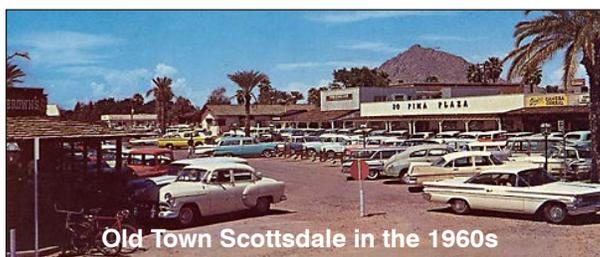


MAG Celebrates Golden Anniversary

Decade One: 1967-1977

April 12, 2017, will mark 50 years that the Maricopa Association of Governments (MAG) has been serving the region. This is the first part of a five-part series that will cover the five decades of MAG and the major milestones that represent how MAG has made a difference to the residents of our region.



Old Town Scottsdale in the 1960s

Pre-MAG

MAG was created in the wake of several events requiring regional cooperation. In 1960, Wilbur Smith and Associates completed the Major Street and Highway Plan for the Phoenix area. This plan contained the elements later included in the MAG regional Freeway/Expressway Plan. Also in the early 1960s, local governments worked together on a successful multi-city sewage treatment plant at 91st Avenue. Two years later, the 1962 Federal Aid Highway Act required regional transportation planning. This resulted in the Valley Area Traffic and Transportation Study (VAITTS) in 1965. The 1965 Federal Housing Act Amendments and 1966 Metropolitan Development Act also provided a legal and financial push for a full-fledged regional agency. In a December 1966 memorandum to city and town clerks, former MAG Secretary Jack DeBolske, who led MAG from 1967 to 1996, wrote, "Cities and towns, as well as the county, must cooperate with one another in order to solve regional problems and to maintain a semblance of local control over their own affairs."

MAG is Born

MAG was formed in 1967 by concurrent resolutions from its member agencies to foster regional cooperation and address regional problems.



On April 12, 1967, the Regional Council was called to order at 7:30 p.m. During the meeting, the Regional Council elected Scottsdale Mayor B.L. "Bud" Tims as chair. According to the minutes, Mayor Tims indicated that there were "many areas of common interest and concern to Valley cities" in the metropolitan area. He noted common interests such as highways, airports, utility sources and commercial centers.

In determining priorities, the council identified "matters of water, air pollution and solid waste disposal" to be of primary concern. The council established standing committees to deal with each area. The new MAG members also called for a study on standardizing building materials and public works specifications. All are areas that MAG still oversees today. The first year also saw the expansion of topics addressed by MAG to include library services, law enforcement and criminal justice standards.

While initial boundaries encompassed only the urbanized area, in 1970 that expanded to include all



Former Scottsdale Mayor B.L. "Bud" Tims, first MAG Chair

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Message From the Chair



Mayor Greg Stanton, City of Phoenix

While MAG has evolved greatly over its 50-year history, it is fascinating to see how many of the main tenets of the first Regional Council are still in practice today. In this issue of MAGAZine, you will see the first of a five-part series celebrating MAG's Golden Anniversary, covering its decade from 1967 to 1977. It is vital that we continue to make decisions that improve the lives of the residents of the region because—if past is prologue—we know our decisions will have lasting impacts for future generations.

It is vital that we continue to make decisions that improve the lives of the residents of the region because—if past is prologue—we know our decisions will have lasting impacts for future generations.

Among the important long-range decisions before us now is our opportunity to rebalance the Regional Transportation Plan. This effort includes increases in revenue projections based on improving sales tax collections, and new cost opinions for existing projects. We appreciate the diligent work of MAG and the Arizona Department of Transportation to pinpoint efficiencies and refine project costs for this effort.



When you look around the Valley, you see that numerous projects are under construction, including US-60/Grand Avenue from Bell to Thunderbird roads, the I-10/Loop 303 system interchange and many others that are funded and in the pipeline. This is a direct result of voters having faith in MAG and being willing to extend a half-cent sales tax for transportation. Several projects were moved out of the 20-year Proposition 400 program during the recession. We now have a great opportunity to add back some of those projects or consider other unmet needs. Despite an entire “lost decade” of revenue, we will be able to complete 93 percent of the system promised to voters in Proposition 400. This type of transportation investment leads to job creation and improves our economy.

