

January 6, 2009

TO: Members of the MAG Management Committee

FROM: Charlie McClendon, Avondale, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Wednesday, January 14, 2009 - 12:00 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

**MAG MANAGEMENT COMMITTEE
TENTATIVE AGENDA
January 14, 2009**

COMMITTEE ACTION REQUESTED

1. Call to Order

2. Pledge of Allegiance

3. Call to the Audience

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

4. Executive Director's Report

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

5. Approval of Consent Agenda

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

3. Information.

4. Information and discussion.

5. Recommend approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

MINUTES

*5A. Approval of November 12, 2008, Meeting Minutes

5A. Review and approval of the November 12, 2008, meeting minutes.

TRANSPORTATION ITEMS

- *5B. Project Changes – Amendments, and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program, FY 2009 Arterial Life Cycle Program, and Material Cost Changes to the ADOT Program

The FY 2008-2012 Transportation Improvement Program (TIP) was approved by the MAG Regional Council on July 25, 2007, and the FY 2009 Arterial Life Cycle Program (ALCP) was approved by the MAG Regional Council on June 25, 2008. Since that time, there have been requests from member agencies to modify projects in the programs. The proposed amendments and administrative modifications to the FY 2008-2012 TIP and the FY 2009 ALCP are listed in the enclosed tables. An administrative modification does not require a conformity determination. In addition, Table A notes the material cost changes related to cost increases to the ADOT Program. The Pedestrian Working Group, the Regional Bicycle Task Force, the Transportation Review Committee, and the MAG Regional Council have taken various actions on the projects listed in the tables. Please refer to the enclosed material.

- *5C. Consultant Selection for the MAG Bicycle and Pedestrian Facilities Integration Plan

The FY 2009 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2008, includes \$75,000 for the development of the MAG Bicycle and Pedestrian Facilities Integration Plan. A request for proposals was advertised on September 19, 2008, for consultant assistance to develop the plan and seven proposals were received in response. A multi-jurisdictional review team evaluated the proposals, conducted consultant interviews, and recommended to MAG that EDAW, Inc. be selected to develop the MAG Bicycle and Pedestrian Facilities Integration Plan. The MAG Regional Bicycle Task Force recommended that EDAW, Inc. be awarded the contract to develop the MAG Bicycle and Pedestrian Facilities Integration Plan for an amount not to exceed \$75,000. Please refer to the enclosed material.

- 5B. Recommend approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, the FY 2009 Arterial Life Cycle Program, as appropriate, to the Regional Transportation Plan 2007 Update, and material cost changes to the ADOT Program as shown in the attached tables.

- 5C. Recommend approval of the selection of EDAW, Inc. as the consultant to develop the MAG Bicycle and Pedestrian Facilities Integration Plan for an amount not to exceed \$75,000.

AIR QUALITY ITEMS

*5D. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program. The proposed amendment involves several projects, including the addition of Arizona Department of Transportation MAG Proposition 400 noise mitigation projects. The proposed administrative modification involves several projects, including funding changes to an Arizona Department of Transportation project on Interstate-10 and Gilbert intersection improvements at Guadalupe Road and Cooper Road. The amendment includes projects that are exempt from a conformity determination and the administrative modification includes minor project revisions that do not require a conformity determination. Comments on the conformity assessment are requested by January 23, 2009. Please refer to the enclosed material.

*5E. Recommendation of Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ Funding

The FY 2009 MAG Unified Planning Work Program and Annual Budget and the FY 2008-2012 MAG Transportation Improvement Program contain \$1,210,000 in Congestion Mitigation and Air Quality (CMAQ) Funds for the purchase of PM-10 certified street sweepers. PM-10 certified street sweeper projects were solicited from member agencies in the Maricopa County PM-10 nonattainment area and 15 applications requesting \$2.7 million in federal funds were received. On December 11, 2008, the MAG Air Quality Technical Advisory Committee made a recommendation on a prioritized list of proposed PM-10 certified street sweeper projects for FY 2009 CMAQ funding. Prior to the AQTAC recommendation, the MAG Street Committee reviewed the proposed street sweeper applications on October 16, October 22, and November 12, 2008, in accordance with FY 2009 Draft MAG Federal Fund Programming Principles. Please refer to the enclosed material.

5D. Consultation.

5E. Recommend approval of a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ funding and retain the prioritized list for any additional FY 2009 CMAQ funds that may become available due to year-end closeout, including any redistributed obligation authority, or additional funding received by this region.

GENERAL ITEMS

*5F. Working Group to Develop a Model Dark Skies Ordinance and to Provide Suggestions for Enhancing Existing Dark Skies Ordinances

In October 2008, a member of Arizona's astronomy community provided a report to the MAG Management Committee about issues related to outdoor light pollution in Maricopa County. It was reported that outdoor light pollution creates a significant waste of electricity and money, and degrades the visibility of our night skies. This affects the world-class observatories located in the state. During the presentation, the counties, municipalities and Tribal Nations were requested to consider revisiting the adequacy and enforcement of their respective lighting ordinances in an effort to provide quality lighting to improve visibility, save energy, and protect dark skies. The Management Committee will be requested to provide names of individuals in their jurisdictions to participate in a working group to develop a model Dark Skies ordinance.

*5G. Draft Maricopa Region Community Emergency Notification System (CENS)/Reverse 9-1-1 Standard Operating Procedures

When the current service provider for the region's Community Emergency Notification System (CENS) informed Maricopa Region 9-1-1 that it would no longer continue to provide this service, a procurement process was conducted for a new vendor. Plant CML, whose product is Reverse 9-1-1, was selected to provide this service. It is necessary to update the standard operating procedures, which were approved by the MAG Regional Council in 2003, to accommodate the new product. A multi-agency team has developed draft standard operating procedures for the new system. The MAG PSAP Managers Group and the MAG 9-1-1 Oversight Team reviewed and recommended approval of the draft procedures. Please refer to the enclosed material.

5F. Recommend that MAG convene a Dark Skies Stakeholders Working Group.

5G. Recommend approval of the Draft Maricopa Region Community Emergency Notification System (CENS)/Reverse 9-1-1 Standard Operating Procedures.

*5H. Discussion of the Development of the FY 2010 MAG Unified Planning Work Program and Annual Budget

Each year, the Unified Planning Work Program and Annual Budget is developed in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies in the spring and approved by the Regional Council in May. This overview of MAG's draft Dues and Assessments and the proposed budget production timeline provides an opportunity for early input into the development of the Work Program and Budget. Please refer to the enclosed material.

*5I. MAG Socioeconomic Projections to 2035

In accordance with Executive Order 95-2, MAG prepares subregional socioeconomic projections. These projections are used as input into transportation and air quality models. The 2007 MAG Socioeconomic Projections for population, housing and employment by Municipal Planning Area (MPA) and Regional Analysis Zone (RAZ) for July 1, 2010, 2020, and 2030 were approved by the MAG Regional Council in May 2007. A 25-year planning horizon consistent with the 2007 projections is needed to support potential transportation planning projects. MAG needs to extend the 2007 set of projections to 2035 by using the Control Totals for 2035 consistent with the 2005 Special Census and adopted by the MAG Regional Council in December 2006. The MAG Population Technical Advisory Committee (POPTAC) approved the use of base data and methods consistent with the 2007 Socioeconomic Projections to extend the projections by MPA and RAZ to 2035 and have reviewed and provided comments on the draft 2035 projections. The POPTAC recommended approval of the extension of MAG 2007 Socioeconomic Projections to 2035 for resident population, housing and employment by MPA and RAZ. Please refer to the enclosed material.

5H. Information and input on the development of the FY 2010 MAG Unified Planning Work Program and Annual Budget.

5I. Recommend approval of the extension of the 2007 MAG Socioeconomic Projections to 2035 for resident population, housing and employment by Municipal Planning Area (MPA) and Regional Analysis Zone (RAZ).

*5J. Consultant Contract for AZ-SMART Support

The FY 2009 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2008, includes a \$45,000 project for AZ-SMART support. MAG is in the process of developing and implementing a statewide socioeconomic model, Arizona Socioeconomic Modeling, Analysis and Reporting Toolbox (AZ-SMART). The AZ-SMART socioeconomic modeling suite will primarily support socioeconomic activities at MAG. AZ-SMART will build upon a model that MAG currently uses, the Subarea Allocation Model (SAM). This model was developed by Planning Technologies. Since Planning Technologies is the developer of SAM and has been supporting MAG in the design of AZ-SMART, it is uniquely able to provide detailed technical guidance and support on the implementation and testing for AZ-SMART. Staff is recommending that Planning Technologies be selected to provide support for AZ-SMART in an amount not to exceed \$45,000. Please refer to enclosed material.

*5K. The 2009 Set of International Codes

At the November 2008 MAG Building Codes Committee (BCC) meeting, members discussed an initiative to reach consensus in unison on the 2009 International Codes, prior to the jurisdiction adoption of these codes. These codes include: building, mechanical, plumbing, electric, residential, fire, energy, fuel, and performance. The MAG BCC makes recommendations on the development, interpretation and enforcement of building codes in the MAG region. It also provides a regional forum for construction, development, and other issues as they relate to building codes. In an effort to promote uniformity throughout MAG jurisdictions under the purview of life safety a motion was passed to recommend that each jurisdiction consider adopting the 2009 family of International codes as published by the International Code Council (ICC). Please refer to enclosed material.

5J. Recommend approval of the selection of Planning Technologies for AZ-SMART support for an amount not to exceed \$45,000.

5K. Recommend that each jurisdiction consider adopting the 2009 family of International Codes as published by the International Code Council (ICC).

- *5L. Status Update on the June 30, 2008 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, 2008

The public accounting firm of Cronstrom, Osuch, & Company, P.C. has completed the audit of MAG's Comprehensive Annual Financial Report (CAFR) and Single Audit for the fiscal year ended June 30, 2008. An unqualified audit opinion was issued on November 10, 2008 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, 2008. Please refer to the enclosed material.

- 5L. Recommend acceptance of the audit opinion issued on the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2008.

ITEMS PROPOSED TO BE HEARD

TRANSPORTATION ITEMS

6. Amendment to the FY 2009 MAG Unified Planning Work Program and Annual Budget for a Commuter Rail Study and Transit Staff Position

At the November 17, 2008, Regional Council Executive Committee meeting, a Union Pacific Rail Development Corridor Plan was discussed. It was noted at the meeting that for MAG to conduct additional commuter rail work a transit staff position would be required and that MAG has a 1/4 staff position that could be assigned toward a full-time position. It was discussed that the potential scope for the project would be discussed at the MAG Commuter Rail Stakeholders Group in December and the issue brought before the Management

6. Recommend approval for MAG to continue development of the commuter rail options in the MAG region and the potential connecting routes immediately adjacent to the MAG region and for MAG to include a full-time transit staff position to assist with these and other transportation related studies and to amend the FY 2009 MAG Unified Planning Work Program and Annual Budget to include funding for the study option(s) selected and to continue this work with the URS Corporation as an additional phase of the existing commuter rail study.

Committee and Executive Committee in January 2009.

On December 17, 2008, the MAG Commuter Rail Stakeholders Group met and discussed the need for additional commuter rail corridors to be included. The group indicated a desire to conduct a comprehensive study of the rail corridors and possible connection options throughout the MAG region. Due to the expanded nature of this study request, staff has prepared options for consideration by the Management Committee. These range from conducting a systemwide planning study to preparing corridor development plans for certain corridors, with additional corridor development plans to follow in 2010.

At the MAG Commuter Rail Stakeholder Group, the Arizona Department of Transportation indicated that they would be embarking on a statewide rail framework study, including areas within the MAG region. Staff is recommending that new rail studies within the MAG region and connections immediately adjacent to the MAG region be conducted by MAG to achieve better efficiency and coordination with the Union Pacific and Burlington Northern Santa Fe railroads. In a subsequent meeting with representatives from ADOT, it was agreed that MAG would take the lead on rail corridors within the MAG region and connections immediately adjacent to the MAG region. MAG would also work cooperatively with ADOT on the information needed for the connections to the MAG region for the statewide rail framework study. ADOT indicated that their information would be at a higher level than the information developed by MAG. Please refer to the enclosed material.

7. Status Report on the Performance Measurement Framework and Congestion Management Update Study

In April 2008, MAG initiated the Performance Measurement Framework and Congestion Management Update Study to develop a regional transportation measuring and monitoring framework in preparation for the State mandated 2010 performance audit as well as to update the

7. Information and discussion.

Congestion Management Process in compliance with recently adopted SAFETEA-LU federal requirements. MAG staff will provide a summary and update on the progress of this consultant study. Phase I, a review and assessment of best practices, was successfully completed in September 2008. A draft of this report is available on the MAG website. Phase II, the development of regional performance measures and reporting methodologies, is currently underway. A preliminary framework for regional multimodal performance measures will be presented as well as an assessment report and gap analysis of all MAG observed data sources. A Technical Advisory Group has been formed and is participating in the development of the Regional Performance Measurement Framework. Please refer to the enclosed material.

8. Proposal to Advance a Portion of the Williams Gateway Freeway

Mesa has requested consideration of a proposal to advance a portion of the planned Williams Gateway Freeway. The advanced project would build the ramp connections with the Santan Freeway and a connection to Ellsworth Road. When completed, the project would provide a better connection to the planned new entrance on the east side of the Phoenix - Mesa Gateway Airport. The attached summary shows the requested advancements for the design, right of way, and construction phases of the project. Mesa has proposed issuing Highway Project Advancement Notes (HPAN), which are secured by the city's excise tax, to fund the accelerated construction. Since Mesa would be issuing the debt, there is no impact on the freeway program's financing capacity. The interest expense on the debt would be divided equally between the Freeway Program and Mesa as stated in the MAG Highway Acceleration Policy adopted February 27, 2008. Mesa has requested that the \$20.4 million of Statewide Transportation Acceleration Needs (STAN) funding that was approved by the MAG Regional Council for right of way acquisition for the freeway be used to cover the interest expense on the financing. Mesa has proposed that 50 percent of the STAN funds would be used to offset the city's interest obligation and the remaining 50 percent be used to offset the Program interest. According to

8. Recommend approval of the Mesa request to advance the design, right of way and construction of an interim connection of the Williams Gateway Freeway between the Santan Freeway and Ellsworth Road by approximately three years to be incorporated into the draft FY 2010 to FY 2014 MAG Transportation Improvement Program and the Regional Transportation Plan for a conformity analysis and that the STAN funds allocated to the Williams Gateway Freeway for right of way acquisition be used instead to pay for the interest expense associated with the proposed acceleration, recommend that the request for the change in the use of the STAN funds be forwarded to the State Transportation Board for consideration, and recommend authorizing the MAG Executive Director to enter into an agreement with ADOT and Mesa.

the proposal, the net interest cost to Mesa would be \$9.611 million and the Program share would be the same at \$9.611 million. Mesa understands and agrees that if the schedule for the project is delayed due to higher program costs or lower program revenues, the reimbursement to Mesa would be delayed as other projects are also delayed. The Program share of the interest cost represents an additional cost to the Program, however, this additional cost would be offset by the accelerated construction of the project. Please refer to the enclosed material.

9. Transportation Planning Update

An update of the financial outlook for the Regional Freeway Program will be presented based on the revised revenue forecast and cost updates. Overall options to manage the Program that were discussed at the November 2008 Transportation Policy Committee (TPC) will be presented.

9. Information and discussion.

GENERAL ITEMS

10. Legislative Update

Recently Congress has been considering a stimulus package to boost the national economy. To provide information for this effort, staff has provided funding amounts in transportation and other categories that may be possible to implement in a short period of time. Staff will provide an update on these Congressional efforts.

10. Information and discussion.

11. Comments from the Committee

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

11. Information.

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
November 12, 2008
MAG Office Building - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

- | | |
|--|--|
| Charlie McClendon, Avondale, Chair | * RoseMary Arellano, Guadalupe |
| Mark Pentz, Chandler, Vice Chair | Darryl Crossman, Litchfield Park |
| * George Hoffman, Apache Junction | Christopher Brady, Mesa |
| David Johnson for Jeanine Guy, Buckeye | Jim Bacon, Paradise Valley |
| Jon Pearson, Carefree | Carl Swenson, Peoria |
| Wayne Anderson for Usama Abujbarah,
Cave Creek | Frank Fairbanks, Phoenix |
| Spencer Isom for B.J. Cornwall, El Mirage | John Kross, Queen Creek |
| Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation | * Bryan Meyers, Salt River Pima-Maricopa
Indian Community |
| Rick Davis, Fountain Hills | John Little, Scottsdale |
| * Rick Buss, Gila Bend | Randy Oliver, Surprise |
| Joseph Manuel, Gila River Indian
Community | Charlie Meyer, Tempe |
| George Pettit, Gilbert | Chris Hagen for Reyes Medrano, Tolleson |
| Ryan Peters for Ed Beasley, Glendale | Gary Edwards, Wickenburg |
| Romina Korke for John Fischbach,
Goodyear | Lloyce Robinson, Youngtown |
| | Jennifer Toth for Victor Mendez, ADOT |
| | * David Smith, Maricopa County |
| | David Boggs, Valley Metro/RPTA |

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

1. Call to Order

The meeting was called to order by Chair Charlie McClendon at 12:10 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair McClendon stated that the addendum to the agenda and supporting materials for agenda items #5D, #9, #10, and #11 were at each place.

Introductions of new member agency staff were made. Mr. Swenson introduced Susan Daluddung, Peoria Deputy City Manager, who previously worked in California and Oregon.

Chair McClendon introduced the new Maricopa County Air Quality Director, Lawrence Odle, who comes to the County with experience in California and Oregon.

Chair McClendon announced that parking garage validation and transit tickets were available from Valley Metro/RPTA for those using transit to come to the meeting.

3. Call to the Audience

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

4. Executive Director's Report

Dennis Smith, MAG Executive Director, reported to the Management Committee on items of interest. He announced that MAG had received two Arizona Geographic Information Council Awards and acknowledged MAG staff who developed the projects: Best Analytical Presentation, Kurt Cotner and Jason Howard; and Best Cartography, Peter Burnett. Mr. Smith announced that the Salt River Pima-Maricopa Indian Community also was honored with an award, Most Innovative, with staff member Gnani Marupakula.

Mr. Smith stated that commuter rail would be discussed at the Executive Committee, Transportation Policy Committee, and Regional Council meetings. He provided a history of the commuter rail project, by saying that \$5 million was included in the Regional Transportation Plan to develop commuter rail options and implementation strategies. Mr. Smith pointed out that in January 2006, the formation of a Commuter Rail Stakeholders Group was approved by the Regional Council. Mr. Smith reported that in October 2006, the Regional Council approved selecting URS Corporation to develop a Commuter Rail Strategic Plan, which was accepted in April 2008 by the Regional Council. In July 2008, the Regional Council Executive Committee approved selecting URS Corporation to develop the Grand Avenue Commuter Rail Development Plan. Mr. Smith noted that at the time, there were questions as to why the Union Pacific Corridor was not included in the study. He advised that this was due to an ongoing study of the Union Pacific track between Tucson and Phoenix and Union Pacific's desire to work with only one lead agency. Mr. Smith stated that ADOT has now indicated that a team approach with Union Pacific, ADOT and MAG could work and for MAG to proceed with a Union Pacific Commuter Rail Development Plan. He added that they hope to be back to the Management Committee with a scope of work in January 2009. Mr. Smith noted that because the Union Pacific corridor is longer than the BNSF corridor, additional funding is anticipated beyond the \$600,000 for the BNSF study. He added that through Congressman Ed Pastor, ADOT has received a Federal Transit Administration grant to study the Union Pacific track between Phoenix and Tucson. He noted that this will require a match of \$1 million, and potentially the

MAG study money could be considered the matching funds. Mr. Smith stated that one of the reasons for the study is to have projects that could be ready to proceed if there is a federal stimulus package.

Mr. Smith stated that information on the role of transit agencies in the regional decision-making process is being collected on eight regions by a consultant for the Transportation Research Board in preparation for next federal transportation reauthorization. He noted that the MAG region was chosen due to the number of transit agencies within the region. Chair McClendon thanked Mr. Smith for his report. No questions for Mr. Smith were noted.

5. Approval of Consent Agenda

Chair McClendon stated that agenda items #5A, #5B, #5C, #5D, #5E, and #5F were on the consent agenda. Chair McClendon reviewed the public comment guidelines for the consent agenda. He noted that no public comment cards had been received.

Chair McClendon asked if any member of the Committee had questions or a request to have a presentation on any consent agenda item. None were noted.

Mr. Pettit moved to recommend approval of consent agenda items #5A, #5B, #5C, #5D, #5E, and #5F. Mr. Crossman seconded, and the motion carried unanimously.

5A. Approval of October 8, 2008, Meeting Minutes

The Management Committee, by consent, approved the October 8, 2008, meeting minutes.

5B. Arterial Life Cycle Program Status Report

A status report on the Arterial Life Cycle Program (ALCP) is provided for the period between April 2008 and September 2008 and includes an update on Project work, the remaining FY 2009 schedule, and ALCP revenues and finances. This item was on the agenda for information.

5C. Approval of the Draft July 1, 2008, Maricopa County and Municipality Resident Population Updates

The Management Committee, by consent, recommended approval of the July 1, 2008, Maricopa County and Municipality Resident Population Updates provided that the Maricopa County control total is within one percent of the final control total. MAG staff prepared draft July 1, 2008, Maricopa County and Municipality Resident Population Updates. The Updates, which are used to allocate \$23 million in lottery funds to local jurisdictions, prepare budgets and set expenditure limitations, were prepared using the 2005 Census Survey as the base and housing unit data supplied and verified by MAG member agencies. Because there may be changes to the Maricopa County control total by the Arizona Department of Commerce, the MAG Population Technical Advisory Committee recommended approval of these Updates provided that the County control total is within one percent of the final control total.

5D. National Hunger and Homelessness Awareness Week

The Maricopa Association of Governments, along with several community organizations, participated in National Hunger and Homeless Awareness Week, November 16-22, 2008. The purpose of National Hunger and Homeless Awareness Week is to bring the issues of hunger and homelessness to the forefront of the community. To promote the activities on this important issue, MAG developed a calendar of events. The kickoff event, which took place on November 17, 2008, was an Awareness Walk to the Capitol and a food drive. This item was on the agenda for information.

5E. Proposed 2009 Revisions to MAG Standard Specifications and Details for Public Works Construction

The MAG Standard Specifications and Details Committee has completed its review of proposed 2009 revisions to the MAG Standard Specifications and Details for Public Works Construction. The revisions were provided to MAG member agency Public Works Directors and/or Engineers for a one month review period. If no objections to any of the proposed revisions have been suggested within the month review time frame, then the proposed revisions will be regarded as approved and formal changes to the printed and electronic copies will be released. It is anticipated that the annual update packet will be available for purchase in early January 2009. This item was on the agenda for information and discussion.

6. METRO Light Rail Update

Rick Simonetta, Chief Executive Officer of METRO, expressed his appreciation for Committee members' interest in the ride on METRO light rail. He said that METRO staff are in the midst of preparing for the grand opening on December 27, 2008. Mr. Simonetta noted that the 20-mile light rail line, which passes through the Valley's urban core and through 148 signalized intersections, is the longest line in Federal Transit Administration history. Mr. Simonetta stated that light rail is anticipated to be of great economic benefit to the region because it serves both population and employment centers.

Mr. Simonetta stated that light rail provides an opportunity to bring in new transit riders, and according to historical new starts data, more than 40 percent of light rail passengers are new riders to transit. He said METRO has 3,500 park and ride parking spaces and a contingency plan in the event the demand exceeds available spaces.

Mr. Simonetta pointed that public art is an important feature along the light rail line and unique art, to reflect the character of each neighborhood, has been installed at each station. He noted that METRO is in the process of creating a brochure that tells the story of why each art piece was selected. Mr. Simonetta stated that the featured piece is the award-winning computerized lighting system on Tempe Town Lake bridge, which has the option to change lighting sequences.

Mr. Simonetta stated that the Operations and Maintenance Center has been operational for almost two years. He said that final car assembly, car testing, and driver training takes place at this facility. Mr. Simonetta noted that the center was awarded the Public Works Project of 2008 by the Arizona Chapter of the American Public Works Association.

Mr. Simonetta stated that all of the light rail vehicles are now assembled and are currently being tested. He added that the goal is to test at least 1,000 miles on each car before the grand opening. Mr. Simonetta stated that METRO is pleased with the vehicle manufacturer and it has been selected to maintain the vehicles.

Mr. Simonetta stated that due to the importance of integrating the light rail system with the multimodal system, light rail hours of operation and fares will be consistent with bus service. He stated that frequency will be every ten minutes from 6:00 a.m. to 7:00 p.m., and at 20-minute intervals at other times. Mr. Simonetta noted that the dwell-time at each station for boarding and deboarding will be 20 seconds. He stated that tickets, which are the same for light rail and buses, will be available by vending machines located at light rail stations, Valley Metro outlets, libraries, etc.

Mr. Simonetta stated that anyone standing on a station platform or on board a light rail vehicle is expected to have proof of fare payment. He said that security and officers will randomly inspect 20 percent of riders to ensure riders are paying, and fines will be in place for violations. Mr. Simonetta explained that Transportation Research Board research shows that having an inspection rate of 20 percent of the riders results in less than three percent of riders being nonpayers.

