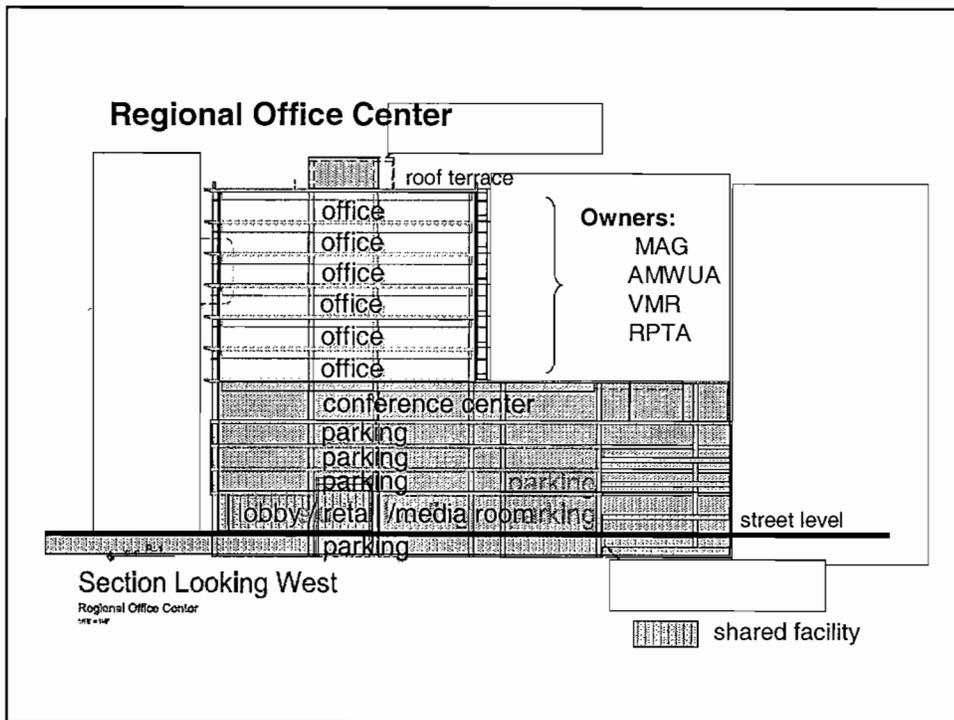
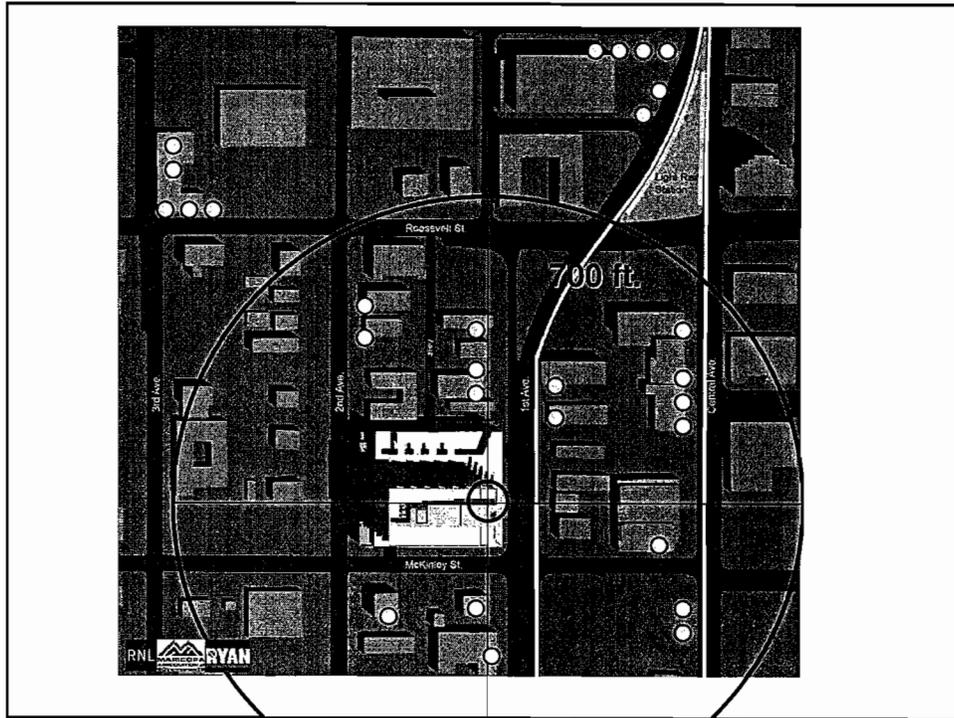
MARICOPA ASSOCIATION of GOVERNMENTS

amwua



Valley Metro





Background



- Letter of Intent
- Collaborative meetings
- MAG Indemnification for \$280,000
- Schematic Design Package
- Bidding Process
- Value Engineering Process
- Shared Cost
- Conceptual Arrangement for Financing

Main Assumptions



- Preliminary cost estimate - \$86,938,057
- Owners
 - MAG
 - RPTA
 - VMR
 - AMWUA
- Non-owners (MAG assumes these costs)
 - Conference center
 - Roof terrace
 - Media room
 - Regional hub

DRAFT

Main Assumptions



- Costs allocated to owners and non-owners:
 - TI costs (separately)
 - Shell costs
 - Operating costs
- Costs allocated to owners only:
 - Land
 - Garage
 - Retail space
 - Bike locker/shower room
- Revenue Reimbursements Include:
 - Parking
 - Retail space
 - Parking spaces for residential development

