



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

February 8, 2011

TO: Members of the MAG Regional Council Executive Committee

FROM: Mayor Thomas Schoaf, City of Litchfield Park, Chair

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

Monday, February 14, 2011 - 12:00 Noon
MAG Office, Suite 200 - Cholla Room
302 North 1st Avenue, Phoenix

A meeting of the MAG Regional Council Executive Committee has been scheduled for the time and place noted above. Members of the Committee may attend the meeting either in person, by telephone conference, or by videoconference.

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

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

If you have any questions regarding the Executive Committee agenda items, please contact me at (623) 935-5033. For MAG staff, please contact Dennis Smith, MAG Executive Director, at (602) 254-6300.

A Voluntary Association of Local Governments in Maricopa County

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

MAG EXECUTIVE COMMITTEE
TENTATIVE AGENDA
FEBRUARY 14, 2011

COMMITTEE ACTION REQUESTED

1. Call to Order

The meeting of the Executive Committee will be called to order.

2. Call to the Audience

An opportunity will be provided to members of the public to address the Executive Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Members of the public will be requested not to exceed a three-minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Executive Committee requests an exception to this limit. Please note that those wishing to comment on action agenda items will be given an opportunity at the time the item is heard.

3. Approval of Executive Committee 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 (*).

2. Information and discussion.

3. Approval of Executive Committee Consent Agenda.

ITEMS PROPOSED FOR CONSENT
BY THE EXECUTIVE COMMITTEE

*3A. Approval of the January 18, 2011 Executive Committee Meeting Minutes

*3B. Consultant Selection for the Activity-Based Travel Forecasting Model

The fiscal year (FY) 2011 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2010, includes

3A. Review and approval of the January 18, 2011 Executive Committee meeting minutes.

3B. Approval of the consultant selection of PB Americas, Inc. to complete development of the second phase of the Activity-based Travel Forecasting Model (ABM) for an amount not to exceed \$500,000, and, at MAG's discretion,

\$500,000 for the second phase of development of the Activity-Based Travel Forecasting Model (ABM). The purpose of the project is to complete development of the new generation travel demand forecasting model at MAG. The ABM will allow MAG to address emerging regional planning challenges in a timely manner. On December 10, 2010, MAG issued a Request for Proposals to complete development of the MAG ABM, and implementation of the ABM at MAG. The successful respondent in this RFP process, at MAG's discretion, also may be retained to complete Phase 3 of the project at a cost not to exceed \$500,000. A single proposal was received from PB Americas, Inc. A multi-agency evaluation team evaluated the proposal on February 3, 2011. This item is on the February 9, 2011 Management Committee agenda for recommendation to approve. Please refer to the enclosed material.

complete Phase 3 of the project at a cost not to exceed \$500,000.

***3C. Consultant Contract for AZ-SMART Support**

The FY2011 MAG Unified Planning Work Program and Annual Budget approved by the MAG Regional Council in May 2010, 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 builds 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. This item is on the February 9, 2011 Management Committee agenda for recommendation to approve. Please refer to enclosed material.

3C. Approval of the selection of Planning Technologies for AZ-SMART support for an amount not to exceed \$45,000.

ITEMS PROPOSED TO BE HEARD
BY THE EXECUTIVE COMMITTEE4. Development of the FY 2012 MAG Unified Planning Work Program and Annual Budget

Each year, the MAG Unified Planning Work Program and Annual Budget is developed in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies in April and approved by the Regional Council in May. To provide an early start in developing the Work Program and Budget, this presentation is an overview of MAG's draft proposed new projects for the FY 2012 Work Program. The updated draft budget timeline, the invitation for the Budget Webinar presentation on February 17, 2011, at 1:00 P.M. in the MAG Palo Verde Room, and estimated dues and assessments are included with the budget documents. Please refer to the enclosed material.

5. External Planning Agency Relationships

MAG is in the process of developing the FY 2012 Unified Planning Work Program (UPWP) and Annual Budget. Part of this process is to determine the amount of funds that will be passed through to external planning agencies. Previously, MAG has entered into contracts with the Regional Public Transportation Authority (RPTA) and Valley Metro Rail (METRO) for planning services that are related to transit planning and project implementation. For FY 2011, MAG provided \$224,720 to RPTA and \$500,000 to METRO. RPTA and METRO are now located in the same building and are reviewing ways that functions, such as administration, finance, marketing, and planning, among others, could be shared, thus reducing costs. Over the past few years, MAG has also provided funding to the Central Arizona Association of Governments (CAAG) for their assistance in improving the MAG Regional Travel Demand Model. This includes information to better represent housing and employment activities in Pinal County, to assist in the

4. Information and input on the development of the fiscal year (FY) 2012 MAG Unified Planning Work Program and Annual Budget.

5. Information, discussion and input into the development of the MAG FY 2012 Unified Planning Work Program.

development of the required Pinal County transportation networks, and to review and provide comments on the travel demand forecasts for Pinal County. MAG is in the process of expanding the modeling area to include all of Pinal County and a new traffic analysis zone system. To provide continuity for these efforts, an annual planning contract between MAG and CAAG would be very beneficial for both agencies. In consideration of the expected staff efficiencies with RPTA and METRO, a 30 percent reduction in MAG funding for these two agencies may be appropriate with the funding reallocated to CAAG as support for the MAG modeling program. This would result in FY 2012 funding of \$157,304 for RPTA, \$350,000 for METRO, and \$217,416 for CAAG. This information would be included in the UPWP and Annual Budget that is considered for approval by the Regional Council in May.

6. Roles and Responsibilities and Process for the Conduct of Alternative Analysis

In March 2010, the Maricopa Association of Governments (MAG), the Regional Public Transportation Authority (RPTA), Valley Metro Rail (METRO), and the City of Phoenix signed a Memorandum of Understanding (MOU) among the four agencies that provided an outline of the roles and responsibilities related to transit planning and programming, project development activities, and transit operations. Alternatives Analyses (AA) are an important step in the process to define the specific projects that can address the transportation problems that have been previously identified in a corridor. Although the MOU outlines the overall process, additional clarification is being provided to ensure that the MAG Regional Council and the other committees that make recommendations to the Regional Council have the necessary information to make an informed decision on approving the Locally Preferred Alternative (LPA) that results from the AA. Please refer to the enclosed material.

6. Information, discussion and input on the Alternative Analysis refinement for the Transit Planning Roles and Responsibilities.

7. Withdrawal of the MAG Five Percent Plan for PM-10

On January 25, 2011, the Arizona Department of Environmental Quality withdrew the MAG 2007 Five Percent Plan for PM-10 from any further action or consideration by the Environmental Protection Agency (EPA). The plan was facing a partial disapproval action by January 28, 2011 based on a timetable in a consent decree with the Arizona Center for Law in the Public Interest. The withdrawal will enable the use of the new EPA paved road dust factors to improve the plan. On January 31, 2011, a notice of Finding of Failure to Submit a Plan was signed by EPA, which triggered the eighteen month sanctions clock for tighter controls on industry and the twenty-four month clock for the loss of the federal highway funds and the imposition of a federal plan. The submittal of a new plan and a completeness determination by EPA will stop the sanctions clocks. A plan approval action by EPA will stop the imposition of a federal plan. Regarding conformity, EPA also withdrew the adequacy finding for the motor vehicle emissions budget in the Five Percent Plan. The region then reverts to the previous approved motor vehicle emissions budget in the Revised MAG Serious Area Plan for PM-10. No new projects that require a conformity determination can be added to the Transportation Improvement Program and Regional Transportation Plan until conformity is demonstrated with the previous approved motor vehicle emissions budget. The new paved road dust factors will be useful in meeting the conformity requirements.

The Executive Committee may vote to recess the meeting and go into executive session with MAG's attorney(s) for legal advice regarding the MAG Five Percent Plan for PM-10. The authority for such an executive session is in A.R.S. § 38-431.03(A)(3).

7. Information, discussion and possible motion to adjourn to executive session with MAG's attorney(s) for legal advice regarding the MAG 2007 Five Percent Plan for PM-10. A.R.S. § 38-431.03(A)(3).

The Executive Committee may reconvene the meeting to provide direction to staff if needed. Please refer to the enclosed material.

8. Request for Future Agenda Items

Topics or issues of interest that the Executive Committee would like to have considered for discussion at a future meeting will be requested.

9. Comments from the Committee

An opportunity will be provided for the Executive Committee members to present a brief summary of current events. The Executive 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.

Adjournment

8. Information and discussion.

9. Information

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
MAG REGIONAL COUNCIL EXECUTIVE COMMITTEE
January 18, 2011
MAG Offices, Cholla Room
302 N. 1st Avenue, Phoenix, Arizona

MEMBERS ATTENDING

Mayor Thomas L. Schoaf, Litchfield Park, Chair	Mayor Jim Lane, Scottsdale
Mayor Hugh Hallman, Tempe, Vice Chair	Mayor Michael LeVault, Youngtown
* Mayor Marie Lopez Rogers, Avondale, Treasurer	Councilwoman Peggy Neely, Phoenix
	* Mayor Scott Smith, Mesa

* Not present

Participated by video or telephone conference call

1. Call to Order

The Executive Committee meeting was called to order by Chair Schoaf at 12:09 noon. Chair Schoaf stated that public comment cards were available for those members of the public who wish to comment. Transit tickets were available from Valley Metro for those using transit to come to the meeting. Parking validation was available from MAG staff for those who parked in the parking garage.

2. Call to the Audience

Chair Schoaf stated that, according to the MAG public comment process, members of the audience who wish to speak are requested to fill out the public comment cards. He stated that there is a three-minute time limit. Public comment is provided at the beginning of the meeting for items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. Chair Schoaf noted that no public comment cards had been received.

3. Consent Agenda

Chair Schoaf noted that prior to action on the consent agenda, members of the audience are 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. Chair Schoaf noted that no public comment cards had been received.

Chair Schoaf requested a motion to approve the consent agenda. Mayor Lane moved to approve items #3A through #3I. Mayor LeVault seconded the motion and the motion carried unanimously.

3A. Approval of the November 15, 2010 Executive Committee Meeting Minutes

The Regional Council Executive Committee, by consent, approved the November 15, 2010 Executive Committee meeting minutes.

3B. Approval of the Procurement of the IHS Global Insight TRANSEARCH Database and the North American Truck Load Rate Index by Trans-Research International for Use in the MAG Freight Transportation Framework Study and the MAG Regional Transportation Demand Model

The Regional Council Executive Committee approved, by consent, the approval of the sole source procurement of the IHS Global Insight TRANSEARCH Database and the North American Truck Load Rate Index by Trans-Research International for use in the MAG Freight Transportation Framework Study and the MAG Regional Transportation Demand Model for an estimated cost of \$180,000. The Fiscal Year (FY) 2011 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2010, includes \$200,000 for the purchase of freight data to support the MAG Freight Transportation Framework Study and the MAG Regional Transportation Demand Model. Due to the specialized commodity flow data needed for the Freight Framework Study a competitive selection is not available for the purchase of such data. MAG has negotiated a sole source procurement with IHS Global Insight Consulting Company for a custom TRANSEARCH commercial database and with Trans-Research International for the North American Truck Load Rate Index, for an estimated cost of \$180,000.

3C. FY 2011 MAG Highway Safety Improvement Program Projects

The Regional Council Executive Committee approved, by consent, the list of safety improvement projects as the MAG recommendation to the Arizona Department of Transportation for federal Highway Safety Improvement Program funds for fiscal year 2011. Starting in fiscal year (FY) 2010, MAG has begun receiving a total of \$1 million per year in federal Highway Safety Improvement Program (HSIP) funds from the Arizona Department of Transportation (ADOT), to be allocated toward projects and studies that would lead to road safety improvements in the region. Based on a prior MAG action, \$200,000 of the HSIP allocation for FY 2011 has been set aside for conducting Road Safety Assessments at high crash risk intersections. The balance of \$800,000 needs to be programmed for safety projects that can be obligated by May 1, 2011, which is the deadline established by ADOT. A call for projects was announced by MAG on October 14, 2010, to identify a list of candidate road safety improvement projects to be recommended to ADOT. On November 23, 2010, the Transportation Safety Committee reviewed the applications and recommended a list of projects and the funding amounts. The total of all requests slightly exceeded the \$800,000 available and is expected to be approved by ADOT.

3D. Programming of Pave Unpaved Road Projects for MAG Federal Congestion Mitigation and Air Quality Improvement Funding in the FY 2011-2015 MAG Transportation Improvement Program

The Regional Council Executive Committee approved, by consent, a list of pave unpaved road projects to be funded with CMAQ funds, and that the identified work phases and costs from the project application are added to the FY 2011-2015 MAG Transportation Improvement Program. The MAG Regional Transportation Plan (RTP) allocates MAG Federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds to specific modes, and, in some cases, identifies specific projects for the funds. Currently, the FY 2011-2015 MAG TIP identifies \$4,898,000 in CMAQ funding for the pave unpaved road program in FY 2014. MAG relied on its competitive application process to program

these funds. Applications were made available in August 2010 with a due date of September 16, 2010. There were 15 complete project applications submitted on time, and 14 were deemed eligible for federal funding. The projects went through a two-tiered Street Committee review process starting in October that resulted in project rankings by the Air Quality Technical Advisory Committee (TAC) in November 2010. The enclosed material includes a memorandum from the Chair of the Air Quality TAC that details the evaluation and ranking process used, the ranked lists of projects, and the Street Committee discussion notes per project.

3E. New Finding of Conformity for the FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update, As Amended

The Regional Council Executive Committee approved, by consent, the new Finding of Conformity for the FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update, as amended. On July 28, 2010, the MAG Regional Council approved a Finding of Conformity for the FY 2011-2015 MAG Transportation Improvement Program (TIP) and MAG Regional Transportation Plan 2010 Update. Since that time, an amendment has been proposed that includes new projects and project modifications from the Arizona Department of Transportation, Avondale, Buckeye, Chandler, Gila Bend, Gilbert, Maricopa County, Mesa, Peoria, Phoenix, Queen Creek, Scottsdale, Surprise, and Valley Metro Rail. MAG has conducted a regional emissions analysis for the proposed amendment and the results of the regional emissions analysis, when considered together with the TIP and RTP as a whole, indicate that the transportation projects will not contribute to violations of federal air quality standards. On December 10, 2010, a 30-day public review period began on the conformity assessment and amendment. Comments are requested by January 10, 2011.

3F. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program (TIP). The amendment and administrative modification involve several projects, including several Highway Safety Improvement Program funded projects and PM-10 Paving Unpaved Road projects. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. Comments are requested by January 10, 2011.

3G. Status Update on the June 30, 2010 Single Audit and Management Letter Comments, MAG's Comprehensive Annual Financial Report and OMB Circular A-133 Reports (i.e., "Single Audit") for the Fiscal Year Ended June 30, 2010

The Regional Council Executive Committee approved, by consent, recommending acceptance of the audit opinion issued on the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2010. The accounting firm of LarsonAllen, LLP has completed the audit of MAG's Comprehensive Annual Financial Report (CAFR) and Single Audit for the fiscal year ended June 30, 2010. An unqualified audit opinion was issued on November 22, 2010 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, 2010 CAFR to the GFOA awards program for review. If awarded the certificate for the June 30, 2010 CAFR, this would be the agency's 13th consecutive award.