Mr. Simonetta stated that the light rail grand opening will be December 27-28, 2008. He announced that the METRO Board of Directors passed a resolution to provide free rides on light rail to the end of 2008. Mr. Simonetta stated that this would be a good opportunity for people to try out light rail because during the holiday period there will be light demand from workers. He said that staff and light rail ambassadors will be on hand to assist the public and METRO is working with MAG to perhaps utilize the MAG transportation ambassadors. Mr. Simonetta stated that each city on the light rail route has public parties planned and noted that the private sector partners that worked on the project are supporting the events so they can be funded by something other than public funds. Chair McClendon thanked Mr. Simonetta for his report. No questions from the committee were noted.

7. Transportation Planning Update

Eric Anderson, MAG Transportation Director, provided an abbreviated presentation on the revenues and costs of the regional freeway program that was provided to the Transportation Policy Committee at its October 15, 2008 meeting.

Mr. Anderson displayed a chart that showed Proposition 400 sales tax revenues. He noted that September 2008 collections were 7.8 percent less than September 2007 and 11 of the last 12 months have seen negative growth. Mr. Anderson noted that October 2007 was the last time there was a positive growth in the Proposition 400 sales tax. He said that the sales tax is 9.4 percent down to date and noted that up until the last fiscal year, sales tax in Maricopa County had never declined back to 1960. Mr. Anderson noted that FY 2008 transportation sales tax revenue collections fell by 3.2 percent. He reported that revenue in the first two months of FY 2009 decreased – 11.2 percent in July 2008 and about nine percent in August 2008 – with 10.2

percent decline year to date. Mr. Anderson advised that they are tracking these numbers closely because this is a major source of revenue for the Proposition 400 freeway program.

Mr. Anderson displayed a map that showed homes with negative equity in the metro area. He said that about 42 percent of the houses bought since January 2003 have negative equity.

Mr. Anderson displayed a graph of homes in the metro area that sold for a loss. He said that in the second quarter of 2008, 60 percent of homes sold were sold at a loss, and 45 percent of homes sold were foreclosures. Mr. Anderson noted that the number of foreclosure notices issued is exceeding the number of foreclosed houses sold. He added that it seems the number of foreclosure notices is stabilizing as a number of banks have indicated they will not issue foreclosure notices and will work with homeowners to help them with their loans.

Mr. Anderson displayed a chart of contracting taxable sales at the state level and commented that nonresidential (retail, commercial and industrial) construction activity peaked in mid-2006 and has been on a downward trajectory since then.

Mr. Anderson noted that there has not been a significant decline in the rate of home furnishing and building material sales, but he felt it would decline even more as the impacts from the credit industry and the housing market are felt.

Mr. Anderson stated that comparing the second quarter 2008 home value index with the same period in 2007, no areas in the metro area had a positive housing price change. He added that the average housing price was down about 32 percent in the metro area since values peaked in early 2006.

Mr. Anderson stated that the FY 2008 transportation sales tax revenue came in less than the FY 2007 collection, which itself was under projection. He advised that FY 2008 collection was about \$379 million – about \$30 million under projection.

Mr. Anderson noted that half of the Highway User Revenue Fund (HURF) goes to ADOT for department operations and state highway projects and half goes to cities, towns and counties. He advised that \$1.34 billion was collected for FY 2008, about \$96 million less than projected. Mr. Anderson explained that lower HURF revenue has significant implications to the program's bonding capacity, and said that this could result in a reduction of about \$600 million to the highway program funding and \$350 million to \$400 million to the transit program funding.

Mr. Anderson stated that over the past five years, since the Regional Transportation Plan was adopted in late 2003, the cost of highway and street construction nationally has increased about 77 percent, which is about four times the rate of general inflation. He advised that some moderations in prices of commodities are being seen, and he thinks that could translate into a more favorable bidding market for the freeway program.

Mr. Anderson reviewed the FY 2006–FY 2025 freeway program revenues, which total about \$17.7 billion over the life of the program. Included in the total are about \$8.4 billion in the half-cent sales tax and about \$8.2 billion in ADOT funds. Mr. Anderson advised that both of these sources of revenue are subject to revision, and the total could be down \$1 billion over the life

of the program. He noted that freeway program non-project costs total \$6.1 billion and include about \$2.4 billion in debt service and about \$3.5 billion in future inflation costs.

Mr. Anderson stated that the Regional Transportation Plan cost is \$9.4 billion and the current cost is about \$15.5 billion, more than \$6 billion more. He said that the projects that have obligated to date or will obligate in FY 2009 total about \$2.1 billion. The \$15.5 billion Regional Transportation Plan Program for FY 2006-FY 2025 includes about \$1.4 billion in design, about \$3 billion in right of way, and about \$11 billion in construction. Mr. Anderson stated that planned FY 2010-FY 2025 freeway program projects still to obligate total about \$13.3 billion. He noted that current costs are exceeding revenue by about \$3 billion, but this number will probably be \$4.5 billion after the projections are updated. Mr. Anderson said that the updated projections will be presented by ADOT to the State Transportation Board on November 14th, and then they will be presented to the Transportation Policy Committee on November 19th.

Mr. Anderson stated that outstanding issues to be addressed include schedules for the South Mountain Freeway and the I-10 Collector Distributor/Broadway Curve project. He advised that the South Mountain Environmental Impact Statement has been underway since 2001 and MAG staff would like to meet with ADOT and the project consultant to determine an appropriate start time for this project. Mr. Anderson stated that the I-10 Collector Distributor/Broadway Curve project is a similar situation, but the Environmental Impact Statement is less problematic.

Mr. Anderson stated that strategy options to discuss with the Transportation Policy Committee include federal strategies, state legislative strategies, management strategies, and program strategies. He advised that staff hopes to get guidance from the Transportation Policy Committee at the November meeting, then use the time between then and January to update financial and program information and bring options back to the Transportation Policy Committee in January. Mr. Anderson said that they hope to have the process completed by March or April in order to incorporate any revisions into the annual update of the Regional Transportation Plan. Chair McClendon thanked Mr. Anderson for his report.

Mr. Smith asked Mr. Anderson to explain how to phase in decision making with the audit without making extreme changes. Mr. Anderson stated that through Proposition 400, MAG has a statutorily mandated responsibility for an audit in 2010. He explained that the audit will look at how the freeway, transit, and arterial programs have been managed. Mr. Anderson stated that there is a lot of uncertainty as to how to balance the program in light of the audit. He advised that the federal transportation act is due to be reauthorized because it expires in September 2009, and noted that the new act could look different from the current act.

Mr. Anderson stated that there might be ways to manage the program by making some decisions today and then pursuing strategies, identifying additional resources, and looking at the scopes of projects. Mr. Anderson commented that they do not want to make radical changes today and then two or three years later have to come back and redo the program, which is what happened in the mid-1990s. He suggested taking a cautious approach and looking at the program with a long term objective because there are still 18 years left in the program. Mr. Anderson indicated that he felt it was more beneficial to do interim strategies than to force everything into a balanced budget.

Mr. Smith asked Mr. Anderson to explain the benefits of bonding to the program. Mr. Anderson stated that the program is in good shape in the short-term because it has financing or bonding capacity left in the program. He explained that \$3 billion of bonding is built into the program and \$10 billion is available to spend in the program. One of the reasons the life cycle process is in state statute is to force us to look at these things over the life of the program to allow policy makers to implement the strategies to deal with these issues. Mr. Anderson commented that he thought management reforms put into place from Proposition 300 were working well. He said that the problems have been identified and now a look at strategies is needed to deal with the problems.

Mr. Oliver asked what role MAG had in prioritizing the projects requested for the potential stimulus package and what direction was envisioned. Mr. Anderson said that a couple of requests were sent to member agencies for projects that might be eligible for potential stimulus funding. In response, MAG received a variety of projects including infrastructure, freeway, wastewater, and local projects, which totaled about \$3 billion. Mr. Anderson indicated that there is expectation of another round of projects for stimulus funding with an emphasis on infrastructure. He said that this might happen next week. Mr. Anderson noted that Congress might convene next week or perhaps when the new administration is in place. He stated that there has also been discussion of developing a formula how the funds would be allocated by states or regions. Mr. Anderson stated that guidance on project priorities and which projects would be funded has not yet been given. He indicated that the concern is the time required for the federal project process and commented that if Congress does not fast track this money, the immediate impact of a stimulus package may not occur. Chair McClendon noted that more discussion on this topic would take place under agenda item #11.

8. Defining a Citizen's Agenda for Arizona

Dr. Lattie Coor, Chairman and Chief Executive Officer of the Center for the Future of Arizona, provided a report on a Gallup Poll that will be conducted for the purpose of building a citizen's agenda that reflects what Arizonans are thinking and identifies a set of clear, measurable goals that describe "The Arizona We Want" in language that is meaningful to citizens.

Dr. Coor stated that three years ago, the Center for the Future of Arizona (Center) combed through 50 major reports created from 1989 through 2004 by policy organizations to create a one-page Arizona vision statement. He stated that this vision was taken to the Arizona councils of governments, local governments, boards of supervisors, chambers of commerce, regional partnerships, and public and private organizations for refinement, and it was adopted by 74 organizations. Dr. Coor stated that it met with some success and has been used as a framework by some organizations.

Dr. Coor stated that one and one-half years ago, a number of people asked if more could be done about the economic downturn. He said they thought there were deficiencies in the vision, but they had set it aside to work on other projects. When asked to revisit it, they examined what worked and what did not. Dr. Coor pointed out two weaknesses in the vision: it was too theoretical and it was in planner language, not citizen language. He stated that they set about to see if there was a fresh way, a more useful way, to frame an agenda that would address all views on Arizona's future.

Dr. Coor stated that they are taking the period between the presidential election in 2008 and the next major election in 2010 to construct a more valuable tool for the next stage of the vision. He said that they engaged the Gallup organization to do the poll entitled, "The Arizona We Want." Dr. Coor said that Gallup will survey 3,600 Arizona citizens from mid-November to 10 January 2009. He indicated that Gallup has developed a world poll over the past several years through testing in 140 nations.

Dr. Coor stated that one series of questions relates to need and one series of questions relates to sense of place, government and the future. He said that the Gallup organization is conducting polls in 26 U.S. cities called, "The Soul of the Cities," and Gallup is pulling elements of those studies together and allowing the Center to test citizen views in Arizona about what they see for the future and the levels of support. Dr. Coor stated that about 40 percent of the telephone respondents will follow with a Web-based poll of a series of leader-led goals and ask them to give a tradeoff, which will provide an indicator of what they will support. He said they have five categories: infrastructure, energy, education, health care, and job creation.

Dr. Coor stated that they anticipate receiving the report on March 30, 2009, and will take material from that report and develop clear measurable goals for each area and use that for the foundation of the framework to be used for the 2010 election. He expressed that he hoped from the work done they will be able to create a framework that will be used by a variety of groups advocating for change or direction for the future.

Dr. Coor stated that he has briefed some of the region's mayors, the governor, and some other state officials. He stated that he would be providing this information to the COG Directors on November 14th and to the Regional Council on December 3rd. Dr. Coor stated that he would like to return in April 2009 to talk to the Management Committee about what the Center intends to do with the information. Chair McClendon thanked Dr. Coor for his report and commented that it will be interesting to see the results from the polling.

9. Arizona Capitol Centennial Restoration

John Driggs, from the Arizona Capitol Centennial Commission, stated that the renovation of the historic State Capitol building has been designated the signature project for Arizona's Centennial in 2012. Mr. Driggs noted that Arizona is one of the fastest growing states, but its legislative working conditions are among the worst in the nation and not conducive to legislative work. Mr. Driggs stated that the legislature moved out in 1960 and the Governor in 1975. He noted that the Capitol building currently houses the Capitol Museum. Mr. Driggs stated that restoring governmental function to the Capitol building is the first phase of a broader master plan for the governmental mall.

Mr. Driggs reported that last fall, the Speaker of the House and the President of the Senate appointed a task force to research the opportunity to fulfill this effort. He noted that when the late Jake Flake was Speaker of the House, he engaged the Arizona State University School of Design. Mr. Driggs noted that they have been working on this for six years, and pointed out their work was reflected in the brochure at each place. He stated that the Capitol building has been upgraded with new electric, plumbing, fire suppression system and paint, but it is not used for government function.

Mr. Driggs stated that the Speaker of the House and the President of the Senate asked him to raise \$900,000 to match the \$450,000 appropriated by the legislature. He noted that in contrast, the state of Oklahoma, for its centennial, raised more than \$100 million – mostly private sector funding – and received \$5 million from its legislature.

Mr. Driggs stated that he was preparing a budget for the \$450,000 and noted that legislative council will be deciding how to spend the \$450,000 before the end of the year. He said that it will take \$1.5 million to put government functions back in the building. Mr. Driggs requested that cities, counties, towns and tribes statewide to contribute a total of \$337,000 of the \$900,000 needed and noted that the memorandum at each place included each jurisdiction's suggested participation of \$5,000, \$3,000 and \$2,000 based on population.

Mr. Driggs urged jurisdictions to get behind this statewide effort and requested that they get back to him before the end of the year so he could report back to the legislature with their commitments. He stated that if jurisdictions cannot take the amount out of their budgets, that they request donations. Mr. Driggs stated that he would be glad to contact individuals or companies if provided with their names. Chair McClendon thanked Mr. Driggs for his report.

10. Implementation of GovDelivery for Electronic Communication

Audrey Skidmore, MAG Information Technology Manager, stated that MAG has instituted an electronic mail notification system free to subscribers called GovDelivery. People can sign up to receive notifications by email when updates, such as agendas being posted, are made to MAG Web pages. She advised that GovDelivery is an established company and is being used in more than 50 cities, 35 counties (including Maricopa County), transportation agencies (including the Arizona Department of Transportation), and the federal government (including the US Department of Transportation). She added that MAG is the first COG to utilize GovDelivery. Ms. Skidmore stated that recipients have the option to sign up to receive notifications on an immediate, daily, or weekly basis.

Ms. Skidmore stated that in addition to faster communication, GovDelivery will reduce paper mailings, which will provide an opportunity for substantial cost savings and a reduction to environmental impacts. She noted that one of the goals is to provide increased public involvement, and said that since November 5, 2008, when the system went live, 50 casual visitors to the MAG Web site signed up for GovDelivery notifications. Ms. Skidmore then provided an on-screen demonstration of GovDelivery.

Ms. Skidmore pointed out that a green form listing the mailings each Management Committee member usually receives from MAG was at each place. She requested that members fill out their mail delivery preferences, which could include hard copy, hard copy and electronic copy, or electronic copy only. Ms. Skidmore stated that MAG had already completed the process of transferring email address lists of those who already receive electronic transmissions to the GovDelivery program. She noted that staff have provided a briefing on the system to the intergovernmental representatives and have been informing their committees, and an article appeared in the most recent MAGAZine newsletter. Chair McClendon thanked Ms. Skidmore for her report and asked members if they had questions.

Mr. Fairbanks asked if documents available on the Web site today would be available to the public afterward. Ms. Skidmore replied that documents posted on the Web site remain there. She added that the only change is that GovDelivery makes information on the MAG Web site more accessible. Mr. Fairbanks said that if he looked at the material online, would he need to print out the material at his office and bring it to the meeting? Ms. Skidmore replied that staff anticipates having sufficient copies of agenda materials for meetings. Mr. Fairbanks inquired if WiFi was available in the building and commented that having WiFi in the building could avoid the need to print out material. Ms. Skidmore stated that the building does not have WiFi. Mr. Smith stated that WiFi in the building could be explored.

Mr. Bacon asked if all member agencies had automatically received electronic access to documents via the new system. Ms. Skidmore replied that MAG does not have email addresses for all member agency staff. Mr. Smith noted that MAG has all of the email addresses for the Management Committee, Transportation Policy Committee, and Regional Council, but they have not automatically been signed up for GovDelivery, in order to allow them to select their own preferences.

11. Legislative Update

Nathan Pryor, MAG Senior Policy Planner, updated members on recent discussions of a federal stimulus package to boost the national economy. He provided background to-date by saying that a federal stimulus package that included rebate checks to taxpayers, was passed in January 2008. In September 2008, stimulus funding in the amount of \$61 billion was passed by the House but did not make it to the Senate.

Mr. Pryor stated that currently, a possible \$700 billion rescue package is being proposed and may be discussed next week when Congress convenes for a lame duck session. He noted that Governor Janet Napolitano will speak to members of the House Energy and Commerce Committee to encourage support for infrastructure stimulus. Mr. Pryor stated that the package's total amount could be anywhere from the House legislation amount of \$61 billion, up to \$300 billion requested by Senator Clinton.

Mr. Pryor stated that the contents of the bill have been varied, but early discussion was to include transportation and infrastructure, unemployment insurance, food stamps, and winter heating assistance. He noted that reception by the administration toward this has been cool, which has affected support in the House and Senate. He said that at the October 29, 2008, House Transportation and Infrastructure Committee hearing, a relaxation of how the money would reach agencies was urged and more direct funding to COGs and MPOs was encouraged. He advised that this discussion is ongoing. Mr. Pryor advised that one item is how the funding will reach regions, and staff will be monitoring this discussion.

Mr. Pryor then explained how all of this impacts MAG. He noted that, as Mr. Anderson reported earlier in the meeting, on October 27th, under the encouragement of the National Association of Regional Councils (NARC), MAG sent out a request to member agencies to submit transportation and infrastructure projects. He said that this compilation of projects was for a Congressional hearing on October 29th. He stated that MAG analyzed the projects and submitted them to NARC and to Congressman Harry Mitchell, who is a member of the House

Transportation and Infrastructure Committee. Mr. Pryor thanked member agencies for the quick turnaround on submitting their projects.

Mr. Pryor stated that on October 30th, because NARC did not receive the response desired due to the fast turnaround, MAG received notice from NARC that there was another opportunity to submit transportation and infrastructure projects to be added to the project list already compiled. He noted that the deadline for project submittals was November 3rd. Mr. Pryor noted that the summary list of the projects submitted to MAG by project category and category subtotal was at each place and totaled about \$3.4 billion. He explained that Table A includes transportation, non-transportation, and transit projects ready to proceed in three to six months. He noted that if the federal share was increased to a maximum 100 percent for locally sponsored FY 2009 federal aid projects, this would allow member agencies to free up funds that could be spent on local projects. Mr. Pryor stated that Table B includes projects that may be eligible if legislation is more broad in scope. Mr. Pryor advised that MAG will continue to monitor the legislation, and emphasized that he does not know where the legislation will lead.

12. Comments from the Committee

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

No comments from the Committee were noted.

There being no further business, the meeting adjourned at 1:25 p.m.

Secretary

Chairman

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 6, 2009

SUBJECT:

Project Changes – Amendments, and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program, FY 2009 Arterial Life Cycle Program, and Material Cost Changes to the ADOT Program

SUMMARY:

The FY 2008-2012 Transportation Improvement Program (TIP) was approved by the MAG Regional Council on July 25, 2007, and the FY 2009 Arterial Life Cycle Program (ALCP) was approved by the MAG Regional Council on June 25, 2008. Since that time, there have been requests from member agencies to modify projects in the programs. The proposed amendments to the FY 2008-2012 TIP for highway projects are listed in Table A, and proposed administrative modifications to the ALCP are listed in Table B.

As per the Draft MAG Federal Fund Programming Principles, a request to change a programmed Federal Fund Project in the TIP will go through the MAG committee processes beginning at the appropriate technical advisory committee. There is one CMAQ-funded project requesting a project change. The project change request for PHX12-859 (Table A) was heard and unanimously recommended for approval at the October 21, 2008 Pedestrian Working Group and the Regional Bicycle Task Force meeting.

Projects DOT08-812 and DOT08-813 are projects that the MAG Regional Council approved in December 2006 to be funded from the Statewide Transportation Acceleration Needs (STAN) account. The increase of funds per each project can be made without causing a fiscal impact to the MAG Freeway Program since another STAN project (SR101L: HOV Lanes from Tatum Blvd. to Princess Dr.) was bid at \$12.2 million less than the original budget. This change was approved by the Regional Council on December 3, 2008. These project changes are included in this agenda item because they need to be reflected in the FY 2008-2012 MAG TIP.

There are six ADOT projects in Table A (as annotated) that require Regional Council approval of a Material Cost Change to the ADOT Program. According to A.R.S. 28-6353, it is required that MAG approve any change in priorities, new projects, or requests for changes that would materially increase Freeway Program costs. According to the MAG Material Cost Change policy, a material cost change is defined as: 'An increase in the cost of a project that is more than five (5) percent of the adopted project budget, but not less than \$500,000 or any increase greater than \$2.5 million.'

All of the projects to be amended may be categorized as exempt from conformity determinations and an administrative modification does not require a conformity determination.

PUBLIC INPUT:

None.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Recommend approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, the FY 2009 Arterial Life Cycle Program, as appropriate, to the Regional Transportation Plan 2007 Update, and material cost changes to the ADOT Program as shown in the attached tables.

PRIOR COMMITTEE ACTIONS:

Transportation Review Committee: On December 4, 2008, the Transportation Review Committee recommended approval of the Amendments and Administrative Modifications, shown in the attached tables, to the FY 2008-2012 Transportation Improvement Program, the FY2009 Arterial Life Cycle Program, and, as appropriate to the Regional Transportation Plan-2007 Update.

MEMBERS ATTENDING

Phoenix: Tom Callow
 ADOT: Kwi-Sung Kang for Floyd Roehrich
 * Avondale: David Fitzhugh
 * Buckeye: Scott Lowe
 * Chandler: Patrice Kraus
 El Mirage: Pat Dennis for Lance Calvert
 * Fountain Hills: Randy Harrel
 * Gila Bend: Vacant
 Gila River: Sreedevi Samudrala for David White
 Gilbert: Stephanie Prybyl for Tami Ryall
 Glendale: Terry Johnson
 * Goodyear: Cato Esquivel
 * Guadalupe: Jim Ricker

* Litchfield Park: Mike Cartsonis
 Maricopa County: John Hauskins
 Mesa: Brent Stoddard for Scott Butler
 * Paradise Valley: Robert M. Cicarelli
 Peoria: David Moody
 * Queen Creek: Mark Young
 RPTA: Bryan Jungwirth
 Scottsdale: Dave Meinhart for Mary O'Connor
 Surprise: Randy Overmyer
 Tempe: Carlos de Leon
 * Valley Metro Rail: John Farry
 * Wickenburg: Gary Edwards
 Youngtown: Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

Regional Bicycle Task Force: Jim Hash
 * Street Committee: Darryl Crossman
 * ITS Committee: Mike Mah

*Pedestrian Working Group: Brandon Forrey
 *Transportation Safety Committee: Kerry Wilcoxon

* - Members neither present nor represented by proxy.

+ - Attended by Videoconference

- Attended by Audioconference

MAG Regional Council: On December 3, 2008, the MAG Regional Council recommended approval of the request to decrease STAN funding by \$12.2 million for the L101 from Tatum Blvd. to Princess Dr. project and increase the funding by \$12.2 million for the L303 project that includes crossings at Bell Rd., Cactus Rd., and Waddell Rd.

MEMBERS ATTENDING

Mayor Mary Manross, Scottsdale, Chair
Vice Mayor Peggy Neely, Phoenix,
Vice Chair
* Councilmember Robin Barker, Apache
Junction
Mayor Marie Lopez Rogers, Avondale
Mayor Jackie Meck, Buckeye
Mayor Wayne Fulcher, Carefree
Councilmember Dick Esser, Cave Creek
#Mayor Boyd Dunn, Chandler
#Mayor Fred Waterman, El Mirage
* President Clinton Pattea, Fort McDowell
Yavapai Nation
Mayor Jay Schlum, Fountain Hills
Mayor Fred Hull, Gila Bend
* Governor William Rhodes, Gila River
Indian Community
Mayor Steven Berman, Gilbert
* Mayor Elaine Scruggs, Glendale
Mayor James M. Cavanaugh, Goodyear

* Mayor Frank Montiel, Guadalupe
Mayor Thomas Schoaf, Litchfield Park
Supervisor Max W. Wilson, Maricopa
County
Mayor Scott Smith, Mesa
Mayor Vernon Parker, Paradise Valley
Councilmember Joan Evans for
Mayor Bob Barrett, Peoria
* Mayor Art Sanders, Queen Creek
* President Diane Enos, Salt River
Pima-Maricopa Indian Community
Mayor Lyn Truitt, Surprise
* Mayor Hugh Hallman, Tempe
* Mayor Adolfo Gamez, Tolleson
* Mayor Kelly Blunt, Wickenburg
Mayor Michael LeVault, Youngtown
* Felipe Zubia, State Transportation Board
* Victor Flores, State Transportation Board
David Martin, Citizens Transportation
Oversight Committee

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference call.

Pedestrian Working Group and Regional Bicycle Task Force Committee: On October 21, 2008, the Pedestrian Working Group and Regional Bicycle Task Force Committee recommended approval of project changes to PHX12-859.