Average Annual Costs – 30 Years



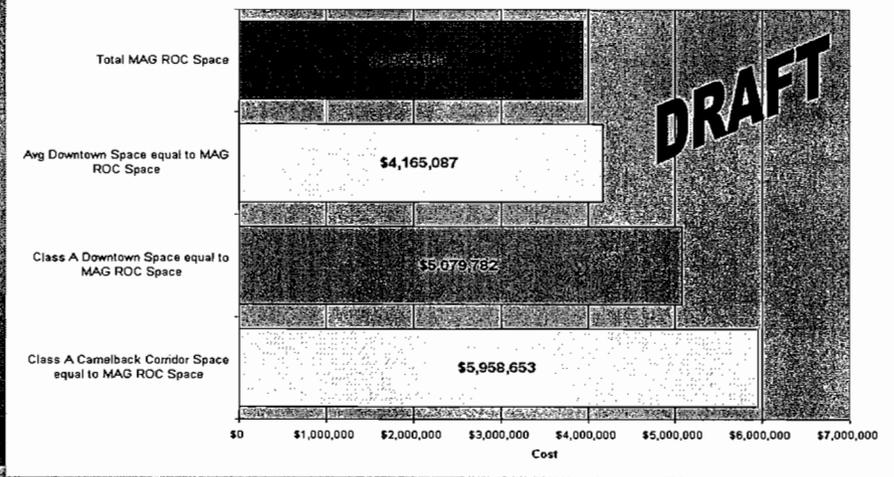
DRAFT	Average Annual Purchase and Operating Costs	Average Annual Cost per Gross Square Foot
* MAG Office Space	\$2,055,615	\$39
Conference Center	\$1,593,499	\$34
Roof Terrace, Hub and Media Room	\$286,347	\$47
Total MAG Cost	\$3,935,461	\$37
RPTA Office Space	\$2,988,834	\$38
VMR Office Space	\$1,735,288	\$38
AMWUA Office Space	\$326,504	\$39

* MAG costs of the building, except for the land, will be assigned using the indirect cost rate which is allocated to all MAG funding sources.

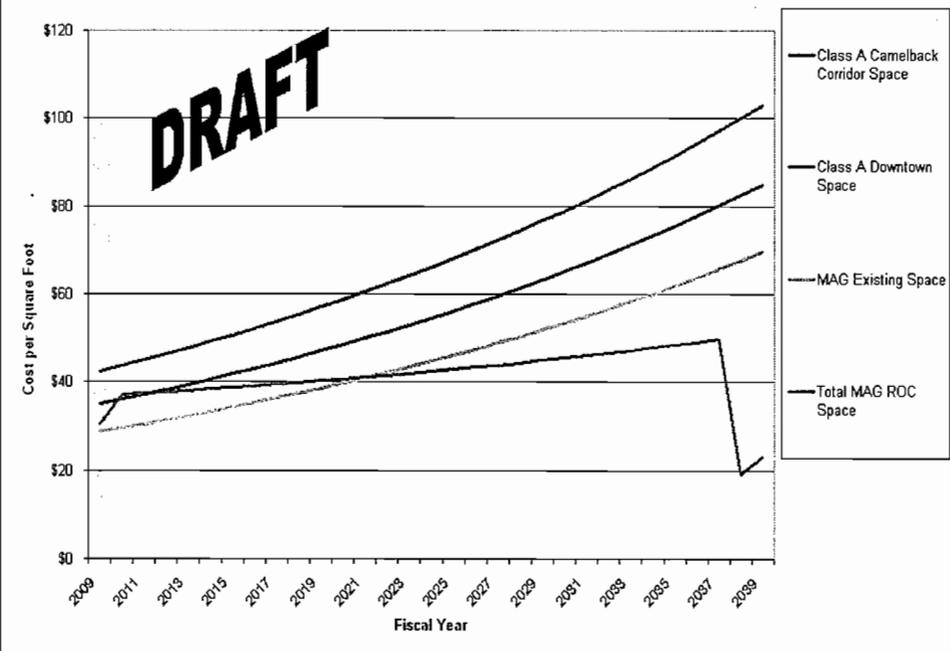
MAG Lease vs. Purchase AVG Annual Costs – 30 Yrs



Average Annual Costs Over a Thirty Year Period



Comparative Average Building Costs



Next Steps



- Partnering Agencies' February Board Meetings
- MAG Regional Council – February 28, 2007
- Formation of 501- C3
- Partnering Agency Agreement
- Developer Purchase Agreement

**2006 OFFICE LEASE COMPS
CLASS A OFFICE**

<u>LOCATION</u>	<u>SIZE</u>	<u>TERM</u>	<u>RATE</u>	<u>TENANT IMPROVEMENT ALLOWANCE</u>
One & Two Renaissance Square 40 N Central	2,200	5 yr	\$29.00 + 3% annual increase	\$10.00
"	14,000	10 yr	\$29.50 + 3% annual increase	\$20.00
"	65,000 (renewal)	4 yr	\$28.35 + \$0.70 annual increase	\$10.00
"	1,000	5 yr	\$29.00 + 3% annual increase	\$25.00
Colliers 201 E Washington	15,630	5 yr	\$28.00 + 3% annual increase	\$35.00
Esplanade Camelback Corridor	50,000	7 yr, 6 mo.	\$42.00 + \$1.00 sq. ft. increase per year	\$22.00
Esplanade Camelback Corridor	9,542	8 yr	\$38.00 + \$1.00 sq. ft. increase per year	\$35.00
Esplanade Camelback Corridor	10,825	10 yr	\$42.00 + \$1.00 sq. ft. increase per y	\$60.00 Required Letter of Credit for costs
Esplanade Camelback Corridor (renewal 5/06)	15,200	5 yr	\$37.50 + \$1.00 sq. ft. increase per year	\$25.00
Esplanade Camelback Corridor (renewal)	9,700	5 yr	\$38.00	\$5.00
Northern Trust Tower 2398 E Camelback	25,000	10 yr	\$40.00 + \$1.00 sq. ft. increase per year	
Camelback Center 2355 E Camelback	19,100	87 months	\$29.50 + \$0.75 sq. ft. increase per year	\$45.00



Coldwell Banker Commercial
NRT

February 6, 2007

TO: Members of the MAG Management Committee

FROM: Lindy Bauer, Environmental Director

SUBJECT: AIR QUALITY UPDATE

The Five Percent Plan for PM-10 and the Eight-Hour Ozone Plan are due to the Environmental Protection Agency (EPA) in 2007. A recent court ruling vacated the Environmental Protection Agency's Phase I Eight-Hour Ozone Implementation Rule, which included the classification of the nonattainment areas. Also, on January 8, 2007, an Air Quality Executive Order was issued which requires the Arizona Department of Environmental Quality to develop an Air Quality Improvement Action Plan by March 31, 2007 and to develop requirements for State agency Air Quality Impact Reports on proposed State funded transportation projects in Maricopa, Pima, and Pinal counties. Background information is provided below.