3H. Approval to Join the Strategic-Alliance-Volume-Expenditures Cooperative Purchasing Group

The Regional Council Executive Committee approved, by consent, for MAG to join the Strategic-Alliance-Volume-Expenditures (S.A.V.E.) cooperative purchasing group. The Maricopa Association of Governments is requesting a recommendation of approval to join the Strategic-Alliance-Volume-Expenditures (S.A.V.E.) cooperative purchasing group in order to take advantage of any opportunities for cost savings on purchases and sharing of information on purchases. Regular membership can be in the name of the state, county, city, town, school, special district group, or political subdivision as prescribed by the by-laws of the S.A.V.E. organization. A provision is also included in the by-laws for associate membership and MAG would be considered eligible for participation in S.A.V.E. as an associate member. Associate members do not possess any rights in relation to voting and could only attend S.A.V.E. meetings by invitation of the Board of Directors. Currently there are no annual dues for membership in S.A.V.E. and in order to join, the by-laws of S.A.V.E. require only the approval of the applicant's governing body. Upon approval, the signature page of the S.A.V.E. agreement between MAG and S.A.V.E. must be filed with the Secretary of State.

3I. Sun Corridor Consortium Update

In August 2010, MAG submitted an application for the Sustainable Communities Regional Planning Grant Program on behalf of the Sun Corridor Consortium. The purpose of the program is to better coordinate planning for transportation, housing, and economic development. In September 2010, an update was provided about the projects proposed in the application. In October 2010, the U.S. Department of Housing and Urban Development (HUD) released the list of awardees, which did not include the Sun Corridor Consortium. In November 2010, HUD provided feedback on the Consortium's application. A stakeholders group is scheduled for January 2011 to review the feedback and to plan next steps to enhance the sustainability of the region. This item was on the consent agenda for information and discussion.

4. Project Changes – Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program, and as Appropriate, to the Regional Transportation Plan 2010 Update

Eileen Yazzie, MAG Transportation Program Manager, reported on requested project changes to the Fiscal Year (FY) 2011-2015 Transportation Improvement Program (TIP). She stated that in October and November 2010, in anticipation of action by the Environmental Protection Agency (EPA) on January 28, 2011, member agencies were requested to ensure that their projects were included in the FY 2011-2015 TIP. Ms. Yazzie noted that a 23-page attachment of project changes that have been requested by member agencies was included in the agenda packet. She noted that this type of project change request normally goes to the Regional Council, but in light of the time with the pending possible conformity freeze we did want to advance this item so that we had all

the processes completed with the Federal Highway Administration and the Federal Transit Administration.

Ms. Yazzie then provided a summary of the project changes for approval by the Executive Committee. She said that 16 agencies submitted approximately 300 project changes. Ms. Yazzie stated that 200 project changes were related to highway umbrella including freeway, arterial, bicycle and pedestrian, ITS projects and those relate to the scope, finance, and schedule changes. She noted that approximately 100 of the project change requests are transit projects with changes related to the federal finance process and the federal grant process for federal transit funds. The other transit projects relate to the Tempe Street car project that Regional Council approved on December 8, 2010.

Ms. Yazzie reported that the majority of projects in this project change sheet do not include 2014 and 2015 projects. She explained the reason for this is that it was decided that by 2013, the region would be in a good place in developing and approving a new TIP, or we would be in a not so good place, and in a conformity lapse where construction could not even occur. She noted that there are a handful of projects in 2014 and 2015 as they relate to right of way projects, regional life cycle projects, and the Tempe Street Car project. Ms. Yazzie noted that this item is on the agenda for approval of amendments and administrative modifications to the FY 2011-2015 MAG TIP, and as appropriate, to the RTP 2010 Update dependent on a new finding of conformity. There were no questions or comments.

Vice Chair Hallman moved to approve the amendments and administrative modifications to the FY 2011-2015 MAG TIP, and as appropriate, to the RTP 2010 Update dependent on a new finding of conformity. Mayor Lane seconded the motion and the motion carried unanimously.

5. MAG 2007 Five Percent Plan for PM-10

Lindy Bauer stated that on September 9, 2010, the EPA proposed partial approval and disapproval of the MAG 2007 Five Percent Plan for PM-10 based on the timetable in the consent decree with the Arizona Center for Law in the Public Interest, who has filed an air quality law suit. She note that if EPA finalized the partial disapproval by January 28, 2011, a conformity freeze on the MAG Transportation Improvement Program (TIP) and Regional Transportation Plan would occur, which means that only projects in the first four years can proceed. In addition, this will also trigger the sanctions clock, which will be turned on if this situation is not corrected. Ms. Bauer noted that within the first 18 months the first sanctions would fall and this includes major off sets for businesses and industry. She explained that if the situation is not fixed within 24 months, the region would then lose the federal highway funds and we could also go into a conformity lapse and have a federal implementation plan. Ms. Bauer stated that was a quick recap of the MAG Five Percent Plan for PM-10 situation.

Dennis Smith suggested that the Committee go into executive session. Councilwoman Neely requested that the Committee hear the other items to be heard and conduct executive session last. The Committee agreed. Chair Schoaf stated that we will move now to agenda item number six.

6. Discussion of the Development of the FY 2012 MAG Unified Planning Work Program and Annual Budget

Becky Kimbrough thanked the Chair and the members of the Executive Committee. She stated that the draft MAG budget for FY 2012 was on the agenda today for information and discussion only. Ms. Kimbrough reported that the draft budget presentation begins early in the year so that all the budget information can be brought to the committee early on in increments through May. She noted that May is when the budget is presented to the Executive Committee for recommendation for approval.

Ms. Kimbrough reported that this month the draft dues and assessments for FY 2012 are being presented. She stated that due to the economic conditions, MAG is continuing to recommend a 50 percent decrease from FY 2009 overall totals for dues and assessments. The 50 percent decrease for dues and assessments was first implemented in the FY 2010 budget and this decrease continued in the current year. She noted that the population totals currently being used to calculate dues and assessments are a placeholder for the final Decennial Census population numbers, which we expect to receive by March of this year. She stated that when the Decennial Census population totals are finalized, the draft dues and assessments will be updated and presented to the Committee. Ms. Kimbrough commented that the footnotes located on the draft dues and assessments document in your packet further explain the details of this information. She stated that the draft time line for presentation and production of the draft MAG budget for FY 2012 is also included in the draft budget materials. The time line describes the incremental order and timing of the presentation of draft budget materials at MAG. Ms. Kimbrough stated that in January the draft dues and assessments are presented and any new projects being considered will be presented in February for information and discussion. She noted that in March, an overall draft budget, which will be approximately 80 percent complete, will be distributed to the committee and the details of the draft budget is finalized and presented in April. She noted that recommendation and approval of the final budget would be requested in May. Ms. Kimbrough stated that this item is on the agenda for information and discussion.

Chair Schoaf thanked Ms. Kimbrough for her report and stated that the committee looks forward to working with staff on the budget.

7. Regional Council Item Proposed for Consideration By MAG

Chair Schoaf stated that a request at the Regional Council meeting by Mayor Lopez Rogers was to have a report be provided on how the state rail plan coordinates with the Western High Speed Rail Alliance initiative. Mr. Smith noted that according to the MAG Committee Operating Policies and Procedures, items requested as future agenda items at Regional Council will be considered by the Executive Committee for further direction. He noted that this body determines whether it should move on to be heard at the Regional Council. Mayor Schoaf stated that this body will heard the report and determine if it needs to go to the Regional Council or just provide everyone with a written report.

Marc Pearsall presented a Western High Speed Rail Alliance (WHSRA) progress update as requested during the December 8, 2010 Regional Council meeting. He stated that the initial question was how will the WHSRA coordinate with Arizona Department of Transportation (ADOT) and Building a Quality Arizona (bqAZ) state rail plan. He noted that the WHSRA members, which include the Nevada Department of Transportation and Regional Transportation Commission (RTC) of southern Nevada (Las Vegas), have made progress with the Federal Railroad Administration (FRA) on a high speed rail study and the application for funding. He stated that the funding had been allocated by the FRA in late 2010 for the high speed rail corridor studies. He noted that the larger section of the map shows the WHSRA "Golden Triangle" corridors including Phoenix, Los Angeles and Las Vegas. Mr. Pearsall clarified that the Los Angeles to Las Vegas is a privately funding venture known as Desert Express. He stated that this corridor is a \$5 billion project that is currently in the environmental stage

and the hope is for construction to begin between Victorville and Las Vegas this fall. Mr. Pearsall stated that the state rail plan is a federal requirement for each DOT to process and make available so that the Federal Railroad Administration (FRA) can co-fund or partner with each state DOT rail plan. He noted that the state rail has been finished and presented in its final draft form to the State Transportation Board (STB) this month. Comments and suggestions from the Board will be incorporated into the document and a final draft will be submitted to the FRA in spring/summer 2011. Mr. Pearsall stated that he has a question into the STB as to whether they will adopt or accept the plan as a guideline or as policy. He noted that the FRA encourages that the plan be updated and revised annually by ADOT, as it is considered a dynamic, ever-changing document. Mr. Pearsall stated that the WHSRA is continuing to move forward, and as additional information becomes available, staff will bring it to the committee.

Mr. Smith added that the funding for the WHSRA project is going to flow through the Nevada DOT and it is proposed that consultants will be hired to do the initial work. How it flows out of NDOT is still being discussed and we should have more information by next month.

Chair Schoaf asked if there were any questions. Mayor Lane asked if construction opportunities will be open to the public for RFP or will this be privatized. Mr. Smith stated that those details are still to be determined. Mr. Smith also noted that Mr. Skancke has been talking with Kansas City and Cascadia regarding joining the WHSRA. He noted that the FRA is very excited about this because it is a plan to link the United States, not just one corridor. Mayor Lane asked if consultants are making recommendations as to what course of action or who would be the potential participants in an RFP. He noted that our early discussions on this seem to focus on Amtrak. Mr. Smith stated that it is an open field and is not directly linked to just Amtrak. He also noted that over the course of the study in the coming years, the WHSRA member agencies, such as MAG, would work with the consultant to determine the best plan of action in hiring the most qualified operator for the Golden Triangle. Chair Schoaf suggested that staff bring a report back to the Regional Council in February after more of the details are worked out. Councilwoman Neely asked if this information could also be brought to the Transportation Policy Committee. Mr. Smith stated that if all the details are available, the information will go through the MAG committees. Chair Schoaf requested that today's report/presentation be provided to Mayor Lopez Rogers.

8. Review of MAG FY 2010 Goals and Results and Discussion of Proposed Draft FY 2011 Goals/Work Emphasis Areas

Dennis Smith stated that the written report on the goals and objectives are in your agenda packet. He stated that he will go through the highlights. Mr. Smith noted that the \$6 billion dollar rebalancing of the freeway program was a huge accomplishment. Another project that MAG has had a big role in is the progress with South Mountain. He noted that regarding the roles and responsibilities, a Transit Committee was formed and there is still work to be done on the role and responsibilities. He also noted the Commuter Rail Corridor Development Planning that is underway. The project includes Grand Avenue and the Union Pacific line. Mr. Smith stated that MAG is involved in public private partnerships and the Managed Lane Study is also in progress. He noted that the MAG Information Services Division worked with the Census Bureau to get the best count possible, and there is a Livability Study that is underway that is looking at justifying the corridors along the commuter rail lines. Mr. Smith continued by addressing the report given by Mark Pearsall on the activities with high speed rail, and he noted that the committee will hear more from Lindy Bauer on what has happened in Environmental Service as it relates to the PM-10 plan. He noted that on the agenda today was the conformity assessment, which was huge because that needed to be completed prior to the pending

freeze by the Environmental Protection Agency (EPA). He stated that the Communications Division has been working hard on the videos produced this year, the MAGazine newsletter and the ongoing litter program. The Human Service program has done a lot of work in the domestic violence area as it relates to criminal justice with a \$250,000 grant from the Governor's office. He continued by stating that MAG has worked extensively with the Joint Planning Advisory Council (JPAC) on work in the Sun Corridor, such as the data base that the MAG Information Services has been developing in that area. Mr. Smith stated that MAG has completed negotiations for leasing office space and we have assumed the fourth floor. He stated that it has been a very busy year, especially with everything going on with EPA.

Mr. Smith then highlighted the goals for this year continuing forward. He noted that staff will need to cut another \$700 million out of the freeway program. MAG will continue to work on high speed rail and there is more work to be done on transit roles and responsibilities. He stated that work will continue on the Livability Study. The Central Phoenix Framework Study is also underway, as well as the Freight Framework Study that will look at the freight flows and a potential inland port. Mr. Smith noted that the Economic Development Committee was established and that will continue to move forward. He stated that the environmental issues are not over and work needs to be done on the exceptional events rule. Mr. Smith noted that many of the other programs are continuing on as well. He added that the Regional Community Network includes major cities being connected by fiber to provide better traffic management. Mr. Smith stated that this brief report does not really do justice to what MAG staff has been working on this past year, but it provides a thumbnail view.

Chair Schoaf thanked Mr. Smith for his report. He agreed that MAG had a lot of things going on this past year that will continue into this year. Chair Schoaf asked if there were any questions or comments. Vice Chair Hallman stated that the new format that the goals were presented in for the coming year was very helpful broken down with the main topics and subheadings. He noted that the MAG Committees spend most of the time discussing roads and freeways, but a huge amount of human services support work is done at MAG and is often overlooked. He stated that maybe the MAG Regional Council should hear and talk about these issues more and it might assist the members in coordinating with MAG staff more than they already are coordinating. Vice Chair Hallman stated that this needs to be discussed at a higher level. He stated that commuter rail seems to not be emphasized in the new proposed goals. It no longer appears as a separate item under transportation. Mr. Smith replied that the Livability Study is a major goal related to commuter rail. He noted that this study will help get the ridership increased. He also noted that we are awaiting information from ADOT coming from Tucson, so that work can be completed in the southeast valley. Vice Chair Hallman suggested emphasizing the Commuter Rail System Study in the title.

Councilwoman Neely stated that Dennis has given a lot of leadership to the South Mountain issue. She noted that the project has moved a long way. She noted that the South Mountain project is a very important project for this Valley and to complete the loop. Mr. Smith stated that if he were to pick the top two projects for this past year it would be EPA and South Mountain. Chairman Schoaf stated that it is a good reflection on Dennis and his staff that the people who are involved in the South Mountain issue, look to MAG as being a way to help facilitate a solution to the problem. He stated that both Mr. Smith and his staff are to be congratulated on that work and it is greatly appreciated.

The Committee returned to agenda item number five. Vice Chair Hallman moved for the Executive Committee to go into executive session. Mayor LeVault seconded the motion and the motion carried unanimously.

The Executive Committee reconvened regular session at 1:05 p.m. No action was taken under agenda item number five - MAG 2007 Five Percent Plan for PM-10.

9. Executive Director's Annual Performance Evaluation.

Vice Chair Hallman moved for the Executive Committee to go into executive session regarding the Executive Director's performance evaluation. Mayor LeVault seconded the motion and the motion carried unanimously.

The Executive Committee reconvened regular session at 1:25 p.m.

Mr. Smith asked if the deferred compensation will be in a lump sum or spread over 12 months. The Committee agreed that would be the choice of the Executive Director.

Chair Schoaf stated that the Executive Committee is very happy and very impressed with the performance of Dennis Smith during the last year. He noted that he has done an excellent job as the Executive Director and has assembled a great team and staff that are very supportive of the Regional Council. He stated that we appreciate all Mr. Smith's efforts and the fact that the Committee has not made any adjustment to the salary and benefits package is not a reflection on the performance, but a reflection of the economic and political realities that we live in today.

Vice Chair Hallman moved to maintain the existing compensation package for the Executive Director and the choice of distribution for the deferred compensation will be left to the Executive Director whether it will be spread over 12 months or in one lump sum. Mayor Lane seconded the motion and the motion carried unanimously.

10. Request for Future Agenda Items

Chair Schoaf asked if there were any requests for future agenda items. Vice Chair Hallman requested that there be a review of the Executive Director's compensation package in six months on the Executive Committee agenda. The Executive Committee agreed.

11. Comments from the Committee

Chair Schoaf asked if there were any comments for the committee members. There were no comments.