While transportation is the core business at MAG, we also cover in this newsletter MAG's leadership in addressing domestic violence. To launch October's Domestic Violence Awareness Month, we held a news conference on the important topic of technology safety. We heard powerful testimony from one stalking victim, who exhibited tremendous courage to share her story so that others might learn from it.

Continued on page 5



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

Mayor Greg Stanton
City of Phoenix, Regional Council Chair

Dennis Smith, Executive Director

Valerie Day, Leila Gamiz, Sarath Joshua, Teri Kennedy, Brande Mead, Marc Pearsall, Shannon Reed, Amy Robinson, Contributors

Kelly Taft, Editor Gordon Tyus, Graphics

MAG Regional Council Members

Executive Committee Members

- | | |
|---|--|
|  | Mayor Greg Stanton Phoenix, <i>Chair</i> |
|  | Mayor Jackie Meck Buckeye, <i>Vice Chair</i> |
|  | Mayor Gail Barney Queen Creek, <i>Treasurer</i> |
|  | Mayor Lana Mook El Mirage, <i>At-Large Member</i> |
|  | Mayor Jerry Weiers Glendale, <i>At-Large Member</i> |
|  | Mayor Mark Mitchell Tempe, <i>At-Large Member</i> |
|  | Mayor W.J. "Jim" Lane Scottsdale, <i>Past Chair</i> |
|  | Vice Mayor Robin Barker Apache Junction |
|  | Mayor Kenneth Weise Avondale |
|  | Councilmember Mike Farrar Carefree |
|  | Councilmember Dick Esser Cave Creek |
|  | Mayor Jay Tibshraeny Chandler |
|  | Mayor Tom Rankin Florence |
|  | President Bernadine Burnette Fort McDowell Yavapai Nation |
|  | Mayor Linda M. Kavanagh Fountain Hills |
|  | Mayor Chuck Turner Gila Bend |
|  | Governor Stephen Roe Lewis Gila River Indian Community |
|  | Mayor Jenn Daniels Gilbert |
|  | Mayor Georgia Lord Goodyear |
|  | Mayor Angie Perez Guadalupe |
|  | Mayor Thomas Schoaf Litchfield Park |
|  | Mayor Christian Price Maricopa (City of) |
|  | Supervisor Denny Barney Maricopa County |
|  | Mayor John Giles Mesa |
|  | Mayor Michael Collins Paradise Valley |
|  | Mayor Cathy Carlat Peoria |
|  | Supervisor Todd House Pinal County |
|  | President Delbert Ray Salt River Pima-Maricopa Indian Community |
|  | Mayor Sharon Wolcott Surprise |
|  | Mayor Adolfo Gamez Tolleson |
|  | Mayor John Cook Wickenburg |
|  | Mayor Michael LeVault Youngtown |
|  | Joseph E. La Rue & Jack Sellers Arizona Department of Transportation |
|  | F. Rockne Arnett Citizens Transportation Oversight Committee |

Visit www.azmag.gov and click on Regional Council.



As one of the newest members of MAG's Regional Council, I am honored to be working alongside my fellow colleagues and staff to contribute to long-range planning and policy development that strengthen the greater Maricopa region to the benefit of all our residents.

— Mayor Jenn Daniels, Town of Gilbert

Chandler voters overwhelmingly approved our City's General Plan update this year, with 85 percent of the vote in favor. The General Plan is a vital document for local planning purposes, but also on a regional level as we work with our many partners to maintain a solid vision for long-term transportation, managed growth and economic development success.

— Mayor Jay Tibshraeny, City of Chandler



The addition of a third lane on Interstate 10 between Verrado Way and State Highway 85 in Buckeye would reduce accidents and ease traffic congestion. Buckeye's Skyline Regional Park, just off I-10— with its 17 miles of trails for hiking, biking and equestrian enthusiasts—would be given a boost by that additional lane, providing easier and safer access to the park's amenities. That beautiful, natural setting, within a couple miles of a major interstate, illustrates the positive impact that not only transportation improvements, but also exercise and relaxation, can have on the hearts, minds and lives of our residents and visitors.