Five Percent Plan for PM-10

In accordance with the Clean Air Act, the Five Percent Plan for PM-10 is due to the Environmental Protection Agency by December 31, 2007. The plan is required to reduce PM-10 emissions by five percent per year until the standard is met. In order to attain the standard, the region needs three years of clean data at the monitors (2007, 2008, 2009). In 2006, there were approximately twenty-seven exceedance days of the twenty-four hour PM-10 standard. It is important to attain the PM-10 standard as quickly as possible or additional years of five percent reductions may need to be included in the plan.

To date, the MAG Air Quality Technical Advisory Committee has been reviewing preliminary draft information on the emission inventories which indicate the contribution from various sources. In general, the sources include: stationary point sources; industrial processes; fuel combustion and fires; agriculture; construction; unpaved parking lots; vacant lots; unpaved roads; paved road fugitive dust (including trackout); exhaust/tire wear/brake wear; and nonroad mobile sources. The 2005 PM-10 emissions inventory prepared by the Maricopa County Air Quality Department will serve as the base to project the 2007 emissions inventory which will be used to calculate the five percent reductions in PM-10 emissions. The reductions will then need to be achieved in 2008 and 2009. Currently, Maricopa County has been in the process of refining the 2005 emissions inventory and a revised inventory was made available for a thirty day public review period on January 23, 2007.

The Air Quality Technical Advisory Committee has also been reviewing a Preliminary Draft Comprehensive List of Measures to Reduce PM-10 Particulate Pollution (see Attachments One and Two). Measures in the plan will need to be implemented on a regionwide basis. It is anticipated that the Air Quality Technical Advisory

Committee may recommend a Suggested List of Measures to the MAG Management Committee and Regional Council in March 2007. Each implementing entity then determines which measures are feasible for implementation for that entity. Commitments to implement measures from local governments would be due in June 2007.

On January 11, 2007, T&B Systems and Sierra Research presented preliminary data and analysis from the MAG PM-10 Source Attribution and Deposition Study to the Air Quality Technical Advisory Committee. The study is designed to identify the sources of emissions contributing to violations of the PM-10 standards in the nonattainment area during stagnant conditions and characterize the deposition of PM-10 particles emitted by these sources. From November 15, 2006-December 14, 2006, T&B Systems conducted extensive measurements in the Salt River area using state-of-the-art technologies.

The preliminary data indicates that PM-10 is predominantly localized in nature rather than due to transport. The consultants identified a variety of sources in close proximity to the monitors which appear to be contributing to the violations during stagnant conditions: trackout of dirt onto paved roads; dragout from unpaved or poorly maintained paved roads or parking lots; unpaved road shoulders; unpaved roads; open burning; agriculture; and vehicle activity on unpaved parking lots. While this study is being conducted at two monitors, these types of sources are found throughout the region. It is anticipated that the study will be completed in May 2007.

Eight-Hour Ozone Plan

The Eight-Hour Ozone Plan is due to EPA by June 15, 2007. This region was classified as a Basic Area under Subpart I of the Clean Air Act with an attainment date of June 15, 2009. In order to be in attainment, the region will need clean data at the monitors in 2006, 2007, and 2008. To date, the region has two years of data with no violating monitors. Based upon preliminary air quality modeling data, it appears that existing measures may be sufficient to attain the standard.

On December 22, 2006, the U.S. Court of Appeals for the D.C. Circuit vacated EPA's Phase I Eight-Hour Ozone Implementation Rule and remanded it back to EPA for further proceedings. The Court rejected EPA's approach for classifying the eight-hour ozone nonattainment areas under Subpart I of the Clean Air Act, contingency measures, conformity, new source review, etc. The EPA is in the process of analyzing the court ruling and has until February 5, 2007 to request a rehearing. In the meantime, an EPA representative has advised that a plan should still be submitted for this region.

Also, the EPA is in the process of revising the ozone standard to make it more stringent. It is anticipated that a new standard may be proposed in June 2007 and finalized in June 2008. Nonattainment area designations may occur in 2011.

Air Quality Executive Order

On January 8, 2007, an Air Quality Executive Order was issued which requires the Arizona Department of Environmental Quality (ADEQ) to develop an Air Quality Improvement Action Plan to reduce particulate matter and ozone pollution in Arizona by March 31, 2007. The Department is to develop requirements for State agency Air Quality Impact Reports on proposed State funded transportation projects in Maricopa, Pima, and Pinal counties (see Attachment Three). The reports are to be filed with the ADEQ for review and approval.

The Executive Order requires each jurisdiction that receives funds from the Arizona Department of Transportation for road construction, expansion, modification, or repairs within Maricopa County to certify annually to ADOT that, during the preceding twelve-month period, the jurisdiction has met its commitments under the State Implementation Plan to use PM-10 efficient vacuum street sweepers at least weekly, to pave roads, alleys and shoulders (including quantifying the paving) and to install curbing.

In addition, the Executive Order contains several air quality requirements for State agencies with facilities or contracts in Maricopa, Pima, and Pinal counties including: ceasing the use of leaf blowers and gasoline-powered lawn mowers by June 30, 2007; purchasing and using low-emission gas cans; and giving incentives to bidders that use on-road or off-road heavy-duty diesel equipment retrofitted with diesel retrofit kits, new clean diesel technologies and fuels.

If you have any questions, please do not hesitate to contact me at (602) 254-6300.