Adjournment

Vice Chair Hallman moved to adjourn the Executive Committee meeting. Mayor LeVault seconded the motion and it carried unanimously. There being no further business, the Executive Committee adjourned at 1:30 p.m.

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 8, 2011

SUBJECT:

Activity-Based Travel Model Development - Phases 2 & 3

SUMMARY:

The fiscal year (FY) 2011 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2010, includes \$500,000 for the second phase of development of the Activity-Based travel forecasting Model (ABM). The purpose of the project is to complete development of the new generation travel demand forecasting model at MAG. The ABM will allow MAG to address emerging regional planning challenges in a timely manner. MAG has successfully completed the first phase of the ABM development. Main deliverables from the first phase are available on the MAG website. On December 10, 2010 MAG issued a Request for Proposals to complete development of the MAG ABM, and implementation of the ABM at MAG.

A single proposal was received from PB Americas, Inc. On February 3, 2011, a multi-agency evaluation team reviewed the proposal from PB Americas, Inc. for the proposed project, and recommended to MAG the selection of PB Americas, Inc., to complete development of the second phase of development of the Activity-based Travel Forecasting Model for an amount not to exceed \$500,000. The successful respondent in this RFP process may, at MAG's discretion, also be retained to complete Phase 3 of the project at a cost not to exceed \$500,000.

PUBLIC INPUT:

No public input has been received.

PROS & CONS:

PROS: This project will enable MAG and MAG member agencies to ensure that emerging planning and travel forecasting needs are addressed in a timely manner, and proper transportation modeling tools are available to support future transportation policy decisions and transportation project evaluations.

CONS: Delaying the above work element could compromise efficiency of the transportation modeling work required for ongoing and future highway and transit projects and transportation policy decision evaluation. Due to the complex technical nature of the development, timely initiation of the project is important.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: This project will dramatically improve modeling capabilities, will provide modeling tools for evaluation of transportation policies and projects that cannot be properly evaluated under assumptions of four-step trip-based travel forecasting models. It constitutes development of a new generation travel forecasting model needed for required accuracy and consistency of the forecasts.

POLICY: The development will enable evaluation and quantitative analysis of new transportation policies and projects and their impact on individual and household travel behavior. It will provide support for all planning business processes and will provide answers to policy decision makers that are impossible to obtain within the framework of the existing modeling tools.

ACTION NEEDED:

Approval of the consultant selection of PB Americas, Inc. to complete development of the second phase of the Activity-based Travel Forecasting Model (ABM) for an amount not to exceed \$500,000, and, at MAG's discretion, complete Phase 3 of the project at a cost not to exceed \$500,000.

PRIOR COMMITTEE ACTIONS:

This item is on the February 9, 2011 Management Committee agenda for recommended approval.

On February 3, 2011, a multi-agency evaluation team reviewed the proposal from PB Americas, Inc. for the proposed project, and recommended to MAG the selection of PB Americas, Inc., to complete development of the second phase of the Activity-based Travel Forecasting Model (ABM) for an amount not to exceed \$500,000, and, at MAG's discretion, complete Phase 3 of the project at a cost not to exceed \$500,000.

PROPOSAL EVALUATION TEAM

Abhishek Dayal, METRO

*Aichong Sun, PAG

*Anne MacCracken, RPTA

Anubhav Bagley, MAG

Jorie Bresnahan, City of Phoenix

Keith Killough, ADOT

Matthew Dudley, City of Glendale

Mitch Wagner, Maricopa County DOT

Ratna Korepella, Valley Metro

*Robert Yabes, City of Tempe

* Evaluation members not in attendance.

CONTACT PERSON:

Vladimir Livshits, MAG (602) 254-6300

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 8, 2011

SUBJECT:

Consultant Contract for AZ-SMART Support

SUMMARY:

The FY 2011 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2010, 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 builds 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 as a sole source to provide support for AZ-SMART in an amount not to exceed \$45,000.

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:

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

PRIOR COMMITTEE ACTIONS:

This item is on the February 9, 2011 Management Committee agenda for recommended approval.

CONTACT PERSON:

Anubhav Bagley, (602) 254-6300

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 8, 2011

SUBJECT:

Development of the FY 2012 MAG Unified Planning Work Program and Annual Budget

SUMMARY:

Each year, staff develops the MAG Unified Planning Work Program and Annual Budget. The Work Program is reviewed each year by the federal agencies and approved by the Regional Council in May. A review of the detailed draft Work Program and Budget is scheduled for March. This presentation is an overview of MAG's early FY 2012 proposed projects for the FY 2012 Work Program.

The Budget Workshop, which will also be available via Webinar, is scheduled for Thursday, February 17, 2011, at 1:30 p.m. in the MAG Palo Verde Room. The invitation to the Budget Workshop is attached.

Due to continuing uncertainty of economic conditions, MAG staff is recommending that the calculation of draft Dues and Assessments for FY 2012 be maintained at the same level approved for fiscal years 2010 and 2011. A fifty-percent reduction to the dues and assessment total was first approved in the FY 2010 budget. The reductions in the Dues and Assessments for fiscal year 2012 costs would continue to be covered by MAG reserve funds. In the January 10 and February 14, 2005, MAG Regional Council Executive Committee meetings, the committee discussed that a minimum dues and assessments amount be set to cover some administrative costs of MAG committee meetings. The minimum amount of \$350 for MAG Dues and Assessments was recommended in the February 14th meeting to cover administrative costs associated with MAG membership. This minimum amount was adopted beginning with the FY 2006 MAG Unified Planning Work Program and Annual Budget. The MAG draft Dues and Assessments for FY 2012 are presented with the minimum dues and assessments applied in Attachment A.

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

- ▶ Attachment A is the draft Dues and Assessments for FY 2012.
- ▶ Attachment B is the time line for budget development.
- ▶ Attachment C is the Budget Workshop invitation.
- ▶ Attachment D is the Proposed New Projects for FY 2012.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: MAG is presenting a review of the proposed new projects associated estimated costs for FY 2012. This will provide for an incremental review of key budget proposed projects in February and a review of the more complete draft budget and work program in March of 2011.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: None.

POLICY: None.

ACTION NEEDED:

Information and input on the development of the fiscal year (FY) 2012 MAG Unified Planning Work Program and Annual Budget.

PRIOR COMMITTEE ACTIONS:

Management Committee: This item was on the February 9, 2011, MAG Management Committee agenda for information and input.

Regional Council: This item was on the January 26, 2011, MAG Regional Council agenda for information and input.

MEMBERS ATTENDING

- # Mayor Thomas Schoaf, Litchfield Park, Chair
- # Mayor Hugh Hallman, Tempe, Vice Chair
- * Councilwoman Robin Barker, Apache Junction
- # Mayor Marie Lopez Rogers, Avondale
- # Mayor Jackie Meck, Buckeye
- # Mayor David Schwan, Carefree
- * Councilman Dick Esser, Cave Creek
- # Mayor Jay Tibshraeny, Chandler
- # Mayor Lana Mook, El Mirage
- * President Clinton Pattea, Fort McDowell Yavapai Nation
- # Mayor Jay Schlum, Fountain Hills
- * Mayor Ron Henry, Gila Bend
- * Governor William Rhodes, Gila River Indian Community
- # Mayor John Lewis, Gilbert
- # Mayor Elaine Scruggs, Glendale
- # Vice Mayor Joe Pizzillo, Goodyear

- # Mayor Yolanda Solarez, Guadalupe
- * Supervisor Mary Rose Wilcox, Maricopa Co.
- # Mayor Scott Smith, Mesa
- # Mayor Scott LeMarr, Paradise Valley
- # Mayor Bob Barrett, Peoria
- # Councilwoman Peggy Neely, Phoenix
- # Mayor Gail Barney, Queen Creek
- * President Diane Enos, Salt River Pima-Maricopa Indian Community
- * Mayor Jim Lane, Scottsdale
- # Councilwoman Sharon Wolcott, Surprise
- * Mayor Adolfo Gamez, Tolleson
- * Mayor Kelly Blunt, Wickenburg
- # Mayor Michael LeVault, Youngtown
- * Felipe Zubia, State Transportation Board
- * Victor Flores, State Transportation Board
- # Roc Arnett, Citizens Transportation Oversight Committee

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference call.

This item was on the January 18, 2011, Executive Committee agenda for information and input.

MEMBERS ATTENDING

- Mayor Thomas L. Schoaf, Litchfield Park, Chair
- Mayor Hugh Hallman, Tempe, Vice Chair
- * Mayor Marie Lopez Rogers, Avondale

- * Mayor Scott Smith, Mesa
- Councilwoman Peggy Neely, Phoenix
- Mayor Jim Lane, Scottsdale
- Mayor Michael LeVault, Youngtown

* Those members not present.

Participated by telephone conference call.

This item was on the January 12, 2011, Management Committee agenda for information and input.

MEMBERS ATTENDING

- Carl Swenson, Peoria, Chair
- Jeff Kulaga for Charlie Meyer, Tempe
- # George Hoffman, Apache Junction
- Charlie McClendon, Avondale
- Stephen Cleveland, Buckeye
- Gary Neiss, Carefree
- Wayne Anderson for Usama Abujbarah, Cave Creek
- Rich Dlugas, Chandler
- Spencer Isom, El Mirage
- Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
- Julie Ghetti for Rick Davis, Fountain Hills
- Rick Buss, Gila Bend
- * David White, Gila River Indian Community
- Michelle Gramley for Collin DeWitt, Gilbert
- Ed Beasley, Glendale
- John Fischbach, Goodyear
- Bill Hernandez, Guadalupe
- Darryl Crossman, Litchfield Park
- Christopher Brady, Mesa
- * Jim Bacon, Paradise Valley
- Karen Peters for David Cavazos, Phoenix
- John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- David Richert, Scottsdale
- Michael Celaya for Mark Coronado, Surprise
- * Reyes Medrano, Tolleson
- # Gary Edwards, Wickenburg
- Lloyce Robinson, Youngtown
- Steve Hull for John Halikowski, ADOT
- Kenny Harris for David Smith, Maricopa Co.
- Bryan Jungwirth for David Boggs, Valley Metro/RPTA

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

CONTACT PERSON:

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

Maricopa Association of Governments

Fiscal Year 2012

January 4, 2011

Draft Dues And Assessments - Minimum Dues Applied

Attachment A

Jurisdiction	FY 2012 Budget (a) Population Totals	MAG Member Dues	Solid Waste Planning Assessment	Water Quality Planning Assessment	9-1-1 (b) Planning Assessment	Human Services Planning Assessment	Homeless (c) Prevention Assessment	Total (d) FY 2012 Estimated Dues & Assessments	Total FY 2011 Dues & Assessments	\$ Change from FY 2011 to 2012 Dues & Assessments
Apache Junction (f)	38,053	\$940	\$47	\$547	\$1,094	\$337		\$2,965	\$2,967	(\$2)
Avondale	81,671	\$2,017	\$100	\$1,174	\$2,348	\$723	\$652	\$7,014	\$6,023	\$991
Buckeye	52,315	\$1,291	\$64	\$752	\$1,504	\$463		\$4,074	\$4,132	(\$58)
Carefree (d)	3,968	\$139	\$5	\$57	\$114	\$35		\$350	\$350	\$0
Cave Creek	5,219	\$129	\$6	\$75	\$150	\$46		\$406	\$407	(\$1)
Chandler	246,172	\$6,078	\$302	\$3,540	\$7,077	\$2,178	\$1,964	\$21,139	\$21,264	(\$125)
El Mirage	33,566	\$829	\$41	\$483	\$965	\$297		\$2,615	\$2,633	(\$18)
Fort McDowell Yavapai Nation (d) (h)	824	\$306	\$1	\$12	\$24	\$7		\$350	\$350	\$0
Fountain Hills	26,075	\$644	\$32	\$375	\$750	\$231		\$2,032	\$2,044	(\$12)
Gila Bend (d)	1,897	\$249	\$2	\$27	\$55	\$17		\$350	\$350	\$0
Gila River Indian Community (d) (h)	2,742	\$205	\$3	\$39	\$79	\$24		\$350	\$350	\$0
Gilbert	219,681	\$5,423	\$269	\$3,159	\$6,315	\$1,944	\$1,753	\$18,863	\$18,869	(\$6)
Glendale	248,683	\$6,139	\$305	\$3,576	\$7,149	\$2,201	\$1,984	\$21,354	\$21,619	(\$265)
Goodyear	65,178	\$1,609	\$80	\$937	\$1,874	\$577		\$5,077	\$4,850	\$227
Guadalupe	5,980	\$148	\$7	\$86	\$172	\$53		\$466	\$470	(\$4)
Litchfield Park	5,118	\$126	\$6	\$74	\$147	\$45		\$398	\$401	(\$3)
Maricopa County (e)	244,729	\$6,042	\$300	\$3,519	\$7,035	\$2,166	\$1,952	\$21,014	\$21,229	(\$215)
Mesa	462,133	\$11,410	\$566	\$6,645	\$13,283	\$4,089	\$3,687	\$39,680	\$40,002	(\$322)
Paradise Valley	14,781	\$365	\$18	\$212	\$424	\$131		\$1,150	\$1,151	(\$1)
Peoria (g)	159,076	\$3,927	\$195	\$2,287	\$4,573	\$1,408	\$1,269	\$13,659	\$13,767	(\$108)
Phoenix	1,579,162	\$38,985	\$1,934	\$22,707	\$45,414	\$13,974	\$12,599	\$90,199	\$91,090	(\$891)
Queen Creek (f)	25,892	\$639	\$32	\$372	\$744	\$229		\$2,016	\$1,991	\$25
Salt River Pima-Maricopa (h)	6,944	\$172	\$9	\$100	\$200	\$61		\$542	\$544	(\$2)
Scottsdale	243,960	\$6,023	\$299	\$3,508	\$7,013	\$2,159	\$1,946	\$20,948	\$21,124	(\$176)
Surprise	109,343	\$2,699	\$134	\$1,572	\$3,143	\$968	\$872	\$9,388	\$8,575	\$813
Tempe	178,567	\$4,409	\$219	\$2,568	\$5,133	\$1,580	\$1,425	\$15,334	\$15,166	\$168
Tolleson	6,913	\$171	\$8	\$99	\$199	\$61		\$538	\$543	(\$5)
Wickenburg	6,436	\$159	\$8	\$93	\$185	\$57		\$502	\$505	(\$3)
Youngtown	6,456	\$159	\$8	\$93	\$186	\$57		\$503	\$510	(\$7)
TOTALS	4,081,514	\$101,432	\$5,000	\$58,688	\$71,935	\$36,118	\$30,103	\$303,276	\$303,276	\$0
FY 2011 Total Costs Based on Population		\$101,432	\$5,000	\$58,688	\$71,935	\$36,118	\$30,103			
Per Capita Cost		\$0.02485	\$0.00123	\$0.01438	\$0.01762	\$0.00885	\$0.00738			

The annual Dues and Assessments are apportioned according to per capita populations. Dues and Assessments were reduced by 50% beginning in FY 2010 from the FY 2009 total Dues and Assessments amount. This 50% reduction of member Dues and Assessments was applied to FY 2011 and MAG is recommending that the FY2012 member Dues and Assessments continue to be reduced by 50% due to economic conditions. Changes in population account for the individual member differences between the FY 2011 and FY 2012 Dues and Assessments totals .

- (a) MAG July 1, 2010 Approved Population. These population updates are needed by the State Economic Estimates Commission by December 15th of each year and are provisional since they will be revised based on the Census 2010 results when these numbers become available. The Census 2010 results are expected no later than March 2011.
- (b) The 9-1-1 assessment is apportioned according to per capita populations excluding the City of Phoenix.
- (c) The Homeless Prevention assessment is only charged to cities who are CDBG recipients and have populations over 50,000 and to Maricopa County.
- (d) Total Dues and Assessments minimum at \$350 per member results in an overall increase for these members.
- (e) The Maricopa County portion of the dues and assessments includes the balance of the county, excluding Gila River Indian Community, the Fort McDowell Yavapai Nation, and the Salt River Pima-Maricopa Indian Community (except when calculating the Homeless Prevention assessment).
- (f) Maricopa and Pinal County portions.
- (g) Maricopa and Yavapai County portions.
- (h) Maricopa County portion only.

