

## Expert Forums Provide In-Depth Look at Maricopa Region

*“Sprawl is anything you don’t like about growth.”*

– Grady Gammage, Jr., Expert Panel Forum #4



MOBILITY FOR THE NEW MILLENNIUM

Utilizing the expertise of local and national experts, MAG began the difficult process of delving into the region’s future during a series of forums in February and March. The purpose of the expert panel forums was to look at the underpinnings of the region in five categories: Demographic and Social Change; the New Economy; Environmental and Resource Issues; Land Use and Urban Development; and Transportation and Technology. The forums marked the first step in the creation of a new comprehensive Regional Transportation Plan for the MAG area.

“Before we can develop an effective Regional Transportation Plan, we first need to look at the many factors that will shape the region in the future,” said MAG Executive Director James M. Bourey. “Our objective for the forums was to look at all of the critical elements that may lead to



changes in travel behavior, land use, work habits, lifestyle, and technology – all of which could have a significant effect on the infrastructure and transportation system needs 40 years from now,” he said.

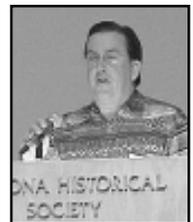
There were a number of major themes that emerged from the five half-day sessions. During the Demographic and Social Change forum, experts predicted that population growth is likely to be faster than current Department of Economic Security (DES) forecasts.

“The current DES prediction is that there will be about 6.3 million people in the Valley by the year 2040,” said MAG Transportation

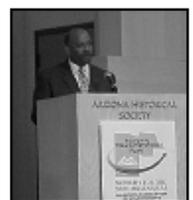
Manager Eric Anderson. “But even if historic growth rates decline by 20 percent over each of the next four decades, we could end up with 7.8 million people instead. We need to accept that population growth may be greater than anticipated, and plan for that growth now.”

Another major demographic change in the future will be a more diverse population. By 2040, or sooner, minorities will represent 40 percent of the population. If minority groups continue a historical tradition of having larger families than non-minorities, it follows that higher birth rates may occur. This could increase the school age population faster than projected, create a higher demand for public transit, and perhaps lead to an increased need for affordable housing – all of which will have their own impact on transportation needs.

**Expert Forums** continued on page 4



**Grady Gammage, Jr.**, Gammage & Burnham, speaks during the Environmental Resources and Development forum.



**Bruce Mosby**, Greater Phoenix Black Chamber of Commerce, moderates a discussion on demographic changes.

**INSIDE**  
*this issue*

<b>From the Chair</b> .....	2	<b>Videoconferencing System</b> .....	7
<b>Getting Around Safe &amp; Sound</b> .....	3	<b>MAG Triennial Review</b> .....	7
<b>Expert Forums</b> .....	4	<b>Census 2000 Numbers</b> .....	8
<b>Freeway Service Patrol</b> .....	5	<b>Safety Forum</b> .....	9
<b>Desert Peaks</b> .....	5	<b>CANAMEX Recommendation</b> .....	10
<b>Input Opportunity Events</b> .....	6	<b>MAGAZine Survey</b> .....	11



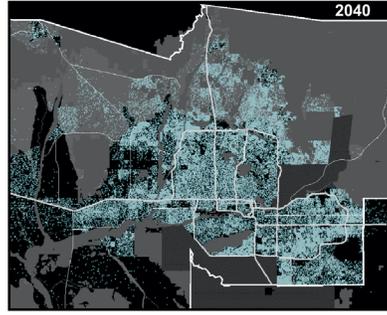
Phoenix Mayor Skip Rimsza

## From the Chair

In this issue of *MAGAZine*, two stories outline some of the significant changes this region will face in the next 20 years: the findings of the expert panel forums for the new Regional Transportation Plan and the results coming out of the newly-released Census 2000 counts.

We know that growth in this region is inevitable. How we respond to the challenges of that growth will determine whether we maintain a high quality of life. MAG is already taking some crucial first steps to plan for the changing face of our region.

For example, we are pursuing ways to further engage MAG in the community – by broadening our membership to include private sector representatives, expanding our membership into Pinal County, refining MAG’s role as a regional entity, and soon by changing our name to reflect this broader partnership. MAG has already taken strides when it



comes to integrating state, regional and local planning efforts for a more seamless planning process. The MAG Regional Council is already moving forward with ways to implement a regional review of local plans, providing just one more assurance that we are all in step when it comes to an overall regional plan.