**PRELIMINARY DRAFT COMPREHENSIVE LIST OF
MEASURES TO REDUCE PM-10 PARTICULATE MATTER**

February 5, 2007

**PRELIMINARY DRAFT COMPREHENSIVE LIST OF MEASURES
TO REDUCE PM-10 PARTICULATE MATTER**

MEASURE	FIVE PERCENT REDUCTION IN EMISSIONS	MODELING ATTAINMENT DEMONSTRATION	ATTAINMENT AT THE MONITORS	POTENTIAL IMPLEMENTING ENTITY
Agriculture				
The Governor's Agricultural Best Management Practices Committee is in the process of evaluating potential measures to further reduce PM-10 emissions from agriculture for consideration for the Five Percent Plan for PM-10. This Committee was established by law in 1998 (Arizona Revised Statutes, Title 49-457) to develop an agricultural PM-10 general permit that would address the need for controls on agricultural operations. The potential agricultural measures will be presented to the MAG Air Quality Technical Advisory Committee for consideration.				
Fugitive Dust Control Rules				
1. Public education and outreach (e.g., Clark County) with assistance from local governments	H (increasing Rule 310 effectiveness)	H (increasing Rule 310 effectiveness)	L	County, local govts
2. Extensive Dust Control Training Program (e.g., Clark County)	H (increasing Rule 310 effectiveness)	H (increasing Rule 310 effectiveness)	M	County, private sector
3. Core Dust Control Training Program with video provided to local governments and private sector	H (increasing Rule 310 effectiveness)	H (increasing Rule 310 effectiveness)	M	County, local govts, private sector
4. Dust Managers required at construction sites of 50 acres and greater (e.g., Clark County)	H (increasing Rule 310 effectiveness)	H (increasing Rule 310 effectiveness)	M	County
5. Dedicated enforcement coordinator for unpaved roads and vacant lots (e.g., Clark County)	H (increasing Rule 310.01 effectiveness)	H (increasing Rule 310.01 effectiveness)	M	County
6. Strengthen the stringency and enforcement of the trackout provisions	H (increasing Rule 310 & 310.01 effectiveness)	H (increasing Rule 310 & 310.01 effectiveness)	H	County
7. Increase fines for dust control violations and continue to publish the list of violators	H (increasing Rule 310 & 310.01 compliance)	H (increasing Rule 310 & 310.01 compliance)	H	County

MEASURE	FIVE PERCENT REDUCTION IN EMISSIONS	MODELING ATTAINMENT DEMONSTRATION	ATTAINMENT AT THE MONITORS	POTENTIAL IMPLEMENTING ENTITY
8. Establish a certification program for Dust Free Developments to serve as an industry standard	H (increasing Rule 310 effectiveness)	H (increasing Rule 310 effectiveness)	L	State, County
9. Better defined tarping requirements in Rule 310 to include enclosure of the bed	H (increasing Rule 310 effectiveness)	H (increasing Rule 310 effectiveness)	M	County
10. Conduct just-in-time grading (i.e., once a parcel of land is cleared, stabilization or work on the parcel would be required within a certain number of days)	H (increasing Rule 310 effectiveness)	H (increasing Rule 310 effectiveness)	M	County
11. Establish continuous monitoring requirements for permitted sources larger than 50 acres	H (increasing Rule 310 effectiveness)	H (increasing Rule 310 effectiveness)	H	County
12. Conduct mobile monitoring to measure PM-10 and issue NOV's	H (increasing Rule 310 effectiveness)	H (increasing Rule 310 effectiveness)	H	County
13. Cease dust generation activities during stagnant conditions	H (increasing Rule 310 effectiveness)	H (increasing Rule 310 effectiveness)	H	County
14. Establish maintenance requirements for paved roads and parking lots	H (increasing Rule 310 effectiveness)	H (increasing Rule 310 effectiveness)	H	County
15. Conduct nighttime inspections	H (increasing Rule 310 effectiveness)	H (increasing Rule 310 effectiveness)	H	County
16. Increase inspection frequency for permitted facilities	H (increasing Rule 310 effectiveness)	H (increasing Rule 310 effectiveness)	H	County

MEASURE	FIVE PERCENT REDUCTION IN EMISSIONS	MODELING ATTAINMENT DEMONSTRATION	ATTAINMENT AT THE MONITORS	POTENTIAL IMPLEMENTING ENTITY
17. Increase number of proactive inspections in areas of highest PM-10 emissions densities - intensify training and education - incentive program for compliance	H (increasing Rule 310 effectiveness)	H (increasing Rule 310 effectiveness)	H	County
18. Notify violators more rapidly to promote immediate compliance	L	L	H	County
Industry				
19. Fully implement Rule 316	L	L	H	County, private sector
20. Require private companies to use PM-10 certified street sweepers on paved areas including parking lots (e.g., Clark County)	L	L	H	State
21. Shift hours of operation during stagnant conditions in November through February	N/A	H	H	State
22. Model cumulative impacts for new or modified existing sources	L	L	M	State
23. Conduct night time and weekend inspections	L	M	M	County
Nonroad Activities				
24. Ban or discourage use of leaf blowers on high pollution advisory days	L	L	L	State, County
25. Encourage use of leaf vacuums to replace blowers	L	L	L	State, County
26. Reduce off-road vehicle use in areas with high off-road vehicle activity (e.g., Goodyear Ordinance) - impoundment or confiscation of vehicles for repeat violators	M	L	L	State, County, local govts

MEASURE	FIVE PERCENT REDUCTION IN EMISSIONS	MODELING ATTAINMENT DEMONSTRATION	ATTAINMENT AT THE MONITORS	POTENTIAL IMPLEMENTING ENTITY
27. Create a fund to provide incentives to retrofit nonroad diesel engines and encourage early replacements with advanced technologies	L	L	L	State
28. Update the statutes to require ultra-low sulfur diesel fuels for nonroad equipment	L	L	L	State
Paved Roads				
29. Sweep streets with PM-10 certified street sweepers	M	M	M	County, local govts
30. Retrofit onroad diesel engines with particulate filters	L	L	L	State, County, local govts
31. Repave or overlay paved roads with rubberized asphalt	L	L	L	State, County, local govts
Unpaved Parking Lots				
32. Pave or stabilize existing unpaved parking lots (e.g., upgrade to Phoenix Parking Code) - strengthen enforcement	M	M	M	County, local govts
Unpaved Roads				
33. Pave or stabilize existing dirt roads and alleys	H	M	M	County, local govts
34. Limit speeds to 15 miles per hour on high traffic dirt roads	H	M	M	County, local govts
35. Prohibit new dirt roads including those associated with lot splits	N/A	N/A	M	State, County
Unpaved Shoulders				
36. Pave or stabilize unpaved shoulders	H	M	M	County, local govts

MEASURE	FIVE PERCENT REDUCTION IN EMISSIONS	MODELING ATTAINMENT DEMONSTRATION	ATTAINMENT AT THE MONITORS	POTENTIAL IMPLEMENTING ENTITY
Unpaved Access Points				
37. Pave or stabilize unpaved access to paved roads	M	M	M	County, local govts
Vacant Lots				
38. Strengthen and increase enforcement of Rule 310.01 for vacant lots	H (increasing Rule 310.01 effectiveness)	L	M	County
39. Restrict vehicular use and parking on vacant lots (e.g., Phoenix)	H (increasing Rule 310.01 effectiveness)	L	M	County, local govts
40. Enhanced enforcement of trespass ordinances and codes	H (increasing Rule 310.01 effectiveness)	L	M	County, local govts
41. Vacant lots stabilized by County if owners do not respond, liens put on property if necessary (e.g., Clark County)	H (increasing Rule 310.01 effectiveness)	H	M	State, County
Traffic Flow Improvements				
42. Schedule improvements on parallel streets to retain alternate route options along major north/south and east/west corridors	L	L	L	Local govts
Transit				
43. Build park and ride lots earlier	L	L	L	Local govts
44. Coordinate public transit services with Pinal County	L	L	L	Local govts
Woodburning				
45. Increase fines for open burning (currently \$25)	L	L	H	County