Maricopa Association of Governments
Fiscal Year 2012
DRAFT January 4, 2011
Work Program and Annual Budget Proposed Timeline

Attachment B

01/06/11	<i>Thurs</i>	<i>Intergovernmental Meeting</i>
01/12/11	<i>Wed</i>	<i>Regional Council Management Committee Meeting-dues/assessments; timeline</i>
01/18/11	<i>Tues</i>	<i>Regional Council Executive Committee Meeting-dues/assessments; timeline</i>
01/26/11	<i>Wed</i>	<i>Regional Council-dues/assessments; timeline</i>
02/03/11	<i>Thurs</i>	<i>Intergovernmental Meeting</i>
02/09/11	<i>Wed</i>	<i>Management Committee Meeting- present new projects; presentation of summary budget documents</i>
02/14/11	<i>Mon</i>	<i>Regional Council Executive Committee Meeting- present new projects; presentation of summary budget documents</i>
02/17/11	<i>Thurs</i>	<i>Budget Workshop-webinar 1:30 p.m. Palo Verde Room, 2nd Floor, MAG Building (tentative)</i>
02/23/11	<i>Wed</i>	<i>Regional Council Meeting- present new projects; presentation of summary budget documents</i>
03/03/11	<i>Thurs</i>	<i>Intergovernmental Meeting</i>
03/09/11	<i>Wed</i>	<i>Management Committee Meeting- information and review of draft budget documents</i>
03/21/11	<i>Mon</i>	<i>Regional Council Executive Committee Meeting- information and review of draft budget documents</i>
03/30/11	<i>Wed</i>	<i>Regional Council Meeting- information and review of draft budget documents</i>
04/07/11	<i>Thurs</i>	<i>Intergovernmental Meeting</i>
04/13/11	<i>Wed</i>	<i>Management Committee Meeting- information and review of draft budget documents</i>
04/18/11	<i>Mon</i>	<i>Regional Council Executive Committee Meeting- information and review of draft budget documents</i>
04/27/11	<i>Wed</i>	<i>Regional Council Meeting- information and review of draft budget documents</i>
April		<i>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)</i>
April		<i>IPG meeting with FHWA, FTA, ADOT and others (TBD)</i>
05/05/11	<i>Thurs</i>	<i>Intergovernmental Meeting</i>
05/11/11	<i>Wed</i>	<i>Management Committee meeting - present draft Budget for recommendation of approval</i>
05/16/11	<i>Mon</i>	<i>Regional Council Executive Committee meeting - present draft Budget for recommendation of approval</i>
05/25/11	<i>Wed</i>	<i>Regional Council meeting - present draft Budget for approval</i>

Draft MAG FY 2012 Work Program
Proposed New Projects

Environmental Division

<u>2012 Air Quality Technical Assistance On-Call</u>	
Resources Required: \$280,000	<u>1</u>
<u>2012 MAG Air Quality Associate</u>	
Resources Required: \$130,000	<u>3</u>

Transportation Division

<u>Regional Pavement Management System On-Call</u>	
Resources Required: \$50,000	<u>4</u>
<u>2012 Traffic Signal Optimization Program On-Call</u>	
Resources Required: \$400,000	<u>5</u>
<u>2012 Transportation Planning Services On-Call</u>	
Resources Required: \$250,000	<u>6</u>
<u>Access Management Outreach On-Call</u>	
Resources Required: \$30,000	<u>7</u>
<u>2012 Bicycle Education Program</u>	
Resources Required: \$165,000	<u>8</u>
<u>Pedestrian and Bicycle Facilities Design Assistance Program</u>	
Resources Required: \$300,000	<u>9</u>
<u>Southwest Valley Local Transit System Study</u>	
Resources Required: \$280,000	<u>10</u>
<u>DynusT Model Data Conversion Tool On-Call</u>	
Resources Required: \$50,000	<u>11</u>
<u>DynusT Regional Operations Planning Model Enhancements On-Call</u>	
Resources Required: \$80,000	<u>12</u>
<u>Evaluation of Adaptive Traffic Control Systems and Implementation Considerations On-Call</u>	
Resources Required: \$100,000	<u>13</u>
<u>Mesoscopic to Microscopic Conversion Tool On-Call</u>	
Resources Required: \$30,000	<u>14</u>
<u>Gila Bend Small Area Transportation Study</u>	
Total Resources Required: \$70,000	<u>15</u>
<u>2012 MAG Airport Travel Model Update and Data Collection</u>	
Resources Required: \$400,000	<u>16</u>
<u>Vehicle Occupancy Study</u>	
Resources Required: \$200,000	<u>17</u>
<u>Transit Accessibility Study</u>	
Resources Required: \$200,000	<u>18</u>

Communications Division

<u>Don't Trash Arizona Litter Prevention and Education Program</u>	
Resources Required: \$300,000	<u>19</u>
<u>MAG Disability Outreach Associate</u>	
Resources Required: \$20,000	<u>21</u>
<u>Video Outreach Associate</u>	
Resources Required: \$58,000	<u>22</u>

Information Services Division

<u>Digital Aerial Photography</u>	
Resources Required: \$80,000	<u>23</u>
<u>Data and GIS Consultant Support for MAG On-Call</u>	

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Resources Required: \$250,000 [24](#)
[MAG Consultant Support for AZ-SMART Enhancement On-Call](#)

Resources Required: \$350,000 [25](#)

[Human Services Division](#)

[2012 HUD Application Support](#)

Resources Required: \$2,500 [26](#)

Draft MAG FY 2012 Work Program
Proposed New Projects

Environmental Division

Project Name: 2012 Air Quality Technical Assistance On-Call

Brief Description: As the designated Regional Air Quality Planning Agency for the Maricopa area, the Maricopa Association of Governments conducts air quality modeling and prepares air quality plans to attain and maintain the National Ambient Air Quality Standards. In September 2009, the Environmental Protection Agency announced that the eight-hour ozone standard established in March 2008 (0.075 parts per million) was being reconsidered and a final decision will be issued by July 31, 2011. A new Eight-Hour Ozone Plan is then required by 2013. As approved by the MAG Regional Council on May 23, 2007, MAG will also be issuing a report on the status of the implementation of the committed measures in the MAG Five Percent Plan for PM-10 by the cities, towns, Maricopa County, and the State each year. MAG will also be conducting an inventory of dirt roads and the estimated traffic counts by jurisdiction to measure the progress in eliminating dirt roads each year. On September 9, 2010, the Environmental Protection Agency (EPA) published a notice proposing partial approval and disapproval of the MAG 2007 Five Percent Plan for PM-10 based on the timetable in the consent decree with the Arizona Center for Law in the Public Interest. It will be necessary to address the approvability issues identified by EPA. Consultant expertise will be needed in the following technical air quality areas: air quality modeling; air quality monitoring and meteorology; exceptional events; traffic surveys and emissions inventories; dirt road inventories and tracking progress made to pave dirt roads; statistical analysis of data; collection and analysis of field data; analysis of control measures; implementation of control measures; tracking implementation of committed control measures; air quality plan preparation; Congestion Mitigation and Air Quality (CMAQ) evaluation methodologies; and transportation conformity. Consultant expertise may also be needed for an analysis of greenhouse gas requirements and emissions. The National Association of Regional Councils and Association of Metropolitan Planning Organizations have indicated that greenhouse gas requirements for metropolitan planning organizations may be included in the transportation reauthorization.

Recommended by: This project is recommended by the MAG staff, in order to meet the requirements in the Clean Air Act and follow through with the direction given by the MAG Regional Council.

Mission/Goal Statement: Perform data collection, analysis and planning necessary to meet the National Ambient Air Quality Standards and the Clean Air Act requirements for the criteria pollutants and conformity.

Resources Required: \$280,000

Approximate time frame for project completion: July 1, 2011-June 30, 2012

Expected Outcome: In September 2009, the Environmental Protection Agency announced that the eight-hour ozone standard established in March 2008 (0.075 parts per million) was being reconsidered and a final decision will be issued by July 31, 2011. A new Eight-Hour Ozone Plan is then required by 2013. It will be necessary to address the approvability issues identified by EPA in the September 9, 2010 notice proposing to partially approve and disapprove the MAG 2007 Five Percent Plan for PM-10. Tracking the implementation of the committed measures in the Five Percent Plan and the progress made to pave dirt roads will contribute to attainment of the PM-10 standard and cleaner air for the citizenry.

Benefit to MAG Member Agencies: Attainment of the reconsidered eight-hour ozone standard would reflect positively on the region. Timely implementation of committed control measures and addressing the approvability issues identified by EPA in the MAG Five Percent Plan for PM-10 will assist the region in meeting the Clean Air Act requirements for PM-10 and avoid more onerous control measures, the withholding of federal highway funds, and a conformity lapse. Updating the CMAQ methodologies and assumptions used to quantify the air quality benefits of the CMAQ projects will incorporate the latest research results and technical approaches. This will ensure that the projects submitted by the MAG member agencies for CMAQ funds are fairly and equitably evaluated. An analysis of greenhouse gas requirements and emissions may be beneficial to the MAG member agencies for complying with potential future mandates.

Draft MAG FY 2012 Work Program
Proposed New Projects

Benefit to the Public: Attainment of the eight-hour ozone standard will protect public health and contribute to overall quality of life for citizenry. Timely implementation of committed measures and addressing the approvability issues in the MAG Five Percent Plan for PM-10 will assist the region in developing an approvable plan, attaining the PM-10 standard and improving public health. Improved methodologies for CMAQ project evaluation will provide more accurate emissions reductions for proposed projects that will be used in prioritizing the projects for funding and implementation in accordance with the multi-modal theme in the Regional Transportation Plan.

Draft MAG FY 2012 Work Program
Proposed New Projects

Environmental Division

Project Name: 2012 MAG Air Quality Associate

Brief Description: As the designated Regional Air Quality Planning Agency for the Maricopa area, the Maricopa Association of Governments conducts air quality modeling and prepares air quality plans to attain and maintain the National Ambient Air Quality Standards. Technical assistance from a MAG Associate will be needed in the following technical air quality areas: air quality modeling; air quality monitoring and meteorology; exceptional events; traffic surveys and emissions inventories; dirt road inventories and tracking progress made to pave dirt roads; statistical analysis of data; analysis of control measures; implementation of control measures; tracking implementation of committed control measures; air quality plan preparation; CMAQ evaluation methodologies; and transportation conformity. On September 9, 2010, the Environmental Protection Agency (EPA) published a notice proposing partial approval and disapproval of the MAG 2007 Five Percent Plan for PM-10 based on the timetable in the consent decree with the Arizona Center for Law in the Public Interest. It will be necessary to address the approvability issues identified by EPA. The new EPA MOVES model will need to be integrated into the MAG air quality modeling and analyses. Technical assistance may also include an analysis of greenhouse gas requirements and emissions. The National Association of Regional Councils and Association of Metropolitan Planning Organizations have indicated that greenhouse gas requirements for metropolitan planning organizations may be included in the transportation reauthorization legislation.

Recommended by: This project is recommended by MAG staff, in order to meet the requirements in the Clean Air Act and follow through with the direction given by the MAG Regional Council.

Mission/Goal Statement: Perform data collection, analysis, modeling, and planning necessary to meet the National Ambient Air Quality Standards and the Clean Air Act requirements for the criteria pollutants and conformity.

Resources Required: \$130,000

Approximate time frame for project completion: July 1, 2011-June 30, 2012

Expected Outcome: In September 2009, the Environmental Protection Agency announced that the eight-hour ozone standard established in March 2008 (0.075 parts per million) was being reconsidered and a final decision will issued by July 31, 2011. A new Eight-Hour Ozone Plan is then required by 2013. It will be necessary to address the approvability issues identified by EPA in the September 9, 2010 notice proposing to partially approve and disapprove the MAG 2007 Five Percent Plan for PM-10. Tracking the implementation of the committed measures in the Five Percent Plan and the progress made to pave dirt roads will contribute to attainment of the PM-10 standard and cleaner air for the citizenry.

Benefit to MAG Member Agencies: Attainment of the reconsidered eight-hour ozone standard would reflect positively on the region. Timely implementation of committed control measures and addressing the approvability issues identified by EPA in the MAG Five Percent Plan for PM-10 will assist the region in meeting the Clean Air Act requirements for PM-10 and avoid more onerous control measures, the withholding of federal highway funds, and a conformity lapse. Updating the CMAQ methodologies and assumptions used to quantify the air quality benefits of the CMAQ projects will incorporate the latest research results and technical approaches. This will ensure that the projects submitted by the MAG member agencies for CMAQ funds are fairly and equitably evaluated. An analysis of greenhouse gas requirements and emissions may be beneficial to the MAG member agencies for complying with potential future mandates.

Benefit to the Public: Timely implementation of committed measures and addressing the approvability issues in the MAG Five Percent Plan for PM-10 will assist the region in developing an approvable plan, attaining the PM-10 standard and improving public health. Improved methodologies for CMAQ project evaluation will provide more accurate emissions reductions for proposed projects that will be used in prioritizing the projects for funding and implementation in accordance with the multi-modal theme in the Regional Transportation Plan.

Draft MAG FY 2012 Work Program
Proposed New Projects

Transportation Division

Project Name: Regional Pavement Management System On-Call

Brief Description: This project will build on the MAG Roadway Operations and Maintenance Costs Study. It will provide more detailed information on Agency Pavement Management Systems and agency assessments of their unfulfilled Pavement Management Systems needs, review national practices and standards in the implementation of pavement management systems, compare these against those used by member agencies in the Region, and review and assess strategies to meet member agency pavement management needs.

A key objective of this study will be to determine if there is a need and interest in developing and implementing regional strategies to address pavement management. These could include: technical assistance to member agencies in initiating and implementing a Pavement Management Systems, the sharing of equipment for Pavement Management Systems activities, and possibly the identification of a funding mechanism for improving member agency pavement management systems.

Recommended: This project is recommended by MAG staff.

Mission/Goal Statement: To determine the need and interest in developing and implementing regional strategies to address pavement management and identification of possible regional strategies to implement.

Resources Required: \$50,000

Approximate time frame for project completion: November 2011-June 2012

Expected Outcome: A determination of the need and interest in developing and implementing regional strategies to address pavement management and identification of possible regional strategies to implement.

Benefit to MAG Member Agencies: This project will aid member agencies in improving their pavement management practices and reduce pavement maintenance costs.

Benefit to the Public: This project would help improve pavement conditions in the Region.

**Draft MAG FY 2012 Work Program
Proposed New Projects**

Transportation Division

Project Name: 2012 Traffic Signal Optimization Program On-Call

Brief Description: Projects launched through this program provide technical assistance to member agencies for improving traffic signal coordination, optimization, and review of operations through simulation modeling. Assistance is provided by local consultants hired by MAG through an on-call services contract. The MAG Traffic Signal Optimization Program (TSOP) has completed nearly 50 projects and has provided services to many MAG jurisdictions.

Most of these projects result in immediate system improvements in efficiency and safety and are recognized nationally as having the highest benefit to cost ratios for any transportation project. This program has been championed by the MAG Intelligent Transportation Systems Program to provide traffic engineering assistance for refining signal operations across the MAG region. It is also one of the strategies identified in the MAG Regional Concept of Transportation Operations. Projects generally cost up to \$30,000, and do not require a local match. The program also provides an annual training workshop for member agency staff on the use of the computer software SYNCHRO for optimizing traffic signal timing.