In another example, local jurisdictions are working hard through cooperative efforts to build a regional transit system. Along with local efforts, we need a strong relationship with our federal partners to ensure we receive federal revenues so that the system is built in a timely fashion. All of these partnerships are crucial if we expect to handle the rapid changes coming our way.

As one expert noted in the recent MAG forum series: “Demographics are destiny.” We know that by 2040, this region is expected to be home to more than six million people. We know that other demographic changes will have major impacts in how we look and function as a region. We know challenges are ahead.

We know.

So we can plan. We can partner. We can prepare.

## REGIONAL council members

- ◆ **Mayor Skip Rimsza** Phoenix, *Chair*
- ◆ **Mayor John Keegan** Peoria, *Vice-Chair*
- ◆ **Mayor Jay Tibshraeny** Chandler, *Treasurer*
- Mayor Ron Drake** Avondale
- Mayor Dusty Hull** Buckeye
- Mayor Edward C. Morgan** Carefree
- Mayor Vincent Francia** Cave Creek
- Mayor Jose “Roy” Delgado** El Mirage
- Mayor Sharon Morgan** Fountain Hills
- Mayor Chuck Turner** Gila Bend
- Governor Donald Antone** Gila River Indian Community
- ◆ **Mayor Cynthia Dunham** Gilbert
- Mayor Elaine M. Scruggs** Glendale
- ◆ **Mayor William Arnold** Goodyear
- Councilmember Margarita Garcia** Guadalupe
- Mayor J. Woodfin Thomas** Litchfield Park
- Supervisor Andy Kunasek** Maricopa County
- Mayor Keno Hawker** Mesa
- Mayor Edward F. Lowry** Paradise Valley
- Mayor Wendy Feldman-Kerr** Queen Creek
- President Ivan Makil** Salt River Pima-Maricopa Indian Community
- Mayor Mary Manross** Scottsdale
- Mayor Joan Shafer** Surprise
- Mayor Neil G. Giuliano** Tempe
- Mayor Adolfo Gamez** Tolleson
- Mayor Larry Roberts** Wickenburg
- Mayor Eugene Russell** Youngtown
- F. Rockne Arnett and Dallas Gant** Arizona Department of Transportation
- Bill Beyer** Citizens Transportation Oversight Committee
- ◆ Executive Committee Members

# MAGAZine

*MAGAZine* is a quarterly newsletter of the Maricopa Association of Governments. It focuses on the issues and concerns of the cities, towns and tribal communities of Maricopa County. If you know of a friend or colleague who would like to receive *MAGAZine*, please call the MAG office, (602) 254-6300.

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# MAG Forums Address Impacts of Aging on Transportation



If you suddenly found yourself unable to drive, how would you get around? It's a question most of us never even think about, even though our population is aging at its fastest rate in history.

Nancy Concholar certainly never thought about it, until she was hit with a sudden stroke nine years ago at age 55.

"I never thought about it before then," says Nancy. "But I sure did think about it after I had the stroke. And I kept wondering: 'Now, boy, what am I going to do? And how am I going to get around?' Because you don't want to be a burden on anybody else."

One group that is thinking about the mobility needs of seniors is the Maricopa Association of Governments. MAG has implemented an Elderly Mobility Initiative to develop and design a transportation system that addresses the issues of elderly mobility in the Maricopa region. As baby boomers transform into the largest elderly population in human history, the nation will soon see a dramatic increase in the number of seniors who need options for getting around while getting older.

"Twenty percent of the Valley's population will be 65 years or older by the year 2020," says

Claudia Walters, chair of the MAG Elderly Mobility Stakeholder Working Group. "This age wave will have a critical impact on transportation needs in the future."

That's one of the reasons MAG is relying on seniors like Nancy to provide perspective about elderly mobility issues. MAG recently conducted a series of focus groups, stakeholder dialogues and forums to prioritize needs and to provide a foundation for the development of a Regional Action Plan on Elderly Mobility.

"We need to look at solutions to improve transportation options for all seniors, whether they are drivers, passengers or pedestrians," says Walters. "These options need to be safe, reliable, accessible and affordable."

As for Nancy, she says she quickly learned to rely on public transit. And although she didn't drive at all for eight years, she continued working her three volunteer jobs at a school, hospital, and serving food to the homeless.

"You can still do it. You have to plan your time well, and you also have to use a lot of time planning it well to do the bus. But it's a good system. I just loved it, I really did."