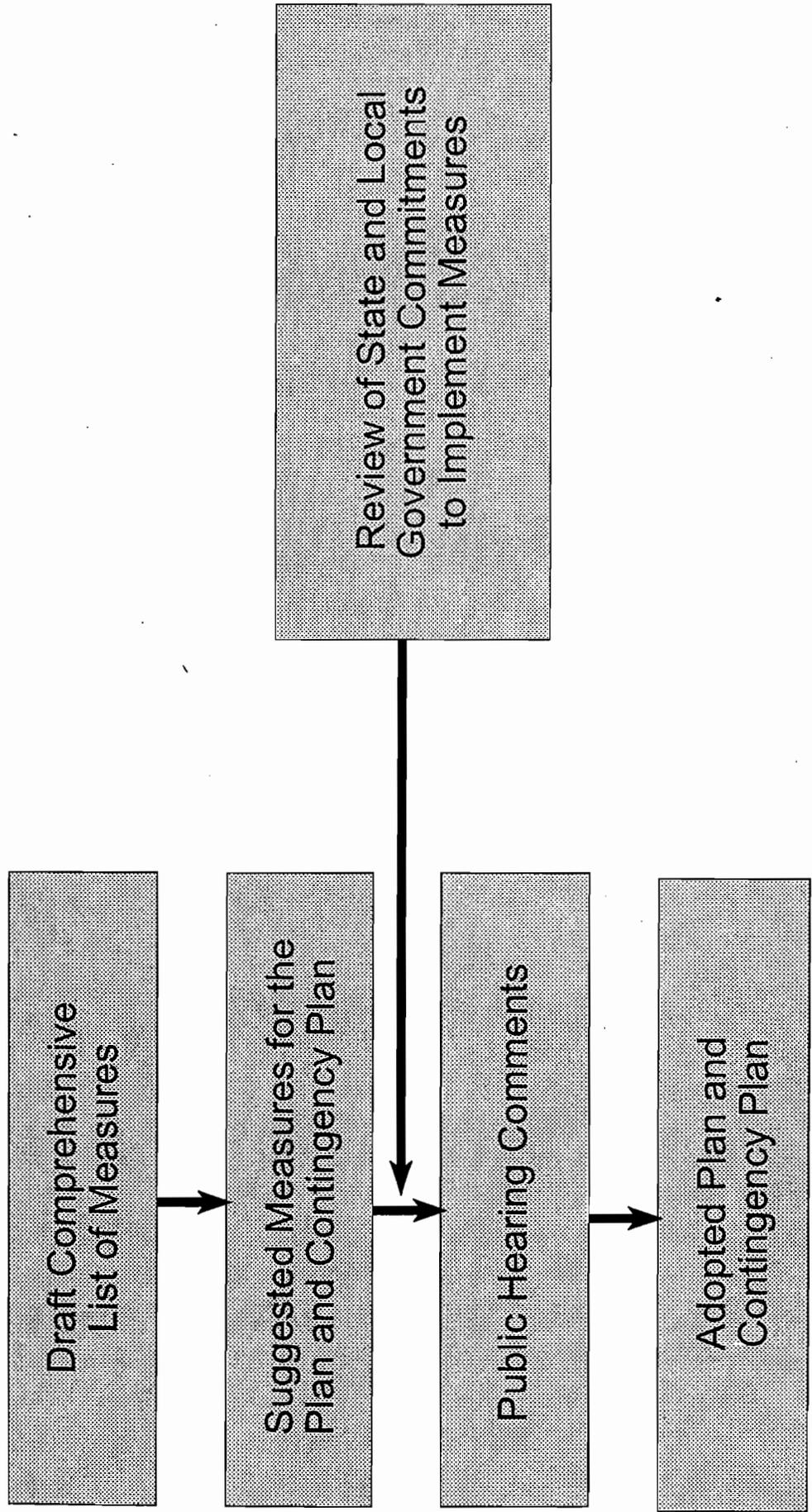
MEASURE	FIVE PERCENT REDUCTION IN EMISSIONS	MODELING ATTAINMENT DEMONSTRATION	ATTAINMENT AT THE MONITORS	POTENTIAL IMPLEMENTING ENTITY
46. Restrict use of outdoor fireplaces and pits and ambience fireplaces in the hospitality industry	L	L	H	County

Note: Low, medium, and high rankings are preliminary qualitative assessments and will be revised as the emissions inventory and modeling data become available.

**MEASURE SELECTION PROCESS FOR
THE MAG FIVE PERCENT PLAN FOR PM-10**

November 30, 2006

MEASURE SELECTION PROCESS FOR MAG AIR QUALITY PLANS



**TENTATIVE SCHEDULE FOR THE MEASURE SELECTION PROCESS FOR
THE MAG FIVE PERCENT PLAN FOR PM-10**

- **December 7, 2006** - MAG Air Quality Technical Advisory Committee (AQTAC) will review the Preliminary Draft Comprehensive List of Measures and new emissions inventories.
- **January 11, 2007** - Preliminary data from the MAG PM-10 Source Attribution and Deposition Study will be presented to the AQTAC.
- **February 1 and February 15, 2007** - Report describing the measures on the Draft Comprehensive List will be discussed with the AQTAC.
- **March 1, 2007** - AQTAC may recommend a Suggested List of Measures for the Five Percent Plan for PM-10 to the MAG Management Committee. Justification for measures not recommended may also be provided by the AQTAC (e.g., technologically and economically infeasible, otherwise unreasonable).
- **March 14, 2007** - MAG Management Committee may make a recommendation on the Suggested List of Measures to the MAG Regional Council.
- **March 28, 2007** - MAG Regional Council may approve the Suggested List of Measures for the Five Percent Plan for PM-10.
- **April - June 2007** - Local governments and the State may review the measures under their respective authorities for possible implementation. Each implementing entity determines which measures are feasible for implementation by that entity.
- **June 2007** - Commitments to implement measures from the local governments are due to be submitted to MAG for analysis and inclusion in the adopted plan.