MEMBERS ATTENDING

Tami Ryall, Gilbert, Chair, Regional Bicycle
Task Force and Acting Chair of the
Pedestrian Working Group
* Bruce Meyers, ADOA Gen. Services
* Michael Sanders, ADOT
Brian Fellows, ADOT
Michael Eagan, ASLA, Arizona Chapter
Margaret Boone-Pixley, Avondale
Robert Wisener, Buckeye
Brian Craig, Carefree
* Michael Normand, Chandler
* Rich Rumer Coalition for Arizona
Bicyclists
Pat Dennis for Mark Smith, El Mirage

Steve Hancock, Glendale
Farhad Tavassoli, Goodyear
* Michael Cartsonis, Litchfield Park
Vacant, Maricopa County
Jim Hash, Mesa
Monique Spivey for Brandon Forrey, Peoria
Katherine Coles, Phoenix
Briiana Leon, Phoenix
Mike Roche, Queen Creek
Peggy Rubach for Suzanne Day, RPTA
Reed Kempton, Scottsdale
Eric Iwersen, Tempe
Lance Ferrell, Surprise

*Members neither present nor represented by proxy.

^Attended via audio-conference

CONTACT PERSON:

Eileen O. Yazzie (602) 254-6300.

**Amendments and Administrative Modifications to the FY08-12 TIP, and Administrative Modifications to the FY09 June 25, 2008 ALCP
Management Committee
Request for Project Change**

Table A

Highway Projects - TIP FY2008-2012 Amendments & Administrative Modifications

TIP #	Agency	Project Location	Project Description	FY	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT07-332	ADOT	60 (Grand Ave): 99th Ave. - 83rd Ave.	Widen roadway and bridge.	2009	1.8	NH	\$ 600,000	\$ 10,400,000		\$ 11,000,000	*Material Cost Change & Admin Mod: Increase budget by \$1,000,000
DOT08-673	ADOT	74: MP 20 - MP 22 (EB & WB)	Construct passing lanes.	2009	2	State	\$ 4,090,000			\$ 4,090,000	Admin Mod: Increase budget by \$490,000
DOT09-915	ADOT	101L Price Fwy at Galveston St.	Drainage improvements	2009	0	RARF			\$ 2,100,000	\$ 2,100,000	Amend: Add a new drainage improvement project.
DOT09-916	ADOT	MAG Regionwide	Design MAG Proposition 400 noise walls	2009	5	RARF			\$ 1,560,000	\$ 1,560,000	Amend: Create a new MAG Proposition 400 noise mitigation project.
DOT10-900	ADOT	MAG Regionwide	Construct MAG Proposition 400 noise walls	2010	5	RARF			\$ 15,600,000	\$ 15,600,000	Amend: Create a new MAG Proposition 400 noise mitigation project.
DOT09-819	ADOT	202L (South Mountain): 51st Ave - I-10 West	R/W acquisition	2009	11	RARF			\$ 20,000,000	\$ 20,000,000	*Material Cost Change & Admin Mod: Decrease budget by \$10,000,000.
DOT09-827	ADOT	202L (South Mountain): 51st Ave - I-10 West	R/W acquisition	2009	11	RARF			\$ 3,000,000	\$ 3,000,000	*Material Cost Change & Admin Mod: Decrease budget by \$17,000,000.
DOT09-6C12RW	ADOT	I-10 - US60, Grand Avenue	R/W acquisition	2009	15	RARF			\$ 37,000,000	\$ 37,000,000	*Material Cost Change & Admin Mod: Increase budget by \$27,000,000.
DOT08-812	ADOT	SR303L: Bell Road	Construct TI	2008	0	State	\$11,000,000		\$ 5,700,000	\$ 16,700,000	*Material Cost Change & Admin Mod: Increase budget by \$5,700,000. Underway project.
DOT08-813	ADOT	SR303L: Cactus and Wadde	Construct crossroad improvements	2008	0	State	\$9,200,000		\$6,300,000	\$ 15,500,000	*Material Cost Change & Admin Mod: Increase budget by \$6,300,000. Underway project.
PHX12-859	Phoenix	Hatcher Road Streetscape Central Ave to 3rd Street	Add 8 foot sidewalks and landscape buffer both sides of street	2012	660 ft	CMAQ	\$ 360,000	\$ 840,000		\$ 1,200,000	Amend: Change the project location from Hatcher Road: 3rd to 5th Street to Hatcher Road: Central to 3rd Street.

*Material Cost Change: A.R.S. 28-6353 requires that MAG approve any change in priorities, new projects, or requests for changes that would materially increase Freeway Program costs. According to the MAG Material Cost Change policy, a material cost changes is defined as: 'An increase in the cost of a project that is more than five (5) percent of the adopted project budget, but not less than \$500,000 or any increase greater than \$2.5 million.'

Table B
ALCP - Administrative Modifications and incorporated in the TIP

PROJ #	Agency	Project Location	Project Description	FY	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
GLB120-08D	Gilbert	Guadalupe Rd/Cooper Rd: Intersection Improvements	Design roadway widening	2009	0.2	RARF	\$ 150,000		\$ 350,000	\$ 500,000	Admin Mod: Increased Regional Cost by 88,000. Increased Local Cost by 38,000.
GLB120-08RW	Gilbert	Guadalupe Rd/Cooper Rd: Intersection Improvements	Right-of-way acquisition	2009	0.2	RARF	\$ 637,000		\$ 1,486,000	\$ 2,123,000	Admin Mod: Decreased Regional Cost by 90,000. Decreased Local Cost by 38,000.
GLB09-910	Gilbert	Guadalupe Rd/Cooper Rd: Intersection Improvements	Design roadway widening	2009	0.2	RARF	\$ 2,327,000		\$ 1,878,000	\$ 4,205,000	Admin Mod: Increased Regional Cost by 598,000. Increased Local Cost by 1,778,000.

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

DATE:

January 6, 2009

SUBJECT:

Consultant Selection for the MAG Bicycle and Pedestrian Facilities Integration Plan

SUMMARY:

The FY 2009 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2008, includes \$75,000 for the development of the MAG Bicycle and Pedestrian Facilities Integration Plan. This plan will ensure that facilities for bicycles and pedestrians are no longer considered enhancements to institutionalized components of streets, but instead are recognized as integral to a properly designed and functioning street.

A request for proposals was advertised on September 19, 2008, for consultant assistance to develop the plan. Seven proposals were received by the October 23, 2008, deadline. They were submitted by EDAW, Inc., egroup, EPG, J2 Engineering and Environmental Design, Otak, Inc., URS, and Parsons Brinckerhoff.

A multi-jurisdictional review team consisting of the Town of Gilbert, City of Peoria, the City of Scottsdale, Valley Metro and MAG staff met to evaluate the proposals on November 4, 2008. Consultant interviews were conducted on November 12, 2008. On December 16, 2008, the review team recommended to MAG that EDAW, Inc. be selected to develop the MAG Bicycle and Pedestrian Facilities Integration Plan.

PUBLIC INPUT:

None has been received.

PROS & CONS:

PROS: The MAG Bicycle and Pedestrian Facilities Integration Plan will integrate previous goals and objectives from the MAG Bikeway Master Plan and produce design standards and policies for incorporating Complete Streets in the region.

CONS: There are none.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The MAG Bicycle and Pedestrian Facilities Integration Plan will update and integrate an inventory of current jurisdiction's complete streets policies and roadway design standards.

POLICY: The MAG Bicycle and Pedestrian Facilities Integration Plan will encourage more people to bicycle because the plan will focus on integrating bicycle and pedestrian facilities on collector and neighborhood streets as well as bike lanes on arterial streets and paths on the canal system.

ACTION NEEDED:

Recommend approval of the selection of EDAW, Inc. as the consultant to develop the MAG Bicycle and Pedestrian Facilities Integration Plan for an amount not to exceed \$75,000.

PRIOR COMMITTEE ACTIONS:

On December 16, 2008, the MAG Regional Bicycle Task Force recommended to the MAG Management Committee that EDAW, Inc. be awarded the \$75,000 contract to develop the MAG Bicycle and Pedestrian Facilities Integration Plan.

MEMBERS ATTENDING

Tami Ryall, Gilbert, Chair, Regional Bicycle Task Force and Acting Chair of the Pedestrian Working Group

* Bruce Meyers, ADOA Gen. Services

Michael Sanders, ADOT

Brian Fellows, ADOT

* Michael Eagan, ASLA, Arizona Chapter

Margaret Boone-Pixley, Avondale

Robert Wisener, Buckeye

Brian Craig, Carefree

* Michael Normand, Chandler

* Rich Rumer Coalition for Arizona Bicyclists

Doug Strong, El Mirage

Steve Hancock, Glendale

Farhad Tavassoli, Goodyear

Michael Cartsonis, Litchfield Park

Vacant, Maricopa County

Jim Hash, Mesa

Brandon Forrey, Peoria

Katherine Coles, Phoenix

Briiana Leon, Phoenix

Mike Roche, Queen Creek

Peggy Rubach, RPTA

Reed Kempton, Scottsdale

Eric Iwersen, Tempe

* Janice See, Surprise

*Members neither present nor represented by proxy.

#Attended via audio-conference

On December 16, 2008, the multi-jurisdictional review team recommended to MAG that EDAW, Inc. be selected to develop the MAG Bicycle and Pedestrian Facilities Integration Plan.

Tami Ryall, Town of Gilbert
Brandon Forrey, City of Peoria
Maureen DeCindis, MAG

Reed Kempton, City of Scottsdale
Peggy Rubach, Valley Metro

CONTACT PERSON:

Maureen DeCindis, MAG, (602) 254-6300.

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

DATE:

January 6, 2009

SUBJECT:

Conformity Consultation

SUMMARY:

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program (TIP). The proposed amendment involves several projects, including the addition of Arizona Department of Transportation MAG Proposition 400 noise mitigation projects. The proposed administrative modification involves several projects, including funding changes to an Arizona Department of Transportation project on Interstate-10 and Gilbert intersection improvements at Guadalupe Road and Cooper Road. Comments on the conformity assessment are requested by January 23, 2009.

The amendment includes projects that may be categorized as exempt from a conformity determination and the administrative modification includes minor project revisions that do not require a conformity determination. A description of the projects is provided in the attached interagency consultation memorandum.

PUBLIC INPUT:

Copies of the conformity assessment have been distributed for consultation to the Federal Transit Administration, Federal Highway Administration, Arizona Department of Transportation, Arizona Department of Environmental Quality, Regional Public Transportation Authority, City of Phoenix Public Transit Department, Maricopa County Air Quality Department, Central Arizona Association of Governments, Pinal County Air Quality Control District, U.S. Environmental Protection Agency and other interested parties including members of the public.

PROS & CONS:

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

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

TECHNICAL & POLICY IMPLICATIONS:

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

POLICY: Federal transportation conformity regulations require interagency consultation on development of the transportation plan, TIP, and associated conformity determinations to include a

State and local transportation agencies, Environmental Protection Agency, Federal Highway Administration, and the Federal Transit Administration. Consultation on the conformity assessment has been conducted in accordance with federal regulations, MAG Conformity Consultation Processes adopted by the Regional Council in February 1996 and MAG Transportation Conformity Guidance and Procedures adopted by the Regional Council in March 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

ACTION NEEDED:

Consultation.

PRIOR COMMITTEE ACTIONS:

Transportation Review Committee: On December 4, 2008, the MAG Transportation Review Committee recommended approval of the Amendments and Administrative Modifications to the FY 2008-2012 Transportation Improvement Program and to the Regional Transportation Plan 2007 Update.

MEMBERS ATTENDING

Phoenix: Tom Callow
ADOT: Kwi-Sung Kang for Floyd Roehrlich
*Avondale: David Fitzhugh
*Buckeye: Scott Lowe
*Chandler: Patrice Kraus
El Mirage: Pat Dennis for Lance Calvert
*Fountain Hills: Randy Harrel
*Gila Bend: Vacant
Gila River: Sreedevi Samudrala for David White
Gilbert: Stephanie Prybyl for Tami Ryall
Glendale: Terry Johnson
*Goodyear: Cato Esquivel
*Guadalupe: Jim Ricker
*Litchfield Park: Mike Cartsonis

Maricopa County: John Hauskins
Mesa: Brent Stoddard for Scott Butler
*Paradise Valley: Robert M. Cicarelli
Peoria: David Moody
*Queen Creek: Mark Young
RPTA: Bryan Jungwirth
Scottsdale: Dave Meinhart for Mary O'Connor
Surprise: Randy Overmyer
Tempe: Carlos de Leon
*Valley Metro Rail: John Farry
*Wickenburg: Gary Edwards
Youngtown: Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

Regional Bicycle Task Force: Jim Hash,
City of Mesa
*Street Committee: Darryl Crossman,
City of Litchfield Park
*ITS Committee: Mike Mah
City of Chandler

*Pedestrian Working Group: Brandon Forrey, City of Peoria
*Transportation Safety Committee: Kerry Wilcoxon, City of Phoenix

* Members neither present nor represented by proxy.

+ - Attended by Videoconference
- Attended by Audioconference

CONTACT PERSON:

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

January 6, 2009

TO: Leslie Rogers, Federal Transit Administration
Robert Hollis, Federal Highway Administration
Victor Mendez, Arizona Department of Transportation
Stephen Owens, Arizona Department of Environmental Quality
David Boggs, Regional Public Transportation Authority
Debbie Cotton, City of Phoenix Public Transit Department
Lawrence Odle, Maricopa County Air Quality Department
Maxine Leather Brown, Central Arizona Association of Governments
Donald Gabrielson, Pinal County Air Quality Control District
Wienke Tax, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: CONSULTATION ON A CONFORMITY ASSESSMENT FOR A PROPOSED
AMENDMENT AND ADMINISTRATIVE MODIFICATION TO THE FY 2008-2012
MAG TRANSPORTATION IMPROVEMENT PROGRAM

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program. The proposed amendment involves several projects, including the addition of Arizona Department of Transportation MAG Proposition 400 noise mitigation projects. The proposed administrative modification involves several projects, including funding changes to an Arizona Department of Transportation project on Interstate-10 and Gilbert intersection improvements at Guadalupe Road and Cooper Road. Comments on the conformity assessment are requested by January 23, 2009.

MAG has reviewed the projects for compliance with the federal conformity rule and has found that consultation is required on the conformity assessment. The amendment includes projects that may be categorized as exempt from conformity determinations and the administrative modification includes minor project revisions that do not require a conformity determination. The conformity finding of the TIP and the associated Regional Transportation Plan 2007 Update, as amended, that was made by the Federal Highway Administration and Federal Transit Administration on August 14, 2008 remains unchanged by this action. The conformity assessment is being transmitted for consultation to the agencies and other interested parties listed above. If you have any questions or comments, please contact me at (602) 254-6300.

Attachment

cc: Nancy Wrona, Arizona Department of Environmental Quality

A Voluntary Association of Local Governments in Maricopa County

ATTACHMENT

CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT AND ADMINISTRATIVE MODIFICATION TO THE FY 2008-2012 MAG TRANSPORTATION IMPROVEMENT PROGRAM

The federal transportation conformity rule requires interagency consultation when making changes to a Transportation Improvement Program (TIP) and Transportation Plan. The consultation processes are also provided in the Arizona Conformity Rule. This information is provided for consultation as outlined in the MAG Conformity Consultation Processes document adopted by the MAG Regional Council on February 28, 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

The amendment includes projects that may be categorized as exempt from conformity determinations. Types of projects considered exempt are defined in the federal transportation conformity rule. The administrative modification includes minor project revisions that do not require a conformity determination. Examples of minor project revisions include funding changes, design, right-of-way, and utility projects. The proposed amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program includes the projects on the attached table. The project number, agency, and description is provided, followed by the conformity assessment.

MAG has reviewed the projects for compliance with the federal conformity rule and consultation is required on the conformity assessment. The projects are not expected to create adverse emission impacts or interfere with Transportation Control Measure implementation. The conformity finding of the TIP and the associated Regional Transportation Plan that was made by the Federal Highway Administration and Federal Transit Administration on August 14, 2008 remains unchanged by this action.

AMENDMENT AND ADMINISTRATIVE MODIFICATION TO THE FY 2008-2012 MAG TRANSPORTATION IMPROVEMENT PROGRAM

TIP #	Agency	Project Location	Project Description	FY	Length (miles)	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
DOT07-332	ADOT	60 (Grand Ave): 99th Ave. - 83rd Ave.	Widen roadway and bridge.	2009	1.8	NH	\$ 600,000	\$ 10,400,000		\$ 11,000,000	Increase budget by \$1,000,000	Minor project revision to change amount of funds. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
DOT08-673	ADOT	74: MP 20 - MP 22 (EB & WB)	Construct passing lanes.	2009	2	State	\$ 4,090,000			\$ 4,090,000	Increase budget by \$490,000	Minor project revision to change amount of funds. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
DOT09-915	ADOT	101L: Price Fwy at Galveston St.	Drainage improvements	2009	0	RARF			\$ 2,100,000	\$ 2,100,000	Add a new drainage improvement project.	The addition of this project would not change the assumptions used in the regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
DOT09-916	ADOT	MAG Regionwide	Design MAG Proposition 400 noise walls	2009	5	RARF			\$ 1,560,000	\$ 1,560,000	Create a new MAG Proposition 400 noise mitigation project.	Project is considered exempt from conformity requirements under the category "noise attenuation." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
DOT10-900	ADOT	MAG Regionwide	Construct MAG Proposition 400 noise walls	2010	5	RARF			\$ 15,600,000	\$ 15,600,000	Create a new MAG Proposition 400 noise mitigation project.	Project is considered exempt from conformity requirements under the category "noise attenuation." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
DOT09-819	ADOT	202L (South Mountain Freeway): 51st Ave - Interstate-10 West	R/W acquisition	2009	11	RARF			\$ 20,000,000	\$ 20,000,000	Decrease budget by \$10,000,000.	Minor project revision to change amount of funds. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
DOT09-827	ADOT	202L (South Mountain Freeway): 51st Ave - Interstate-10 West	R/W acquisition	2009	11	RARF			\$ 3,000,000	\$ 3,000,000	Decrease budget by \$17,000,000.	Minor project revision to change amount of funds. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
DOT09-6C12RW	ADOT	Interstate-10 - US60, Grand Avenue	R/W acquisition	2009	15	RARF			\$ 37,000,000	\$ 37,000,000	Increase budget by \$27,000,000.	Minor project revision to change amount of funds. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
DOT08-812	ADOT	SR303L: Bell Road	Construct TI	2008	0	State	\$11,000,000		\$ 5,700,000	\$ 16,700,000	Increase budget by \$5,700,000. Underway project.	Minor project revision to change amount of funds. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
DOT08-813	ADOT	SR303L: Cactus and Wadde	Construct crossroad improvements	2008	0	State	\$9,200,000		\$6,300,000	\$ 15,500,000	Increase budget by \$6,300,000. Underway project.	Minor project revision to change amount of funds. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
PHX12-859	Phoenix	Hatcher Road Streetscape Central Ave to 3rd Street	Add 8 foot sidewalks and landscape buffer both sides of street for a distance of 660 feet	2012	0.125	CMAQ	\$ 360,000	\$ 840,000		\$ 1,200,000	Change the project location from Hatcher Road: 3rd to 5th Street to Hatcher Road: Central to 3rd Street.	Project is considered exempt from conformity requirements under the category "bicycle and pedestrian facilities." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
GLB120-08D	Gilbert	Guadalupe Rd/Cooper Rd: Intersection Improvements	Design roadway widening	2009	0.2	RARF	\$ 150,000		\$ 350,000	\$ 500,000	Increase Regional Cost by \$88,000. Increase Local Cost by \$38,000.	Minor project revision to change amount of funds. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
GLB120-08RW	Gilbert	Guadalupe Rd/Cooper Rd: Intersection Improvements	Right-of-way acquisition	2009	0.2	RARF	\$ 637,000		\$ 1,486,000	\$ 2,123,000	Decrease Regional Cost by \$90,000. Decrease Local Cost by \$38,000.	Minor project revision to change amount of funds. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
GLB09-910	Gilbert	Guadalupe Rd/Cooper Rd: Intersection Improvements	Design roadway widening	2009	0.2	RARF	\$ 2,327,000		\$ 1,878,000	\$ 4,205,000	Increase Regional Cost by \$598,000. Increase Local Cost by \$1,778,000.	Minor project revision to change amount of funds. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.

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

DATE:

January 6, 2009

SUBJECT:

Recommendation of Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ Funding

SUMMARY:

The MAG Five Percent Plan for PM-10 contains the committed control measure "Sweep Streets with PM-10 Certified Street Sweepers" to reduce particulate matter that becomes airborne from vehicle travel on paved roads. To address particulate matter on paved roads, the FY 2009 MAG Unified Planning Work Program and Annual Budget and the FY 2008-2012 MAG Transportation Improvement Program contain \$1,210,000 in FY 2009 Congestion Mitigation and Air Quality (CMAQ) funding to encourage the purchase and utilization of PM-10 Certified Street Sweepers. On December 11, 2008, the MAG Air Quality Technical Advisory Committee recommended a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ funding and to retain the prioritized list for any additional FY 2009 CMAQ funds that may become available due to year-end closeout, including any redistributed obligation authority, or additional funding received by this region.

In accordance with the FY 2009 Draft MAG Federal Fund Programming Principles, the AQTAC considered the PM-10 Certified Street Sweeper Projects primarily based on cost-effectiveness. Consistent with federal CMAQ guidance, MAG staff evaluated the sweeper projects using a revised methodology that has been updated for the MAG Five Percent Plan for PM-10 for estimated emission reductions and cost-effectiveness based on federal funds requested. In addition, the Committee considered other data such as emission reductions, proximity to PM-10 monitors, frequency of sweeping, geographical area to be swept, expansion of areas to be swept, and number of certified street sweepers already purchased. The prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ funding and evaluation summary are included in Attachment One.

Prior to the AQTAC recommendation, the MAG Street Committee completed a review of data submitted in the proposed PM-10 Certified Street Sweeper applications in accordance with the FY 2009 Draft MAG Federal Fund Programming Principles on October 16 and October 22, 2008. On November 12, 2008, a final review of the applications was conducted by the Street Committee and the project application review sheets are provided in Attachment Two. According to the Draft Programming Principles, the applicant was able to provide clarified project application information through this process.

In August 2008, MAG solicited PM-10 Certified Street Sweeper Projects in the Maricopa County PM-10 Nonattainment Area from member agencies. Fifteen projects requesting approximately \$2.7 million in federal funds were received. The purpose of the CMAQ program is to fund projects and programs in nonattainment and maintenance areas that assist in achieving air quality standards.

PUBLIC INPUT:

An opportunity for public comment was provided at the MAG Air Quality Technical Advisory Committee meeting. No public comments were received.

PROS & CONS:

PROS: The purchase of PM-10 Certified Street Sweepers is supported by Measure #24 in the MAG Five Percent Plan for PM-10. This measure encourages the purchase and utilization of PM-10 certified street sweepers for reducing particulate emissions from paved roads in the Maricopa County PM-10 Nonattainment Area.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The MAG Five Percent Plan for PM-10 contains the committed measure "Sweep Streets with PM-10 Certified Street Sweepers".

POLICY: Using CMAQ funding for the member agency purchase of PM-10 Certified Street Sweepers will assist in the reduction of PM-10 emissions in the Maricopa County PM-10 Nonattainment Area.

ACTION NEEDED:

Recommend approval of a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ funding and retain the prioritized list for any additional FY 2009 CMAQ funds that may become available due to year-end closeout, including any redistributed obligation authority, or additional funding received by this region.

PRIOR COMMITTEE ACTIONS:

Air Quality Technical Advisory Committee: On December 11, 2008, the MAG Air Quality Technical Advisory Committee recommended a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ funding and to retain the prioritized list for any additional FY 2009 CMAQ funds that may become available due to year-end closeout, including any redistributed obligation authority, or additional funding received by this region.

MEMBERS PRESENT

- | | |
|---|--|
| John Kross, Town of Queen Creek, Chairman | Russell Bowers, Arizona Rock Products Association |
| Sue McDermott, Avondale | Amanda McGennis, Associated General Contractors |
| * Elizabeth Biggins-Ramer, Buckeye | Spencer Kamps, Homebuilders Association of Central Arizona |
| # Jim Weiss, Chandler | Mannie Carpenter, Valley Forward |
| # Jamie McCullough, El Mirage | * Kai Umeda, University of Arizona Cooperative Extension |
| Tami Ryall, Gilbert | Beverly Chenausky, Arizona Department of Transportation |
| Doug Kukino, Glendale | * Diane Arnst, Arizona Department of Environmental Quality |
| James Nichols, Goodyear | Wienke Tax, Environmental Protection Agency |
| # Scott Bouchie, Mesa | Jo Crumbaker, Maricopa County Air Quality Department |
| Gaye Knight, Phoenix | * Duane Yantorno, Arizona Department of Weights and Measures |
| Larry Person, Scottsdale | Ed Stillings, Federal Highway Administration |
| Antonio DeLaCruz, Surprise | * Judi Nelson, Arizona State University |
| Oddvar Tveit, Tempe | Christopher Horan, Salt River Pima-Maricopa Indian Community |
| Mark Hannah, Youngtown | * David Rueckert, Citizen Representative |
| * Walter Bouchard, Citizen Representative | |
| * Corey Woods, American Lung Association of Arizona | |
| # Barbara Sprungl, Salt River Project | |
| Brian O'Donnell, Southwest Gas Corporation | |
| Mark Hajduk, Arizona Public Service Company | |
| # Gina Grey, Western States Petroleum Association | |
| Peggy Rubach for Randi Alcott, Valley Metro | |
| Dave Berry, Arizona Motor Transport Association | |
| * Jeannette Fish, Maricopa County Farm Bureau | |

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

Street Committee: On November 12, 2008, the MAG Street Committee completed a final review of all PM-10 Certified Street Sweeper Project Applications for the Town of Gilbert, City of Tempe, Town of Youngtown, Town of Buckeye, City of Scottsdale, City of Chandler, City of Glendale, City of Phoenix, Salt River Pima-Maricopa Indian Community, and the Town of Paradise Valley (see Attachment Two). This item was on the agenda for information and discussion, there was no committee action.