Unfortunately, MAG has found that not all seniors handle the

adjustment as well as Nancy. Many elderly become isolated and shut off from friends, family, social activities and even health care once they no longer drive.

**"It's just a lot harder to get out," she says. "I pretty much stay put."**

74-year-old Helen Behrens admits that when she stopped driving 15 years ago, she found herself doing less, although she does occasionally use the bus. "It's just a lot harder to get out," she says. "I pretty much stay put."

Even Nancy found she missed the extra independence of having her own wheels. So a year ago, she went to a special driving class to learn how to use a left-foot accelerator to accommodate the deficiency left by her stroke. Her license was reinstated when she graduated from the class.

"My heavens, you do miss so much in not driving," she says. That's why she's glad MAG is looking at a variety of options, including driver education and re-training, to help keep seniors mobile. But Nancy also has peace of mind knowing that when she has to park her car for good, she'll get by.

"At least I know I can do it," she says. "At least now I've thought about it." 

If you would like to know more about the MAG Elderly Mobility Initiative, or if you want to review recommendations from the working group, please call Suzanne Quigley at (602) 254-6300.

## Expert Forums continued from page 1

A third key demographic change includes a rapid increase in the number of citizens over age 60, as baby boomers start to hit retirement age in 2011. Older drivers of the future are expected to drive more than today's, leading to a number of travel implications, and those who don't drive will need to have alternative ways to get around.

In discussions on the New Economy, participants learned that people are the most important "raw material" of the future. One panelist quoted Seth Gordon of the Fast Company, who said: "The first 100 years of our country's history were about who could build the biggest, most efficient farm. The second 100 years were about the race to build efficient factories. The third 100 years are about ideas."

Another panelist said that in the New Economy, workers are more concerned about their quality of life, and will choose to live in cities where a "sense of place" is important.

"This tells us that employers will have to be more flexible," said Anderson. "They may have to provide alternative work arrangements, such as teleworking and flexible schedules, which will also affect travel behavior."

In the environmental realm, air quality improvements will continue to be a major focus, as will open space and increased recreational activities. Panelists pointed out that land use planners will need to explicitly consider resource constraints such as water.



The forums attracted many residents interested in the future of transportation.

In looking at land use and urban development, some contradictions were found – such as the fact that most citizens dislike both sprawl AND density.

"Our experts have found that discussions of urban sprawl are often divorced from reality," said Anderson. "Grady Gammage told the story about a gentleman who lambasted sprawl, ending his tirade with the statement: 'That's why I live in Rio Verde.' People just don't understand how their personal lifestyle decisions impact growth."

Other land use findings included the need for a better balance between housing and jobs; that most growth continues to occur along the urban edge; and that changing the urban form is a long-term process. Improved mobility options, such as light rail transit and local bus service, were found to be important to maintaining the economic vitality of the central core.

The final forum focused on transportation and technology. Although panelists reported that average commute times have remained stable, they noted that increased congestion will be

inevitable. Commute patterns are changing to more suburb-to-suburb travel, and Internet buying is expected to lead to increased freight and local delivery truck traffic.

The good news is that Intelligent Transportation Systems (ITS) will offer some options in managing our transportation systems, with "smart" corridors to improve traffic flow, incident response improvements that will reduce bottlenecks, and vehicle automation technologies that will provide real-time driver information for safer and faster travel.

"The forums have helped us get a much clearer picture of future transportation needs," said Executive Director Bourey. "Our next step is to hold a series of focus groups throughout the region to help develop values, goals and objectives in the areas of transportation and regional development. The findings that come out of the focus groups and forums will help us develop a solid policy foundation for the creation of the new Regional Transportation Plan," he said.

The Regional Transportation Plan will replace the current Long Range Transportation Plan as the blueprint that directs major transportation investments in the region. The plan is being developed in two phases over a two-year period. Phase I will include the development of performance measures that can be used to test transportation strategies. Phase II will identify major improvements. 



Jon Talton, business writer for the Arizona Republic, discusses the New Economy.



Speakers used presentations to share their expertise.



Audience members asked the panelists questions.



Robert McQueen, PBS & J, talks about Intelligent Transportation Systems.

# To the Rescue: Stranded Motorists Get Help Through Freeway Service Patrol

More than a thousand motorists have already received help through the Freeway Service Patrol, which was launched last December. The program is operated by the Department of Public Safety (DPS) and is funded by the Maricopa Association of Governments and the Arizona Department of Transportation.