MAG COMMITTEE STRUCTURE

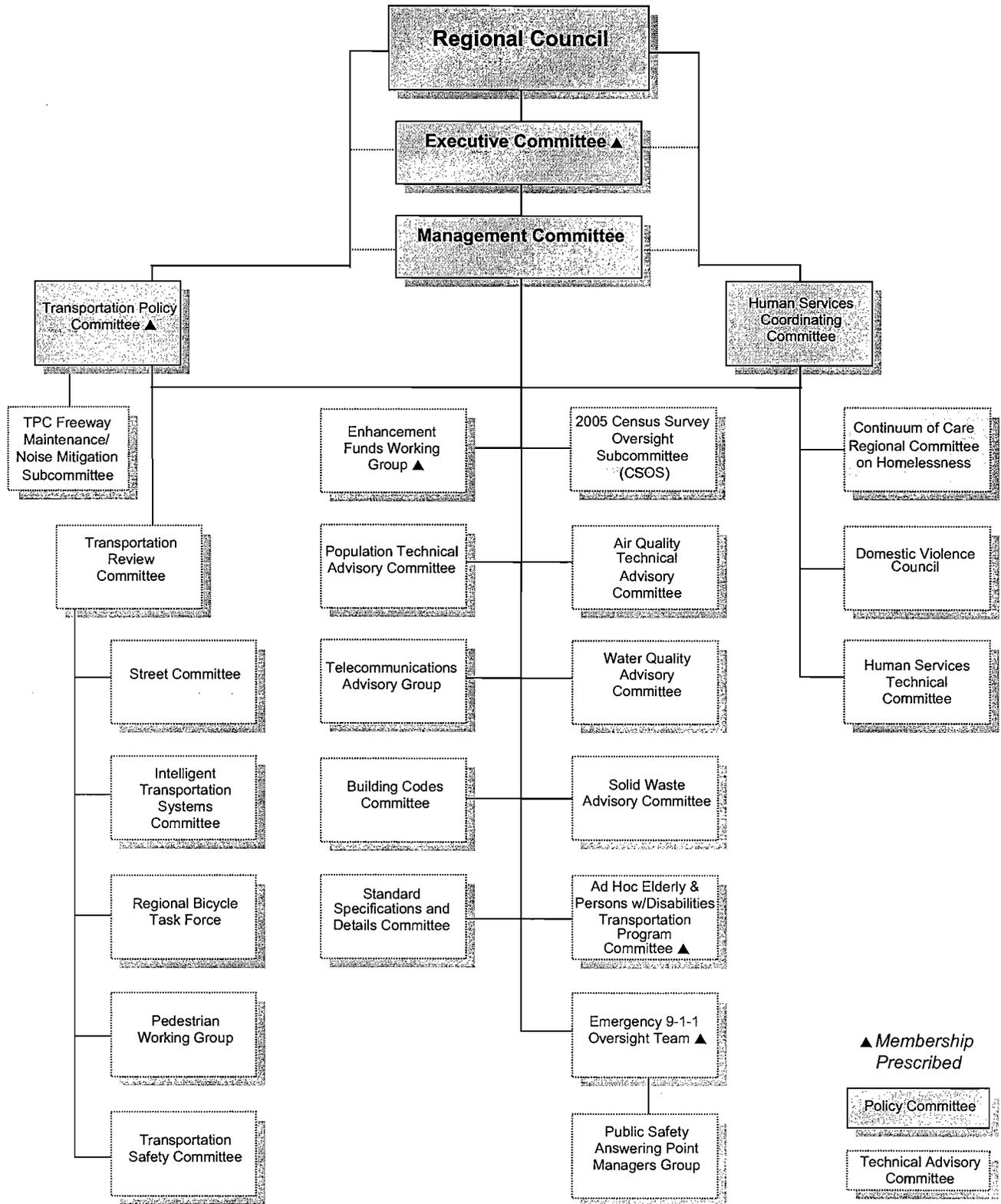


Figure 7: MAG Committee Structure

HOW LOCAL GOVERNMENTS COMMIT TO IMPLEMENT MEASURES

STEP 1

MAG Regional Council approves a Suggested List of Measures

- State measures
- Local government measures

STEP 2

Each MAG member agency reviews local government portion of list and decides what measures to implement

STEP 3

Each Council passes resolution* describing the measures to be implemented

- Measure description
- Legal authority for implementation
- Funding for measure
- Enforcement

STEP 4

Each MAG member agency also describes reasons* for rejecting any local government measures

- Technologically or economically infeasible
- Otherwise unreasonable

STEP 5

Each MAG member agency submits the resolution and reasons for rejection to MAG for the plan

*Guidance will be provided by MAG staff.

**Executive Order 2007-03
Improving Air Quality**

WHEREAS, between November 1, 2005, and March 31, 2006, the Arizona Department of Environmental Quality (ADEQ) issued twenty-five High Pollution Advisories for particulate matter, significantly more than in previous years; and

WHEREAS, ADEQ already has issued seven High Pollution Advisories for particulate matter since November 1, 2006; and

WHEREAS, Arizona remains in a condition of prolonged drought such that particulate matter is more easily generated and transported and accumulates in greater concentrations in the air; and

WHEREAS, particulate matter pollution is generated by construction, sand and gravel mining operations, landscaping and grounds maintenance activities, on- and off- road motor vehicle operation, vacant lots, unpaved shoulders, unpaved alleyways, unpaved roads, agriculture and other activities that create dust; and

WHEREAS, a portion of Maricopa County has not yet attained the federal National Ambient Air Quality Standard for particulate matter despite the December 31, 2006, deadline to do so; and

WHEREAS, Arizona will be required to submit a State Implementation Plan to the United States Environmental Protection Agency (EPA) by December 31, 2007 to achieve particulate matter emission reductions of at least 5% annually until the federal National Ambient Air Quality Standard is met; and

WHEREAS, a portion of Maricopa County and Apache Junction in Pinal County has not yet attained the federal National Ambient Air Quality Standard for eight-hour ozone; and

WHEREAS, Arizona is required to meet the eight-hour ozone standard by June 15, 2009; and

WHEREAS, Arizona must submit a State Implementation Plan to EPA by June 15, 2007, demonstrating how the eight-hour ozone standard will be met by the June 15, 2009, deadline; and