MEMBERS ATTENDING

Darryl Crossman, Litchfield Park, Chairman	Chris Plumb, Maricopa County
Lupe Harriger, ADOT	* Ken Hall, Mesa
Charles Andrews, Avondale	Andrew Cooper, Jr., Paradise Valley
David Johnson proxy for Scott Lowe, Buckeye	Chris Kmetty, Peoria
Bob Bortfield for Dan Cook, Chandler	Leticia Vargas for Briiana Leon, Phoenix
Lance Calvert, El Mirage	Dick Schaner, Queen Creek
* Vacant, Gila Bend	* Elaine Cabrera, Salt River Pima-Maricopa Indian Community
Tony Rodriguez, Gila River Indian Community	David Meinhart, Scottsdale
Stephanie Prybyl for Jeff Herb, Gilbert	Robert Maki, Surprise
* Wade Ansell, Glendale	Shelly Seyler, Tempe
Brian Barnes for Ron Sievwright, Goodyear	* Jason Earp, Tolleson
* Jim Ricker, Guadalupe	Mark Hannah, Youngtown

*Members neither present nor represented by proxy.

Street Committee: On October 22, 2008, the MAG Street Committee reviewed and discussed PM-10 Certified Street Sweeper Project Applications for the City of Chandler, City of Glendale, City of Phoenix, Salt River Pima-Maricopa Indian Community, and the Town of Paradise Valley. This item was on the agenda for information and discussion, there was no committee action.

MEMBERS ATTENDING

Darryl Crossman, Litchfield Park, Chairman	Chris Plumb, Maricopa County
Lupe Harriger, ADOT	Ken Hall, Mesa
Charles Andrews, Avondale	Andrew Cooper, Jr., Paradise Valley
Jose Heredia proxy for Scott Lowe, Buckeye	Chris Kmetty, Peoria
Bob Bortfield for Dan Cook, Chandler	Briiana Leon, Phoenix
Lance Calvert, El Mirage	* Dick Schaner, Queen Creek
* Vacant, Gila Bend	* Elaine Cabrera, Salt River Pima-Maricopa Indian Community
* Tony Rodriguez, Gila River Indian Community	David Meinhart, Scottsdale
Stephanie Prybyl for Jeff Herb, Gilbert	Robert Maki, Surprise
Wade Ansell, Glendale	* Shelly Seyler, Tempe
Luke Albert for Ron Sievwright, Goodyear	* Jason Earp, Tolleson
* Jim Ricker, Guadalupe	Mark Hannah, Youngtown

*Members neither present nor represented by proxy.

Street Committee: On October 16, 2008, the MAG Street Committee reviewed and discussed PM-10 Certified Street Sweeper Project Applications for the Town of Gilbert, City of Tempe, Town of Youngtown, Town of

Buckeye, and the City of Scottsdale. This item was on the agenda for information and discussion, there was no committee action.

MEMBERS ATTENDING

- | | |
|---|--|
| Darryl Crossman, Litchfield Park, Chairman | Chris Plumb, Maricopa County |
| Lupe Harriger, ADOT | Ken Hall, Mesa |
| Charles Andrews, Avondale | Andrew Cooper, Jr., Paradise Valley |
| David Johnson, Buckeye | Burton Charon for Chris Kmetty, Peoria |
| Bob Bortfeld for Dan Cook, Chandler | Briiana Leon, Phoenix |
| Lance Calvert, El Mirage | * Dick Schaner, Queen Creek |
| * Vacant, Gila Bend | * Elaine Cabrera, Salt River Pima-Maricopa Indian
Community |
| * Tony Rodriguez, Gila River Indian Community | David Meinhart, Scottsdale |
| Stephanie Prybyl for Jeff Herb, Gilbert | Robert Maki, Surprise |
| * Wade Ansell, Glendale | Robert Yabes for Shelly Seyler, Tempe |
| Ron Siewwright, Goodyear | Jason Earp, Tolleson |
| * Jim Ricker, Guadalupe | Mark Hannah, Youngtown |

*Members neither present nor represented by proxy.

CONTACT PERSON:

Dean Giles, (602) 254-6300

MAG Air Quality Technical Advisory Committee Recommendation

Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ Funding

\$1,210,000 available in FY 2009 of the FY 2008-2012 MAG Transportation Improvement Program

										Supplemental Information			
Agency	Federal Cost	Local Cost	Total Cost #	Daily Emission Reduction (Kilograms/day)	Cost-Effectiveness (CMAQ dollar cost per annual metric ton reduced)	The requested certified street sweeper will:			If project is to expand or increase sweeping frequency, have additional local resources been committed for staff or equipment to support the project?		Please indicate in what geographical area(s) the requested certified street sweeper will operate	Number of certified street sweepers your agency has already purchased.	Does the requested sweeper satisfy a commitment by your agency in the SIP?
						Replace	Expand	Increase Frequency	Yes	No			
Glendale (#1) * +	\$190,910	\$11,540	\$202,450	334	\$223	✓				✓	Within city limits.	9	Yes
Glendale (#2) * +	\$190,910	\$11,540	\$202,450	334	\$223	✓				✓	Within city limits.	9	Yes
Gilbert (#1)	\$199,331	\$12,049	\$211,380	210	\$371			✓	✓		Baseline Road (north), Val Vista Drive (east), Williams Field Road (south), and Lindsay Road (west)	12	No
Gilbert (#2)	\$199,331	\$12,049	\$211,380	191	\$407			✓	✓		Baseline Road (north), Gilbert Road (east), Ray Road (south), and Cooper Road (west)	12	No
Scottsdale *	\$148,618	\$8,983	\$157,601	109	\$530	✓			✓		North of Loop 101 to Carefree Highway, East of 56th Street to 144th Street	8	Yes
Phoenix (#1) * +	\$171,798	\$10,385	\$182,183	105	\$638	✓			✓		Camelback Road to Pecos, Central Avenue to 107th Avenue & 111th Avenue	36	Yes
Phoenix (#2) * + ♦	\$171,798	\$10,385	\$182,183	105	\$638	✓			✓		Camelback Road to Pecos, Central Avenue to 107th Avenue & 111th Avenue	36	Yes
Subtotal	\$1,272,696												
Amount Available	\$1,210,000												
Balance	\$-62,696												
Paradise Valley *	\$174,319	\$43,580	\$217,899	75	\$907	✓				✓	32nd St. to Scottsdale Rd.; Chaparral Rd. to Shea Blvd.	2	Yes
Tempe *	\$182,750	\$25,294	\$208,044	51	\$1,388	✓				✓	48th Street East to Evergreen Dr.; US 60 North to Continental Dr.	7	Yes
Scottsdale *	\$148,618	\$8,983	\$157,601	32	\$1,802	✓			✓		Via De Ventura to Thunderbird Rd, 60th Street to Pima Road	8	Yes
Salt River Pima-Maricopa Indian Community +	\$137,533	\$8,314	\$145,847	30	\$1,813	✓			✓		Within the boundaries of SRPMIC.	0	No

								Supplemental Information					
Agency	Federal Cost	Local Cost	Total Cost #	Daily Emission Reduction (Kilograms/day)	Cost-Effectiveness (CMAQ dollar cost per annual metric ton reduced)	The requested certified street sweeper will:			If project is to expand or increase sweeping frequency, have additional local resources been committed for staff or equipment to support the project?		Please indicate in what geographical area(s) the requested certified street sweeper will operate	Number of certified street sweepers your agency has already purchased.	Does the requested sweeper satisfy a commitment by your agency in the SIP?
						Replace	Expand	Increase Frequency	Yes	No			
Chandler *+	\$209,097	\$12,639	\$221,736	7	\$11,917	✓			✓		Between Arizona Avenue and Gilbert Road and between Germann Rd and Warner Rd	10	Yes
Youngtown	\$164,659	\$10,000	\$174,659	5	\$14,021			✓	✓		From Grand Avenue to Olive Avenue and from 111th Avenue to 116th Avenue (1.12 square miles)	1	No
Buckeye	\$209,871	\$12,685	\$222,557	5	\$18,023		✓	✓	✓		Yuma Rd., Dean Rd .to Watson Rd.- Verrado Way I-10 to Indian School Rd	3	Yes
Buckeye	\$209,871	\$12,685	\$222,557	4	\$19,598		✓		✓		Apache Rd @ Yuma Rd, Beloit @ 255th Ave, Sundance Parkway @ Van Buren St, Hilton Ave @ Dean Rd (East of Dean)	3	Yes
Total	\$2,709,414	(Includes remaining \$62,696 for Phoenix #2 project.)											

Total cost for the CMAQ eligible portion of the project, excludes ineligible equipment.

* Replaces older, less efficient, certified sweepers.

+ Proposed sweeper projects for Chandler, Glendale #1, Glendale #2, Phoenix #1, Phoenix #2, and Salt River Pima-Maricopa Indian Community indicate sweeping adjacent to a PM-10 monitor.

◆ For Phoenix #2 sweeper project, initial funding of \$109,102 is available in FY 2009 CMAQ. The remaining \$62,696 of the \$171,798 requested for the project may become available due to year-end closeout, including any redistributed obligation authority, or additional funding received by this region.

ATTACHMENT TWO

Street Committee - PM-10 Certified Street Sweeper Application Review				
Agency		Buckeye		
Web Link		http://www.maq.maricopa.gov/pdf/PM-10_FY2009-Applications/Buckeye%20Sweeper%201.pdf		
Category	Project Data	SAMPLE Data Adequacy Questions		
1	Funding Information	Local cash match	\$12,685	- Does cost on application match cost on estimate? - Is the local match 5.7%? - Does the cost estimate include tax?
		Cost of ineligible equipment	\$0	
		Fed Funds Requested	\$209,871	
		Total Sweeper Costs	\$222,557	
2	Sweeping Cycle		Cycle Length	Lane Miles
		Arterial	6	4
		Collector	6	13
		Residential Street Other	6	94
3	ADT per Lane	Arterial	3180	- Is the ADT estimate based on a sound methodology? - Does the ADT estimate seem reasonable?
		Collector	537	
		Residential Street	62	
		Other		
4	What will the Requested Sweeper do?	- Replace a noncertified sweeper?	No	
		- Expand Service Area?	Yes	
		- Increase sweeping frequency?	Yes	
		- Replace an older certified street	No	
4	Supplemental Information			

Discussion, Questions, and Answers at Street Committee Meeting #1
There were no questions or comments at the Street Committee Meeting

Street Committee - PM-10 Certified Street Sweeper Application Review				
	Agency	Buckeye		
	Web Link	http://www.maq.maricopa.gov/pdf/PM-10_FY2009-Applications/Buckeye%20Sweeper%202.pdf		
	Category	Project Data		SAMPLE Data Adequacy Questions
1	Funding Information	Local cash match	\$12,685	- Does cost on application match cost on estimate?
		Cost of ineligible equipment	\$0	- Is the local match 5.7%?
		Fed Funds Requested	\$209,871	- Does the cost estimate include tax?
		Total Sweeper Costs	\$222,557	
2	Sweeping Cycle		Cycle Length	Lane Miles
		Arterial	6	10
		Collector	6	85
		Residential Street		
		Other		
3	ADT per Lane	Arterial		- Is the ADT estimate based on a sound methodology?
		Collector	537	- Does the ADT estimate seem reasonable?
		Residential Street	62	
		Other		
4	What will the Requested Sweeper do?	- Replace a noncertified sweeper?	No	
		- Expand Service Area?	Yes	
		- Increase sweeping frequency?	No	
		- Replace an older certified street	No	
4	Supplemental Information			

Discussion, Questions, and Answers at Street Committee Meeting #1	
There were no questions or comments at the Street Committee Meeting	

Street Committee - PM-10 Certified Street Sweeper Application Review				
	Agency	Chandler		
	Web Link	http://www.mag.maricopa.gov/pdf/PM-10_FY2009-Applications/Chandler%20Sweeper%201.pdf		
	Category	Project Data		SAMPLE Data Adequacy Questions
1	Funding Information	Local cash match	\$12,639	- Does cost on application match cost on estimate?
		Cost of ineligible equipment	\$2,486	- Is the local match 5.7%?
		Fed Funds Requested	\$209,097	- Does the cost estimate include tax?
		Total Sweeper Costs	\$224,222	
2	Sweeping Cycle	Arterial	Cycle Length	Lane Miles
		Collector	30	45
		Residential Street	30	405
		Other	14	7
3	ADT per Lane	Arterial		
		Collector	1015	- Is the ADT estimate based on a sound methodology?
		Residential Street	436	- Does the ADT estimate seem reasonable?
		Other	1015	
4	What will the Requested Sweeper do?	- Replace a noncertified sweeper?	No	
		- Expand Service Area?	No	
		- Increase sweeping frequency?	No	
		- Replace an older certified street	Yes	
4	Supplemental Information			

Discussion, Questions, and Answers at Street Committee Meeting #1
A 2002 certified sweeper has been down for 9% of the time. City of Chandler staff clarified via e-mail that the ADT per lane for Other streets should be 1015.

Street Committee - PM-10 Certified Street Sweeper Application Review				
	Agency	Gilbert		
	Web Link	http://www.mag.maricopa.gov/pdf/PM-10_FY2009-Applications/Gilbert%20Sweeper%201.pdf		
	Category	Project Data		SAMPLE Data Adequacy Questions
1	Funding Information	Local cash match	\$12,049	- Does cost on application match cost on estimate?
		Cost of ineligible equipment		- Is the local match 5.7%?
		Fed Funds Requested	\$199,331	- Does the cost estimate include tax?
		Total Sweeper Costs	\$211,380	
2	Sweeping Cycle		Cycle Length	Lane Miles
		Arterial	15	262
		Collector	15	231
		Residential Street	15	42
		Other		
3	ADT per Lane	Arterial	5779	- Is the ADT estimate based on a sound methodology?
		Collector	2750	- Does the ADT estimate seem reasonable?
		Residential Street	800	
		Other		
4	What will the Requested Sweeper do?	- Replace a noncertified sweeper?	No	
		- Expand Service Area?	No	
		- Increase sweeping frequency?	Yes	
		- Replace an older certified street	No	
4	Supplemental Information			

Discussion, Questions, and Answers at Street Committee Meeting #1

No questions or comments from the Street Committee. MAG Staff Question via telephone/e-mail: There was a range of ADT per lane for Collectors and Residential Streets, can you verify which number use? Town of Gilbert's answer: Please use 800 for local streets, and 2,750 for collector streets.

Street Committee - PM-10 Certified Street Sweeper Application Review				
	Agency	Gilbert		
	Web Link	http://www.mag.maricopa.gov/pdf/PM-10_FY2009-Applications/Gibert%20Sweeper%202.pdf		
	Category	Project Data		SAMPLE Data Adequacy Questions
1	Funding Information	Local cash match	\$12,049	- Does cost on application match cost on estimate?
		Cost of ineligible equipment		- Is the local match 5.7%?
		Fed Funds Requested	\$199,331	- Does the cost estimate include tax?
		Total Sweeper Costs	\$211,380	
2	Sweeping Cycle	Arterial	Cycle Length 15	Lane Miles 262
		Collector	15	231
		Residential Street	15	42
		Other		
3	ADT per Lane	Arterial	6589	- Is the ADT estimate based on a sound methodology?
		Collector	2750	- Does the ADT estimate seem reasonable?
		Residential Street	800	
		Other		
4	What will the Requested Sweeper do?	- Replace a noncertified sweeper?	No	
		- Expand Service Area?	No	
		- Increase sweeping frequency?	Yes	
		- Replace an older certified street	No	
4	Supplemental Information			

Discussion, Questions, and Answers at Street Committee Meeting #1
 No questions or comments from the Street Committee. MAG Staff Question via telephone/e-mail: There was a range of ADT per lane for Collectors and Residential Streets, can you verify which number use? Town of Gilbert's answer: Please use 800 for local streets, and 2,750 for collector streets

Street Committee - PM-10 Certified Street Sweeper Application Review				
Agency		Glendale		
Web Link		http://www.mag.maricopa.gov/pdf/PM-10_FY2009-Applications/Glendale%20Sweeper%201.pdf		
Category	Project Data		SAMPLE Data Adequacy Questions	
1 Funding Information	Local cash match		\$11,540	- Does cost on application match cost on estimate?
	Cost of ineligible equipment		\$1,484	- Is the local match 5.7%?
	Fed Funds Requested		\$190,910	- Does the cost estimate include tax?
	Total Sweeper Costs		\$202,450	
2 Sweeping Cycle		Cycle Length	Lane Miles	
	Arterial		10	148
	Collector		30	77
	Residential Street		30	232
	Other		0	0
3 ADT per Lane	Arterial	7500		- Is the ADT estimate based on a sound methodology?
	Collector	2500		- Does the ADT estimate seem reasonable?
	Residential Street	1000		
	Other	0		
4 What will the Requested Sweeper do?	- Replace a noncertified sweeper?		No	
	- Expand Service Area?		No	
	- Increase sweeping frequency?		No	
	- Replace an older certified street		Yes	
4 Supplemental Information				

Discussion, Questions, and Answers at Street Committee Meeting #1	
A 2002 certified sweeper is requested to be replaced, down 40% of the time	

Street Committee - PM-10 Certified Street Sweeper Application Review					
	Agency	Glendale			
	Web Link	http://www.mag.maricopa.gov/pdf/PM-10_FY2009-Applications/Glendale%20Sweeper%202.pdf			
	Category	Project Data		SAMPLE Data Adequacy Questions	
1	Funding Information	Local cash match	\$11,540		<ul style="list-style-type: none"> - Does cost on application match cost on estimate? - Is the local match 5.7%? - Does the cost estimate include tax?
		Cost of ineligible equipment	\$1,484		
		Fed Funds Requested	\$190,910		
		Total Sweeper Costs	\$202,450		
2	Sweeping Cycle		Cycle Length	Lane Miles	
		Arterial	10	148	
		Collector	30	77	
		Residential Street	30	232	
		Other	0	0	
3	ADT per Lane	Arterial	7500		<ul style="list-style-type: none"> - Is the ADT estimate based on a sound methodology? - Does the ADT estimate seem reasonable?
		Collector	2500		
		Residential Street	1000		
		Other	0		
4	What will the Requested Sweeper do?	- Replace a noncertified sweeper?	No		
		- Expand Service Area?	No		
		- Increase sweeping frequency?	No		
		- Replace an older certified street	Yes		
4	Supplemental Information				

Discussion, Questions, and Answers at Street Committee Meeting #1	
A 2002 certified sweeper is requested to be replaced, down 40% of the time	

Street Committee - PM-10 Certified Street Sweeper Application Review				
	Agency	Paradise Valley		
	Web Link	http://www.maq.maricopa.gov/pdf/PM-10_FY2009-Applications/Paradise%20Valley%20Sweeper%201.pdf		
	Category	Project Data		SAMPLE Data Adequacy Questions
1	Funding Information	Local cash match	\$43,580	- Does cost on application match cost on estimate?
		Cost of ineligible equipment	\$6,432	- Is the local match 5.7%?
		Fed Funds Requested	\$174,319	- Does the cost estimate include tax?
		Total Sweeper Costs	\$217,899	
2	Sweeping Cycle		Cycle Length	Lane Miles
		Arterial	14	52
		Collector	7	27
		Residential Street	30	220
		Other		
3	ADT per Lane	Arterial	7154	- Is the ADT estimate based on a sound methodology?
		Collector	2653	- Does the ADT estimate seem reasonable?
		Residential Street	278	
		Other		
4	What will the Requested Sweeper do?	- Replace a noncertified sweeper?	No	
		- Expand Service Area?	No	
		- Increase sweeping frequency?	No	
		- Replace an older certified street	Yes	
4	Supplemental Information			

Discussion, Questions, and Answers at Street Committee Meeting #1

A 2001 certified sweeper is requested to be replaced, down about 28% of the time. Paradise Valley staff clarified via e-mail/phone that the ADT per lane for Arterial's should be lowered from 10,384 to 7,154.

Question/Comment that was directed at the committee as a whole and not specifically at Paradise Valley: Could maintenance records be submitted when requesting to replace a certified sweeper? This may encourage communities to conduct preventive maintenance. Maybe for next years application, jurisdictions can include odometer readings for the main sweeper and the auxiliary engine.

Street Committee - PM-10 Certified Street Sweeper Application Review				
	Agency	Phoenix		
	Web Link	http://www.mag.maricopa.gov/pdf/PM-10_FY2009-Applications/Phoenix%20Sweeper%201.pdf		
	Category	Project Data		SAMPLE Data Adequacy Questions
1	Funding Information	Local cash match	\$10,385	- Does cost on application match cost on estimate?
		Cost of ineligible equipment	\$16,218	- Is the local match 5.7%?
		Fed Funds Requested	\$171,798	- Does the cost estimate include tax?
		Total Sweeper Costs	\$198,400	
2	Sweeping Cycle	Arterial	Cycle Length 7	Lane Miles 32
		Collector	14	25
		Residential Street	90	20
		Other		
3	ADT per Lane	Arterial	8800	- Is the ADT estimate based on a sound methodology?
		Collector	5000	- Does the ADT estimate seem reasonable?
		Residential Street	375	
		Other		
4	What will the Requested Sweeper do?	- Replace a noncertified sweeper?	No	
		- Expand Service Area?	No	
		- Increase sweeping frequency?	No	
		- Replace an older certified street	Yes	
4	Supplemental Information			

Discussion, Questions, and Answers at Street Committee Meeting #1

A 2000 certified sweeper is requested to be replaced, not in use 25% of the time. City of Phoenix Staff clarified via e-mail that the ADT per Residential Street should be 375 not 500.

Street Committee - PM-10 Certified Street Sweeper Application Review				
	Agency	Phoenix		
	Web Link	http://www.mag.maricopa.gov/pdf/PM-10_FY2009-Applications/Phoenix%20Sweeper%202.pdf		
	Category	Project Data	SAMPLE Data Adequacy Questions	
1	Funding Information	Local cash match Cost of ineligible equipment Fed Funds Requested Total Sweeper Costs	\$10,385 \$16,218 \$171,798 \$198,400	- Does cost on application match cost on estimate? - Is the local match 5.7%? - Does the cost estimate include tax?
2	Sweeping Cycle	Arterial Collector Residential Street Other	Cycle Length 7 14 90	Lane Miles 32 25 20
3	ADT per Lane	Arterial Collector Residential Street Other	8800 5000 375	- Is the ADT estimate based on a sound methodology? - Does the ADT estimate seem reasonable?
4	What will the Requested Sweeper do?	- Replace a noncertified sweeper? - Expand Service Area? - Increase sweeping frequency? - Replace an older certified street	No No No Yes	
4	Supplemental Information			

Discussion, Questions, and Answers at Street Committee Meeting #1
A 2000 certified sweeper is requested to be replaced, not in use 25% of the time. City of Phoenix Staff clarified via e-mail that the ADT per Residential Street should be 375 not 500.

Street Committee - PM-10 Certified Street Sweeper Application Review					
Agency		Salt River Pima-Maricopa Indian Community			
Web Link		http://www.mag.maricopa.gov/pdf/PM-10_FY2009-Applications/SRP-MIC%20Sweeper%201.pdf			
Category		Project Data		SAMPLE Data Adequacy Questions	
1	Funding Information	Local cash match		\$8,314	<ul style="list-style-type: none"> - Does cost on application match cost on estimate? - Is the local match 5.7%? - Does the cost estimate include tax?
		Cost of ineligible equipment		\$5,600	
		Fed Funds Requested		\$137,533	
		Total Sweeper Costs		\$151,447	
2	Sweeping Cycle		Cycle Length	Lane Miles	
		Arterial	14	50	
		Collector	14	88	
		Residential Street	7	10	
		Other	7	3	
3	ADT per Lane	Arterial	3000		<ul style="list-style-type: none"> - Is the ADT estimate based on a sound methodology? - Does the ADT estimate seem reasonable?
		Collector	1250		
		Residential Street	200		
		Other	50		
4	What will the Requested Sweeper do?	- Replace a noncertified sweeper?	Yes		
		- Expand Service Area?	No		
		- Increase sweeping frequency?	No		
		- Replace an older certified street	No		
4	Supplemental Information				

Discussion, Questions, and Answers at Street Committee Meeting #1	
Replacing a 2001 non certified street sweeper	

Street Committee - PM-10 Certified Street Sweeper Application Review				
Agency	Scottsdale			
Web Link	http://www.mag.maricopa.gov/pdf/PM-10_FY2009-Applications/Scottsdale%20Sweeper%201.pdf			
Category	Project Data		SAMPLE Data Adequacy Questions	
1 Funding Information	Local cash match		\$8,983	- Does cost on application match cost on estimate?
	Cost of ineligible equipment		\$5,196	- Is the local match 5.7%?
	Fed Funds Requested		\$148,618	- Does the cost estimate include tax?
	Total Sweeper Costs		\$162,797	
2 Sweeping Cycle		Cycle Length	Lane Miles	
	Arterial		7	44
	Collector		7	62
	Residential Street Other		25	108
3 ADT per Lane	Arterial	6480		- Is the ADT estimate based on a sound methodology?
	Collector	4283		- Does the ADT estimate seem reasonable?
	Residential Street	100		
	Other			
4 What will the Requested Sweeper do?	- Replace a noncertified sweeper?		No	
	- Expand Service Area?		No	
	- Increase sweeping frequency?		No	
	- Replace an older certified street		Yes	
4 Supplemental Information				

Discussion, Questions, and Answers at Street Committee Meeting #1

A committee member asked a general question about all sweeper applications, the cost of the sweepers as seen in these applications are quite a range, is there a reason why? Answer by MAG Staff: CMAQ eligible PM-10 Certified street sweepers are provided by about a dozen different vendors, and each of those vendors have a number of different sweepers that are eligible. A committee member commented on jurisdictions relying on one brand because they will be easier to maintain.