The MAG FY 2011 to FY 2015 Transportation Improvement Program (TIP) includes \$298,865 in CMAQ funds for TSOP. This request provides an additional \$101,135. Starting in FY 2012 all TSOP projects will include a before and after evaluation component.

Recommended by: This project is recommended by MAG staff and the MAG ITS Committee.

Mission/Goal Statement: The goal of this program is to ensure that the traffic signal operations in the region are efficient, safe, and minimize the impact on the environment, and helps achieve the overall goals of the MAG RTP.

Resources Required: \$400,000

Approximate time frame for project completion: August 2011-March 2012

Expected Outcome: The key outcomes from TSOP projects are improved traffic operations and reduced vehicular emissions. Some improvements to traffic operations also lead to secondary benefits in terms of safety improvements. National studies have found that signal optimization projects, such as these, produce benefit to cost ratios as high as 40 to one.

Benefit to MAG Member Agencies:

1. Ability to adjust signal timing to keep up with changes in traffic patterns due to new developments and traffic growth.
2. Ability to delay the need for costly long-term road capacity improvements by improving traffic flow and reducing congestion through fine adjustments to traffic signal operations.

Benefit to the Public: Reduced motorist frustration and unsafe driving by reducing overall stops and delay. Improved traffic flow through a group of signals, thereby reducing emissions and fuel consumption.

Draft MAG FY 2012 Work Program
Proposed New Projects

Transportation Division

Project Name: 2012 Transportation Planning Services On-Call

Brief Description: Initiated in FY 2009, the Transportation Planning Services On-Call has allowed for expediting the delivery of consultant services in the following five service areas: civil engineering, transportation planning, transportation operations, policy and finance, and public involvement. The selection process occurred in FY2010 where 37 firms submitted Statements of Qualifications for the agreement, and six were selected. The six agreements are good for a two-year period that would conclude in calendar year 2012.

Recommended by: This project is recommended by MAG staff.

Mission/Goal Statement: On-Call Consultant Services programs enable MAG to deliver information, data, and projects within a relatively short time-frame. The On-Call nature of the program affords the opportunity to engage a qualified consultant in a matter of weeks with a task order versus a considerably longer conventional procurement process that is followed for much larger project engagements. This program also increases the Transportation Division capabilities to provide rapid and strategic responses to critical issues that periodically face MAG.

Resources Required: \$250,000

Approximate time frame for project completion: July 1, 2011-December 31, 2012

Expected Outcome: MAG presently uses On-Call Services contracts to supplement staff capabilities with expertise in varying specialized areas. These contracts have been successfully integrated into the delivery of studies and programs for transportation planning. The expected outcome of this effort will be to further this particular program, begun in FY 2009, with expedited delivery of consultant services in transportation planning at MAG. This provides MAG with information, data, project results, and recommendations within a relatively short time frame, and allows for more effective decision-making by policy makers on critical transportation matters.

Benefit to MAG Member Agencies: The added capabilities Transportation Planning Services On-Call program ensures that MAG receives information to move forward the initiatives of the overall transportation planning program. Data received from the task orders will be used in current and future projects. This program will be implemented in a manner that is consistent with other On-Call Consultant Services programs that are presently being administered by MAG, including the current program from FY 2009 and FY 2010.

Benefit to the Public: Timely regional transportation planning and analyses provide the public and policy makers with accurate information upon which to make decisions.

Draft MAG FY 2012 Work Program
Proposed New Projects

Transportation Division

Project Name: Access Management Outreach On-Call

Brief Description: Access management is the systematic control of the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections to a roadway. The purpose of access management is to provide vehicular access to land development in a manner that preserves the safety and efficiency of the transportation system.

By managing access, government agencies can increase public safety, extend the life of major roadways, reduce traffic congestion through improved traffic flow, support alternative transportation modes, and improve the appearance and quality of the built environment. When implemented effectively, access management provides a cost-effective approach to meeting transportation needs. Results of successful implementation of access management techniques include:

- Allowing motorists to operate vehicles with fewer delays, fewer emissions, and less fuel consumption.
- Providing reasonable access to properties.
- Maintaining the functional integrity and efficiency of the roadway.
- Protecting investments in infrastructure.
- Coordinating transportation and land use decisions.

Inadequate access management can be costly for government agencies, taxpayers, and businesses. As road conditions deteriorate, cities and towns are forced to build new roads or rehabilitate and retrofit existing roadways. Reconstructing major roadways is costly and disruptive to the public, abutting homes, and businesses. Access management programs slow the deterioration of roadways and protect taxpayer investments in infrastructure. Programs seek to limit and consolidate access along major roadways, while promoting a supporting street system and unified access and circulation systems for development. When implemented effectively, access management provides a cost-effective approach for accomplishing transportation goals, which benefits the general public as well as government agencies and taxpayers.

Recommended by: This project is recommended by MAG staff.

Mission/Goal Statement: To inform member agencies on the principles and benefits of managing access at the local and regional level; to provide member agency staff with a broader understanding on the concepts of access management and methods to improve access within each jurisdiction; and to provide MAG member agencies with tools and resources to successfully implement access management.

Resources Required: \$30,000

Approximate time frame for project completion: July 2011-June 2012

Expected Outcome: The result of the project will be outreach materials to provide a solid understanding of factors that impact access and mobility. The materials will inform member agencies on access management principles and benefits as well as provide a broader understanding of concepts and methods to improve access within each jurisdiction.

Benefit to MAG Member Agencies: Access management education and outreach activities will allow MAG to facilitate the implementation of access management practices and policies in the region. Through the implementation of effective access management practices and policies, member agencies can reduce congestion, improve public safety, promote the use of alternative modes of transportation, and reduce commute times, fuel consumption, and vehicular emissions.

Benefit to the Public: Members of the public will benefit from reduced commute times and fuel emissions as well as a safer transportation system. In addition, members of the public and private sectors will benefit from a reduction in the number of capacity improvements needed in the MAG region.

Draft MAG FY 2012 Work Program
Proposed New Projects

Transportation Division

Project Name: 2012 Bicycle Education Program

Brief Description: The MAG FY 2011-2015 Transportation Improvement Program includes \$165,000 of federal highway funds for bicycle education. MAG is proposing that this funding be used for the following four (4) bicycle education efforts.

Bicycle Education for Law Enforcement Agencies: This project will develop a modular educational program for at least 15 training sessions comprising six (6) modules with each module covering Arizona laws related to bicycling and dangerous riding and "do's and don'ts" for bicyclists. Each module is designed to be delivered in 5-10 minute segments to police officers during regular briefing meetings. Educational materials will contain content similar to materials already developed for bicyclists by ADOT, Valley Metro, and the League of American Bicyclists and will be reviewed by the staff attorney of the Coalition of Arizona Bicyclists. This project will also include an instructor/trainer manual to facilitate consistent presentations. Budget for instructor manuals (20 copies), participant materials (200 sets), assembly and review of content and pilot course presentations: \$15,000.

Get Ready to Ride: This program will consist of a three to four hour combination of classroom, hands-on, and on-bike education and training, designed to better prepare novice to intermediate bicyclists to more confidently and safely ride a bicycle on the streets. Each course will be conducted by a League of American Bicyclists certified instructor. In addition to the instruction during the program, participants will be given materials covering safe bicycling techniques and Arizona laws related to bicycling. A total of 24 courses will be conducted at locations around the Valley to achieve broad geographic coverage. Courses may be staged at public facilities (parks, community centers) and/or bicycle shops. Budget for advertising/promotion, trainer compensation, and course materials: \$24,000.

Bicycle and Pedestrian Count Project: According to the National Bicycle and Pedestrian Documentation Project, the lack of empirical data on demand and usage is one of the greatest challenges facing the non-motorized transportation field. Without accurate and consistent demand and usage figures, it is difficult to measure the benefits of investments on these modes. The MAG region needs an effective methodology to count bikes and determine trip generation, while taking into consideration the region's size, topography, and weather. The consultant will work with the MAG Bicycle and Pedestrian Committee members for this project. Budget for consultant services: \$50,000.

Bicycle Education on Buses and Bus Shelters: This project will print and install bicycle education posters on buses in the various sizes for the back and side bus display panels. The posters will be displayed throughout the year on 353 buses. Each poster will run for one month. Budget for posters for buses: \$76,000.

Recommended by: This project is recommended by MAG staff and the MAG Bicycle and Pedestrian Committee

Mission/Goal Statement: To inform the general public on the benefits of biking and walking and principles of safe riding.

Resources Required: \$165,000

Approximate time frame for project completion: July 2011-June 30, 2013

Expected Outcome: An educational course for police officers; 24 educational/bicycle events for families; a bicycle and pedestrian count methodology and sample count; and bicycle promotion posters on buses and shelters.

Benefit to MAG Member Agencies: Member agencies will receive all elements of the bike education program. The bicycle and pedestrian count methodology will assist jurisdictions in determining the most cost effective approach for determining the number of bicyclist and pedestrians in their area.

Benefit to the Public: The public will benefit by receiving bicycle safety information.

Draft MAG FY 2012 Work Program
Proposed New Projects

Transportation Division

Project Name: Pedestrian and Bicycle Facilities Design Assistance Program

Brief Description: The Pedestrian and Bicycle Facilities Design Assistance program was initiated in 1996 to encourage the development of designs for bicycle and pedestrian facilities according to the *MAG Pedestrian Policies and Design Guidelines* and the *MAG Regional Bikeway Masterplan*. The intent of the program is to stimulate integration of bicycle and pedestrian facilities into the transportation infrastructure.

Requested by: This project is recommended by MAG staff and the MAG Bicycle and Pedestrian Committee

Mission/Goal Statement: Funding the design of bicycle and pedestrian projects in MAG member agencies fits into MAG's mission as stated in the Regional Transportation Plan to promote the development and expansion of all modes of transportation.

Resources Required: \$300,000

Approximate time frame for project completion: July 2011-June 2012

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

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

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

Draft MAG FY 2012 Work Program
Proposed New Projects

Transportation Division

Project Name: Southwest Valley Local Transit System Study

Brief Description: The study will identify opportunities and strategies for developing an integrated local transit system in the southwest valley. Recent transit circulator studies completed for the cities of Avondale and Goodyear will be incorporated into a larger subarea strategy to improve mobility options by connecting population and employment centers, existing and planned transit services and facilities, retail centers, and public facilities. Additional communities that may participate in the study are Litchfield Park, west Phoenix, Tolleson, and the surrounding portions of Maricopa County. Due to declining regional transit funding, the study will also explore opportunities to: 1) improve the efficiency of existing transit service; and 2) implement transit circulators as both an alternative and a supplement to planned "super-grid" bus service in the southwest valley.

Requested by: This project is requested by MAG staff, and the cities of Avondale and Goodyear.

Mission/Goal Statement: The goal for this study is to develop a coordinated strategy for implementing future local transit services in the southwest valley.

Resources Required: \$280,000

Approximate time frame for project completion: November 30, 2012.

Expected Outcome: The study will provide a coordinated, comprehensive approach for implementing future local transit service in the southwest valley and how this local transit service can connect to the regional system. It is anticipated that the participating jurisdictions will consider implementing the recommended strategies at the completion of the study process.

Benefit to MAG Member Agencies: The study will provide the participating agencies with a clear understanding of the costs, benefits, and trade-offs associated with implementing local transit service in the southwest valley. In addition, the subarea study process could be applied to other subareas in the future.

Benefit to the Public: Local transit service can improve overall mobility by providing a cost effective, efficient connection to the regional transit system and by connecting key activity centers.

Draft MAG FY 2012 Work Program
Proposed New Projects

Transportation Division

Project Name: DynusT Model Data Conversion Tool On-Call

Brief Description: The DynusT Regional Operations Planning Model needs to incorporate actual intersection traffic signal timing in order to improve its simulation accuracy. Traffic signal timing affects the travel time of travelers and hence the route choice decisions made by them. The signal timing in different local agencies are available in a number of different formats. Due to the size of the MAG region, the number of signalized intersections involved, and the number of timing plans used at each intersection, it is not feasible to manually enter all of this information in the regional DynusT model. This project will provide MAG with the capability of automatically importing the signal timing into the DynusT model from different timing files and formats obtained from MAG member agencies.

Recommended by: This project is recommended by MAG staff.

Mission/Goal Statement: Improve the accuracy of the DynusT Regional Operations Planning Model. Provide more accurate time and space dependent traffic volumes required as input for more detailed analyses and visualization of future traffic operations case studies.

Resources Required: \$50,000

Approximate time frame for project completion: July, 2011-September, 2011

Expected Outcome: The ability to efficiently convert the signal timing information, obtained in various formats, for input into the Regional DynusT model.

Benefit to MAG Member Agencies: Accurate signal timing information will be readily available in the DynusT model when conducting future traffic operations analyses requested by member agencies. The signal timing conversion will provide an easy way for member agencies to update the signal timing in the DynusT Dynamic Traffic Assignment (DTA) model so that the analysis result is always up to date.

Benefit to the Public: Having a regional DTA model with current signal timing will help produce decisions that will also help the general public improve their overall travel experience.

Draft MAG FY 2012 Work Program
Proposed New Projects

Transportation Division

Project Name: DynusT Regional Operations Planning Model Enhancements On-Call

Brief Description: The current DynusT model was developed through an in-house effort and has been calibrated for the morning peak period. The initial purpose of the in-house effort was to verify the reliability, efficiency, and usefulness of the DynusT model through a real-life crash scenario. Enhancements to the model are now needed to expand the current model and to be able to handle future investigations utilizing this model. One such enhancement is the ability to perform a thorough check of the transportation network coding based on the latest GIS map. Another enhancement is the ability to calibrate against observed truck and HOV traffic.

Recommended by: This project is recommended by MAG staff.

Mission/Goal Statement: Convert a GIS-based regional network into DynusT, thorough check of network coding including lane location, lane numbers, length, acceleration, deceleration lane, turn bays, link types, generation node, etc. Establish AM, PM, Mid-day, and Evening network or 24 hour network. Establish a calibration dataset and input the data into the model for AM, PM, Mid-day and evening time period, and 24 hour period.

Resources Required: \$80,000

Approximate time frame for project completion: September, 2011-February, 2012

Expected Outcome:

1. An error-free Regional DynusT Operations Planning Model.
2. Ability to calibrate the Model against counts for all time periods and all vehicle classifications.

Benefit to MAG Member Agencies: Once the network and calibration data are ready, MAG can conduct the calibration for the entire network for all time periods and all vehicle classifications. The calibrated network will be available for performing regional operations planning, such as incident management, variable speed limits, ramp metering strategies, HOT (High Occupancy Toll) lanes, and other scenarios with regionwide impacts.

Benefit to the Public: The DynusT model applies decision rules that replicate driver route choice behavior. Better informed decisions will be made when using the DynusT model to investigate regional transportation issues.

Draft MAG FY 2012 Work Program
Proposed New Projects

Transportation Division

Project Name: Evaluation of Adaptive Traffic Control Systems and Implementation Considerations On-Call

Brief Description: This study will gather information on proven Adaptive Traffic Control Systems (ATCS) that are installed and operational in various cities in the US and in other countries. The different systems will be reviewed and evaluated from a performance perspective and also for possible implementation by local agencies in the MAG region. The study will consider compatibility issues related to existing traffic signal system hardware and software, and also identify staff expertise and resource considerations pertinent to the operation and maintenance of these systems.

Recommended by: This project is recommended by MAG staff and the MAG ITS Committee.

Mission/Goal Statement: The goal of this study is to advance the current state-of-the-practice in arterial traffic management by helping implement adaptive traffic control systems and thus reduce traffic congestion and the resulting vehicular emissions.

Resources Required: \$100,000

Approximate time frame for project completion: November 2011-October 2012

Expected Outcome: This study will produce a document that will summarize all available public knowledge on the overall performance of proven ATCSs. Related traffic signal infrastructure requirements for each ATCS will be clearly identified and compared with that existing in the signal systems in the MAG region.