WHEREAS, attainment of the eight-hour ozone standard hinges on air quality in the three-year period 2006 through 2008; and

WHEREAS, the eight-hour ozone standard was exceeded on thirteen days between April 1, 2005 and September 30, 2005, and on eleven days between April 1, 2006 and September 30, 2006 in the non-attainment area; and

WHEREAS, ozone pollution is caused predominantly by emissions from motor vehicles, but is also contributed to by emissions from gasoline-powered equipment (including landscaping and off-road equipment) and emissions from gasoline storage and dispensing equipment; and

WHEREAS, while Pima County is in attainment for the federal National Ambient Air Quality Standards for particulate matter and ozone, Pima County has experienced increased levels of those pollutants; and

WHEREAS, Maricopa County, Pima County and Pinal County are experiencing significant growth that threatens to further impair air quality; and

WHEREAS, the Maricopa County area is one of only two areas in the United States required to reduce its particulate matter (PM₁₀) emissions by 5% every year until the federal PM₁₀ standard is achieved; and

WHEREAS, elevated levels of particulate matter and ozone air pollution can cause respiratory problems and other adverse health effects for people, especially children, seniors and other sensitive populations;

NOW, THEREFORE, I, Janet Napolitano, by virtue of the powers vested in me as Governor by the Arizona Constitution and the laws of the State, do hereby order as follows:

1. By March 31, 2007, ADEQ shall develop an Air Quality Improvement Action Plan with recommendations to the Governor for strategies to reduce particulate matter and ozone pollution in Arizona and to meet the federal National Ambient Air Quality Standards for particulate matter and ozone.
2. In compliance with requirements to be developed by ADEQ, any State agency, board or commission that proposes to carry out or approve a future State-funded project relating to transportation in Maricopa County, Pima County or Pinal County that is anticipated to have a significant impact on ozone pollution shall prepare an Air Quality Impact Report containing at a minimum the information specified in A.R.S. §§ 49-453(A)(1-7) and subject to the exceptions outlined in A.R.S. §§ 49-453(C) & (D). The report shall be filed with the Director of ADEQ for ADEQ's review and approval at least 180 days before the agency, board or commission makes a final decision on the transportation project.
3. Any State agency, board or commission that proposes to carry out or approve a future State-funded project relating to transportation in Maricopa County, Pima County, or Pinal County that is anticipated to have a significant impact on particulate matter pollution shall, in compliance with requirements to be developed by ADEQ, go beyond statutory requirements to prepare an Air Quality Impact Report containing at a minimum the information specified in A.R.S. §§ 49-453(A)(1-7) and subject to the exceptions outlined in A.R.S. §§ 49-453(C) & (D). The report shall be filed with the Director of ADEQ for ADEQ's review and approval at least 180 days before the agency, board or commission makes a final decision on the transportation project.
4. In compliance with requirements to be developed by ADEQ in consultation with the Arizona Department of Administration (ADOA), all State agencies shall cease the use of leaf blowers, gasoline-powered lawn mowers and other pollution-

causing landscape maintenance equipment on State property and at State facilities in Maricopa County, Pima County and Pinal County by June 30, 2007.

5. In compliance with requirements to be developed by ADEQ in consultation with ADOA, all State agencies shall hereafter purchase and use only low-emission gas cans and shall over time replace all gas cans currently in use by State agencies that are not low-emission cans.
6. In compliance with requirements to be developed by ADEQ in consultation with the Arizona State Land Department and ADOA, and to the extent permitted by law, any State contract for the sale or lease of any State land, State property or State facility, building, structure or installation in Maricopa County, Pima County and Pinal County shall require the buyer, lessee or tenant to mitigate emissions of particulate matter or ozone-causing pollutants from any indirect source of air pollutants to be constructed or operated thereon.
7. In compliance with requirements to be developed by ADEQ in consultation with ADOA, any State agency that constructs, contracts for the construction of, or provides funding for the construction of, any facility, building, structure or installation in Maricopa County, Pima County or Pinal County that is an indirect source of particulate matter or ozone-causing pollutants shall mitigate emissions of those pollutants and/or require that such emissions be mitigated.
8. In consultation with ADEQ, ADOT further shall require that each jurisdiction that receives funds from ADOT for road construction, expansion, modification or repairs within Maricopa County shall certify annually to ADOT that, during the preceding twelve-month period, the jurisdiction has met its commitments under the existing State Implementation Plan to use PM₁₀ efficient vacuum street sweepers at least weekly, to pave roads, alleys and shoulders (including quantifying the paving) and to install curbing.
9. In compliance with requirements to be developed by ADEQ, any State agency that engages in construction or renovation activities on State property or at a State facility, building, structure or installation in Maricopa County, Pima County and Pinal County shall suppress, and require its contractor(s) to suppress, emissions of dust from such construction or renovation activities.
10. As directed in Executive Order 2006-13, in consultation with ADEQ and to the maximum extent allowed by federal law, ADOT shall develop and implement a pilot program to allow designated hybrid motor vehicles to drive in high-occupancy vehicle lanes on roadways, consistent with the provisions of A.R.S. §§ 28-737 and 28-2416.
11. In compliance with requirements to be developed by ADEQ in consultation with ADOA, any State agency that contracts for the use of on-road or off-road heavy duty diesel equipment in Maricopa County, Pima County and Pinal County shall, subject to relevant state law and where practicable, construct its Requests for Proposals in a manner that gives incentives to bidders that use: equipment retrofitted with diesel retrofit kits; newer clean

diesel technologies and fuels; or "green diesel," biodiesel fuel, or other fuels that are cleaner than petroleum diesel.

12. All Trip Reduction materials distributed to State employees shall include public education materials about particulate matter and ozone pollution and shall encourage employees to take steps to reduce emissions of these pollutants.



IN WITNESS WHEREOF, I have hereunto set my hand and caused to be affixed the Great Seal of the State of Arizona.

J. R. ...
GOVERNOR

DONE at the Capitol in Phoenix on this 8th day of January in the Year Two Thousand and Seven and of the Independence of the United States of America the Two Hundred and Thirty-First.