— Mayor Jackie Meck, City of Buckeye

The City of Peoria is in an incredible place right now. We are making great strides as a vibrant city with a modern transportation network. As we continue to grow the second half of our city, the completion of the Loop 303 is essential. We appreciate the leadership of our MAG partners and look forward to continuing our cohesive work to see the benefits of this regional asset fulfilled.

— Mayor Cathy Carlat, City of Peoria



We have made great strides in our continuing efforts to address domestic violence in our region. We are appreciative of all the cooperation between our cities, their respective law enforcement agencies, the legal departments, the news media and all who have joined us in our ongoing efforts to save so many people from the pain of abuse.

— Vice Mayor Robin Barker, City of Apache Junction



On September 28, 2016, members of the MAG Regional Council wore purple and passed a resolution in support of Domestic Violence Awareness Month.





Carefree Councilmember Michael Farrar



Jobs, Economic Development the Priority for Carefree Councilmember

When asked about the single most significant issue facing the Maricopa region and his community, Carefree Councilmember Michael Farrar has a succinct answer: “Economic development and job growth in core industries.”

Farrar represents his community on the MAG Regional Council and the MAG Economic Development Committee. He says the biggest challenges for economic development are available resources and “gaining public consensus of the necessity to invest in our future.”

Farrar has a notable economic development background. He graduated Cum Laude from Northern Arizona University’s W.A. Franke College of Business with a Bachelor of Science degree in International Economics. He then went on to earn double International MBAs from the Thunderbird School of Global Management and the Helsinki School of Economics in Finland. He also brings more than 30 years of real estate and brokerage expertise to his job on the Carefree Town Council.

“I think my background in real estate has provided me insight into the need for the process for development to be thoughtful, expedient and appropriate in order to foster economic development opportunities,” says Farrar.

That is especially critical in a town like Carefree, situated in a beautiful desert environment in the Northeast Valley. A native Arizonan, Farrar says he is committed to preserving and nurturing the qualities that make Carefree unique.

“We have great geography, with naturally beautiful scenery and mountain vistas still in close proximity to the greater Phoenix area,” says Farrar. “We have the greatest citizens in Arizona, I mean wonderful participation and pride in their community,” he adds.

In his spare time, Farrar likes scuba diving, golf, art, and traveling throughout Arizona. Many might also be surprised to learn that he participates and competes in judo.



Councilmember Farrar receives his MAG membership certificate from former MAG Chair and Youngtown Mayor Michael LeVault.

“I like it because I’m not getting punched or kicked,” Farrar explains of his decision to pursue judo/jujitsu over other forms of martial arts. “It is just more suited to me and it’s a great discipline. Jujitsu was the forerunner of judo and many other martial arts disciplines, it is an ancient craft, and that’s what I like about it.”

If he could deliver one gift to the region, Farrar says it would be to “foster stronger ties and economic relationship with our Mexican neighbors that enhance and mutually create opportunities that benefit our region.”

Farrar says he particularly appreciates his service on the MAG Regional Council and MAG Economic Development Committee.

“I greatly enjoy and feel honored to serve with the many outstanding members of MAG and its associated elected officials.”

But when asked about his greatest accomplishment?

“Raising my beautiful daughter, who is now 22 and has a beautiful daughter of her own,” he says. “I’m a proud grandpa.”



Councilmember Farrar competing in a judo match.

Light Rail Projects Initiated

Officials from the City of Phoenix and Valley Metro, alongside community representatives, gathered on September 28, 2016, to announce the first light rail project slated under **Phoenix Transportation 2050 (T2050)**. The station will begin construction next year and will open to riders in 2019.

TRANSPORTATION
2050

“The **50th Street Station** is becoming a reality,” said Phoenix Mayor Greg Stanton. “We asked Phoenix voters to make an investment in ourselves and our shared future and they responded overwhelmingly. This project will make them proud.”



The new 50th Street Station will serve local businesses and provide added convenience for riders who are traveling from across the Valley to access independent lifestyle resources for people with disabilities at **Ability360**. It will incorporate increased accessibility in its design.