The Freeway Service Patrol was created to assist stranded motorists, relieve freeway congestion and improve traffic flow by getting disabled vehicles back on their way.



Governor Jane Dee Hull outlines the benefits of the new Freeway Service Patrol during a recent press conference.

“When you consider that we drive approximately 60 million miles per day in this Valley, you can understand the positive impact these freeway service patrols will have in reducing congestion and traffic delays on our urban freeways,” said Governor Jane Hull during a press conference praising the successful implementation of the program.

“Another important benefit is that the patrols will enable highway patrol officers to spend more time enforcing traffic laws and conducting other law enforcement activities,” she said. In 1999, DPS officers assisted 63,380 stranded motorists, consuming 17,394 hours along Valley freeways.

The Freeway Service Patrols consist of roving road repair service vehicles which can provide on-the-spot assistance. MAG is providing \$750,000 in



MAG Chairman and Phoenix Mayor Skip Rimsza explains why the patrols were a top priority for MAG.

funding for start-up costs and for the salaries of eight full-time Roadside Motorist Assistants, who patrol the Valley freeway network looking for disabled vehicles. The funding comes from MAG federal funds designed to improve air quality. The Arizona Department of Transportation (ADOT) has committed to an additional \$750,000 to continue the program beyond the first two years. 

## Regional Achievers Take the Stage During Desert Peaks 2001

Individuals, projects and partnerships representing the best in regional cooperation will be honored at the Fourth Annual Desert Peaks Awards in June. The awards recognize regional excellence in five categories: Public Partnership, Public-Private Partnership, Distinguished Service, Regional Partnership and Regional Excellence.

More than 40 nominations were received for consideration for the

prestigious annual awards. Judges rate the entries on a variety of factors, including whether they demonstrate a commitment to regionalism.

The awards dinner and ceremony will be held on Thursday, June 21 at the Phoenix Airport Marriott Hotel, 1101 N. 44<sup>th</sup> St., Phoenix. The awards evening will follow the MAG Regional Council Annual Meeting. A reception will begin at 5:30 p.m., followed by the dinner and



program at 6:30 p.m. MAG Chairman Skip Rimsza will deliver the annual State of the Region address during the awards dinner. 

Desert Peaks reservations may be made by calling (602) 254-6300.

# Input Opportunity Includes Variety of Events

Whether stopping by a MAG booth at a special event or attending a public hearing – citizens had a number of opportunities to provide input on MAG’s transportation plans and programs during the FY 2001 Mid-Phase Input Opportunity.

The MAG public involvement process includes four phases: Early Phase, Mid-Phase, Final Phase and Continuous Involvement. The Mid-Phase is a chance



## A VITAL LINK

playing a trivia game called “Are You a MAG Mastermind?” in which participants spin a wheel and answer questions about the region. The event attracted hundreds of people and was done in conjunction with the Arizona Department of Transportation (ADOT).

MAG and ADOT also partnered with the Regional Public Transportation Authority (RPTA) for a Transportation Fair held on February 20, 2001 at the Central Station Transit Center. Display boards provided information on a variety of transportation topics, including air quality, bicycling, bus routes, freeways, pedestrians, rail, streets and transportation funding. Agency staff were available to answer questions and record comments.

On February 24, 2001, MAG sponsored a booth at the Northwest Black History Committee Fifth Annual Black History Festival. MAG materials were handed out at an information booth and the MAG Community Outreach Associate answered questions about the organization.

On March 1, 2001, an open house was held at the MAG offices, followed by a joint public hearing before the members of

the State Transportation Board and representatives of the MAG Regional Council, RPTA Board of Directors, Citizens Transportation Oversight Committee and MAG Transportation Review Committee.

“We’re trying to provide both conventional and non-conventional methods to attract citizen participation,” said MAG Communications Manager Kelly Taft. “The more opportunities we can provide, the more input we can obtain, and the more confident we can be that our plans are developed to meet the needs of the public,” she said. 



This young boy is happy to win his prize after playing a regional trivia game at the “MAG at the Mall” event.

for citizens to provide comment on initial selected projects for MAG’s five-year plan, known as the Transportation Improvement Program (TIP), and its 20-year Long Range Transportation Plan.

The process began with the first-ever “MAG at the Mall” event on February 10 and 11 at Metrocenter Mall. Citizens earned prizes by either answering a transportation survey or by



Community Outreach Associate Renea Nichols hosted a MAG booth at the 5th Annual Black History Festival in Peoria.