Street Committee - PM-10 Certified Street Sweeper Application Review				
	Agency	Scottsdale		
	Web Link	http://www.mag.maricopa.gov/pdf/PM-10_FY2009-Applications/Scottsdale%20Sweeper%202.pdf		
	Category	Project Data		SAMPLE Data Adequacy Questions
1	Funding Information	Local cash match	\$8,983	- Does cost on application match cost on estimate?
		Cost of ineligible equipment	\$5,196	- Is the local match 5.7%?
		Fed Funds Requested	\$148,618	- Does the cost estimate include tax?
		Total Sweeper Costs	\$162,797	
2	Sweeping Cycle	Arterial	Cycle Length 7	Lane Miles 35
		Collector	7	16
		Residential Street	25	158
		Other		
3	ADT per Lane	Arterial	6972	- Is the ADT estimate based on a sound methodology?
		Collector	2135	- Does the ADT estimate seem reasonable?
		Residential Street	100	
		Other		
4	What will the Requested Sweeper do?	- Replace a noncertified sweeper?	No	
		- Expand Service Area?	No	
		- Increase sweeping frequency?	No	
		- Replace an older certified street	Yes	
4	Supplemental Information			

Discussion, Questions, and Answers at Street Committee Meeting #1

A committee member asked if this application is for replacing a noncertified street sweeper, since the first Scottsdale sweeper application is replacing an older certified street sweeper. City of Scottsdale answer: This sweeper that is being requested to be replaced was originally a non-certified sweeper, but was modified by the vendor after purchase to meet certified sweeper standards, making it a certified sweeper. This application is for replacing a certified sweeper.

Street Committee - PM-10 Certified Street Sweeper Application Review				
	Agency	Tempe		
	Web Link	http://www.mag.maricopa.gov/pdf/PM-10_FY2009-Applications/Tempe%20Sweeper%201pdf.pdf		
	Category	Project Data	SAMPLE Data Adequacy Questions	
1	Funding Information	Local cash match Cost of ineligible equipment Fed Funds Requested Total Sweeper Costs	\$25,294 \$2,741 \$182,750 \$210,785	- Does cost on application match cost on estimate? - Is the local match 5.7%? - Does the cost estimate include tax?
2	Sweeping Cycle	Arterial Collector Residential Street Other	Cycle Length 8 10 21 0	Lane Miles 12 40 6 0
3	ADT per Lane	Arterial Collector Residential Street Other	6600 4475 800 0	- Is the ADT estimate based on a sound methodology? - Does the ADT estimate seem reasonable?
4	What will the Requested Sweeper do?	- Replace a noncertified sweeper? - Expand Service Area? - Increase sweeping frequency? - Replace an older certified street	No No No Yes	
4	Supplemental Information			

Discussion, Questions, and Answers at Street Committee Meeting #1	
This sweeper is to replace an older, 2000 street sweeper with a 40% down time due to repairs.	

Street Committee - PM-10 Certified Street Sweeper Application Review				
	Agency	Youngtown		
	Web Link	http://www.mag.maricopa.gov/pdf/PM-10_FY2009-Applications/Youngtown%20Sweeper%201.pdf		
	Category	Project Data	SAMPLE Data Adequacy Questions	
1	Funding Information	Local cash match Cost of ineligible equipment Fed Funds Requested Total Sweeper Costs	\$10,000 \$10,000 \$164,659 \$184,659	- Does cost on application match cost on estimate? - Is the local match 5.7%? - Does the cost estimate include tax?
2	Sweeping Cycle	Arterial Collector Residential Street Other	Cycle Length 14 14 14 0	Lane Miles 6 11 102 0
3	ADT per Lane	Arterial Collector Residential Street Other	1500 1200 500 0	- Is the ADT estimate based on a sound methodology? - Does the ADT estimate seem reasonable?
4	What will the Requested Sweeper do?	- Replace a noncertified sweeper? - Expand Service Area? - Increase sweeping frequency? - Replace an older certified street	No No Yes No	
4	Supplemental Information			

Discussion, Questions, and Answers at Street Committee Meeting #1

Mark Hannah, Town of Youngtown Public Works Manager, made a clarification at the first Street Committee meeting, the Town of Youngtown is NOT replacing an older certified street sweeper. Question from the committee: Are you replacing a noncertified street sweeper? Answer from the Town of Youngtown: No, we are increasing the sweeper frequency. Question from the committee: With this purchase, the Town of Youngtown will be adding a new sweeper to their fleet? Answer from the Town of Youngtown: Yes. The Town of Youngtown Staff clarified via e-mail that the proposed sweeper would not be sweeping on the 'other' street category and the numbers should be zero.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 6, 2009

SUBJECT:

Draft Maricopa Region Community Emergency Notification System (CENS)/Reverse 9-1-1 Standard Operating Procedures

SUMMARY:

The Maricopa Region 9-1-1 Community Emergency Notification System (CENS) rapidly notifies by telephone those living or working near the scene of an emergency and provides them with information and instructions in English, Spanish, or Telecommunication Device for the Deaf (TDD). CENS is activated during emergency situations through the MAG region's 9-1-1 Public Safety Answering Points (PSAPs). When the corporation that provides the service that enables CENS emergency activations informed Maricopa Region 9-1-1 that it would no longer continue to provide service, a procurement process was conducted for a new vendor. Plant CML, whose product is Reverse 9-1-1, was selected to provide this service. The standard operating procedures that provide member agency staff with guidelines on agency roles, responsibilities, and criteria for appropriate launches of CENS, which were approved by the MAG Regional Council in 2003, needed to be updated to accommodate the new product. During 2008, a multi-agency team updated the CENS standard operating procedures to bring them into accord with the new system.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: The Maricopa Region Community Emergency Notification System (CENS)/Reverse 9-1-1 Standard Operating Procedures will provide guidelines that will ensure consistency in launches of the system.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The Maricopa Region Community Emergency Notification System (CENS)/Reverse 9-1-1 Standard Operating Procedures provide information on general technical features of the system, rather than specific step-by-step activation procedures.

POLICY: The Maricopa Region Community Emergency Notification System (CENS)/Reverse 9-1-1 Standard Operating Procedures will provide member agency staff with guidelines on agency roles, responsibilities, and criteria for appropriate launches of the system.

ACTION NEEDED:

Recommend approval of the Draft Maricopa Region Community Emergency Notification System (CENS)/Reverse 9-1-1 Standard Operating Procedures.

PRIOR COMMITTEE ACTIONS:

9-1-1 Oversight Team: On December 8, 2008, the MAG 9-1-1 Oversight Team recommended approval of the Draft Maricopa Region Community Emergency Notification System (CENS)/Reverse 9-1-1 Standard Operating Procedures.

MEMBERS ATTENDING

Harry Beck, Mesa Fire Department, Chair	Robert Demlong, Phoenix Police Department
Chris DeChant for Mark Burdick, Glendale Fire Department	Helen Gandara-Zavala, Scottsdale Police Department
* Ray Churay, Maricopa County Sheriff's Office	* Brenda Buren, Tempe Police Department
* Mike Fusco, Emergency Management, Peoria	Lawrence Rodriguez, Tolleson Police Department
Steve Kreis, Phoenix Fire Department	

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference call.

MAG 9-1-1 PSAP Managers Group: On October 16, 2008, the MAG 9-1-1 PSAP Managers Group recommended approval of the Draft Maricopa Region Community Emergency Notification System (CENS)/Reverse 9-1-1 Standard Operating Procedures.

MEMBERS ATTENDING

Vicky Scott, Peoria, Chairperson	Patrick Cutts, Scottsdale
* Kathy Jeter, Apache Junction	Shannon Stutsman for Carol Campbell, Surprise
Mark Gorla, Avondale	Karen Allen, Tempe
Velma Washington, Buckeye	Toni Rogers, Tolleson
Vicki Szczepkowski, Chandler	Ed Syzponik, Wickenburg
* Stephanie Beebe, Ft. McDowell Yavapai Nation	*+Michelle Potts, ASU
Janet Laird, Gilbert	+ Barbara Jaeger, ADOA
Loretta Hadlock, Glendale	*+Nicole Ankenman, Capitol Police
* Chris Nadeau, Goodyear	*+Debbie Henry, DPS
Jesse Locksa, Maricopa County	*+David Demers Luke AFB
Darin Douglass, Mesa	*+Louise Smith, Phoenix
Jim Tortora, Paradise Valley	+ Mike Kalember for Ellen Anderson, Rural Metro/Southwest Ambulance
Tami deRuiter, Phoenix	
* Curtis Thomas, Salt River Pima-Maricopa Indian Community	

* Those members neither present nor represented by proxy.

+ Ex-Officio member

In 2008, a multi-agency team developed draft standard operating procedures for the new Reverse 9-1-1 system.

Warren Leek, Maricopa County Emergency Management	Bruce McGregor, Mesa
Holly Carpenter, Maricopa County Emergency Management	Vicky Scott, Peoria
Liz Graeber, Maricopa Region 9-1-1 Administrator	Tami deRuiter, Phoenix
Mary Dysinger-Franklin, Maricopa Region 9-1-1	Louise Smith, Phoenix
	Patrick Cutts, Scottsdale
	Chief Larry Rodriguez, Tolleson

CONTACT PERSON:

Liz Graeber, Phoenix Fire Department, 602-534-9775, or Nathan Pryor, MAG, 602-254-6300.

Maricopa Region 911 Reverse 911® Operating Procedures

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Liz Graeber
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602-534-9775

Maricopa Region 911 Reverse 911® Operating Procedures

<p>Reverse 911® Mission Statement</p>	<p>The Maricopa Region 911 (MR911) Reverse 911® System is committed to the highest level of service to its citizens. The Reverse 911® Program strives to provide:</p> <ul style="list-style-type: none"> ➤ Prompt communication of hazardous/dangerous events to affected citizens ➤ Transmission of accurate and responsible information ➤ A valuable resource to emergency response agencies
<p>Purpose</p>	<p>The purpose of this document is to provide guidelines on the use and administration of the Reverse 911® System. The document is intended to be general, describing policies and agency roles and responsibilities rather than specific step-by-step activation procedures.</p>
<p>Introduction to Reverse 911®</p>	<p>The Maricopa Region 911 system has updated a component of its service with the acquisition of the Reverse 911® system. The Reverse 911® program will provide a platform to contact the community during times of emergency.</p> <p>Reverse 911® employs a strictly controlled database of geographically coded subscriber telephone numbers and addresses. When emergencies arise, Reverse 911® identifies those telephone numbers within the specified geographic emergency area designated by the initiating agency.</p> <p>The system has a project manager assigned to facilitate the program to all agencies within the Maricopa Region.</p>
<p>System Limitations</p>	<p>The Reverse 911® system should be considered as one component of your public warning system. It must be remembered that no single application can provide warning to all citizens in all situations. The Reverse 911® system should be used in conjunction with other components in order to maximize the effectiveness of the warning.</p> <p>The outgoing call capacity of the system is determined by the number of outgoing phone lines, the length of the outgoing message, and how often the citizen listens to the message. Maricopa Region's system has 144 outgoing phone lines and is, therefore, capable of making 144 calls simultaneously. For example – If 2,500 calls are identified to launch and the call is 30 seconds long, under ideal conditions the system can make 206 calls per minute or 12,343 call per hour.</p> <p>If there is a need for a more rapid notification the Mass Calling Feature can be used. Any agency that uses the Mass Calling Feature will be responsible for any fees incurred during the use of this service. Mass Calling is defined as using the 2,000 offsite telephone lines hosted by Reverse 911® for notifying large geographic areas. The cost for this feature is .20 per 1 minute</p>

Maricopa Region 911 Reverse 911® Operating Procedures

call connect time and will be charged to the launching agency.

The Reverse 911® system uses the 911 database purchased from Qwest and geo-coded on a quarterly basis. Therefore, any citizen additions or changes after the updates will not be included in a launch. Changes or moves could lead to the situation of a citizen being notified of an emergency when they are not in an affected area or conversely, the situation where a citizen is in an affected area but is not notified.

The system may not notify people with Voice Over IP (VoIP) service and will not notify cell phones unless they have been manually entered. These can be added either to a list or to a geographic area. If added to a geographic area, the location of the phone number becomes essentially fixed to that location. This could lead to the situation of a phone being notified when the user is mobile and well out of the affected area. Or conversely, the situation where the user is mobile, is in the affected area, but is not notified because the fixed location of the number is in an unaffected area.

Cellular telephone users and some VoIP service customers are not included in the 911 database but residents may add their cellular and VoIP phone number to the Reverse 911® database by completing a form on the Maricopa Region 911 Website (www.maricoparegion911.org and click on ????) or by calling 602-262-6260.

Teletypewriter (TTY) users are not identified within the 911 database. TTY users may add their phone numbers to the Reverse 911® database by completing a form on the Maricopa Region 911 Website (www.maricoparegion911.org and click on ????) or by calling 602-262-6260. The Program Manager will reach out to the hearing impaired community to advise them on this procedure.

Organizations with internal Private Branch Exchange (PBX) phone systems present the potential to cause idiosyncrasies if they are included in a Reverse 911® calling session. The system will attempt to call all published numbers located within a geographic area. Users should be aware of the potential for:

- 1) Organizations having more than one building location but having a centralized telephone system.
- 2) The address location of published phone numbers may be associated with the central office building when the actual telephone is located at a remote site.
- 3) Multiple calls to numerous offices within the same organization at the same location.
- 4) Missed calls to organizations without locally published numbers.

Residents **will not** receive notifications if the phone lines are

Maricopa Region 911 Reverse 911® Operating Procedures

	<p>down and some may not receive calls when the power is out. VOIP lines and some phone lines require the power to be on in order to complete a call. During an emergency, the circuits may become overloaded which will prevent the Central Office from completing calls originated from the Reverse 911® servers. These calls will return as an unknown error and a subsequent calling session will need to be launched using a list of the unknown errors.</p> <p>Currently the system will not display a caller ID to the recipient of the emergency notification. Residents who have their call-blocking activated may not receive the emergency notification. These calls will show up as “operator intercept.”</p>
<p>General System Features</p>	<ul style="list-style-type: none"> ➤ Ability to generate notification sessions to telephone numbers within a user-defined geographic area or a predefined list. ➤ Ability for the Program Manager to add VoIP numbers or cell phone numbers to the maps and database. The user-added numbers will be notified in any subsequent calling session to the geographic area where the number has been registered. ➤ Ability to record messages in English and Spanish. ➤ Ability to pre-record messages and outgoing calling sessions for subsequent use at a later time. ➤ Ability to make TTY/TDD calls on any or all of the 144 outgoing phone lines. ➤ Ability of detecting and playing messages to voice mail and answering machines. ➤ Ability for citizens to replay messages via a touch-tone response. ➤ Ability for the operator to exclude any number(s) from a calling session to either a geographic area or a list. ➤ Ability to stop notifications in mid-session if conditions change. Operators can resume the session at a later time, abort the session, revise the message and continue notifications from the point the session was suspended, or revise the message and begin notification again from the beginning. ➤ Ability to call telephone numbers based on the results of a previous session; e.g., successful delivery of the message, Busy, No Ring, Operator Intercept, Answering Machine, Call time out, Hang-up, Fax Tone Detected, No Fax Tone Detected. ➤ Ability to view the on-screen status of an outgoing calling session. ➤ Full documentation of all calling sessions and the results of those sessions. ➤ Fifteen concurrent users are allowed on the system.
<p>Agency Contact</p>	<p>The Public Safety Answering Point (PSAP) Manager or other designee will be the point of contact from each participating</p>

Maricopa Region 911 Reverse 911® Operating Procedures

	<p>agency for the Reverse 911® Program Manager and will facilitate the needs of Reverse 911® for their agency.</p> <p>The Reverse 911® Program Manager must be notified of any personnel changes made as to who is the current PSAP Manager or designee.</p> <p>The PSAP Manager or designee will be responsible for:</p> <ul style="list-style-type: none"> ➤ Filing call lists and preplans ➤ Security of system access point(s) ➤ Activation Form for Mass Calling launches and for launches that had a successful or positive outcome ➤ Center training
<p>Reverse 911® Program Manager</p>	<p>The Reverse 911® Program Manager is responsible for overseeing the Reverse 911® project and setting up user accounts on the system. The Reverse 911® Program Manager will act as a liaison between the vendors, Maricopa Association of Governments (MAG), participating agencies, and the public.</p> <p>The Reverse 911® Program Manager will oversee:</p> <ul style="list-style-type: none"> ➤ Agency Training ➤ Public Awareness Campaign ➤ Policies and Procedures ➤ Reverse 911® Budget ➤ Continuing Education ➤ Database Management ➤ Mass Calling agency billing ➤ Agency Compliance ➤ Annual Report
<p>Oversight Committee</p>	<p>The MAG 911 Oversight Team will address ongoing issues with the Reverse 911® Program and recommend new policies as required.</p>
<p>Access Security</p>	<p>A customer-defined security identification code will be issued to access the Reverse 911® System. The Reverse 911® Program Manager will determine who is permitted to initiate an event, make changes in the notification system, and submit updates by assigning the appropriate access level.</p> <p>Agencies will fill out the Authorization Activation Form on each member of their agency who will access and has permission to activate the system.</p> <p>Any participating agency must inform the Reverse 911® Program Manager immediately upon a change in authorized personnel.</p> <p>Periodically, the Reverse 911® Program Manager or designee may verify authorization.</p>

Maricopa Region 911 Reverse 911® Operating Procedures

<p>Event Launch Security</p>	<p>The requirement to initiate a session includes the user ID, password, session boundary specifications or list, and a message description.</p> <p>All sessions descriptions will contain the three-letter agency designator, the date, and the appropriate description of event for ease of identification, for example, SUR 110708 Lost child. The same naming scheme should also be used for the message. This will make it easier to purge sessions and messages from the database.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;"> APJ – Apache Junction ASU – ASU AVO – Avondale BUC – Buckeye CAP – Capitol PD CHA – Chandler DPS – DPS FTM – Ft McDowell GIL – Gilbert GLN – Glendale GDY - Goodyear MES – Mesa MRC – MCSO </td> <td style="padding: 5px;"> LUK – Luke AFB PDV – Paradise Valley PEO – Peoria PFD – Phoenix Fire PHX – Phoenix PD RMF – Rural Metro Fire SCT – Scottsdale SRI – Salt River SUR – Surprise TMP – Tempe TOL – Tolleson WIC - Wickenburg </td> </tr> </table> <p>This information is entered via the secure interface within the agency's Communications Center.</p>	APJ – Apache Junction ASU – ASU AVO – Avondale BUC – Buckeye CAP – Capitol PD CHA – Chandler DPS – DPS FTM – Ft McDowell GIL – Gilbert GLN – Glendale GDY - Goodyear MES – Mesa MRC – MCSO	LUK – Luke AFB PDV – Paradise Valley PEO – Peoria PFD – Phoenix Fire PHX – Phoenix PD RMF – Rural Metro Fire SCT – Scottsdale SRI – Salt River SUR – Surprise TMP – Tempe TOL – Tolleson WIC - Wickenburg
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<p>Activation Authority</p>	<p>Public safety command officers may request activation of any or all components of the warning system. This includes public health officials, emergency managers, police or fire officials, or other public safety officers involved in the management of a major incident.</p>		
<p>Authorized Criteria</p>	<ol style="list-style-type: none"> 1. <i>Hazardous materials release.</i> An airborne hazardous materials release or potential for a release where there is a need for residents to evacuate or shelter-in-place. The North American Emergency Response Guidebook and/or fixed facility off-site response plan should serve as guidelines for public protective actions. 2. <i>Community policing.</i> Local police and fire departments and the Maricopa County Sheriff's Office may use the system for a variety of community policing situations, such as, but not limited to: <ul style="list-style-type: none"> ➤ Imminent threats to life or property ➤ Endangered children ➤ Endangered adults ➤ Special Weapons and Tactics (SWAT) activity 3. <i>Public health alerts.</i> The Maricopa County Health Department and other municipal health departments may use the system to disseminate public health information such as: <ul style="list-style-type: none"> ➤ Boil-water alerts ➤ Biting animal alerts ➤ West Nile virus outbreak 		

Maricopa Region 911 Reverse 911® Operating Procedures

	<ul style="list-style-type: none"> ➤ Infectious disease outbreak <p>4. <i>Staff Notifications.</i> County Departments and local public safety agencies are authorized to use the Reverse 911® system to notify or activate special response teams in an emergency situation.</p>
<p>Priority Levels</p>	<p>The Reverse 911® system has 9 priority settings. 1 is the lowest priority, and can be overridden by any higher priority. The highest priority is 9, which cannot be overridden. The priority of a session only becomes important when the system has two or more call sessions in progress. The system will process the calls at the higher priority level first, and upon completion of the current callout, return to the previous session to finish the remainder of calls. To prevent an outbound session to be launched at a higher priority than necessary, a few guidelines are outlined.</p> <p>Priority 1=lowest 9=highest</p> <ul style="list-style-type: none"> 9 Catastrophic 8 Missing/endangered children 8 Hazardous materials 8 Fire 8 Special Weapons and Tactics (SWAT) activity 8 Bomb threat 8 Man hunts 8 Hostage situations 8 Department employee emergency call-ups 7 Missing/endangered adults 6 Weather 4 Public Health Alerts 4 Biting animals 4 Infectious disease outbreaks 4 Boil water 1 Crime prevention – scams, stolen checks, break-ins 1 Non-emergency call list notifications <p>If there is an emergency that warrants the use of Reverse 911® and has not been assigned a priority level, use your discretion keeping in mind the current situation and the possible need to use the system for other emergencies.</p>
<p>Activation Message Content</p>	<p>An effective warning message must be specific, clear, consistent, and accurate. The most effective way to ensure the message will be listened to through its entirety is by starting with:</p> <p>“THIS IS AN EMERGENCY MESSAGE OF YOUR REVERSE 911® SYSTEM.”</p> <p>The rest of the message should contain:</p> <ol style="list-style-type: none"> 1. <i>Description of the hazard or risk.</i> The warning message must describe the event that has occurred (or may occur) and the danger that it poses. The hazard should be described in sufficient detail so that all members of

Maricopa Region 911 Reverse 911® Operating Procedures

	<p>the public can understand the character of the threat from which they are to protect themselves.</p> <ol style="list-style-type: none"> 2. <i>Location of the hazard.</i> The message should also describe the geographic areas that are at risk. The details of the location should be described in terms easily understood by the public using well known landmarks and geographic boundaries. 3. <i>Guidance for protective actions.</i> The message must include information on what people should do to protect themselves. People will act properly when clear, detailed guidance is provided. Therefore, the proper protective actions must be described explicitly. 4. <i>Time available to act.</i> Public warnings must also address the “when” aspect of response. The warning message must include information on the time available for those in the affected area to take the appropriate protective actions. 5. <i>Contact information.</i> Provide a contact telephone number to which people may place calls to gain additional information. Or, direct people to monitor local news agencies for additional information, when appropriate.
Activation Notifications	When activations involve more than one jurisdiction, the activating agency must notify the other PSAPs prior to the launch.
Activation Form	An Activation Form must be completed and faxed or emailed to the Reverse 911® Program Manager after a Mass Calling activation is finished. Also complete and send an activation form and for any launch that had a successful or positive outcome or any unique launch.
Registration Website	Because cellular telephone numbers and some Voice Over IP (VoIP) telephone numbers are not included within the 911 Database, and TTY telephone numbers are not identified, Maricopa Region 911 will maintain a website where residents may register these telephone numbers (Registration Website) and their e-mail addresses. These registrations will be geo-coded on a quarterly basis. If an individual city maintains a public web site, they can provide a link to the Registration Website.
Call Lists	<p>A call list is a list of telephone numbers of people who need to be contacted during a certain type of event, or who need to be informed of critical information.</p> <p>Each agency will develop their call lists.</p>
Preplans	Preplanned events are predefined geographic areas that are at a greater than normal risk of being involved in an emergency situation.