“It is a great day for people with disabilities,” said Ability360 President and CEO Phil Pangrazio. “This station is going to be so important for people with disabilities to get to the Ability360 center and access the one-of-a-kind resource.”

In addition to the 50th Street Station announcement, Valley Metro and the City of Mesa also held a groundbreaking ceremony for the Gilbert Road Light Rail Extension in October. Construction is now underway, with completion anticipated in 2018. 🏔️

MAG, SCMPO Sign Planning Agreement

When a planning area served by one metropolitan planning organization (MPO) extends into an adjacent planning area, federal law requires written agreements. These agreements must clearly identify areas of coordination and the division of transportation planning responsibilities of the MPOs.

The Maricopa Association of Governments, and the Sun Corridor Metropolitan Planning Organization (SCMPO), along with the Arizona Department of Environmental Quality and the Arizona Department of Transportation, signed a memorandum of understanding on September 8, 2016. The Regional Council approved the agreement on August 31, 2016. 🏔️



SCMPO Executive Director Irene Higgs and MAG Executive Director Dennis Smith signed the planning agreement in September.

Message from the Chair

(continued from page 2)

That was only the beginning. Throughout October we saw an impressive response by local governments to join the awareness effort by lighting their municipal buildings, lawns, public art, or other landmarks purple. (See pages 6-7.) Domestic violence impacts every community and cuts across every demographic, and that is why we are unified as a region to raise awareness. Domestic violence took more than 100 lives in Arizona last year. Nationally, one in four women and one in seven men have been victims. One in four teens is harassed or abused through technology. The list goes on. MAG is taking direct action to shrink those statistics.

Inspired by a 50-year legacy of success and cooperation, MAG will continue to pursue additional positive impacts in regional transportation, air quality, economic development, research, and human services. 🏔️



Mayor Greg Stanton, City of Phoenix



TECH SAFETY FOR ABUSE VICTIMS

How Domestic Violence Victims Can Prevent Hacking, Stalking and Tracking

A child's electronic toy. A Facebook page. A text message. These seemingly innocent modern-day technologies can turn a domestic violence victim's life into an endless nightmare of harassment and terror.



Phoenix Mayor Greg Stanton

"As technology evolves, so does the behavior of abusers," says Phoenix Mayor Greg Stanton, chair of the Maricopa Association of Governments (MAG). "Advances in technology make hacking, stalking, and tracking easier for an abuser. Victims need to be aware of technology risks and consider making changes to keep themselves safe from further abuse."



Apache Junction Vice Mayor Robin Barker

Helping domestic violence survivors stay safe from electronic abuse was the theme of a press conference hosted by the Maricopa Association of Governments and the City of Phoenix in preparation for October's *Domestic Violence Awareness Month*.

From turning off tracking systems on cell phones and computers to warning friends and family about safe computer practices, the press conference provided tips on what victims should know to prevent electronic hacking, stalking, and tracking.

"Last year, 107 people died in Arizona in domestic violence related incidents," says Apache Junction Vice Mayor Robin Barker, chair of the MAG Regional Domestic Violence Council. "This is equivalent to one death every three days. In fact, one in every four females and one in seven males will be injured in domestic violence situations in their lifetimes. Our fear is these numbers will increase as a result of technology crimes. As a region, we need to continue to raise awareness about this issue," she said.

Computer stalking victim Rhiannon (*not her real name*) has endured seven years of stalking at the hands



Computer stalking victim "Rhiannon"

of an unknown abuser.

"When we think of violence, we think of the physical. We think of all of the tragic gun deaths that seem to happen more and more often. We think of terrorist attacks. We think of a partner putting hands on someone they are supposed to love. What doesn't come immediately to mind when we think about violence is the Internet. However, the further

Continued on page 7

Lighting the Valley Purple 2016: Domestic Violence Awareness Month



Mesa City Hall



Phoenix City Hall



Glendale City Hall



El Mirage Police Station



Maricopa County Administration Center

we move into a digital age, the more violence that we find there. Social media is the new frontier of violence, and it is often invisible,” says Rhiannon.