# MAG Videoconferencing System Goes the Distance

In one of its first major trials, the new MAG videoconferencing system got a long-distance workout in March, when the city of Phoenix used the system to interview a job candidate in Sweden.

The city used a videoconferencing unit supplied by MAG to connect with Sweden to interview a job candidate for a recreation coordinator position with the Phoenix Parks, Recreation and Library Department. The candidate was an American living in Sweden who had applied for the job over the Internet. He and his Swedish fiancée are looking to move back to America.

Phoenix recruiters were interested in the overseas applicant because they say it is difficult to find someone with the necessary skills in therapeutic and outdoor recreation. Ann Wheat, one of the six interviewers from the city, said the videoconferencing system worked well. "The video connection was very good, we could see him clearly and he could see all of us. Everybody felt very good about the whole process," she said.

Wheat said that unlike an audioconference, the videoconference helped put the candidate on a level playing field. "It had very much a person-to-person feel, and the gentleman in the interview had a very fair



chance at the job," she said.

The Phoenix job interview is just one of many possible applications for the MAG videoconferencing system. The system, which includes videoconferencing equipment in 29 sites around the Valley, is expected to be fully operational by early summer. The purpose of the system is to reduce vehicle miles traveled and to allow for greater participation in agency events. 

## MAG Undergoes Triennial Review

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed a transportation planning certification review of the Phoenix area transportation planning process.

The federal government provides the MAG region with \$70 million in transportation funds each year. It conducts a review process every three years to ensure that MAG is conducting its planning process in accordance with all applicable federal laws.

The review team complimented MAG on its cooperative relationship with the Arizona Department of Transportation and the Regional Public Transportation Authority, and said that tremendous improvements had been made in the areas of air quality, the Regional Transportation Plan, elderly mobility, and public involvement. Although formal findings have not been released, prelimi-

nary findings found no compliance deficiencies.

Based on preliminary findings, the review team is expected to recommend that MAG:

- Place a stronger focus on evaluating the impacts of transportation plans and projects on minority and low-income communities.
- Set up a process to resolve institutional relationships beyond MAG boundaries.
- Develop a comprehensive list of federal projects that ultimately receive federal funding in each fiscal year.
- Look at the working relationship with the agencies and the FTA.

The review team is expected to issue its formal recommendations within a few weeks. 



Federal officials listen to presentations as they evaluate MAG's programs.

# Our Story by the Numbers:

United States  
**Census  
2000**

## Census 2000 Population Counts Released

We're the fastest growing area in the United States; our county is fourth in population; we rank first in population growth; we have the sixth largest city.

Since Census 2000 counts by race and ethnicity were released on March 28, 2001, we have been bombarded by an extensive array of facts and figures. Still, we can make some sense out of the statistics, according to MAG Senior Project Manager Harry Wolfe.

"First, let's look at the significance of these new counts," said Wolfe. "In Arizona, census counts are used for distributing \$850 million annually in state-shared revenues. This revenue is distributed based upon each city's share of the population of

all incorporated places in the state. The census counts are also used as the basis for distributing billions of dollars in federal funds, and provide the base from which new population and socioeconomic projections will be developed," he said.

Wolfe said the new projections will be entered into a computer program known as the MAG transportation model, used to develop traffic forecasts and guide priorities for infrastructure needs. The projections are also used in the air quality model to forecast emissions.

There are three different levels of geography for which population and rankings have been released: Place (city or town), County, and Metropolitan Area. Based on these geographic levels, Census 2000 includes the following results:

- Phoenix, with 1,321,045 residents, is now the sixth largest city in the United States.
- Maricopa County, with 3,072,449 residents, is now the fourth most populous county in the United States. Since 1990, the county has added more than 950,000 residents, a greater net increase than any other county in the nation.
- The Phoenix-Mesa Metropolitan Statistical Area (which includes all of Maricopa and Pinal Counties), with 3,251,876 residents, is the 14th largest in the nation.

The growth of these areas can be viewed in two ways for the period

between 1990 and 2000: net increase in population and percentage increase in population.

The city of Phoenix added 337,642 people during this ten-year period, second only to New York in net increase in population. "This net increase translates into a growth rate of 34 percent – the highest growth rate among cities over a million people, and second only to Austin, Texas in the 30 largest cities in the United States," said Wolfe.

But of places with more than 100,000 people, three jurisdictions in Maricopa County grew at a faster rate than Phoenix, and ranked in the top ten fastest-growing places in the United States: Gilbert, second; Peoria, seventh; and Chandler, ninth; with growth rates of 278 percent, 114 percent, and 95 percent respectively.