Maricopa Region 911 Reverse 911® Operating Procedures

	<p>Each agency will develop their preplans. A hard copy of the preplan should be kept on file in the PSAP Center for quick reference.</p>
Testing	<p>Each agency should ensure that all authorized users of the Reverse 911® System conduct a monthly test session in order to maintain proficiency with the system.</p> <p>The Program Manager will conduct a monthly test session of the Mass Calling Feature using the available 10 free test calls.</p>
Training	<p>Each PSAP is responsible for conducting training for any new authorized users of the Reverse 911® System.</p>
Continuing Education	<p>The Reverse 911® Program Manager will facilitate continuing education of the Reverse 911® Program with each agency on a yearly basis.</p>
Audit	<p>The Reverse 911® Program Manager may audit a PSAP to ensure they are following the guidelines outlined in the Reverse 911® Operating Procedures Manual.</p>

Maricopa Region 911
Reverse 911® Operating Procedures

**REVERSE 911® SYSTEM
AUTHORIZED PERSONNEL FORM**

Please print or type

Site/Agency Name	
Name of Authorized Person	
Title of Authorized Person	
Email Address	
Mailing Address	
Telephone Number	

Signature _____ Date _____

By signing this form you are agreeing that you understand the Reverse 911® System's functionality and will properly use the system as outlined in the Operating Procedures manual.

Return to:

Liz Graeber, C/O Phoenix Fire, 150 S. 12th Street, Phoenix AZ 85034

By email – liz.graeber@phoenix.gov or

FAX: 602-495-3751

Below for Reverse 911® Office Only		
Approved by	Security Level	Date

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

DATE:

January 6, 2009

SUBJECT:

Discussion of the Development of the FY 2010 MAG Unified Planning Work Program and Annual Budget

SUMMARY:

Each year, the MAG Unified Planning Work Program and Annual Budget is developed in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies in the spring and approved by the Regional Council in May. Because of the uncertainty of economic conditions, MAG staff is reviewing the calculation of draft Dues and Assessments for FY 2010 for possible cost reductions. Possible reductions in the Dues and Assessments for the fiscal year costs would be covered by MAG reserve funds. Information on estimated draft Dues and Assessments for FY 2010 will be presented at the Management Committee meeting.

PUBLIC INPUT:

No public comments have been received.

PROS & CONS:

PROS: MAG is providing the draft budget timeline and information on draft estimates for Fiscal Year 2010 Dues and Assessments.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: None.

POLICY: None.

ACTION NEEDED:

Information and input on the development of the FY 2010 MAG Unified Planning Work Program and Annual Budget.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

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

Maricopa Association of Governments
Fiscal Year 2010
DRAFT January 6, 2009
Work Program and Annual Budget Proposed Timeline

- 01/08/09** *Thurs Intergovernmental Meeting*
- 01/14/09** *Wed Regional Council Management Committee Meeting-dues/assessments; timeline*
- 01/20/09** *Mon Regional Council Executive Committee Meeting-dues/assessments; timeline*
- 01/28/09** *Wed Regional Council-dues/assessments; timeline*
- 02/05/09** *Thurs Intergovernmental Meeting*
- 02/11/09** *Wed Management Committee Meeting- present new projects; presentation of summary budget documents*
- 02/17/09** *Mon Regional Council Executive Committee Meeting- present new projects; presentation of summary budget document*
- Feb** *Budget Workshop-videoconference (TBD)*
- 02/25/09** *Wed Regional Council Meeting- present new projects; presentation of summary budget documents*
- 03/05/09** *Thurs Intergovernmental Meeting*
- 03/11/09** *Wed Management Committee Meeting- information and review of draft budget documents*
- 03/16/09** *Mon Regional Council Executive Committee Meeting- information and review of draft budget documents*
- 03/25/09** *Wed Regional Council Meeting- information and review of draft budget documents*
- 04/02/09** *Thurs Intergovernmental Meeting*
- 04/08/09** *Wed Management Committee Meeting- information and review of draft budget documents*
- 04/13/09** *Mon Regional Council Executive Committee Meeting- information and review of draft budget documents*
- 04/22/09** *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)*
- 05/07/09** *Thurs Intergovernmental Meeting*
- 05/13/09** *Wed Management Committee meeting - present draft Budget for recommendation of approval*
- 05/18/09** *Mon Regional Council Executive Committee meeting - present draft Budget for recommendation of approval*
- 05/27/09** *Wed Regional Council meeting - present draft Budget for approval*

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 6, 2009

SUBJECT:

MAG Socioeconomic Projections to 2035

SUMMARY:

In accordance with Executive Order 95-2, MAG prepares subregional socioeconomic projections. These projections are used as input into transportation and air quality models. The 2007 MAG Socioeconomic Projections for population, housing and employment by Municipal Planning Area (MPA) and Regional Analysis Zone (RAZ) for July 1, 2010, 2020, and 2030 were approved by the MAG Regional Council in May 2007. A 25-year planning horizon consistent with the 2007 projections is needed to support potential transportation planning projects. Therefore, MAG needs to extend the 2007 set of projections to 2035 by using the Control Totals for 2035 consistent with the 2005 Special Census and adopted by the MAG Regional Council in December 2006. The MAG Population Technical Advisory Committee (POPTAC) approved the use of base data and methods consistent with the 2007 Socioeconomic Projections to extend the projections by MPA and RAZ to 2035. Two drafts of the projections were also prepared for review by member agencies and revised based on comments provided. The POPTAC recommended approval of the extension of MAG 2007 Socioeconomic Projections to 2035 for resident population, housing and employment by MPA and RAZ.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: The MAG 2007 Socioeconomic Projections extension to 2035 is based upon the 2007 MAG Socioeconomic Projections that take into account the 2005 Census Survey data, county projections from the Department of Economic Security, 2007 MPA boundaries, surveys and assumptions and methods as approved by the MAG POPTAC. The 2007 set of socioeconomic projections had 2030 as its farthest projection year.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The extension of the 2007 MAG Socioeconomic Projections to 2035 will provide a 25-year planning horizon to support potential transportation planning projects.

POLICY: The extension of the 2007 MAG Socioeconomic Projections to 2035 will provide input to the MAG Regional Transportation Plan and air quality plans and will be used for other regional planning purposes.

ACTION NEEDED:

Recommend approval of the extension of the 2007 MAG Socioeconomic Projections to 2035 for resident population, housing and employment by Municipal Planning Area (MPA) and Regional Analysis Zone (RAZ).

PRIOR COMMITTEE ACTIONS:

MAG Population Technical Advisory Committee: On December 9, 2008, the MAG Population Technical Advisory Committee recommended approval of the extension of MAG 2007 Socioeconomic Projections to 2035 for population, housing and employment by Municipal Planning Area and Regional Analysis Zone.

MEMBERS ATTENDING

- George Pettit, Gilbert, Chairman
- * Bryant Powell, Apache Junction
- + Scott Wilken, Avondale
- Brian Rose, Buckeye
- Gary Neiss, Carefree
- Luke Kautzman for Usama Abujbarah, Cave Creek
- Jason Crampton, Chandler
- + Mark Smith, El Mirage
- + Eugene Schlecta, Fountain Hills
- * Terry Yergan, Gila River Indian Community
- Thomas Ritz, Glendale
- Katie Wilken, Goodyear
- Gino Turrubiarres for Mark Johnson, Guadalupe
- Sonny Culbreth, Litchfield Park

- *Matt Holm, Maricopa County
- Wahid Alam, Mesa
- +Molly Hood, Paradise Valley
- Ed Boik for Peoria
- Tim Tilton, Phoenix
- Dave Williams for Queen Creek
- *Ruben Guerrero for Bryan Meyers, Salt River Pima-Maricopa Indian Community
- Harry Higgins, Scottsdale
- Janice See, Surprise
- Sherri Lesser for Lisa Collins, Tempe
- *Steve Boyle for Wickenburg
- *Ann McCracken, Valley Metro
- *Lloyce Robinson, Youngtown

- + Those attending by video/audio conference
- * Those not present or represented by proxy

MAG Population Technical Advisory Committee Ad Hoc Subcommittee: On December 9, 2008, the MAG Population Technical Advisory Committee recommended approval of the extension of MAG 2007 Socioeconomic Projections to 2035 for population, housing and employment by Municipal Planning Area and Regional Analysis Zone.

MEMBERS ATTENDING

- Tim Tilton, Phoenix, Chairman
- Jason Crampton, Chandler
- Thomas Ritz, Glendale
- * Matt Holm, Maricopa County

- Wahid Alam, Mesa
- Harry Higgins, Scottsdale
- * Lisa Collins, Tempe

- +Those attending by video/audio conference
- * Those not attending or represented by proxy

CONTACT PERSON:

Anubhav Bagley, (602) 254-6300

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DRAFT

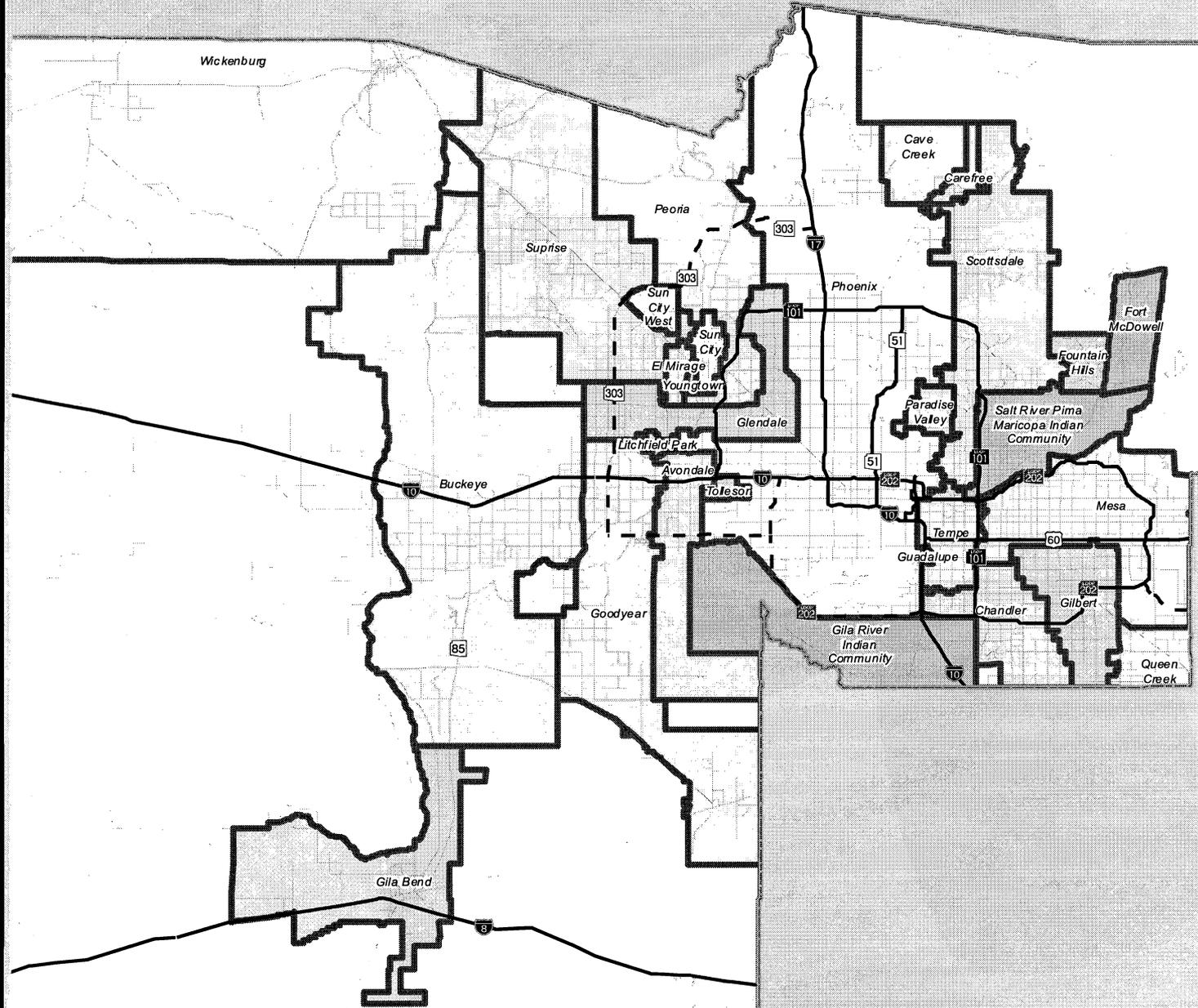
Extension of MAG 2007 Socioeconomic Projections to 2035 for Population, Housing and Employment by Municipal Planning Area and Regional Analysis Zone

December 2008

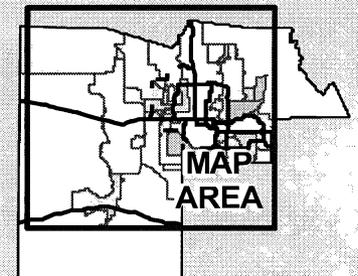
1. Municipal Planning Areas, 2007 (1 page map)
2. Total Resident Population, Housing, and Employment by Municipal Planning Area, Maricopa County, July 1, 2035 Projection (2 page summary table)
3. Regional Analysis Zones, 2007 (1 page map)
4. Total Resident Population, Housing, and Employment by Regional Analysis Zone, Maricopa County, July 1, 2035 Projection (9 page detail table)
5. Notes and Caveats (1 page notes)
6. Glossary of Terms (2 page glossary)

2007 Municipal Planning Area

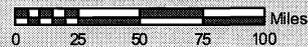
Maricopa County, Arizona



-  Municipal Planning Area
-  Maricopa County
-  Major Roads
- Freeways/Expressways**
-  Existing
-  Planned



Map Prepared by Maricopa Association of Governments
 Source: MAG Municipal Planning Areas, 2007
 MAG Member Agencies, 2006



**Maricopa Association of Governments
Total Resident Population, Housing, and Employment by Municipal Planning Area, Maricopa County
July 1, 2035 Projection**

Municipal Planning Area (MPA)	Housing Units		Resident Population		Employment					
	Total	Occupied	In Households	Total	Retail	Office	Industrial	Public	Other	Total
Avondale	49,938	48,327	134,964	135,272	20,142	13,628	8,496	9,344	8,810	60,420
Buckeye	197,506	183,930	495,145	504,043	67,437	14,827	11,385	28,391	60,042	182,082
Carefree	3,347	2,770	6,097	6,097	2,189	1,042	49	233	816	4,329
Cave Creek	4,720	4,432	10,073	10,114	3,862	339	142	619	1,321	6,283
Chandler	112,744	107,822	281,581	284,327	43,278	48,107	60,844	14,917	15,624	182,770
County Areas	111,213	93,876	188,999	190,967	37,742	3,697	2,940	14,170	26,030	84,579
El Mirage	12,709	11,991	38,596	38,724	2,731	53	5,899	2,508	1,258	12,449
Fountain Hills	16,768	15,391	34,013	34,300	5,232	726	741	1,985	2,905	11,589
Fort McDowell	453	390	1,324	1,324	1,372	0	20	49	606	2,047
Gila Bend	5,947	4,844	12,876	12,876	4,152	412	1,708	1,015	2,869	10,156
Gila River	945	889	3,565	3,633	6,401	1,516	4,844	469	4,535	17,765
Gilbert	113,723	109,060	301,387	301,918	46,127	25,065	26,886	17,563	15,389	131,030
Glendale	117,520	114,816	319,236	325,109	49,457	37,827	38,528	31,464	22,273	179,549
Goodyear	142,823	137,546	353,209	358,565	54,220	10,347	34,396	21,350	36,408	156,721
Guadalupe	1,329	1,294	5,978	5,983	611	15	380	262	213	1,481
Litchfield Park	5,240	4,698	10,412	10,516	1,081	81	4	624	2,623	4,413
Mesa	266,075	228,541	588,855	598,802	103,257	74,766	53,444	45,443	41,219	318,129
Paradise Valley	6,659	5,829	15,272	15,357	511	3	78	1,527	7,159	9,278
Peoria	141,349	130,496	329,662	334,329	43,652	24,286	16,522	18,386	25,144	127,990
Phoenix	886,087	851,168	2,254,364	2,303,633	287,349	400,303	245,265	174,849	193,350	1,301,116
Queen Creek	27,626	26,185	77,425	77,799	12,199	9,425	8,444	5,187	5,197	40,452
Salt River	2,932	2,349	7,345	7,467	11,506	29,035	6,997	1,424	7,782	56,744
Scottsdale	143,188	128,315	285,898	289,477	68,578	94,246	27,022	18,330	46,268	254,444
Surprise	203,879	182,684	455,238	456,186	56,744	25,400	19,155	24,347	40,740	166,386
Tempe	84,522	82,262	184,504	199,959	44,786	74,039	72,034	34,806	13,038	238,703
Tolleson	3,107	3,048	10,178	10,194	3,836	53	16,434	1,994	707	23,024
Wickenburg	10,748	9,436	20,265	20,637	5,006	487	1,442	1,504	5,190	13,629
Youngtown	3,197	3,087	6,811	7,392	1,054	56	32	91	809	2,042
County Total	2,676,294	2,495,476	6,433,272	6,545,000	984,512	889,781	664,131	472,851	588,325	3,599,600

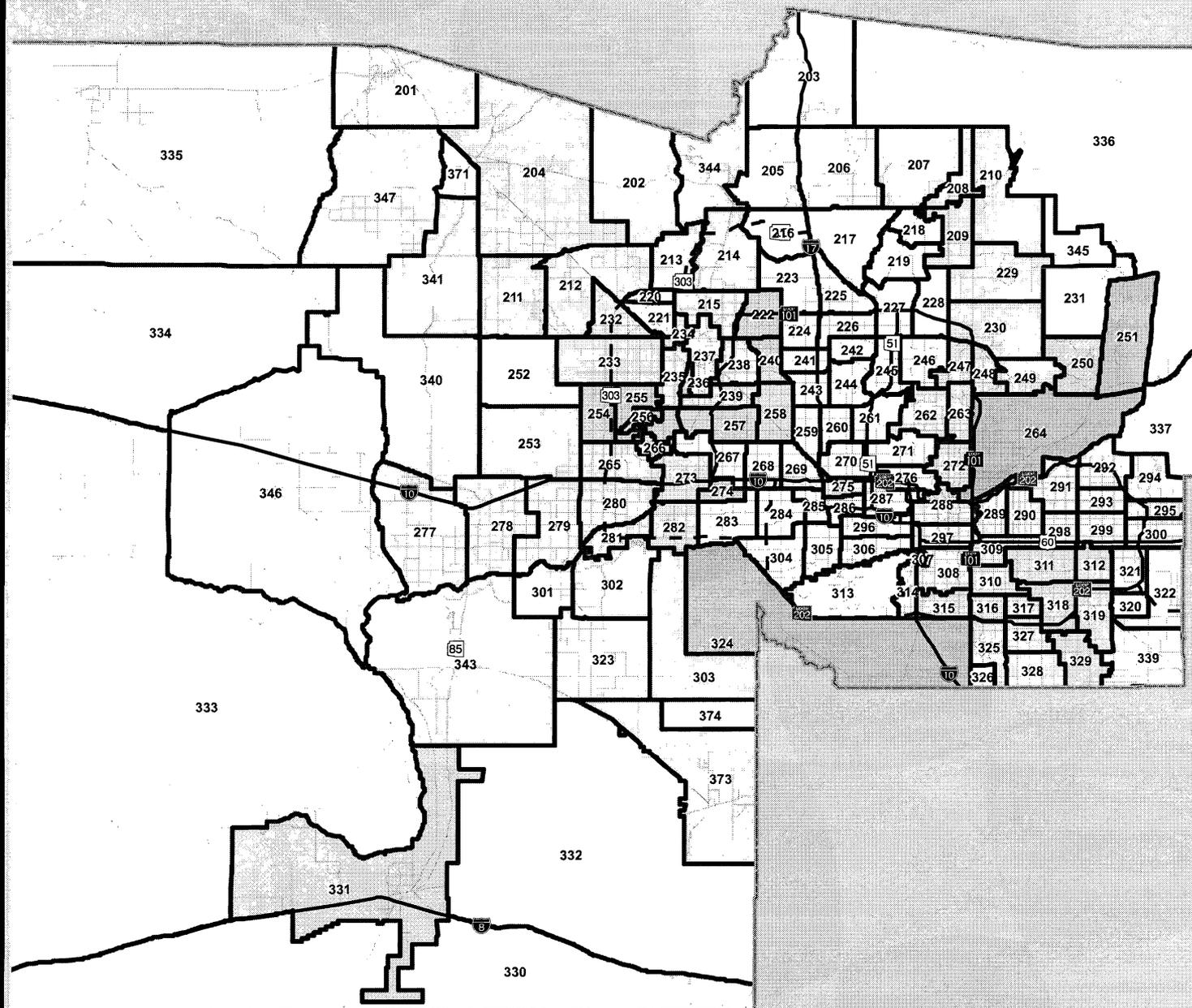
Note: Total resident population includes resident population in households and resident population in group quarters (dorms, nursing homes, prisons and military establishments).

Other employment includes work-at-home and construction employment. Because construction employment follows development, employment projections may show declines in future years.

These projections include the Maricopa County portion of Peoria, Queen Creek and the Gila River Indian Community only.

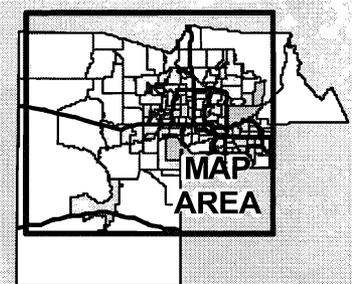
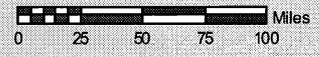
For complete notation on this series please refer to *Caveats for Extension of MAG 2007 Socioeconomic Projections to 2035*.