Benefit to MAG Member Agencies: The document produced by this study will be a very useful reference to MAG member agencies as they consider the adoption of Adaptive Traffic Control Systems to improve street traffic operations.

Benefit to the Public: The benefits to the public will come indirectly through contributions that would be made by this study's findings toward better informed transportation system improvement decisions by local agencies.

Draft MAG FY 2012 Work Program
Proposed New Projects

Transportation Division

Project Name: Mesoscopic to Microscopic Conversion Tool On-Call

Brief Description: This project will provide MAG with a tool that is capable of converting the output from the DynusT Regional Operations Planning Model for input to microscopic simulation tool VISSIM for more detailed analysis and visualization. Macroscopic, Mesoscopic, and Microscopic models all have their unique characteristics and perform at different levels of detail. Meso model is not sufficient in visualization and in depicting some of the difference in lane utilization. Micro model is not sufficient in deciding the time dependent volumes and considered less cost effective. Multi-resolution modeling utilizes specific model or combinations of models for specific problems we deal with. It can provide sufficient details for decision making and also not over commit limited resources. As a result, we can expand our planning capability and make more informed decisions about the future.

Recommended by: This project is recommended by MAG staff.

Mission/Goal Statement: Extend MAG's DynusT Regional Operations Planning Model capabilities to Multi-Resolution Modeling (MRM). Provide reliable time and space dependent volumes as input for more detailed analysis and visualization as required by the analysis performed.

Resources Required: \$30,000

Approximate time frame for project completion: September, 2011 -December, 2011

Expected Outcome:

1. Convert the network and analysis results from the DynusT model to the VISSIM model.
2. Verify the consistency between the DynusT model and the VISSIM model.
3. Obtain a conversion tool for future use at MAG.
4. Obtain training related to the conversion tool.

Benefit to MAG Member Agencies: With the DynusT model fully developed, MAG will be able to perform analyses of case studies related to regional transportation operations such as evaluating the impact of different freeway and arterial operational strategies; the impact of widening/narrowing streets; and the conversion of one-way streets. The mesoscopic to microscopic conversion will be useful when the issue analyzed calls for more detailed analysis and visualization for possible presentation to local decision makers and the general public.

Benefit to the Public: This project will produce indirect benefits to the public through more reliable and cost-efficient planning solutions generated through transportation operations planning.

Draft MAG FY 2012 Work Program
Proposed New Projects

Transportation Division

Project Name: Gila Bend Small Area Transportation Study

Brief Description: The Gila Bend Small Area Transportation Study will formally accept and incorporate the recommended transportation framework identified in the MAG Interstates 8/10 Hidden Valley Transportation Framework Study as part of the Town of Gila Bend's transportation network. The study will also inventory current conditions, identify deficiencies, forecast needs, develop transportation policy, and identify and analyze alternative solutions that will increase mobility and access for commuters and freight throughout southwest Maricopa County.

Recommended by: This project is recommended by MAG staff and the Town of Gila Bend.

Mission/Goal Statement: Development of the study will set the framework for future transportation investment decisions to improve regional mobility and future transportation corridors proposed by the Regional Transportation Plan.

Total Resources Required: \$70,000

Approximate Time Frame for Project Completion: 12 months is the estimated time for project completion.

Expected Outcome: The study will involve a comprehensive evaluation of the existing and future transportation network and will address system needs and issues in order to increase mobility and access for both commuters and freight.

Benefit to MAG member agencies: Developing a Small Area Transportation Study to incorporate the Hidden Valley Framework provides MAG with additional information for planning multimodal transportation corridors in Maricopa County. Of particular importance in this effort will be the evaluation of additional transportation connections along SR-85 and Interstate-8 (designated CANAMEX Corridor). This area of southwest Maricopa County is a gateway for the metropolitan Phoenix area to and from destinations in Southern California and the State of Sonora, Mexico.

Benefit to the Public: The study will address regional transportation needs and issues in order to increase mobility and access for commuters.

**Draft MAG FY 2012 Work Program
Proposed New Projects**

Transportation Division

Project Name: 2012 MAG Airport Travel Model Update and Data Collection

Brief Description: The MAG Regional Travel Forecasting Model includes the Phoenix Sky Harbor International Airport sub-model that forecasts ground travel to the airport. The model is based on the 2005 airport ground survey. In order to update the model and insure currency of the forecast a new ground survey is required with the subsequent model update to the new datasets. This project will also collect data and update and improve the travel forecast for the Phoenix-Mesa Gateway Airport. The project is important for the overall quality of the regional transportation forecast and transit forecast in particular.

Recommended by: This project is recommended by MAG staff. The importance of the project was confirmed by the multi jurisdictional transit modeling workshop conducted by MAG in November 2010. City of Phoenix and City of Mesa staff have expressed interest in the new survey data as well and are prepared to provide in-kind support for the project.

Mission/Goal Statement: The project will ensure that MAG continues to maintain state-of-the-art regional travel forecasts and updates the required modeling tools in accordance with federal requirements and the planning needs of MAG member-agencies.

Resources Required: \$400,000

Approximate time frame for project completion: December 2011-December 2012

Expected Outcome: Project deliverables will include:

- Surveys' datasets describing origins, destinations, mode of travel, and other travel and socio-demographic characteristics of air passengers, and airport meeters and greeters that are required for the travel demand forecasting model update.
- Enhanced, updated, and recalibrated airport sub-models in the regional travel forecasting model.

Benefit to MAG Member Agencies: The project deliverables will provide better travel forecast for the planning purposes of MAG member agencies. The updated MAG regional model will be applied in the FTA funding application processes and will provide high quality highway and transit travel forecast. The project contributes toward relevant federal requirements by ensuring currency of the regional forecast and sufficient level of details in the Regional Travel Demand Forecasting Model. The airport survey data will be a valuable tool for planning and marketing purposes for the involved MAG member agencies.

Benefit to the Public: The model updates will ensure that the MAG region continues to be competitive in terms of infrastructure planning decisions and required federal funding and provide relevant travel forecasts for regional planning purposes.

Draft MAG FY 2012 Work Program
Proposed New Projects

Transportation Division

Project Name: Vehicle Occupancy Study

Brief Description: The MAG Regional Travel Forecasting Model requires periodic validation of the forecast with independent traffic data. The traffic data is also a crucial component required for the regional transportation system analysis and performance measurement. MAG has been conducting auto occupancy studies since 1973 with the last one performed in 2006. In order to update the occupancy profile, account for the recent socioeconomic changes in the region, and provide for continued comparison of the occupancy rates and analyze new trends and patterns, a new study is required. Another important set of study goals is related to the analysis and evaluation of HOV lanes performance in the region. The regional HOV network has expanded since the last study, as well as a new economic reality shaping different trends in terms of auto occupancy and mode of travel. The study will also collect vehicle classification data for model validation purposes.

Recommended by: This project is recommended by MAG staff.

Mission/Goal Statement: The project will ensure that MAG continues to maintain state-of-the-art regional travel forecast and updates required modeling tools in accordance with federal requirements and planning needs of MAG member-agencies.

Resources Required: \$200,000

Approximate time frame for project completion: December 2011-December 2012

Expected Outcome: Project deliverables will include:

- Vehicle occupancy, vehicle classification, and other traffic data required for the model validation and system analysis purposes as appropriate for the project scope.
- Analytical report that will summarize findings of the study.

Benefit to MAG Member Agencies: The project deliverables will provide a better travel forecast for the planning purposes of MAG member agencies as well as deliver data and analysis that can be directly used for planning and performance measurement tasks.

Benefit to the Public: The collected data and analysis will provide a valuable input for transportation planning decisions in the region and will contribute to the relevance of travel forecasts provided for regional planning purposes.

Draft MAG FY 2012 Work Program
Proposed New Projects

Transportation Division

Project Name: Transit Accessibility Study

Brief Description: Transit usage in the MAG region is primarily through pedestrian access. However, very little federal funding is currently utilized toward promoting the comfort and ease of access for the pedestrian transit user. This would be a "TOD-lite" (Transit Oriented Development) research project in that it will focus on local and regional bus services and not high capacity transit. Another way of looking at the study would be increasing accessibility to housing, goods, services, and recreation for the pedestrian transit user. While high capacity transit may not yet be an option for an area or corridor, a development pattern that is geared toward pedestrian and not automobile access can serve as a measure toward high capacity transit.

Recommended by: This project is recommended by MAG staff.

Mission/Goal Statement: The goal would be a set of practices that increase the accessibility of pedestrian users to transit by surveying peer cities and recommending "best practices" for land use design, zoning codes, and traffic engineering practices.

Resources Required: \$200,000

Approximate time frame for project completion: October 2011-September 2012

Expected Outcome: A practical set of land use design guidelines that takes into account the existing land use form and policies in the region. A practical guide that can be adopted by cities and member jurisdictions that may not have the resources to implement TOD-type codes. A reference guide for jurisdictions that have or are planning to implement or encourage TOD land use development.

Benefit to MAG Member Agencies: A set of design guidelines that can be used by local jurisdictions to be used toward improving transit access and as a means to retrofit the existing land form.

Benefit to the Public: Resources that can encourage increased variety in development patterns and mobility options.

Draft MAG FY 2012 Work Program
Proposed New Projects

Communications Division

Project Name: *Don't Trash Arizona* Litter Prevention and Education Program

Brief Description: Concern over unsightly freeway litter led elected officials to cite litter education and prevention as an important component of the Regional Transportation Plan funded by voters in 2004. The objective of the Litter Prevention and Education program is to improve safety and aesthetics along the highway system in the MAG region by increasing awareness of the economic, safety, and health impacts of littering and to encourage motorists to dispose of trash properly.

In 2006, litter prevention and education efforts were begun by the Maricopa Association of Governments (MAG) and the Arizona Department of Transportation (ADOT) to address roadway litter. The slogan *Don't Trash Arizona* was selected and is used cooperatively by MAG and ADOT to increase public awareness of the roadway litter condition, and the two agencies work together on efforts to decrease roadway litter.

The Regional Council action of September 24, 2008, selected the consultant to develop the FY 2009 litter prevention and education program. The action included a provision that the base contract period shall be a one-year term but that MAG may, as an option, offer to extend the period of this agreement up to a maximum of two (2), one (1) year options, based on consultant performance and funding availability. The available extension options have been utilized, carrying the project through November 2012. A new Request For Proposals will need to be issued in order to continue the education and prevention efforts in FY 2012.

Recommended by: This project is recommend by MAG staff as a needed priority in the region. On December 3, 2003, the MAG Regional Council and the State Transportation Board passed a resolution citing litter education as a high priority for the Regional Transportation Plan. On September 17, 2008, the MAG Regional Council approved funding for FY 2009 Litter Prevention and Education Program for the Regional Freeway System in the MAG Region. The action included a provision that the base contract period shall be a one-year term but that MAG may, at its option, offer to extend the period of this agreement up to a maximum of two (2), one (1) year options, based on consultant performance and funding availability. On October 13, 2009, the MAG Regional Council Executive Committee exercised the first one-year option, and approved amending the contract through November 30, 2010. Once again, on October 12, 2010, the MAG Executive Committee approved funding to amend the litter contract through November 30, 2011. Further funding approval is necessary to maintain the Litter Prevention and Education Program for the Regional Freeway System in the MAG Region.

Mission/Goal Statement: To develop and implement a strategy to increase public awareness as a way to reduce litter on the regional freeway system in the MAG Region and to establish an evaluative process to measure the success of the program.

Resources Required: \$300,000

Approximate time frame for project completion: Ongoing in one-year contract terms.

Expected Outcome: The consultant will develop and implement a strategy to increase public awareness as a way to reduce litter on the regional freeway system in the MAG Region and will establish an evaluative process to measure the success of the program. The consultant will use an array of communication services, including public education and outreach efforts that are designed to increase awareness of the freeway litter problem in the MAG Region in an effort to lead to measurable changes in behavior among offenders. The consultant will provide services that include public relations, marketing, advertising, and the development of partnerships with businesses, organizations, or other entities that may provide additional value in promoting litter control efforts.

Benefit to MAG Member Agencies: It costs our region about \$3 million and nearly 150,000 labor hours each year to pick up 1.6 million pounds of litter along Valley freeways. Unsightly litter also impacts our economy when tourists and prospective businesses choose not to come back to our state due to a poor impression. Litter is not only unsightly, it is unsanitary and

Draft MAG FY 2012 Work Program
Proposed New Projects

can cause environmental and health problems. Cigarette butts, for example, contain toxic chemicals that can end up in storm drains and contaminate our water systems. Trash and other items falling from unsecured loads can cause serious traffic accidents. Debris on roadways nationwide causes 25,000 accidents each year and more than 80 fatalities. Accidents and slow-downs due to roadway debris increase the time we spend stuck in traffic and results in lost productivity. The litter prevention and education campaign will help mitigate these impacts to communities.

Benefit to the Public: Along with the benefits referenced above, reducing the amount of freeway litter through public education will help the region address the economic, safety, and health impacts of litter to residents and improve our regional quality of life.

Draft MAG FY 2012 Work Program
Proposed New Projects

Communication Division

Project Name: MAG Disability Outreach Associate

Brief Description: Federal transportation law requires that environmental justice be part of any transportation plan to prevent discrimination and to ensure the full and fair participation of minority populations and low-income populations in the transportation decision-making process. MAG implemented the Associate Outreach program in 2001 to provide targeted outreach to Title VI communities, including the disability community. The Disability Outreach Associate serves as a liaison between MAG and the disability community, developing methods to engage the community in the transportation planning process, while achieving high levels of participation from the community and securing participation and promoting activity in the planning and programming process.

Recommended by: This project is recommended by MAG staff and the SAFETEA-LU federal transportation law.

Mission/Goal Statement: To develop a regional transportation plan that ensures the full and fair participation of all potentially affected communities in the transportation decision-making process, and to ensure that the plan identifies and addresses, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on protected populations such as the disability community.

Resources Required: \$20,000

Approximate Time Frame for Project Completion: July 1, 2011-June 30, 2012

Expected Outcome: The Associate will work as a liaison between MAG and members of the disability community to provide information and collect feedback to be used in the update of the Regional Transportation Plan. The Plan is designed to develop systems, services, and solutions that meet the needs of the public, including disability communities. Input from the disability community leads to better transportation decisions that meet the needs of all people and the creation of transportation facilities that fit harmoniously into communities.

Benefit to MAG member agencies: Active public involvement by all affected stakeholders helps strengthen community-based partnerships; helps develop transportation facilities that fit harmoniously into communities; and provides populations with opportunities to learn about and improve the quality and usefulness of transportation in their lives.

Benefit to the Public: Regional transportation solutions that ensure safety and mobility for all while avoiding, minimizing, or mitigating disproportionately high and adverse human health and environmental effects, including social and economic effects, on Title VI and other protected populations, such as people with disabilities.

Draft MAG FY 2012 Work Program
Proposed New Projects

Communications Division

Project Name: Video Outreach Associate

Brief Description: Associate assists in implementing the MAG Video Outreach Program by providing writing, direction, preproduction, production, and post production services along with project management. Approximately five videos would be produced within a 12-month time frame.

Recommended by: This project is recommended by MAG staff

Mission/Goal Statement: Surveys have found that an overwhelming majority of Americans get their news and information through the medium of television over all other forms of media. Through the use of television production equipment and facilities, MAG utilizes its Video Outreach Program to help inform Valley residents of MAG's role and responsibilities in the region and to encourage public participation in the development of MAG plans and programs. These video segments are distributed to air on city cable channels and other broadcast outlets in order to reach the broadest possible community.