ATTEST:

Janice K. Brewer
SECRETARY OF STATE

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 6, 2007

SUBJECT:

2005 Census Survey Cost Allocations

SUMMARY:

In December 2003, the MAG Regional Council approved the methodology used to allocate 2005 Census Survey costs among member agencies. The method was to allocate costs based on share of sample size, except for member agencies that had a population less than 25,000 and a growth rate less than 3.6 percent. Preliminary costs incurred by each member agency were calculated using an estimate of 2005 population. When the final 2005 Census Survey population figures were issued, the costs were recalculated using the approved methodology and updated Census costs. MAG staff has developed an alternative cost allocation, adjusting the growth rate to 6 percent. The enclosed table includes draft 2005 Census Survey cost allocations.

At the January 30, 2007 MAG Census Survey Oversight Subcommittee (CSOS) meeting, members recommended applying the approved methodology to the final census costs. For three jurisdictions, the costs to be incurred were 10-14 times higher than originally estimated because their population growth was higher than the 3.6 percent growth rate used in the approved methodology. As a result, their cost was based on share of sample size rather than share of population. Due to concerns raised at the CSOS meeting over the method for distributing costs, MAG staff has developed an alternative cost allocation. This alternative cost allocation adjusts the allocation recommended by CSOS to hold harmless member agencies with a population less than 25,000 and a growth rate less than 6 percent in the 2005 Census Survey. This alternative would result in \$116,500 in costs not currently covered by member agencies. If recommended, MAG could use federal funds to pay the cost difference.

PUBLIC INPUT:

No formal input was received at the Census Survey Oversight Subcommittee. MAG staff continues to respond to public inquiries and comments on an individual basis.

PROS & CONS:

PROS: A concerted effort by all member agency, MAG and Census Bureau staff has been made to obtain the most accurate and complete 2005 Census Survey costs that have come in under the estimated \$8.1 million.

CONS: Member agencies may not have budgeted for the additional census costs.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: None

POLICY: Raising the growth rate to 6 percent held harmless member agencies whose costs were 10-14 times higher than originally estimated because their population growth was slightly higher than the 3.6 percent growth rate used in the December 2003 methodology.

ACTION NEEDED:

Information, discussion and possible action.

PRIOR COMMITTEE ACTIONS:

Census Survey Oversight Subcommittee: On January 30, 2007, the MAG Census Survey Oversight Subcommittee recommended approval of a cost allocation for the final 2005 Census Survey costs using the same methodology as the December 2003 methodology approved by Regional Council. The motion passed by a vote of 16 Yes and 1 No (*italics*). Three member agencies voted yes with the caveat to ask Regional Council to reconsider the 2003 methodology and how it is applied to some of the smaller cities and towns.

MEMBERS ATTENDING

- | | |
|---|--|
| George Pettit, Gilbert, Chair | Sonny Culbreth, Litchfield Park |
| Shirley Gunther for David Fitzhugh, Avondale | * Richard Bohan, Maricopa County |
| Brian Rose, Buckeye | Wahid Alam for Jim Huling, Mesa |
| <i>Gary Neiss, Carefree</i> | Duncan Miller, Paradise Valley |
| * Usama Abujbarah, Cave Creek | Karen Flores for Chad Daines, Peoria |
| David de la Torre for Marian Norris Stanley, Chandler | Tom Remes, Phoenix |
| ** Joanne Garrett, El Mirage | Shawny Ekadis, Queen Creek |
| Richard Turner for Ken Valverde, Fountain Hills | * Bryan Meyer, Salt River Pima-Maricopa Indian Community |
| ** Paula Loper for Beverly Turner, Gila Bend | * Bridget Schwartz Manock, Scottsdale |
| * Tina Notah-Enas, Gila River Indian Community | * Sintra Hoffman, Surprise |
| ** Dana Tranberg, Glendale | ** Amber Wakeman, Tempe |
| * Goodyear | * Chris Hagen, Tolleson |
| ** Gail Acosta, Guadalupe | * Miles Johnson, Wickenburg |
| | * Youngtown |

*Members neither present nor represented by proxy.

**Participated via telephone conference call.

CONTACT PERSON:

Heidi Pahl, MAG, 602-254-6300.

Draft
2005 Census Survey Cost Allocations

Jurisdiction	Estimated Cost Allocation, December 2003	Revised Cost, January 2007, Using Same Proportions as December 2003 Allocation	Revised Cost, January 2007, Using Same Methodology as December 2003 Methodology	Hold Harmless CSOS Version, 6% Growth
Avondale	\$95,700	\$103,500	\$101,400	\$101,400
Buckeye	\$119,700	\$129,500	\$91,800	\$91,800
Carefree	\$3,200	\$3,500	\$47,900	\$3,700
Cave Creek	\$4,200	\$4,500	\$45,700	\$4,800
Chandler	\$145,500	\$157,400	\$152,500	\$152,500
El Mirage	\$130,600	\$141,300	\$151,500	\$151,500
Fountain Hills	\$23,100	\$25,000	\$24,700	\$24,700
Gila Bend	\$1,900	\$2,100	\$1,800	\$1,800
Gilbert	\$100,400	\$108,600	\$105,400	\$105,400
Glendale	\$158,100	\$171,000	\$165,500	\$165,500
Goodyear	\$115,100	\$124,500	\$114,300	\$114,300
Guadalupe	\$5,000	\$5,400	\$5,500	\$5,500
Litchfield Park	\$3,800	\$4,100	\$4,700	\$4,700
Mesa	\$438,700	\$474,500	\$459,000	\$459,000
Paradise Valley	\$13,700	\$14,800	\$13,800	\$13,800
Peoria	\$150,400	\$162,700	\$160,200	\$160,200
Phoenix	\$970,800	\$1,050,000	\$1,002,000	\$1,002,000
Queen Creek	\$39,100	\$42,300	\$57,400	\$57,400
Scottsdale	\$192,800	\$208,500	\$197,600	\$197,600
Surprise	\$189,900	\$205,400	\$197,000	\$197,000
Tempe	\$176,700	\$191,100	\$181,700	\$181,700
Tolleson	\$5,300	\$5,700	\$38,000	\$6,600
Wickenburg	\$7,600	\$8,200	\$6,800	\$6,800
Youngtown	\$28,800	\$31,100	\$54,200	\$54,200
Balance of County	\$231,600	\$250,500	\$244,900	\$244,900
Total	\$3,351,700	\$3,625,200	\$3,625,300	\$3,508,800

Balance of County = Unincorporated areas, Gila River Indian Community and Salt River Pima-Maricopa Indian Community
Note: Numbers may not add due to rounding.