2007 Regional Analysis Zone (RAZ) Maricopa County, Arizona



- Regional Analysis Zone
- Maricopa County
- Major Roads
- Freeways/Expressways**
- Existing
- Planned

Map Prepared by Maricopa Association of Governments
Source: MAG Regional Analysis Zone (RAZ), 2007
MAG Member Agencies, 2006



**Maricopa Association of Governments
Total Resident Population, Housing, and Employment by Regional Analysis Zone, Maricopa County
July 1, 2035 Projection**

Municipal Planning Area (MPA)	Regional Analysis Zone (RAZ)	Housing Units		Resident Population		Employment					
		Total	Occupied	In Households	Total	Retail	Office	Industrial	Public	Other	Total
<i>Avondale</i>	273	23,475	22,610	65,241	65,528	14,120	11,937	6,173	6,287	4,808	43,325
	282	15,286	14,591	40,522	40,543	2,328	1,691	1,313	2,198	1,595	9,125
	303	11,177	11,126	29,201	29,201	3,694	0	1,010	859	2,407	7,970
Avondale Total		49,938	48,327	134,964	135,272	20,142	13,628	8,496	9,344	8,810	60,420
<i>Buckeye</i>	253	18,152	17,029	45,698	45,698	6,898	1,695	582	1,699	6,609	17,483
	277	28,757	27,258	73,826	73,826	11,747	2,213	2,550	3,192	12,237	31,939
	278	45,101	41,791	114,896	114,951	9,830	2,559	2,132	5,679	9,199	29,399
	279	32,739	30,740	83,319	83,319	10,864	2,343	2,473	4,277	8,660	28,617
	340	46,639	42,794	111,133	111,133	17,618	3,372	2,485	7,810	13,358	44,643
	341	21,463	20,012	54,634	54,634	8,764	2,545	1,079	3,396	7,566	23,350
	343	4,655	4,306	11,639	20,482	1,716	100	84	2,338	2,413	6,651
Buckeye Total		197,506	183,930	495,145	504,043	67,437	14,827	11,385	28,391	60,042	182,082
<i>Carefree</i>	208	3,347	2,770	6,097	6,097	2,189	1,042	49	233	816	4,329
Carefree Total		3,347	2,770	6,097	6,097	2,189	1,042	49	233	816	4,329
<i>Cave Creek</i>	207	4,720	4,432	10,073	10,114	3,862	339	142	619	1,321	6,283
Cave Creek Total		4,720	4,432	10,073	10,114	3,862	339	142	619	1,321	6,283

Municipal Planning Area (MPA)	Regional Analysis Zone (RAZ)	Housing Units		Resident Population		Employment					
		Total	Occupied	In Households	Total	Retail	Office	Industrial	Public	Other	Total
Chandler	310	21,571	20,990	54,227	55,004	7,543	3,296	10,119	1,444	2,385	24,787
	315	15,712	15,392	40,667	40,767	12,147	9,972	21,978	2,438	2,296	48,831
	316	15,959	14,892	38,902	40,332	6,614	8,214	4,232	1,817	3,221	24,098
	317	12,144	11,731	34,693	34,953	2,203	1,569	878	4,353	578	9,581
	325	19,116	17,954	43,700	43,796	6,574	13,306	11,321	1,995	2,669	35,865
	327	9,195	8,950	23,534	23,602	6,328	11,374	9,074	1,367	3,208	31,351
	328	19,047	17,913	45,858	45,873	1,869	376	3,242	1,503	1,267	8,257
	Chandler Total		112,744	107,822	281,581	284,327	43,278	48,107	60,844	14,917	15,624
County Areas	220	6,511	5,351	10,930	10,952	969	0	0	508	702	2,179
	221	14,295	11,388	18,560	19,272	1,886	826	91	18	3,956	6,777
	231	1,695	1,070	1,873	1,873	147	67	109	87	318	728
	237	28,491	22,342	33,902	35,136	4,143	186	356	485	5,222	10,392
	252	4,826	4,670	11,614	11,614	1,343	0	0	635	1,288	3,266
	301	2,936	2,586	6,543	6,543	544	0	0	360	583	1,487
	326	7,493	5,943	9,981	9,981	804	208	89	6	476	1,583
	330	560	498	1,259	1,259	138	0	0	268	160	566
	332	1,155	1,042	2,513	2,513	280	0	0	152	343	775
	333	2,567	2,325	5,828	5,828	555	0	337	374	636	1,902
	334	1,275	1,122	2,716	2,716	365	0	0	173	401	939
	336	2,733	2,567	6,340	6,340	665	0	0	587	651	1,903
	337	368	324	805	805	486	0	0	6	208	700
	345	6,321	5,784	14,288	14,288	1,209	0	108	580	1,481	3,378
	346	26,324	23,551	54,031	54,031	23,679	2,410	1,850	9,638	8,896	46,473
	371	3,487	3,166	7,572	7,572	500	0	0	281	679	1,460
374	176	147	244	244	29	0	0	12	30	71	
County Areas Total		111,213	93,876	188,999	190,967	37,742	3,697	2,940	14,170	26,030	84,579

Municipal Planning Area (MPA)	Regional Analysis Zone (RAZ)	Housing Units		Resident Population		Employment					
		Total	Occupied	In Households	Total	Retail	Office	Industrial	Public	Other	Total
<i>El Mirage</i>	235	12,709	11,991	38,596	38,724	2,731	53	5,899	2,508	1,258	12,449
El Mirage Total		12,709	11,991	38,596	38,724	2,731	53	5,899	2,508	1,258	12,449
<i>Fountain Hills</i>	250	16,768	15,391	34,013	34,300	5,232	726	741	1,985	2,905	11,589
Fountain Hills Total		16,768	15,391	34,013	34,300	5,232	726	741	1,985	2,905	11,589
<i>Fort McDowell</i>	251	453	390	1,324	1,324	1,372	0	20	49	606	2,047
Fort McDowell Total		453	390	1,324	1,324	1,372	0	20	49	606	2,047
<i>Gila Bend</i>	331	5,947	4,844	12,876	12,876	4,152	412	1,708	1,015	2,869	10,156
Gila Bend Total		5,947	4,844	12,876	12,876	4,152	412	1,708	1,015	2,869	10,156
<i>Gila River</i>	324	945	889	3,565	3,633	6,401	1,516	4,844	469	4,535	17,765
Gila River Total		945	889	3,565	3,633	6,401	1,516	4,844	469	4,535	17,765
<i>Gilbert</i>	311	26,678	26,231	79,516	79,850	16,036	6,083	18,053	7,215	2,922	50,309
	312	13,557	13,027	37,245	37,356	4,847	2,636	2,236	1,760	2,994	14,473
	318	18,086	17,535	50,218	50,240	16,446	13,370	3,273	4,264	4,016	41,369
	319	37,548	35,427	88,818	88,840	5,327	2,919	3,168	2,743	3,169	17,326
	329	17,854	16,840	45,590	45,632	3,471	57	156	1,581	2,288	7,553
Gilbert Total		113,723	109,060	301,387	301,918	46,127	25,065	26,886	17,563	15,389	131,030

Municipal Planning Area (MPA)	Regional Analysis Zone (RAZ)	Housing Units		Resident Population		Employment					
		Total	Occupied	In Households	Total	Retail	Office	Industrial	Public	Other	Total
Glendale	222	19,658	18,952	52,418	53,248	11,694	4,167	1,207	3,771	3,771	24,610
	240	17,475	17,305	47,089	48,645	5,904	5,036	3,898	3,008	4,446	22,292
	254	8,547	8,448	24,609	24,641	6,415	9,362	1,733	2,056	3,994	23,560
	255	7,663	7,604	21,252	21,252	2,287	65	5,797	754	1,217	10,120
	256	870	864	3,214	4,112	0	0	65	8,612	36	8,713
	257	22,312	21,917	65,268	65,794	9,007	15,763	13,872	2,936	5,743	47,321
	258	40,995	39,726	105,386	107,417	14,150	3,434	11,956	10,327	3,066	42,933
Glendale Total		117,520	114,816	319,236	325,109	49,457	37,827	38,528	31,464	22,273	179,549
Goodyear	265	16,535	15,817	41,186	46,148	13,220	294	4,913	2,543	4,240	25,210
	280	26,875	25,932	66,941	67,335	10,024	4,718	16,396	4,834	7,885	43,857
	281	6,309	6,120	15,569	15,569	1,404	2,103	9,724	418	3,861	17,510
	302	30,772	29,718	78,490	78,490	5,159	0	299	2,622	5,028	13,108
	323	38,076	36,448	90,394	90,394	9,580	0	2,826	1,707	6,018	20,131
	373	24,256	23,511	60,629	60,629	14,833	3,232	238	9,226	9,376	36,905
Goodyear Total		142,823	137,546	353,209	358,565	54,220	10,347	34,396	21,350	36,408	156,721
Guadalupe	307	1,329	1,294	5,978	5,983	611	15	380	262	213	1,481
Guadalupe Total		1,329	1,294	5,978	5,983	611	15	380	262	213	1,481
Litchfield Park	266	5,240	4,698	10,412	10,516	1,081	81	4	624	2,623	4,413
Litchfield Park Total		5,240	4,698	10,412	10,516	1,081	81	4	624	2,623	4,413

Municipal Planning Area (MPA)	Regional Analysis Zone (RAZ)	Housing Units		Resident Population		Employment					
		Total	Occupied	In Households	Total	Retail	Office	Industrial	Public	Other	Total
Mesa	289	30,053	29,125	73,506	75,004	14,944	3,221	6,720	4,639	4,997	34,521
	290	30,878	30,170	90,645	92,929	14,876	7,849	2,094	10,861	3,818	39,498
	291	18,365	18,094	57,086	57,743	4,503	4,966	4,435	4,121	2,876	20,901
	292	12,571	10,457	23,646	23,813	3,007	2,907	11,417	2,419	3,028	22,778
	293	13,450	12,596	32,436	32,725	4,518	1,059	2,407	4,335	1,277	13,596
	294	4,494	3,770	9,598	9,666	828	102	12	1,044	593	2,579
	295	14,212	10,326	26,528	26,556	1,764	554	41	826	719	3,904
	298	28,514	22,631	56,395	56,841	7,955	2,483	623	2,072	1,281	14,414
	299	29,038	21,470	40,264	42,458	14,104	8,381	2,884	1,694	6,307	33,370
	300	25,940	18,376	42,626	43,050	5,098	8,535	2,042	1,825	2,700	20,200
	309	19,425	18,711	52,422	53,033	18,058	11,495	5,748	5,820	6,303	47,424
	320	870	442	1,218	2,370	167	260	1,789	1,449	370	4,035
	321	11,625	9,937	24,978	25,083	7,259	7,411	2,079	2,190	1,992	20,931
322	26,640	22,436	57,507	57,531	6,176	15,543	11,153	2,148	4,958	39,978	
Mesa Total		266,075	228,541	588,855	598,802	103,257	74,766	53,444	45,443	41,219	318,129
Paradise Valley	262	6,659	5,829	15,272	15,357	511	3	78	1,527	7,159	9,278
Paradise Valley Total		6,659	5,829	15,272	15,357	511	3	78	1,527	7,159	9,278
Peoria	202	13,972	13,016	31,870	31,870	3,279	2,300	200	1,342	2,645	9,766
	213	21,628	20,171	49,133	49,133	5,924	4,818	4,523	2,386	4,144	21,795
	214	25,869	24,160	61,710	61,797	8,814	5,784	969	4,047	5,734	25,348
	215	26,766	23,745	55,181	56,311	4,766	333	536	1,636	2,339	9,610
	238	22,647	21,159	59,737	62,511	11,006	3,142	3,127	3,864	4,104	25,243
	239	20,189	18,870	49,666	50,342	5,316	4,612	7,055	4,434	1,939	23,356
	344	10,278	9,375	22,365	22,365	4,547	3,297	112	677	4,239	12,872
Peoria Total		141,349	130,496	329,662	334,329	43,652	24,286	16,522	18,386	25,144	127,990

Municipal Planning Area (MPA)	Regional Analysis Zone (RAZ)	Housing Units		Resident Population		Employment					
		Total	Occupied	In Households	Total	Retail	Office	Industrial	Public	Other	Total
Phoenix	203	8,622	8,418	22,995	23,097	1,593	155	447	475	1,304	3,974
	205	10,990	10,194	26,193	28,394	17,864	2,293	4,311	1,064	9,186	34,718
	206	25,630	24,525	65,010	65,183	4,111	4,351	349	1,814	4,378	15,003
	216	9,291	8,980	22,426	22,426	9,156	1,000	500	315	3,985	14,956
	217	19,198	18,545	49,938	49,959	5,892	3,603	859	833	3,812	14,999
	218	8,294	8,001	21,900	21,900	2,025	266	457	711	1,420	4,879
	219	20,092	19,403	53,653	53,676	5,002	104	468	1,547	3,864	10,985
	223	21,634	21,038	58,706	59,465	1,867	4,456	3,514	5,390	1,767	16,994
	224	19,818	19,172	50,974	51,428	5,871	8,271	1,803	1,671	2,208	19,824
	225	10,754	9,936	25,334	25,368	4,121	27,652	28,934	1,241	2,998	64,946
	226	30,649	29,724	73,021	73,417	6,881	4,966	6,822	3,369	1,646	23,684
	227	32,442	31,498	78,143	78,429	5,137	1,731	1,710	4,798	4,721	18,097
	228	30,695	28,912	69,883	69,982	13,203	14,743	3,283	2,345	10,438	44,012
	241	17,767	16,895	44,875	45,659	4,923	1,520	302	5,085	1,221	13,051
	242	13,932	13,350	30,757	31,186	5,425	769	696	857	1,537	9,284
	243	46,254	45,359	102,494	103,436	12,350	40,577	8,395	6,891	8,583	76,796
	244	24,831	23,720	59,099	60,594	7,105	2,436	1,406	1,433	4,048	16,428
	245	23,249	22,612	58,963	59,905	7,927	3,698	114	2,443	2,970	17,152
	246	26,029	24,807	60,666	62,089	14,770	8,778	97	2,947	5,165	31,757
	259	26,780	25,726	75,709	76,724	6,848	1,997	3,683	4,037	1,504	18,069
	260	37,410	35,132	80,940	83,180	12,897	14,265	435	9,926	14,581	52,104
	261	19,293	17,902	32,980	33,488	8,403	21,656	399	1,852	3,300	35,610
	267	26,986	26,184	85,289	85,608	10,756	4,814	3,262	3,992	3,799	26,623
	268	29,544	28,563	101,330	101,565	7,169	755	6,063	3,474	2,335	19,796
	269	18,969	18,407	70,967	71,860	6,419	392	28,821	3,397	1,122	40,151
	270	59,458	55,297	125,641	129,309	20,604	65,867	1,868	12,434	22,524	123,297
	271	31,401	30,251	65,070	66,168	10,192	30,931	685	2,980	6,062	50,850
	275	28,211	26,248	62,868	73,565	9,911	44,513	10,223	44,089	16,353	125,089
276	20,890	20,239	53,316	54,456	6,166	11,646	4,483	3,015	1,978	27,288	
283	22,308	22,097	64,241	64,522	5,524	1,625	7,725	2,905	4,083	21,862	
284	12,549	12,178	31,506	31,941	2,522	1,677	25,810	1,077	1,798	32,884	

Municipal Planning Area (MPA)	Regional Analysis Zone (RAZ)	Housing Units		Resident Population		Employment					
		Total	Occupied	In Households	Total	Retail	Office	Industrial	Public	Other	Total
<i>Phoenix</i>	285	3,514	3,333	13,342	23,427	2,492	49	12,586	7,212	347	22,686
	286	10,178	9,870	30,054	30,607	3,320	2,027	12,907	2,128	1,089	21,471
	287	17,206	15,949	44,684	47,858	10,254	35,765	23,542	13,062	20,675	103,298
	296	15,140	14,765	49,608	50,183	5,648	14,748	32,962	3,787	1,961	59,106
	304	33,021	32,420	91,579	91,726	5,473	3,568	436	2,557	5,226	17,260
	305	17,780	17,587	52,986	53,118	2,788	164	1,040	1,441	1,407	6,840
	306	20,554	20,124	62,753	63,779	5,101	5,055	2,142	1,916	3,831	18,045
	313	17,626	17,211	47,918	47,923	2,979	283	27	3,077	2,295	8,661
314	17,098	16,596	36,553	37,033	6,660	7,137	1,699	1,262	1,829	18,587	
Phoenix Total		886,087	851,168	2,254,364	2,303,633	287,349	400,303	245,265	174,849	193,350	1,301,116
<i>Queen Creek</i>	339	27,626	26,185	77,425	77,799	12,199	9,425	8,444	5,187	5,197	40,452
Queen Creek Total		27,626	26,185	77,425	77,799	12,199	9,425	8,444	5,187	5,197	40,452
<i>Salt River</i>	264	2,932	2,349	7,345	7,467	11,506	29,035	6,997	1,424	7,782	56,744
Salt River Total		2,932	2,349	7,345	7,467	11,506	29,035	6,997	1,424	7,782	56,744
<i>Scottsdale</i>	209	10,345	9,041	21,654	21,682	2,272	182	86	1,908	2,068	6,516
	210	3,961	2,521	5,287	5,287	444	1,398	90	158	959	3,049
	229	15,065	13,449	31,914	31,922	5,844	5,935	31	1,170	3,637	16,617
	230	17,643	15,819	37,145	37,295	7,791	24,443	7,195	3,510	8,300	51,239
	247	6,256	5,676	13,555	14,115	14,406	16,005	13,331	1,068	6,127	50,937
	248	20,463	18,313	40,346	41,387	6,054	10,614	502	2,700	8,628	28,498
	249	11,865	11,209	28,807	28,871	1,853	1,554	5	1,582	4,256	9,250
	263	20,014	17,835	36,272	36,417	7,309	17,871	196	1,685	4,322	31,383
272	37,576	34,452	70,918	72,501	22,605	16,244	5,586	4,549	7,971	56,955	
Scottsdale Total		143,188	128,315	285,898	289,477	68,578	94,246	27,022	18,330	46,268	254,444

Municipal Planning Area (MPA)	Regional Analysis Zone (RAZ)	Housing Units		Resident Population		Employment					
		Total	Occupied	In Households	Total	Retail	Office	Industrial	Public	Other	Total
Surprise	204	62,716	56,235	136,603	136,603	16,046	6,367	6,960	9,175	14,076	52,624
	211	24,102	21,755	54,565	54,565	7,588	5,928	1,216	2,401	7,053	24,186
	212	35,587	32,607	83,372	83,372	11,780	3,936	2,252	3,695	8,736	30,399
	232	23,435	20,192	46,656	46,837	5,196	1,403	670	693	1,626	9,588
	233	51,610	47,176	119,441	120,038	14,436	7,449	7,911	7,650	8,825	46,271
	234	6,429	4,719	14,601	14,771	1,698	317	146	733	424	3,318
Surprise Total		203,879	182,684	455,238	456,186	56,744	25,400	19,155	24,347	40,740	166,386
Tempe	288	36,923	35,830	74,070	88,437	15,901	39,670	33,054	27,610	6,977	123,212
	297	23,175	22,600	51,970	52,423	14,583	16,449	14,985	3,506	3,085	52,608
	308	24,424	23,832	58,464	59,099	14,302	17,920	23,995	3,690	2,976	62,883
Tempe Total		84,522	82,262	184,504	199,959	44,786	74,039	72,034	34,806	13,038	238,703
Tolleson	274	3,107	3,048	10,178	10,194	3,836	53	16,434	1,994	707	23,024
Tolleson Total		3,107	3,048	10,178	10,194	3,836	53	16,434	1,994	707	23,024
Wickenburg	201	7,794	6,817	14,470	14,842	3,802	487	1,361	1,242	3,952	10,844
	335	1,195	1,051	2,352	2,352	1,016	0	81	162	918	2,177
	347	1,759	1,568	3,443	3,443	188	0	0	100	320	608
Wickenburg Total		10,748	9,436	20,265	20,637	5,006	487	1,442	1,504	5,190	13,629
Youngtown	236	3,197	3,087	6,811	7,392	1,054	56	32	91	809	2,042
Youngtown Total		3,197	3,087	6,811	7,392	1,054	56	32	91	809	2,042

Municipal Planning Area (MPA)	Regional Analysis Zone (RAZ)	Housing Units		Resident Population		Employment					
		Total	Occupied	In Households	Total	Retail	Office	Industrial	Public	Other	Total
Maricopa County Total		2,676,294	2,495,476	6,433,272	6,545,000	984,512	889,781	664,131	472,851	588,325	3,599,600

Note: Total resident population includes resident population in households and resident population in group quarters (dorms, nursing homes, prisons and military establishments).

Other employment includes work-at-home and construction employment. Because construction employment follows development, employment projections may show declines in future years.

These projections include the Maricopa County portion of Peoria, Queen Creek and the Gila River Indian Community only.

For complete notation on this series please refer to *Caveats for Extension of MAG 2007 Socioeconomic Projections to 2035*.

**NOTES AND CAVEATS FOR EXTENSION OF
MAG 2007 SOCIOECONOMIC PROJECTIONS TO 2035**

1. An extension of the MAG 2007 Socioeconomic Projections to 2035 is needed because MAG requires socioeconomic projections with a planning horizon of 25 years to support potential transportation studies.
2. The projections for 2035 by Municipal Planning Area (MPA) and Regional Analysis Zone (RAZ) were prepared as an extension of the MAG 2007 Socioeconomic Projections approved by MAG Regional Council in May 2007. The 2035 projections use the base data and methods consistent with the 2007 Socioeconomic Projections.
3. The population projections are for resident population only and do not include nonresident seasonal or transient population.
4. The 2035 extension uses the population and employment County Projections for 2035 consistent with 2005 Special Census. These County projections were recommended for approval by the MAG Population Technical Advisory Committee (POPTAC) in October 2006 and the Management Committee in November 2006. The projections were approved by the Regional Council in December 2006.
5. The projections include the Maricopa County portion of Peoria, Queen Creek and the Gila River Indian Community only. Although Apache Junction is a MAG member agency, currently only 275 of its residents are within Maricopa County. Because almost all of its population lies within Pinal County, no projections have been included in this report.
6. The databases and assumptions upon which the projections are based have been reviewed by MAG member agencies, revised by MAG staff based on input received and approved by members of the MAG POPTAC.
7. The projections are based upon previous review and local insight by members of the MAG POPTAC.
8. The “other” employment category includes work-at-home and construction employment. Because construction employment follows development, employment projections may show declines in future years.
9. The projections should be used with caution. They are subject to change as a result of fluctuations in economic and development conditions, local development policies and updated data.

GLOSSARY OF TERMS

Base Population: Population base for the current estimate, usually the last Decennial Census or a special census or census survey taken since then.

Construction Employment: Employment associated with construction sites across the region but not with a specific land use. This is included in the Other Employment category. Because construction employment follows development, employment projections may show declines in future years.

Employment: The total number of jobs of persons receiving wage or salary to work in a given industry. This measure of employment only includes persons over the age of 16 and does not include working within the home without outside wage or volunteering. An employee works in the designated weekly time period at least one hour.

Group Quarters: Group quarters are places where people live or stay other than the usual house, apartment, or mobile home. Two general types of group quarters are recognized: institutional, i.e. nursing homes, mental hospitals or wards, hospitals or wards for chronically ill patients, hospices, and prison wards; and noninstitutional, i.e. college or university dormitories, military barracks, group homes, shelters, and missions. Group quarters may have housing units on the premises for staff or guests.

Housing Unit: A dwelling unit that could be single family, multi-family, mobile home or other type of unit.

Industrial Employment: Employment in areas designated for industrial land use.

Municipal Planning Area (MPA): An MPA represents the area of planning concern for a municipality and is based upon its anticipated future corporate limits.

Occupied Housing Unit: A housing unit is considered occupied if a resident person or persons are living in it or if the occupant is only away from the unit temporarily, e.g., away on vacation.

Office Employment: Employment that is located in areas designated for office land use.

Other Employment: A residual of total employment minus employment in areas designated for industrial, office, public and retail land uses. It includes, but is not limited to, medical, postal, transportation, utilities, communication, hotel/motel, and construction.

Population in Households: The population in occupied housing units.

Projection: Numerical outcome of a set of assumptions (based on past trends) relating to future trends. The numbers are conditional upon these assumptions being fulfilled.

Public Employment: Employment located on land designated for public use.

Regional Analysis Zone (RAZ): An area within an MPA. RAZs can be either coterminous with or may be aggregated to form an MPA.

Resident Population: Resident population is defined as the people who live in a specific area more than six months a year. Resident population may live in housing units or in group quarters.

Retail Employment: Employment that is located in areas designated for retail land use.

Total Resident Housing Units: The combination of occupied and vacant resident housing units.

Total Resident Population: Includes those residents living in housing units and group quarters.

Work-at-Home Employment: Employment where the primary place of work is at home.

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

DATE:

January 6, 2009

SUBJECT:

Consultant Contract for AZ-SMART Support

SUMMARY:

The FY 2009 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2008, includes a \$45,000 project for AZ-SMART support. MAG is in the process of developing and implementing a statewide socioeconomic model, Arizona Socioeconomic Modeling, Analysis and Reporting Toolbox (AZ-SMART). The AZ-SMART socioeconomic modeling suite will primarily support socioeconomic activities at MAG. AZ-SMART will build upon a model that MAG currently uses, the Subarea Allocation Model (SAM). This model was developed by Planning Technologies. Since Planning Technologies is the developer of SAM and has been supporting MAG in the design of AZ-SMART, it is uniquely able to provide detailed technical guidance and support on the implementation and testing for AZ-SMART.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: AZ-SMART builds upon a model that MAG currently uses, the Subarea Allocation Model (SAM). SAM was developed by Planning Technologies. Since Planning Technologies is the developer of SAM and has been supporting MAG in the design of AZ-SMART, it is uniquely able to provide detailed technical guidance and support on the implementation and testing for AZ-SMART.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The support of Planning Technologies to develop the AZ-SMART modeling suite is essential as they are familiar with the programming and internal processes in SAM.

POLICY: The support provided by Planning Technologies will ensure that AZ-SMART will support the MAG transportation model, and better enable member agencies to determine demands on infrastructure and services.

ACTION NEEDED:

Recommend approval of the selection of Planning Technologies for AZ-SMART support for an amount not to exceed \$45,000.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

Anubhav Bagley, (602) 254-6300

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

DATE:

January 6, 2009

SUBJECT:

The 2009 Set of International Codes

SUMMARY:

At the November 2008 MAG Building Codes Committee (BCC) meeting, members discussed an initiative to reach consensus in unison on the 2009 set of International Codes, prior to the jurisdiction's adoption of these codes. These codes include: building, mechanical, plumbing, electric, residential, fire, energy, and fuel. The 2009 set of International Codes is meant to replace the 2006 series previously adopted by most MAG jurisdictions.

The MAG BCC makes recommendations on the development, interpretation and enforcement of building codes in the MAG region. It also provides a regional forum for construction, development, and other issues as they relate to building codes. In an effort to promote uniformity throughout MAG jurisdictions under the purview of life safety, the MAG BCC passed a motion to recommend that each jurisdiction consider adopting the 2009 family of International Codes as published by the International Code Council (ICC).

The goal is for each jurisdiction to adopt certain rules and regulations as set in the 2009 family of International Codes that control the design, construction, quality of materials, erection, installation, alteration, repair, location, relocation, replacement, addition to, use and maintenance of heating, cooling, ventilating, process piping, refrigerator systems, incinerator or other heat-producing appliance and to adopt certain rules and regulations to regulate the erection, construction, enlargement, alteration, repair, moving, removal, and demolition, conversion, occupancy, equipment, use, height, area and maintenance of all buildings, structures, or premises in order to promote life safety.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Adoption of these codes will promote uniformity throughout MAG jurisdictions and protect public health, safety and welfare, as well as public and private property.

CONS: Some jurisdictions may choose not to adopt the 2009 family of International Codes and stay with their current codes.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Amendments to the 2009 family of codes need to be considered by each MAG member agency.

POLICY: Each member agency needs to evaluate the new set of codes and amendments for applicability to their jurisdiction.

ACTION NEEDED:

Recommend that each jurisdiction consider adopting the 2009 family of International Codes as published by the International Code Council (ICC).

PRIOR COMMITTEE ACTIONS:

The MAG Building Codes Committee recommended that each jurisdiction consider adopting the 2009 family of I-codes as published by the ICC with one member abstaining (**shaded**).