While it is unlikely that her case is related to an intimate partner, Rhiannon’s story is a chilling example of how an electronic stalker can create chaos in a victim’s life. Her stalker began a relentless campaign of online intimidation and threats after she appeared at a public speaking engagement. He has created thousands of fake profiles to harass her and made over 16,000 posts to an Internet forum. He has used Facebook to send messages to almost everyone she has ever met. His incessant pursuit has scared away friends and made her feel isolated and mistrustful of everyone she meets. He has posted more than 800 images of her—some of which she doesn’t recall taking.

“In my situation, I have to wonder if every single person I meet is my stalker,” notes Rhiannon. “I know none of this is my fault, but he has twisted and warped my entire life into a grotesque caricature of itself. Every thoughtless selfie that I’ve ever taken has been turned into an instrument of his infatuation.”

Deputy County Attorney Ariel Serafin, who prosecutes felony domestic violence cases, says a stronger stalking law went into effect in March. Previously, threats, maintaining visual or physical proximity to a victim, or conducting electronic or GPS surveillance of a victim have been identified as stalking conduct.

“Now, it’s also considered potential stalking conduct under the law if an individual directs communication of images or language at the victim without authorization and with no legitimate purpose,” says Serafin. “This expanded law will allow us to address those situations where an individual repeatedly directs vulgar harassing or otherwise disturbing communications at a victim.”

Serafin encourages victims to turn off tracking devices on their phone, camera, and other electronic devices, as well as children’s devices.

“Be wary of any technology, including toys or games brought home by children. These days, it is possible for these devices to be hacked, or alternatively, for them to contain GPS devices or audio or video recording capabilities.”



Samples of items that can be used to track victims.

Phoenix police demonstrated how trackers could be placed in vehicles, toys or backpacks. They also showed how cell phone chargers and even children’s teddy bears could contain hidden cameras.

Rhiannon encouraged all women to be aware of Internet dangers and to use computer safety practices. She said more people need to speak out when they see posts with derogatory remarks about others. Let them know it is not acceptable, she says, then block those people from all accounts.

“We have to work together and we have to stand together. If we all educate each other and if parents educate their children about how to interact online and what is not okay, we can end this.”



Deputy County Attorney Ariel Serafin



Phoenix Police Lt. Troy Finley demonstrates how to find tracking devices on vehicles.



ion Building



Queen Creek Town Hall



Peoria City Hall



Chandler City Hall



Surprise City Hall



City of Maricopa City Hall

Construction Begins on South Mountain Freeway

After three decades of delay due to revenue shortfalls and legal challenges, construction of the Loop 202 South Mountain Freeway has begun. The construction began in September after a federal court in Phoenix dismissed legal challenges and found that the Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) completed all steps to move forward.

In a ruling August 19, 2016, the Honorable Diane J. Humetewa, United States District Judge, found that plaintiffs failed to demonstrate, as claimed, that ADOT and FHWA did not meet requirements of the National Environmental Policy Act and other federal laws.

“We are building the South Mountain Freeway as a regional transportation solution,” ADOT Director John Halikowski said. “The need for a high-speed, efficient transportation corridor linking the southeast Valley and the West Valley dates back to the 1980s, when regional transportation planners foresaw the tremendous growth that was projected to occur in the area. Connecting people with employment centers and more in the East Valley and West Valley will benefit the region’s economy and quality of life, and the recent and projected population growth in Maricopa County has really driven the need to expand our transportation network in the Valley.”



Opponents of the freeway have filed an appeal to the federal judge’s ruling. In the meantime, the first phase of construction began September 19, 2016, with improvements at the Interstate 10/Loop 202 (Santan Freeway) interchange in the East Valley (see project map below). The project will widen the shoulders and extend the existing Loop 202 high-occupancy vehicle lanes from Pecos Road near 48th Street to the I-10/Loop 202 interchange. This initial phase of construction at the I-10/Loop 202 interchange will be completed prior to work starting on the mainline freeway, which is scheduled to begin in early 2017. 