Of all places in Maricopa County regardless of size, Surprise was the fastest-growing city in the past decade, increasing from 7,122 to 30,848 – an increase of 333 percent. Within Arizona, two other places grew at an even faster rate: Marana increased by 500 percent and Oro Valley by 345 percent.

The city of Mesa's population stands at 396,375, making it the third largest city in the state behind Phoenix and Tucson. With that increase, Mesa is now

Census 2000 continued on page 9

In 1975, MAG projected that Maricopa County would have 3,099,813 residents by the year 2000. Our projection 25 years ago was within one percent of the actual count of 3,072,449. In fact, MAG's numbers were closer than all other official predictions!

How's That for a Crystal Ball?

## Census 2000

continued from page 8

larger than St. Louis, Missouri; Miami, Florida; Minneapolis, Minnesota and Pittsburgh, Pennsylvania.

“There are many ways for us to look at the census numbers,” said MAG Executive Director James M. Bourey. “Certainly they tell us that we are continuing to experience rapid growth. They tell us we will be getting two new congressional representatives, and they tell us revenue distribution will be shifting among cities. But they also tell us the face of our region is changing, as minorities gain in number and new areas experience rapid development. It will be up to MAG to use these numbers to make the decisions that will guide future investments in our infrastructure,” he said. 

# Groups Seek Safety Solutions

Identifying key transportation safety issues and looking for ways to solve them was the focus of the first Regional Transportation Safety Forum in March. The Forum was co-sponsored by the Maricopa Association of Governments (MAG), the Arizona Chapter of the Institute of Transportation Engineers (ITE), and the International Municipal Signal Association (IMSA). It was held in conjunction with the Annual ITE/IMSA Spring Conference.

“The objectives of the forum were to identify transportation safety issues, concerns and needs in the MAG region, and to seek input from regional transportation safety stakeholders so that we can plan for a safer regional transportation system,” said MAG Intelligent

Transportation Systems Manager Sarah Joshua. “This is a significant step toward finding solutions to our most critical safety problems.”

Nearly 70 participants representing a broad cross section of stakeholders participated in the forum. In welcoming the participants, MAG Assistant Director Dennis Smith emphasized the need to measure safety performance.

“We need to consider safety a top priority when making infrastructure investments,” Smith said.

A panel of speakers helped kick off the forum with speeches highlighting safety issues relating to engineering, enforcement, education, and emergency medical services. Speakers included Aida Berkovitz of the National Highway Traffic Safety Administration; Dennis Garrett, Director of the Department of Public Safety; Cydney DeModica of the Motor Vehicle Division; and Richard Nassi of the City of Tucson.

Over 50 issues of concern or topics related to safety were identified through five breakout group discussions. A follow-up meeting will be held to discuss the next steps of the process. 



## MAG Moment



MAG Chairman and Phoenix Mayor Skip Rimsza joins his friends at EarthFest 2001. MAG also set up a public display booth at the event.

# MAG Makes CANAMEX Corridor Recommendation

The Maricopa Association of Governments has made its final recommendation for the CANAMEX Corridor, marking the last designated segment of the trade route extending from Canada to Mexico through the western United States.

The existing federally designated corridor from Mexico to Canada approaches the MAG region from the south along Interstate 10, and exits the region along US 93 in the northwest. The MAG recommendation for designation includes Interstate 8 west to State Route