Resources Required: \$58,000

Approximate Time Frame for Project Completion: July 1, 2011-June 30, 2012

Expected Outcome: The MAG Communications Division began its Video Outreach Program in 2007 with the purchase of television production equipment and staff training. Since that time, the program has evolved into a robust outreach program with numerous successful videos produced, resulting in a better informed citizenry regarding MAG's roles and responsibilities in the region. It is anticipated that the continuation of the MAG Video Outreach Program, through the assistance of the MAG Associate, will continue to increase awareness and encourage public participation in the development of MAG plans and programs.

Benefit to MAG member agencies: As members of the MAG organization, member agencies play a key role in developing regional policies. The Video Outreach Program provides positive exposure regarding this role and increases the public understanding of local governments' regional responsibilities and accomplishments.

Benefit to the Public: The MAG Video Outreach Program performs an important public service by communicating information about air quality, transportation, and human services issues to the general public, encouraging public participation in the development of MAG plans and programs, and resulting in a better informed and active citizenry.

Draft MAG FY 2012 Work Program
Proposed New Projects

Information Services Division

Project Name: Digital Aerial Photography

Brief Description: MAG and MAG member agencies use digital aerial photography for a variety of planning and GIS purposes. In this rapidly developing area, it is important to have up-to-date imagery to track development and land use and to plan for future growth in both Maricopa and Pinal Counties. This project also provides the digital aerial photography to member agencies at no additional cost to the member agency.

Recommended by: This project is recommended by MAG staff and the Population Technical Advisory Committee.

Mission/Goal Statement: Having annual updates to the digital aerial photography enhances member agency and MAG planning and mapping capabilities.

Resources Required: \$80,000

Approximate Time Frame for Project Completion: December 2011

Expected Outcome: Up-to-date imagery enabling MAG and MAG member agency staff to use and display more current and therefore, accurate information.

Benefit to MAG member agencies: MAG will purchase the imagery with a license that allows MAG to distribute a copy of the imagery to each MAG member agency.

Benefit to the Public: New imagery will enable MAG and MAG member agencies to enhance their planning efforts and allow them to provide better information to the public regarding new and existing developments.

Draft MAG FY 2012 Work Program
Proposed New Projects

Information Services Division

Project Name: Data and GIS Consultant Support for MAG On-Call

Brief Description: MAG is in the process of collecting geospatial data that will be used for socioeconomic modeling activities. Much of this data, including seasonal transient population, mobile home and RV park population, apartment buildings, and other data sources to support modeling and analysis, are not readily available from commercial sources and must be collected and compiled and subsequently maintained and disseminated to MAG member agencies and the public by MAG staff. The development and maintenance of these geospatial data will be made more efficient and of higher quality with consultant support to provide data collections, technical guidance, custom tools, and procedures to Information Services staff. Support in the dissemination via web-based resources of geospatial data maintained by MAG and of the results of the 2010 Census and 2012 Socioeconomic Projections via web-based tools will be also be an essential task over the next several years requiring consultant knowledge and support.

Recommended by: This project is recommended by MAG staff.

Mission/Goal Statement: The support provided to MAG through on-call consultant contracts will ensure the collection and development of timely and accurate geospatial data in order to support the MAG socioeconomic and transportation models, and better enable Information Services staff to maintain and disseminate these data to member agencies and the public.

Resources Required: \$250,000

Approximate time frame for project completion: August 2011-June 2013

Expected Outcome: Updated socioeconomic datasets for use in regional analysis and a base for long term projections. Support for the development and testing of tools for desktop and server based GIS and geospatial databases.

Benefit to MAG Member Agencies: Regional datasets developed or enhanced under this project will be used by MAG member agencies and are essential for the 2012 MAG Projections and supporting the MAG transportation modeling and planning activities.

Benefit to the Public: Datasets enhanced or developed under this contract will enable MAG and MAG member agencies to enhance their long range planning efforts and also allow them to provide better information. The software tools developed will enhance access to MAG spatial datasets, mapping, and reporting.

Draft MAG FY 2012 Work Program
Proposed New Projects

Information Services Division

Project Name: MAG Consultant Support for AZ-SMART Enhancement On-Call

Brief Description: MAG is in the process of developing a statewide socioeconomic model, Arizona Socioeconomic Modeling, Analysis and Reporting Toolbox (AZ-SMART). The AZ-SMART socioeconomic modeling suite will primarily support socioeconomic activities at MAG. MAG staff has now completed Phase I of the implementation, which involved incorporating many of the features of a model that MAG currently uses, the Subarea Allocation Model (SAM). The next phase of the project involves enhancements to the current modeling environment to incorporate business location choice, demographic evolution, and development dynamics. The AZ-SMART suite of models and tools will be used in the development of the next set of MAG Socioeconomic Projections in 2012. Data output from the socioeconomic models is a key input into the transportation modeling process. Since MAG is implementing Activity Based Travel Models, the socioeconomic models need to respond to new/changed data requirements. Consultant support will be needed to provide detailed technical guidance, development of new models and methods, support on the implementation, and testing for the new components of AZ-SMART.

Recommended by: This project is recommended by MAG staff.

Mission/Goal Statement: Phase II additions for AZ-SMART will assist in the enhancements to the demographic evolution, development location, and business location/dynamics model. This additional support for the second phase is essential for the development of a socioeconomic model that can adequately support the transportation and regional planning activities at MAG.

The support provided by the consultant will ensure that the MAG 2012 Socioeconomic Projections are developed using state-of-the-art models in order to support the MAG socioeconomic and transportation models, and better enable member agencies to determine demands on infrastructure and services.

Resources Required: \$350,000

Approximate time frame for project completion: September 2011-September 2013

Expected Outcome: Enhancements to AZ-SMART models and tools.

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

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

Draft MAG FY 2012 Work Program
Proposed New Projects

Human Services Division

Project Name: 2012 HUD Application Support

Brief Description: 2012 HUD Applications Support-MAG Associate provides technical assistance to the MAG Continuum of Care Regional Committee on Homelessness' application to the U.S. Department of Housing and Urban Development for Stuart B. McKinney funds for homeless assistance programs. In addition to providing technical assistance to staff to complete and review the application, the Associate provides technical assistance to the new project applicants in order to help the region bring in more funding for new permanent supportive housing programs.

Recommended by: This project is recommended by MAG staff, and the MAG Continuum of Care Regional Committee on Homelessness.

Mission/Goal Statement: To provide technical assistance on the federal HUD application for homeless assistance programs and to provide technical assistance to agencies developing new permanent supportive housing projects.

Resources Required: \$2,500

Approximate time frame for project completion: July, 2011-June 2012

Expected Outcome: The MAG Associate will provide technical assistance on the federal HUD application for homeless assistance programs. The outcome of the technical assistance will be a successful application to HUD in which new and renewal projects are funded.

Benefit to MAG Member Agencies: The region needs to be competitive in order to continue receiving HUD funding for new projects. The MAG Associate technical assistance ensures the region has the best opportunity to be awarded the most funds possible. The Continuum of Care exceeds the pro-rata share for the region of \$9 million receiving record high amounts of more than \$23 million.

Benefit to the Public: The streets are safer when people are not living in them. Communities are stronger when everyone has a productive, positive place in them. Moving people from the streets to self-sufficiency benefits everyone. The technical assistance received from this associate helps homeless assistance programs to receive as much funding as possible. This intervention helps move people from homelessness to stable housing quickly and effectively. The technical assistance also helps to develop successful new permanent housing projects in the community.

MAG WEBINAR PRESENTATION ON THE DEVELOPMENT OF THE FY 2012
UNIFIED PLANNING WORK PROGRAM AND ANNUAL BUDGET

Thursday, February 17, 2011 at 1:00 p.m.
MAG Office, Suite 200, Palo Verde Room
302 North 1st Avenue, Phoenix, AZ

In an effort to get early input into the FY 2012 MAG Budget and to provide information about the proposed budget for our member agencies, we will hold a budget workshop on Thursday, February 17 at 1:00 p.m. The budget workshop will include an overview of MAG's proposed dues and assessments and proposed projects for the FY 2012 Work Program.

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

- GoToMeeting®: Please join GoToMeeting® with the following web address:
<https://www2.gotomeeting.com/join/407169483>
GoToMeeting® Online Meetings Made Easy™
- Once connected to GoToMeeting® dial (602) 744-5840 between 12:55 p.m. and 1:00 p.m. the day of the workshop. After the prompt, please enter the meeting ID number 2012 on your telephone keypad followed by the # key. If you have a problem or require assistance, dial 0 after calling the number above. (To attend by phone only please follow the same instructions.)
- Attending in Person: If you are attending in person, please park in the garage underneath the building. Bring your ticket to the meeting, parking will be validated.

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



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

February 7, 2011

TO: Members of the MAG Regional Council Executive Committee

FROM: Eric Anderson, MAG Transportation Director

SUBJECT: CLARIFICATION OF TRANSIT PLANNING ROLES AND RESPONSIBILITIES

The attached memorandum outlines a process to be applied to the project development activities for high capacity transit projects. The process was developed in order that the MAG Regional Council and Transportation Policy Committee have defined opportunities to participate in the process in meaningful way. Policy input to the project development process is important so that the actual project that is developed serves the same purpose as the planned project in the MAG Regional Transportation Plan (RTP) in order to maintain the integrity of the RTP. Recent experiences of processing Alternatives Analyses (AA) through the MAG process brought into focus the need for a better understanding of the process that MAG will use in the future for AA's.

The RTP is the long range, multimodal transportation plan for the MAG region. The RTP addresses the various mobility issues within the MAG region through a comprehensive plan that addresses freeways and highways, transit services and related facilities, arterial streets, and non-motorized modes of transport. The RTP was developed in 2003 based on a number of detailed technical studies that analyzed the travel patterns, growth, and modal needs across the region.

As the RTP is implemented, project development activities are initiated to better define the projects in the RTP in term of actual alignment, project characteristics, costs, and environmental impacts, among other factors. Through the project development process possible changes to the RTP defined projects may be identified. In some cases, these changes have little or no impact on the overall regional transportation system. In other cases, the changes could have a more signification impact on the transportation system or could redefine the overall intent of the project in the context of the RTP.

Roles and Responsibilities and Process for the Conduct of Alternatives Analysis

This memorandum provides clarification of the roles and responsibilities of the Maricopa Association of Governments (MAG), the Regional Public Transportation Authority (RPTA), Valley Metro Rail (METRO), and the City of Phoenix (Phoenix), in its role of designated recipient for Federal Transit Administration (FTA) funds, with regard to the conduct and approval of transit Alternatives Analysis (AA) studies. AA's are required by the Federal Transit Administration (FTA) for projects that are requesting federal funds under the FTA Section 5309 New Starts and Small Starts program and are fundamental to the identification of the preferred alternative to address a Regional Transportation Plan corridor's transportation problem. The outcome of the AA process is an objective comparison of alternatives and a recommendation of the Locally Preferred Alternative (LPA) that best addresses the transportation problems defined, including the alignment and technology improvements for transit services.

Background

In March 2010, MAG, RPTA, METRO, and Phoenix signed a Memorandum of Understanding (MOU) that provided an outline of the roles and responsibilities related to transit planning and programming, project development activities, and transit operations. With regard to AA's, the MOU states:

"For projects that require a federal Alternatives Analysis (AA) process, MAG, in cooperation with the affected agencies/jurisdiction(s), shall determine the appropriate agency to conduct and manage the AA. The Locally Preferred Alternative (LPA) resulting from the AA will be reviewed and approved through the MAG committee process. The process for review and approval of an LPA includes the following steps: 1) review and adoption by the affected jurisdiction(s); 2) informational review and acceptance by the METRO and/or RPTA Boards, as appropriate; and 3) review through the MAG committee process, with final approval of the LPA by the MAG Regional Council for inclusion in and conformity with the Regional Transportation Plan. To ensure continuity in the planning process, RPTA and METRO will provide periodic updates to the MAG Transit Committee on federal Alternatives Analysis projects."

AA's are an important step in the process to define the specific projects that can address the transportation problems that have been previously identified in a corridor. In a simplified form, an AA includes three major components: 1) Problem definition, Goals and Objectives and Evaluation Factors; 2) Definition of Alternatives and Evaluation Methodology; and, 3) Analysis and Results. Running throughout the AA process is a robust public involvement and agency engagement process that ensures public and agency input is an integral part of the study and evaluation process.

Although the MOU outlines the overall process, additional clarification is being provided to ensure that the MAG Regional Council and the other committees that make recommendations to the Regional Council have the necessary information to make an informed decision on approving an LPA that results from the AA.

Designation of Lead Agency and Participating Agencies

As noted in the MOU, when the need to conduct an AA arises, the four parties to the MOU should discuss the overall project characteristics and determine the appropriate Lead Agency . The designation of the Lead Agency should be formalized in a brief memorandum that summarizes the reasoning behind the designation. As suggested by FTA guidance, some of the relevant questions may include:

- Which agency has the greatest experience in conducting, managing, and administering similar types of corridor or systems level planning studies?
- Which agency has the greatest breadth and depth of technical skills needed for the analysis?
- Which agency tends to have greater credibility with decision-makers and the public?
- Which agency is most likely to have responsibility for implementing the project that is ultimately selected?

As part of the scoping task for the AA, the Lead Agency should prepare a list of participating agencies that have a critical role for the project either in terms of data, technical expertise, or project funding, or may have a role in the operations once the project is implemented. For projects where MAG is not the Lead Agency, MAG staff will be included on the Project Management Team.

Establishment of Data and Modeling Protocols

The MAG Travel Demand Model and MAG data resources provide an important basis for the technical analysis that is part of the foundation of the AA process. The MAG Travel Demand Model is being updated on a regular basis including changes to the transportation networks, calibration and validation to travel data, and corrections to model and network coding issues, among other aspects of the model. Furthermore, the model outputs are usually analyzed and transformed in a way to inform the AA decision process.

As part of the process to initiate an AA, the participating agencies should determine how the technical information is to be reviewed prior to publication in technical or public reports. The process outlined should include the review of the model results and any analysis by MAG to ensure the integrity of the modeling process and the proper interpretation of the results.

Problem Statement Development, Goals and Objectives, and Evaluation Factors

The statement of the transportation problem that needs to be addressed in the corridor is fundamental to all of the other aspects of the AA process. The problem statement should drive the Goals and Objectives established for the project and the subsequent establishment of Evaluation Factors for the project. The problem statement should tie to the Transit Element of the Regional Transportation Plan.

Since this step is critical to the rest of the AA, it is important that the Problem Statement and the resulting Goals and Objectives and Evaluation Factors be reviewed and discussed and input is received through the

MAG process. This will provide the opportunity to ensure that there is a regional perspective about the nature of the transportation problem that the project is trying to solve and the link between the Problem Statement and the Goals and Objectives and Evaluation Factors.

Definition of Alternatives and Evaluation Methodology

Once the Problem Statement, Goals and Objectives, and Evaluation Factors are determined, the AA process moves to the development of the alternatives that will be studied and the overall methodology for the evaluation of the alternatives. Typically, the development of the alternatives involves a two-step process. The range of alternatives includes a no-build alternative and at least one alternative that does not include a high capacity transit option. After an initial evaluation during the Tier 1 analysis, the number of alternatives is reduced to those that represent the best candidates to solve the transportation problems in the corridor. These remaining alternatives are then subjected to a detailed evaluation as part of the Tier 2 analysis.

At the time the AA process has completed the Tier 1 analysis, the study recommendations as to the alternatives to be studied during the Tier 2 portion of the study will be reviewed and commented on through the MAG process. This review step will ensure that all viable options have been considered and that the recommendation for the alternatives to be studied further are consistent with the Goals and Objectives and are the best to deal with the transportation problems in the corridor.

Depending upon the scale and complexity of the project, it may be appropriate to provide further updates and input opportunity through the MAG process as the Tier 2 evaluation proceeds. This may be appropriate if significant new alternatives emerge through the community input process or through further technical evaluation.