For more information visit:
[http://azdot.gov/projects/phoenix-metro-area/loop-202-\(south-mountain-freeway\)](http://azdot.gov/projects/phoenix-metro-area/loop-202-(south-mountain-freeway))

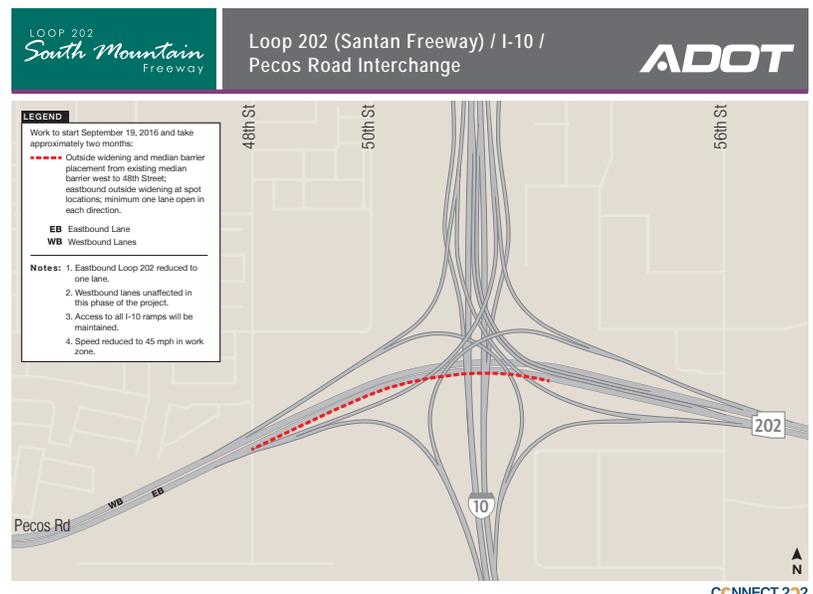


Mesa Mayor
John Giles

“We are pleased by today’s court decision and the certainty that this decision provides for everyone who drives on our regional freeways,” stated MAG Transportation Policy Committee Chair John Giles, mayor of Mesa, on hearing the judge’s ruling. “Maricopa voters have twice approved this project, going back to 1985. This freeway is the largest infrastructure project in the history of the region. It will provide a boost in the economy in the way of much-needed jobs and construction dollars. We appreciate the work of our partners, the Federal Highway Administration and the Arizona Department of Transportation, as we begin the completion of the Loop 202 and improve the mobility for our residents, visitors and businesses.”

Identifying the South Mountain Freeway as a way to help keep the region and its economy moving, ADOT, MAG, and FHWA considered the social and economic cost of time lost in stop-and-go traffic. The greatest time savings will be found at the Interstate 10 Broadway Curve, the portion east of downtown Phoenix that runs through Tempe.

MAG projections show that when the South Mountain Freeway opens to traffic in 2019, it will deliver a savings of 15 million hours of travel time, worth \$200 million, over the course of a year.



Maricopa's Municipalities Organize

Groundwork for cooperation among Valley cities and towns on such matters as zoning, construction practices and irrigation negotiations was laid last night at the first meeting of the Maricopa Association of Governments.

B. L. Tims, Scottsdale mayor, was elected chairman of the group and Jack J. Taylor, Mesa mayor, was elected vice-chairman at the meeting in the Phoenix main library auditorium. The association is composed of representatives of incorporated governments in the Phoenix area.

COMMITTEES were appointed to study common water, sewage and air pollution problems and make recommendations at future meetings.

Phoenix Mayor Graham pointed out that cooperation among some Valley cities already had saved taxpayers money by establishing common standards for construction materials used in street paving.

While emphasizing the need for coordination among municipalities, he said, "I would like to make clear I'm not advocating metropolitan government."

"**WHAT WE NEED** is cooperative government on the metropolitan level."

Graham said the association could prove mutually beneficial in dealings with the Salt River Project on over legal rights to used irrigation water. The City of Phoenix is currently involved in a legal dispute with the SRP on this subject.

He said he hoped all the cities using SRP water would stick together and share information on their dealings.

"If we don't, we'll all get the short end of the stick," he said.

Newspaper story from *The Arizona Republic*, April 13, 1967, the day after MAG was founded.

Decade One: 1967-1977 (cont. from page 1)

of Maricopa County, and in 2013, portions of Pinal County. Originally, 15 cities and towns joined MAG, with all existing cities and towns in the county becoming members in 1970. Others joined as they were incorporated. The Gila River Indian Community joined in 1989, the Salt River Pima-Maricopa Indian Community in 1994, and the Fort McDowell Yavapai Nation in 2004.