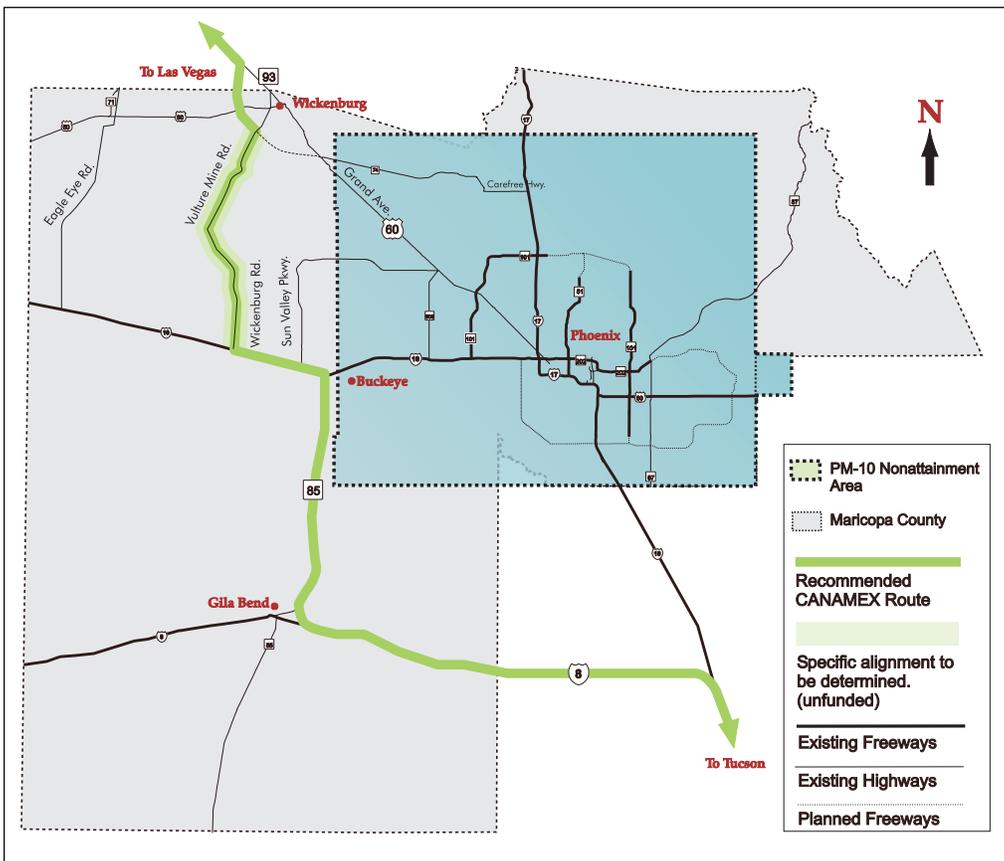
85, north on SR 85 to Interstate 10, west on I-10 to an alignment in the general vicinity of Wickenburg/Vulture Mine Road, north to a planned Wickenburg Bypass, and the Wickenburg Bypass northwest to State Route 93.

The CANAMEX Corridor study was initiated in late 1999 as a joint project by MAG and the Arizona Department of Transportation. Numerous forums and public meetings were held during the course of the study. The meetings generated intense interest from West Valley residents,

Recommended CANAMEX Corridor through the MAG region.



The CANAMEX Corridor is a designated trade route from Canada to Mexico in the western United States. The portion through Maricopa County is the last segment to be designated.



and a forum in Sun City West drew one of the largest crowds ever for a MAG meeting.

In designating the corridor, MAG studied a variety of connecting routes between Interstate 10 and Wickenburg, including Loop 303, the Sun Valley Parkway, Eagle Eye Road, and the Wickenburg/Vulture Mine Road alignment.

Evaluation criteria for the designation included safety, cost, travel time, length, level of service, access to freight terminals, constructability, environmental impacts, major community impacts, and impacts on minority communities and low-income populations. The next step will be to have the MAG recommendation included in federal legislation designating the Corridor.