- Michael Clack, Scottsdale, Chairperson
- Ken Sowers, Avondale
- * Phil Marcotte, Buckeye
- * Mike Tibbett, Carefree
- * Mike Baxley, Cave Creek
- # Alex Banachowski, Chandler
- Mary Dickson, El Mirage
- * Peter Johnson, Fountain Hills
- * John Smith, Gila Bend
- * Jo Rene DeVeau, Gila River Indian Community
- # Ben Cox for Ray Patten, Gilbert
- Bryan Woodcox for Deborah Mazoyer, Glendale
- * Ed Kulik, Goodyear

- * Chuck Ransom, Litchfield Park
- Tom Ewers, Maricopa County
- # Steven Hether, Mesa
- Bob Lee, Paradise Valley
- Dennis Marks, Peoria
- * Tom Wandrie, Phoenix
- # Dean Wise, Queen Creek
- Paul Trombley for Forrest Fielder, Surprise
- # **Michael Williams, Tempe**
- * Mario Rochin, Tolleson
- John Stigsell, Youngtown
- Rus Brock, Home Builders Association

- * Those members neither present nor represented by proxy.
- # Those members participating via audioconference

CONTACT PERSON:

Heidi Pahl, (602) 254-6300

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 6, 2009

SUBJECT:

Status Update on the June 30, 2008 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, 2008

SUMMARY:

The accounting firm of Cronstrom, Osuch and Company, PC has completed the audit of MAG's Comprehensive Annual Financial Report (CAFR) and Single Audit for the fiscal year ended June 30, 2008. An unqualified audit opinion was issued on November 10, 2008 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.

The CAFR financial statements and related footnotes were prepared in accordance with the Government Finance Officers Association's (GFOA) standards for the Certificate of Achievement for Excellence in Financial Reporting awards program. Management intends to submit the June 30, 2008 CAFR to the GFOA awards program for review. If awarded the certificate for the June 30, 2008 CAFR, this would be the agency's 11th consecutive award.

PUBLIC INPUT:

None.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Cronstrom, Osuch and Company, PC conducted the audit in accordance with Generally Accepted Auditing Standards (GAAS), and the standards applicable to financial audits contained in the Government Audit Standards, issued by the Comptroller General of the United States and the provisions of OMB Circular A-133. For the year ended June 30, 2008, the audit report indicates that MAG conducted its activities in conformance with the laws and regulations governing federal financial assistance programs and according to Generally Accepted Accounting Principles (GAAP).

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

ACTION NEEDED:

Recommend acceptance of the audit opinion issued on the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2008.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

Rebecca Kimbrough, MAG, (602) 254-6300

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 6, 2009

SUBJECT:

Amendment to the FY 2009 MAG Unified Planning Work Program and Annual Budget for a Commuter Rail Study and Transit Staff Position

SUMMARY:

On April 23, 2008, the MAG Regional Council accepted the Commuter Rail Strategic Plan. This study identified priorities and provided an implementation strategy for commuter rail service in Maricopa County and northern Pinal County. As called for in the Strategic Plan, MAG launched the Grand Avenue Commuter Rail Corridor Development Plan in November 2008. Once completed, the Corridor Development Plan will provide decision-makers with a comprehensive perspective on the costs, schedules, tradeoffs, impacts, and policy implications of alternative implementation approaches for commuter rail.

Since April, there have been discussions about expanding the scope of the Grand Avenue study to include additional commuter rail corridors. At the November 17, 2008, Regional Council Executive Committee meeting, a Union Pacific Rail Development Corridor Plan was discussed. It was noted that for MAG to conduct additional commuter rail work a transit staff position would be required and that MAG has a 1/4 staff position that could be assigned toward a full-time position.

MAG hosted a meeting of its Commuter Rail Stakeholders Group on December 17, 2008, to receive input on the need for including additional commuter rail corridors. There was consensus among the meeting participants that MAG should conduct a comprehensive study of the rail corridors and possible connection options throughout the MAG region. Due to the expanded nature of this study request, staff has prepared options for consideration by the Management Committee. These range from conducting a systemwide planning study to preparing corridor development plans for certain corridors. The options, including their anticipated costs and time-frames, are outlined below. Please refer to the attached map for additional information on the existing railroads and possible extensions that are located in Maricopa County and northern Pinal County.

The Arizona Department of Transportation (ADOT) will launch two passenger rail studies in early 2009, a statewide rail framework study and an intercity passenger rail study between metropolitan Phoenix and Tucson. In recent discussions with ADOT representatives, it has been agreed that MAG would take the lead on planning for rail corridors within the MAG region and connections immediately adjacent to the MAG region. It was also agreed that MAG would work cooperatively with ADOT on the information needed for the connections to the MAG region for the statewide rail framework study. Because of the timing of the ADOT studies, it will be important for MAG to begin any additional commuter rail studies as soon as possible to ensure the information developed is incorporated into the upcoming ADOT studies.

Option 1

Option 1 would develop a Commuter Rail System Study for the MAG region and the potential connecting routes immediately adjacent to the MAG region. The study would establish priorities for implementing commuter rail service through an evaluation of ridership potential, operating strategies, and associated

capital costs. Both existing freight corridors and possible rail extension areas identified in the Commuter Rail Strategic Plan would be evaluated as part of the study. Specific corridors for consideration include the following:

- Union Pacific (UP) Yuma West
- BNSF/Grand Avenue
- UP Tempe Branch including a possible extension to Maricopa
- UP Chandler Branch including a possible extension to Coolidge
- UP Phoenix Subdivision
- Possible extension from the UP Phoenix Subdivision to Apache Junction
- Two possible extensions in the West Valley (BNSF to UP Yuma West and UP Yuma West to UP Sunset Line)

General activities for the system study would include the following:

- Previous efforts, including the MAG High Capacity Transit Study, have utilized sketch level ridership forecasts for commuter rail. The system study would utilize the new transit model to develop more detailed forecasts for commuter rail ridership. The model would also be used to evaluate various operating configurations for a future commuter rail system.
- Last year, as part of its update to the statewide High Speed Rail Plan, ADOT selected the UP Phoenix Subdivision as the preferred route for intercity rail service between Phoenix and Tucson. However, ADOT's analysis did not clarify the potential role for the UP Tempe Branch or the UP Chandler Branch in terms of future commuter rail service. The system study would include a task to evaluate commuter rail options in the Southeast Valley, including possible extensions into areas immediately adjacent to the southeast Valley. The system study would include a recommendation on whether to proceed in 2010 with more detailed corridor development plans for the Tempe Branch and the Chandler Branch.
- The system study would provide inputs (e.g., ridership forecasts, operating configurations, capital requirements, community input, planning level cost estimates, etc.) into ADOT's statewide rail framework study and Phoenix-Tucson intercity rail study.
- The system study would establish a ranked prioritization for implementation of commuter rail corridors in the MAG region. The prioritization process would utilize information developed as part of the system study, including ridership forecasts, operating configurations, capital requirements, community input, planning level cost estimates, etc.

Estimated time-frame: 9 to 12 months

Estimated cost: \$600,000

Option 2

At the Commuter Rail Stakeholders meeting on December 17, 2008, several participants indicated that MAG should proceed with corridor development plans for all of the freight rail corridors in the MAG region. In reviewing the level of work for this option, it was determined that full corridor development plans for all of the corridors in the MAG region would take two years or more to complete. Option 1 above provides a system level analysis of the entire freight rail system, and would also provide a prioritization for each of the individual corridors. However, if the Management Committee recommends proceeding with additional corridor development plans at this time, it is recommended to proceed with work on the UP Mainline (UP Yuma West and UP Phoenix Subdivision), as outlined below. Future corridor development plans for the Tempe Branch and Chandler Branch could then follow in 2010, pending recommendations from the commuter rail system study discussed in Option 1 above.

Option A: Develop a Commuter Rail Corridor Development Plan for the UP Yuma West rail line (Buckeye in the west to either the old Union Station in downtown Phoenix or to the UP Tempe Branch line in Tempe). The scope of work would be similar to that being undertaken for the Grand Avenue Commuter Rail Corridor Development Plan.

Estimated time-frame: 12 months

Estimated cost: \$600,000

Option B: Develop a Commuter Rail Corridor Development Plan for the UP Main Line (Buckeye in the west to Coolidge in the east). The scope of work would be similar to that being undertaken for the Grand Avenue Commuter Rail Corridor Development Plan.

Estimated time-frame: 18 months

Estimated cost: \$1,500,000

PUBLIC INPUT:

On December 17, 2008, the MAG Commuter Rail Stakeholders Group met and discussed the need for studying additional commuter rail corridors. A total of 54 people attended the meeting, representing MAG member agencies, transit advocates, business interests, and staff from the Arizona state legislature. The group supported the expansion of MAG's current commuter rail study along Grand Avenue, including a more comprehensive study of the rail corridors and possible connection options throughout the MAG region.

PROS & CONS:

PROS: Proceeding with additional commuter rail studies would accelerate the completion of the detailed analyses for future commuter rail service in the MAG region.

CONS: There is currently no regional funding available to implement commuter rail service.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Option 1 would provide detailed ridership forecasts for commuter rail corridors, allowing for a more comprehensive review and prioritization of individual commuter rail corridors. Option 2 would allow MAG to work directly with the Union Pacific Railroad on opportunities for commuter rail service.

POLICY: Both of the proposed options would require an amendment to the FY 2009 Unified Planning Work Program and Annual Budget. Proceeding with the proposed work elements would allow MAG to provide more detailed input into ADOT's statewide rail framework study and Phoenix-Tucson intercity rail study. Because ADOT will launch both studies early in 2009, the most timely response would be to amend the existing contract with URS Corporation for the Grand Avenue Commuter Rail Corridor Development Plan. This contract amendment is provided for under the original Request for Qualifications (RFQ) that was issued for MAG's commuter rail consulting services. The Management Committee could also recommend that MAG conduct a new Request for Proposals (RFP) process, which would delay the additional study work by approximately three months.

ACTION NEEDED:

Recommend approval for MAG to continue development of the commuter rail options in the MAG region and the potential connecting routes immediately adjacent to the MAG region and for MAG to include a full-time transit staff position to assist with these and other transportation related studies and to amend the FY 2009 MAG Unified Planning Work Program and Annual Budget to include funding for the study

option(s) selected and to continue this work with the URS Corporation as an additional phase of the existing commuter rail study.

PRIOR COMMITTEE ACTIONS:

The Executive Committee received an update on commuter rail at its November 17, 2008, meeting.

MEMBERS ATTENDING

- Mayor Mary Manross, Scottsdale, Chair
- Vice Mayor Peggy Neely, Phoenix, Vice Chair
- Mayor Thomas L. Schoaf, Litchfield Park, Treasurer
- * Mayor Hugh Hallman, Tempe
- * Mayor James M. Cavanaugh, Goodyear
- * Mayor Marie Lopez Rogers, Avondale
- Mayor Steven M. Berman, Gilbert
- * Not present

The Management Committee received an update on commuter rail at its November 12, 2008, meeting.

MEMBERS ATTENDING

- Charlie McClendon, Avondale, Chair
- Mark Pentz, Chandler, Vice Chair
- * George Hoffman, Apache Junction
- David Johnson for Jeanine Guy, Buckeye
- Jon Pearson, Carefree
- Wayne Anderson for Usama Abujbarah, Cave Creek *
- Spencer Isom for B.J. Cornwall, El Mirage
- Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
- Rick Davis, Fountain Hills
- * Rick Buss, Gila Bend
- Joseph Manuel, Gila River Indian Community
- George Pettit, Gilbert
- Ryan Peters for Ed Beasley, Glendale
- Romina Korkes for John Fischbach, * Goodyear
- * RoseMary Arellano, Guadalupe
- Darryl Crossman, Litchfield Park
- Christopher Brady, Mesa
- Jim Bacon, Paradise Valley
- Carl Swenson, Peoria
- Frank Fairbanks, Phoenix
- John Kross, Queen Creek
- Bryan Meyers, Salt River Pima-Maricopa Indian Community
- John Little, Scottsdale
- Randy Oliver, Surprise
- Charlie Meyer, Tempe
- Chris Hagen for Reyes Medrano, Tolleson
- Gary Edwards, Wickenburg
- Lloyce Robinson, Youngtown
- Jennifer Toth for Victor Mendez, ADOT
- David Smith, Maricopa County
- David Boggs, Valley Metro/RPTA

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

CONTACT PERSON:

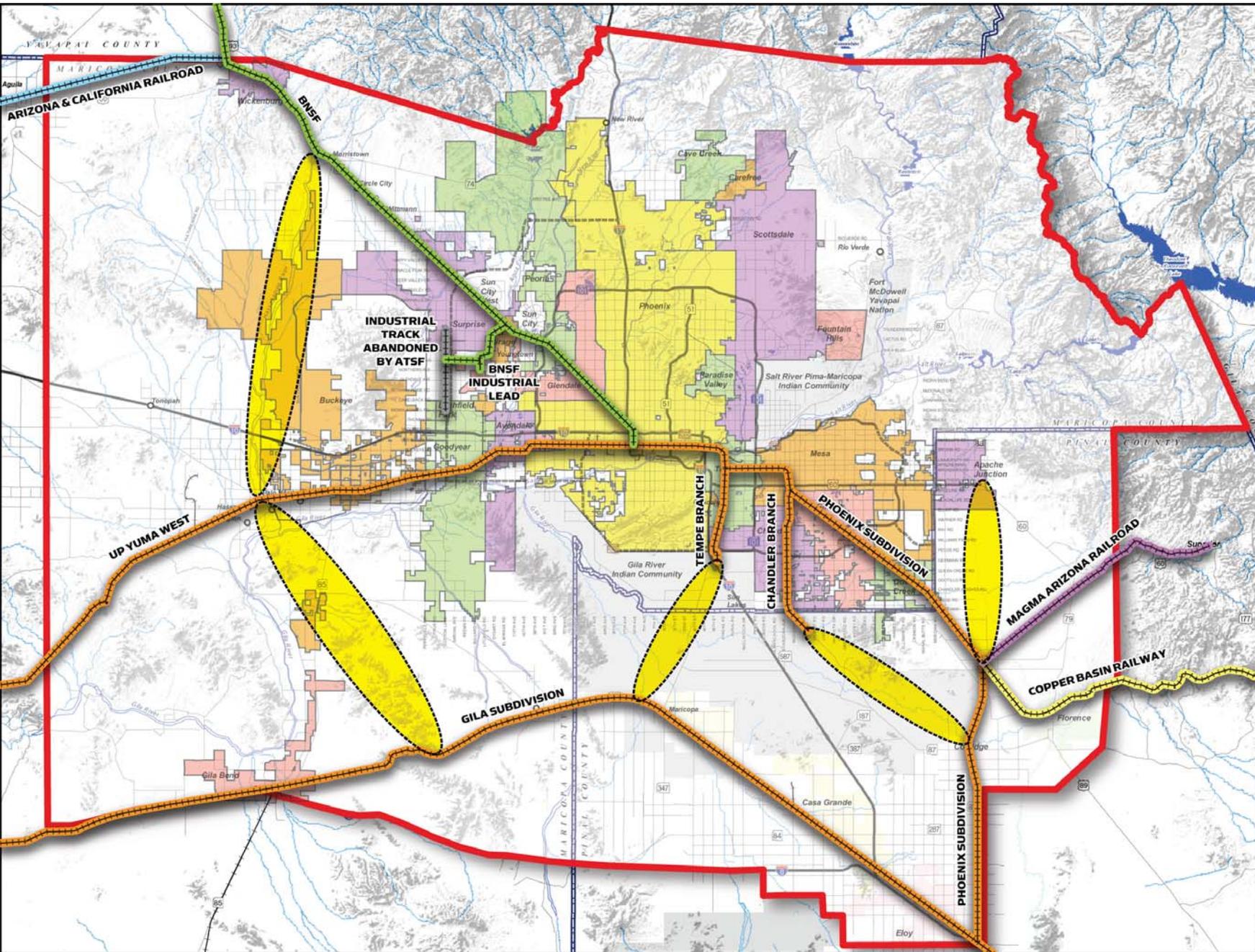
Kevin Wallace, MAG Transit Program Manager, (602) 254-6300.

MAG COMMUTER RAIL STRATEGIC PLAN

EXISTING RAILROADS & POSSIBLE EXTENSIONS

Legend

-  BNSF
-  UP Mainline
-  Magma Arizona Railroad
-  Copper Basin Railway
-  Arizona & California Railroad (AZRC) (since 1991)
-  Industrial track abandoned by ATSF (early 1990s)
-  Possible rail extension areas
-  Commuter Rail Study Area



0 4 8 Miles

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 6, 2009

SUBJECT:

Status Report on the Performance Measurement Framework and Congestion Management Update Study

SUMMARY:

The adoption of the new Regional Transportation Plan (RTP) in November 2003 and the passage of Proposition 400 in November 2004, which extended the half cent sales tax through 2025, establishes legislative statutes that require the Maricopa Association of Governments (MAG) as the regional planning agency to develop a multimodal performance monitoring program for the regional transportation system. Beginning in 2010 and every five years thereafter, ARS 28-6313 requires the auditor general to contract with a nationally recognized independent auditor to conduct a performance audit of the regional transportation plan and projects scheduled for funding during the next five years. In June 2006, MAG initiated the development of a multimodal performance monitoring program for the regional transportation system. Program reports have been included in the 2006 and 2007 Regional Transportation Plan (RTP) Updates and the 2007 and 2008 Annual Report on the Status of the Implementation of Prop. 400.

In April 2008, MAG initiated the Performance Measurement Framework and Congestion Management Update Study. The selected consultant was PBS&J in conjunction with Cambridge Systematics and University of Washington TRAC Center. The primary objectives of this project are as follows:

1. Develop a framework and prototype report as a tool for evaluating the effectiveness of regional strategies for moving people, goods, and services in relation to costs and time.
2. Update MAG regional congestion management strategies to facilitate system evaluation based on performance measures developed as part of the study.
3. Comply with Proposition 400 audit requirements as well as federal requirements set forth as part of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act - A Legacy for Users (SAFETEA-LU).

In May 2008, in conjunction with Phase I of this study, MAG invited member agencies to participate in a Regional Performance and Congestion Management Technical Advisory Group (TAG) in efforts to develop this multimodal study in collaboration with stakeholders. The 18 member TAG has been actively participating in all phases of this study; to date two staff and consultant-led workshops have been conducted with near 100% participation.

Progress to date:

Phase I of this study is completed. It included the development of a best practices memorandum and the initiation of the Technical Advisory Group (TAG).

Phase II is underway. It includes the development of a framework for performance measurement strategies and the development of implementation plans and reporting methodologies for multimodal transportation systems at the regional and corridor level.

Phase III will incorporate the results of the performance measurement framework developed in Phase II into the Congestion Management Process (CMP) update. This update is needed to comply with new Federal regulations in SAFETEA-LU requiring the inclusion of strategies and methods to monitor, evaluate

and analyze the performance of the multimodal system, as well as to develop effective reporting methodologies for disseminating the results.

It is anticipated that the successful implementation of this project will result in MAG achieving the following goals:

1. Move toward scientific program development based on objectives-based, performance driven planning
2. Enhance the TIP and other program planning decision-making processes to enable MAG to better evaluate and prioritize both existing and proposed projects
3. Provide the tools necessary to support Proposition 400 audit requirements
4. Enable MAG to better meet regional congestion mitigation objectives

PUBLIC INPUT:

None has been received.

PROS & CONS:

PROS: This project will allow MAG to move forward in meeting its state and federal requirements for regional transportation planning. In addition, this project will result in an integrated congestion management process and performance measurement system that will provide MAG member agencies and staff and the public with timely and consistent information. Furthermore, the congestion management process component of this study will focus on the development of the criteria and strategies to aid in the assessment and evaluation of projects.

CONS: None

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The results of this study will provide guidance to MAG and its member agencies in the preparation of transportation project prioritization activities as well as a coordinated methodology to report on the performance and efficiency of the region's transportation investments.

POLICY: The findings of this combined study will provide the framework and reports to comply with federal regulations of SAFETEA-LU and state regulations for the implementation of Proposition 400.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

An update on the progress of the MAG Performance Measurement and Congestion Management Update Study was given to the MAG Transportation Review Committee on December 4, 2008.

CONTACT PERSON:

Monique de los Rios Urban or Eileen O. Yazzie 602-254-6300

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

DATE:

January 6, 2009

SUBJECT:

Proposed Acceleration of the Williams Gateway Freeway

SUMMARY:

Mesa has requested consideration of a proposal to advance a portion of the planned Williams Gateway Freeway. The advanced project would build the ramp connections with the Santan Freeway and a connection to Ellsworth Road. When completed, the project would provide a better connection to the planned new entrance on the east side of the Phoenix - Mesa Gateway Airport. The attached summary shows the requested advancements for the design, right of way, and construction phases of the project. Mesa has proposed issuing Highway Project Advancement Notes (HPAN), which are secured by the city's excise tax, to fund the accelerated construction. Since Mesa would be issuing the debt, there is no impact on the freeway program's financing capacity. The interest expense on the debt would be divided equally between the Freeway Program and Mesa as stated in the MAG Highway Acceleration Policy adopted February 27, 2008. Mesa has requested that the \$20.4 million of Statewide Transportation Acceleration Needs (STAN) funding that was approved by the MAG Regional Council for right of way acquisition for the freeway be used to cover the interest expense on the financing. Mesa has proposed that 50 percent of the STAN funds would be used to offset the city's interest obligation and the remaining 50 percent be used to offset the Program interest. According to the proposal, the net interest cost to Mesa would be \$9.611 million and the Program share would be the same at \$9.611 million. The attached term sheet summarizes the financial analysis.

The Program share of the interest cost represents an additional cost to the Program, however, this additional cost would be offset by the accelerated construction of the project as long as the rate of inflation exceeds one-half of the interest rate on the financing. The financial analysis assumes that the interest rate is 4.25 percent on the notes. ADOT currently uses a three (3) percent inflation rate for construction, therefore, there would be a net cost savings to the program as a result of the proposed acceleration.

Mesa understands and agrees that if the schedule for the project is delayed due to higher program costs and/or lower program revenues, the reimbursement to Mesa would be delayed as other projects are also delayed. Policy discussions are currently underway at MAG that could result in substantial changes to the MAG Freeway Program due to lower revenues and higher costs. The revised program schedule could result in changes to the timing of the Williams Gateway Freeway project, in particular, the construction phase of the project.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Accelerating the Williams Gateway Freeway connection to Ellsworth Road would improve the general mobility in the area and access to the Phoenix - Mesa Gateway Airport.

CONS: The proposed acceleration does increase the interest expense to the Program although the increase is likely to be offset by the reduced costs related to inflation.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The proposed acceleration would provide increased mobility and access to the Phoenix - Mesa Gateway Airport and would build a portion of the first section of the Williams Gateway Freeway. The interim construction project would include little if any components that would not be needed for the ultimate facility.

POLICY: The proposed acceleration project meets the MAG Highway Acceleration Policy that was adopted on February 27, 2008. The request also includes a change in the use of the STAN funds that were provided to this project from advanced acquisition of right of way to the payment of the interest expense associated with the acceleration.

ACTION NEEDED:

Recommend approval of the Mesa request to advance the design, right of way and construction of an interim connection of the Williams Gateway Freeway between the Santan Freeway and Ellsworth Road by approximately three years to be incorporated into the draft FY 2010 to FY 2014 MAG Transportation Improvement Program and the Regional Transportation Plan for a conformity analysis and that the STAN funds allocated to the Williams Gateway Freeway for right of way acquisition be used instead to pay for the interest expense associated with the proposed acceleration, recommend that the request for the change in the use of the STAN funds be forwarded to the State Transportation Board for consideration, and recommend authorizing the MAG Executive Director to enter into an agreement with ADOT and Mesa.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

Eric Anderson, (602) 254-6300

**WILLIAMS GATEWAY FREEWAY ACCELERATION ANALYSIS
PHASE 1, SANTAN TO ELLSWORTH***

Proposed Acceleration Schedule and Cost**

Element	Cost Estimate (Year of Expenditure \$)	Plan Year	Advanced Year
Design	\$12	2013	2010
Right-of-Way	\$33	2015	2010
Construction	\$172	2016	2012
Total	\$217		

Summary of Financing

<u>Design and Right-of-Way</u>	<u>Mesa</u>	<u>Program</u>
Interest Expense***	\$4,661,000	\$4,661,000
Application of STAN funds	\$4,661,000	\$4,661,000
Net Interest Cost After Application of STAN Monies	\$ 0	\$ 0
 <u>Construction</u>	 <u>Mesa</u>	 <u>Program</u>
Interest Expense***	\$15,150,000	\$15,150,000
Application of STAN funds	\$ 5,539,000	\$ 5,539,000
Net Interest Cost After****	\$ 9,611,000	\$ 9,611,000
Application of STAN Monies	\$ 9,611,000	\$ 9,611,000

* Acceleration is for SR802 Phase 1, from the Santan Freeway to Ellsworth Road. Includes Traffic Interchange with all connecting ramps to the Santan Freeway. Remainder of project is an interim facility which has been valued engineered to include interim ramp connection to Ellsworth Road.

** Cost estimates were provided by ADOT in December 2008 based on unit costs and quantities. Cost estimates adjusted for inflation using the same inflation factors as ADOT & MAG are using to update the life cycle program.

*** Interest rate of 4.25% used for financing. Current rate for 5-year tax-exempt notes is approximately 2.5% as of January 2, 2009.

**** The net interest cost after application of STAN funds reflects interest expenses after STAN funds have been deducted. STAN funds totaling \$20.4 million were allocated for SR802 right-of-way. The Legislature subsequently authorized these funds to be used for interest expense subject to MAG & ADOT approval.