Alternatives Analysis Review and Approval of the Locally Preferred Alternative

The final stage of the AA process is adoption of the Locally Preferred Alternative (LPA) and acceptance of the draft AA report and analysis. The recommended LPA is based on the analysis of the Tier 2 evaluation process and includes the recommendations for the alignment, the technology, and the preliminary identification/commitment of the necessary capital and operating funds for the project. The recommended LPA should be based on the logical evaluation of the alternatives as to the established Goals and Objectives and to the Problem Statement.

For alternatives that require the significant financial participation of one or more local jurisdictions, the proposed LPA should have the concurrence of the local Council (in the case of a city, town, or Indian Community), or the Board of Supervisors (in the case of a project in the County's primary jurisdiction). Projects that use regional Public Transportation Funds (PTF) should also have the concurrence as to the availability and commitment of funding by the RPTA.

Before the adoption of the LPA and the acceptance of the draft AA report can begin the MAG process, the draft final report, and related technical reports must be available at least 30 days before the first MAG

committee meeting to provide adequate time for agency review. Also, actions by the elected body of affected jurisdictions should occur before the start of the MAG LPA approval process. MAG will prepare a staff report that will provide a summary of the analysis and evaluation process, an overview of how the recommended LPA was evaluated with respect to the other alternatives, and any significant technical or financial issues that need to be addressed. The MAG staff report and an executive summary of the AA, if available, will be transmitted as part of each MAG committee's agenda package. A copy of the full draft AA report and any related technical reports will be made available at the MAG offices for public review. MAG staff, in cooperation with the Lead Agency, will conduct the presentations related to the AA at the MAG committee meetings. Representatives from the Lead Agency for the AA, along with any consultant support, should be available at each meeting to answer any questions from committee members.

The MAG committees who will hear and make a recommendation on the AA acceptance and the adoption of the LPA include the Transit Committee, Transportation Review Committee, Management Committee, Transportation Policy Committee, and the Regional Council.



Janice K. Brewer
Governor

ARIZONA DEPARTMENT
OF
ENVIRONMENTAL QUALITY

1110 West Washington Street • Phoenix, Arizona 85007
(602) 771-2300 • www.azdeq.gov

Agenda Item #7



Henry R. Darwin
Acting Director

VIA: FEDERAL EXPRESS

January 25, 2011

Mr. Jared Blumenfeld, Regional Administrator
U.S. Environmental Protection Agency, Region IX
Mail Code: ORA-1
75 Hawthorne Street
San Francisco, Ca 94105

RE: Withdrawal of the MAG 2007 Five Percent Plan for PM-10 for the Maricopa County Nonattainment Area

Dear Administrator Blumenfeld:

Despite our contention that the *MAG 2007 Five Percent Plan for PM-10 for the Maricopa County Nonattainment Area* (“5% Plan”) has been effective and is approvable, the Arizona Department of Environmental Quality (ADEQ) hereby withdraws the 5% Plan from any further action or consideration by the United State Environmental Protection Agency (EPA).

As noted in our October 20, 2011, joint comment letter, ADEQ, the Maricopa Association of Governments (MAG) and the Maricopa County Air Quality Department (MCAQD) maintain that the 5% Plan, along with other previous plans, have been effective in improving air quality throughout the region. As a direct result of the plans that have been submitted, the annual average concentration of PM₁₀ within the Phoenix area between 1990 and 2009 has declined approximately 25%. During this same time, Maricopa County experienced unprecedented growth, nearly doubling in population during that same time period. This is a testament to Arizona’s commitment to cleaner air.

Although we maintain that the 5% Plan is approvable in its existing form, we recognize that there are always opportunities to build upon our existing plans. Despite withdrawal of the Plan from EPA’s consideration, the air quality rules and statutes that are part of the 5% Plan remain in effect. This ensures that Arizona continues to benefit from cleaner air while ADEQ, MAG and MCAQD work with EPA to modify the plan before re-submitting for EPA’s consideration and action. We look forward to a cooperative and collaborative effort to resolve these issues over the coming months so that EPA can fully approve an updated 5% Plan.

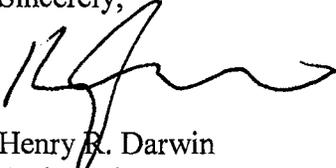
Northern Regional Office
1801 W. Route 66 • Suite 117 • Flagstaff, AZ 86001
(928) 779-0313

Southern Regional Office
400 West Congress Street • Suite 433 • Tucson, AZ 85701
(520) 628-6733

Jared Blumenfeld
January 25, 2011
Page 2 of 2

If you have any questions, please contact Eric Massey, the Director of ADEQ's Air Quality Division, at (602) 771-2308.

Sincerely,

A handwritten signature in black ink, appearing to read 'H. Darwin', written over a horizontal line.

Henry R. Darwin
Acting Director

cc: Deborah Jordan, U.S. EPA Region IX
Colleen McKaughan, U.S. EPA Region IX
William Wiley, Maricopa County Air Quality Department
Dennis Smith, Maricopa Association of Governments
Don Gabrielson, Pinal County Air Quality Control District

FOR IMMEDIATE RELEASE

CONTACT: Kelly Taft
MAG Communications Manager
(602) 452-5020

EPA Approves New Dust Factors State Withdraws Plan to Incorporate Information

PHOENIX (January 25, 2011) – The Maricopa Association of Governments (MAG) is supporting a decision announced today by the Arizona Department of Environmental Quality (ADEQ) to voluntarily withdraw a dust control plan known as the MAG Five Percent Plan for PM-10. The move allows for the use of new paved road dust factors provided by the Environmental Protection Agency (EPA) to improve the plan.

“We want to assure the public that the stringent measures contained in the plan will continue to be implemented and public health will not be affected by the plan’s withdrawal,” said MAG Chair Thomas Schoaf, mayor of Litchfield Park. “In fact, under this plan, we have had no violations of the coarse particulate standard at the monitors at all in 2010,” he said.

The MAG Five Percent Plan for PM-10 (particulate matter 10 microns in diameter or less) was submitted to the EPA in 2007. The new dust factor is more accurate and addresses concerns that have prevented the plan’s approval. The plan was facing a partial disapproval action by the EPA.

“With the new information provided by the EPA, MAG can proceed with the revisions that are necessary for the plan. We will work as diligently as possible to improve the plan for the residents of this region,” said MAG Chair Thomas Schoaf, mayor of Litchfield Park.

The new dust factors will also be used in testing transportation projects to ensure they do not contribute to air quality violations, a process known as “conformity.” Once the plan is withdrawn, EPA will issue a finding of “Failure to Submit a Plan” and the region will enter a conformity “freeze,” meaning the region will not be able to add new transportation projects to its plan until it can demonstrate conformity.

“We believe that we will be able to use the new EPA guidance to demonstrate conformity in the near future, to reduce the impact to our transportation plan,” said Mayor Schoaf. “The new factor will assist us in developing a plan that satisfies EPA and meets the requirements of the Clean Air Act. We are comfortable with ADEQ withdrawing the plan and a new plan being developed.”

For more detailed information regarding the plan’s withdrawal, visit the MAG website at www.azmag.gov.

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Press Release

1110 West Washington Street • Phoenix, Arizona 85007 • azdeq.gov

DATE: Jan. 25, 2011

CONTACT: Mark Shaffer, Director of Communications, (602) 771-2215 (o);
(480) 433-9551 (cell)

ADEQ, Maricopa County Choose to Improve Dust Control Plan; ADEQ Withdraws Earlier Plan to U.S. EPA

PHOENIX – (Jan. 25, 2011) – Despite measured reductions in particulate matter in the air around Maricopa County under a plan submitted to the U.S. Environmental Protection Agency in 2007, the Arizona Department of Environmental Quality is withdrawing the particulate matter air quality plan from EPA’s review.

On Sept. 3, 2010, EPA proposed to partially approve and partially disapprove the particulate matter air quality plan prepared by the Maricopa Association of Governments (MAG) and submitted by ADEQ to EPA in 2007. This plan, also known as the Five Percent Plan, called for significant reductions in emissions of particulate matter 10 microns or less, also known as PM-10, from a variety of sources throughout the Valley.

If the plan had not been withdrawn, EPA would have taken final action on Jan. 28, 2011, resulting in sanctions freezing regional transportation planning in Maricopa County. Unless resolved, disapproval could also impact the construction of new, large sources of dust within 18 months, and federal highway dollars after 24 months.

“We contend that the 2007 plan, which we have been following, has been effective in reducing dust throughout the county and should have been approved. We had no violations of the PM-10 standards at all in 2010,” said ADEQ Acting Director Henry Darwin. “There are always going to be opportunities to improve upon past submissions and this move will allow us to take advantage of new information that will improve the plan. ADEQ will soon convene a working group of stakeholders to assist ADEQ, Maricopa County and MAG in this important effort to further protect public health in this region.”

Air quality plans that require the reduction of PM-10 in the Maricopa County area have been effective at reducing emissions of dust throughout the county. As a direct result of the plans that have been submitted between 1990 and 2009, the annual average concentration of PM-10 within the Phoenix area has declined approximately 25 percent. Withdrawal of the plan from EPA’s review won’t threaten these gains.

Maricopa County Air Quality Department Director Bill Wiley said Maricopa County will continue to be vigilant in ensuring compliance with its dust control rules put in place under the 2007 plan while the new plan is being drafted.

ADEQ, Maricopa County Choose to Improve Dust Control Plan; ADEQ Withdraws Earlier Plan to U.S. EPA

01/25/2011

2-2-2

“Our record is clear in protecting the health of our residents by ensuring strict air quality measures that have been implemented by Maricopa County and local jurisdictions,” said Wiley. “We believe ADEQ’s action will result in an improved plan that will further enhance those efforts.”

Although withdrawing the plan is subject to the same set of sanctions as a disapproval, Arizona will have more control over how long those sanctions remain in place by the withdrawal. To avoid the imposition of long-term sanctions, ADEQ must submit an updated air quality plan for PM-10 to EPA before June 25, 2012.

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Withdrawal of the MAG Five Percent Plan for PM-10

- ❖ The Arizona Department of Environmental Quality (ADEQ) is voluntarily withdrawing a dust control plan in order to use new paved road dust factors provided by the Environmental Protection Agency (EPA) to improve the plan.
- ❖ The new dust factor is more accurate and addresses concerns that have prevented the plan's approval. The plan was facing a partial disapproval action by the EPA in late January.
- ❖ The move gives the region additional time to make changes to the MAG Five Percent Plan for PM-10, while at the same time incorporating the new dust factors provided to us by the EPA that will help improve the plan and address the technical concerns EPA had with the plan.
- ❖ The stringent measures contained in the plan will continue to be implemented and public health will not be affected by the plan's withdrawal. It is important to note that under this plan, we have had no violations of the coarse particulate standard at the monitors at all in 2010.
- ❖ Withdrawal of the plan resulted in a "Finding of Failure to Submit a Plan" by the EPA. The finding of "Failure to Submit a Plan" started two "sanctions clocks" (see box, right). The clocks will stop once the revised plan is submitted and the EPA determines that it is complete.
- ❖ The new formulas for paved road dust will help us meet air quality conformity requirements while a revised plan is being prepared.
- ❖ Withdrawal of the plan also gives EPA additional time to fix the many problems that exist with the agency's flawed "Exceptional Events Rule," which has been at the heart of the dispute with the EPA over the MAG plan. The Clean Air Act allows regions to be excused from penalties for exceptional events (see additional background, next page).
- ❖ This solution allows the region to improve the plan while providing the least harm to our region and our economy. Under a disapproval, the sanctions clocks would not stop until EPA approved a new plan, which could have been months after sanctions were imposed.

Sanctions Clocks

A finding of failure to submit a plan will start the sanctions clocks, with the first sanction (tighter controls on major industries) imposed within 18 months. Highway sanctions (loss of federal highway funding) would follow if a new plan is not submitted within 24 months. The clocks will stop when a new plan is submitted and the EPA determines it is complete. In addition, if EPA does not take final action to approve the plan within two years of the EPA finding of failure to submit, a federal implementation plan would be imposed.





Additional Background

- ❖ The plan was first submitted to the EPA in 2007 and outlined how the region would reduce coarse particulate matter 10 microns in diameter or less (PM-10) by five percent each year until the federal standards are met. The Plan contained 53 aggressive measures designed to reduce PM-10 emissions by five percent per year and attain the standard by 2010.
- ❖ When EPA did not take action on the plan under the timeline set forth in the Clean Air Act, a public interest group filed a lawsuit against the EPA. In settling the suit, EPA announced it would take action in January 2011, and that the action would include partial disapproval of the plan.
- ❖ A key factor in the disapproval was an EPA decision to deny a request by the Arizona Department of Environmental Quality (ADEQ) to treat four high wind exceedances of the PM-10 standard in 2008 at a monitor at West 43rd Avenue as due to exceptional events, despite evidence submitted by ADEQ and MAG that high winds were to blame. The decision meant that the region could not demonstrate attainment of the PM-10 standard by 2010 as shown in the plan. Because of failure to attain the standard, the EPA published a notice in September 2010 that disapproval of the plan would be forthcoming in January 2011.
- ❖ EPA cited several additional issues with the plan, primarily concerns regarding the accuracy of the 2005 emissions inventory used to develop the plan. The new dust factors recently issued by the EPA will help address the emissions inventory issues.
- ❖ The EPA has admitted that the Exceptional Events Rule is flawed, and many states are concerned about inconsistencies in how it is administered. The rule is being questioned not only by Arizona, but also by 14 other western states that must frequently contend with dust storms, wildfires and forest fires.
- ❖ If the issues with the rule are not resolved, our region will find itself in the same situation time and time again—there is no plan that can control high winds.
- ❖ In a recent executive order, President Obama, seeking to improve the regulatory process, stated that federal agencies must find the “least burdensome tools for regulatory ends,” and take into account benefits and costs. This Executive Order, which also requires federal agencies to review existing rules that may be “outmoded, ineffective, insufficient or excessively burdensome” may prove helpful as EPA continues its review of the Exceptional Events Rule.

MAG Commitment to Air Quality

MAG, Maricopa County, and ADEQ have an impressive record in improving the quality of our air. Below are just a few of the region's air quality achievements.

- The MAG region was one of the first areas in country to implement an alternative fuels program to help resolve the carbon monoxide issue.
- The region has one of the most stringent vehicle emissions inspection maintenance programs in the country.
- MAG is currently a cosponsor of a pilot project to implement electric vehicle charging stations in the region.
- The region has met the federal air quality standard for carbon monoxide. The nonattainment area is now a maintenance area.
- There have been no violations of the one-hour ozone standard since 1996. The region was also redesignated as a maintenance area for that pollutant. There have been no violations of the .08 parts per million eight-hour ozone standard since 2004.
- The region also meets the fine particulate standard (PM-2.5).
- In the area of PM-10, the MAG Revised 1999 Serious Area Plan contained 77 aggressive measures to reduce dust. This Plan was one of the first in the nation and was heralded by the EPA as one of the most comprehensive plans in the country.
- The PM-10 Plan submitted by MAG in 2007 contained another 53 aggressive measures that are in addition to the Serious Area Plan Measures. In fact, every city and town within the nonattainment area, and Maricopa County, have implemented dust control measures to address dust pollution. A tracking report indicates the cities and towns have gone above and beyond their commitments.
- In addition, the MAG Regional Council has allocated a total of \$23.2 million in CMAQ funds over the last 10 years to purchase clean, dust-reducing street sweepers. It has allocated \$28.4 million for paving unpaved roads from fiscal 2007 to 2013.
- Since the MAG Five Percent Plan was submitted in 2007, there have been no exceedances at monitors during stagnant conditions. There have been no violations of the standard at any monitor in 2010.