# EVENTS *Calendar*

# MEETING *Times*

# SUMMER 2001

May	June	July
<b>1<sup>st</sup></b> 9:30 AM, Elderly Mobility Forum @ R.H. Johnson Social Hall, Sun City West	<b>5<sup>th</sup></b> 10:00 AM, Transportation Review Committee	<b>5<sup>th</sup></b> 10:00 AM, Intelligent Transportation Systems Committee
<b>2<sup>nd</sup></b> 10:00 AM, Intelligent Transportation Systems Committee	<b>6<sup>th</sup></b> 10:00 AM, Intelligent Transportation Systems Committee	<b>10<sup>th</sup></b> 1:30 PM, Street Committee
<b>2<sup>nd</sup></b> 1:30 PM, Specifications and Details Committee	<b>6<sup>th</sup></b> 1:30 PM, Specifications and Details Committee	<b>11<sup>th</sup></b> 12:00 PM, Management Committee
<b>3<sup>rd</sup></b> 9:30 AM, Elderly Mobility Forum @ Mesa Senior Center, Mesa	<b>11<sup>th</sup></b> 1:30 PM, Enhancement Funds Working Group	<b>11<sup>th</sup></b> 1:30 PM, Specifications and Details Committee
<b>8<sup>th</sup></b> 1:30 PM, Street Committee	<b>12<sup>th</sup></b> 1:30 PM, Street Committee	<b>12<sup>th</sup></b> 1:30 PM, Air Quality Technical Advisory Committee
<b>9<sup>th</sup></b> 12:00 PM, Management Committee	<b>13<sup>th</sup></b> 12:00 PM, Management Committee	<b>17<sup>th</sup></b> 1:30 PM, Regional Bicycle Task Force
<b>15<sup>th</sup></b> 1:30 PM, Building Inspectors Forum	<b>14<sup>th</sup></b> 10:00 AM, Ad Hoc Planners Advisory Work Group	<b>17<sup>th</sup></b> 1:30 PM, Building Inspectors Forum
<b>16<sup>th</sup></b> 10:00 AM, Regional Council Transportation Subcommittee	<b>19<sup>th</sup></b> 9:00 AM, Domestic Violence Council Meeting @ Family Advocacy Center	<b>18<sup>th</sup></b> 10:00 AM, Regional Council Transportation Subcommittee
<b>16<sup>th</sup></b> 2:00 PM, Building Codes Committee	<b>19<sup>th</sup></b> 1:30 PM, Regional Bicycle Task Force	<b>18<sup>th</sup></b> 2:00 PM, Building Codes Committee
<b>17<sup>th</sup></b> 1:30 PM, Human Services Coordinating Committee	<b>19<sup>th</sup></b> 1:30 PM, Building Inspectors Forum	<b>19<sup>th</sup></b> 1:30 PM, Human Services Coordinating Committee
<b>18<sup>th</sup></b> 10:00 AM, Ad Hoc Planners Stakeholders Group	<b>20<sup>th</sup></b> 10:00 AM, Regional Council Transportation Subcommittee	<b>20<sup>th</sup></b> 10:00 AM, Ad Hoc Planners Advisory Work Group
<b>22<sup>nd</sup></b> 10:00 AM, Transportation Review Committee	<b>20<sup>th</sup></b> 2:00 PM, Building Codes Committee	<b>24<sup>th</sup></b> 10:00 AM, Transportation Review Committee
<b>23<sup>rd</sup></b> 10:00 AM, Joint Regional Bicycle Task Force/ Pedestrian Working Group	<b>21<sup>st</sup></b> 1:30 PM, Human Services Coordinating Committee	<b>25<sup>th</sup></b> 10:00 AM, Pedestrian Working Group
<b>23<sup>rd</sup></b> 5:00 PM, Regional Council	<b>21<sup>st</sup></b> 2:00 PM, 9-1-1 Oversight Team	<b>25<sup>th</sup></b> 5:00 PM, Regional Council
<b>24<sup>th</sup></b> 10:00 AM, Telecommunications Advisory Group	<b>21<sup>st</sup></b> 5:00 PM, Regional Council Annual Meeting @ Phoenix Airport Marriott Hotel	<b>26<sup>th</sup></b> 1:30 PM, Homeless Continuum of Care Steering Committee
<b>24<sup>th</sup></b> 1:30 PM, Homeless Continuum of Care Steering Committee	<b>21<sup>st</sup></b> 5:30 PM, Desert Peaks Awards Evening @ Phoenix Airport Marriott Hotel, Dinner at 6:30	
<b>30<sup>th</sup></b> 1:30 PM, Enhancement Funds Working Group	<b>25<sup>th</sup></b> 1:30 PM, Enhancement Funds Working Group	
<b>31<sup>st</sup></b> 1:30 PM, Air Quality Technical Advisory Committee	<b>26<sup>th</sup></b> 10:00 AM, Transportation Review Committee	
<b>31<sup>st</sup></b> 4:30 PM, Draft MAG 208 Water Quality Management Plan Amendment Public Hearing/ Water Quality Advisory Committee	<b>27<sup>th</sup></b> 10:00 AM, Pedestrian Working Group	
	<b>28<sup>th</sup></b> 10:00 AM, Telecommunications Advisory Group	
	<b>28<sup>th</sup></b> 1:30 PM, Homeless Continuum of Care Steering Committee	

All meetings, unless indicated otherwise, will be held in the conference rooms located in the MAG offices on the second floor of the Compass Bank Building, 302 N. 1st Avenue. Parking is available under the building. Please ask for parking validation at the meeting. Bus fares may be reimbursed with a valid transfer. Bike racks are available at the entrance to the parking garage.

The dates, times and locations of all meetings may change. Other committees not listed here may meet during these months. **Please call (602) 254-6300 for confirmation.**



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