The League Connection

Today, DeBolske recalls that MAG was unique because of the way it was born. To address concerns and ensure that local control was maintained, the elected officials had the League of Arizona Cities and Towns assign staff to perform MAG functions. Because of that relationship, there was a different mindset for MAG.

"All of the concepts about how to deal with local governments were League concepts, much different from those of a typical planning agency," recalls DeBolske. "A planning agency thinks that technical data drives everything. But planners weren't realistic about politics. They would focus on finding solutions without taking into account the politics of the situation," he said. "We had to show them that when you're distributing federal funds, it isn't always about what you need, but what is respectable."

DeBolske says many politicians at the time thought Councils of Governments were an unnecessary layer of government, with some going so far as to label them a 'communist conspiracy.'

"You can laugh, but it's true," says DeBolske. "You have to understand what things were like politically when MAG was created."

In his 1966 memorandum, DeBolske reassured the agencies that "the proposed association will not take the place of any local government" and that the association was "voluntary and advisory."

Current MAG Executive Director Dennis Smith says it was DeBolske himself who turned the tide.

"The only reason MAG could exist was Jack DeBolske," says Smith.

"They trusted Jack. He always put the elected officials out front, and they responded to that."

Former Goodyear Mayor Charlie Salem, MAG's second chair, also remembers that dynamic as a key to the development of MAG.

"The thing I enjoyed about MAG at the time is we really had a nice close-knit family of all the cities and it was a very congenial group. Jack DeBolske was a very good leader and very respected, and I think he made it happen."

Continued on page 10



VALLEY LEADERS — B. L. Tims, Scottsdale mayor, third from left, was elected chairman last night of the Maricopa Association of Governments. Among other officials attending were, from left, Vernon Crist, councilman from Gilbert; John M. McCauley, Avondale mayor, and George Nader, Chandler mayor.

Photo above from the April 13, 1967, *Arizona Republic* article.



Former Goodyear Mayor Charlie Salem



(From left) Ken Driggs, Jack DeBolske, and Dennis Smith recount some of the early history of MAG.



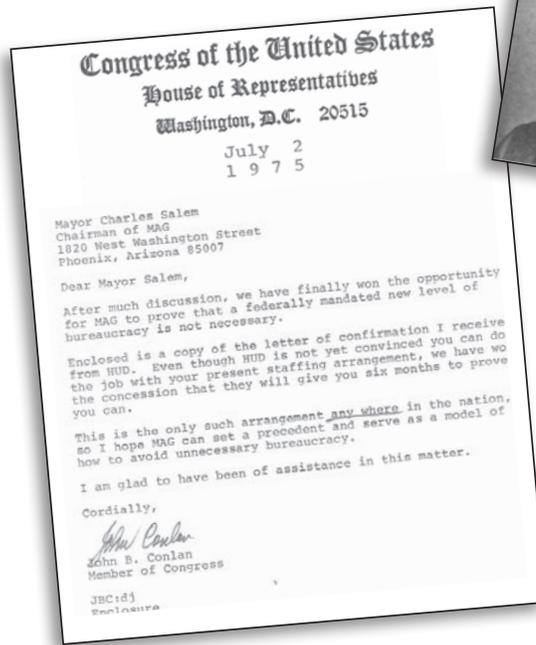


Decade One: 1967-1977 (cont. from page 9)

Former League Assistant Director Ken Driggs, who served as MAG staff coordinator, agrees.

“It was Jack’s reputation. He was a strong, powerful guy, but his whole idea was that he worked for the elected officials ‘and don’t you ever forget it,’ he’d tell us. He said, ‘They’re the smart ones. They got elected.’ And so he would always ask them what they wanted him to do, even if it was something he didn’t recommend. And they’d say, ‘We’ll let you know after you tell us what your recommendation is.’ And they would work things out.”

MAG developed a low-key, consensus approach, using existing League and Highway Department staff for administrative and technical services. All were either League employees assigned to MAG, or were contracted to work for MAG. In 1975, MAG faced unexpected political hurdles over the staffing arrangement, with federal officials uncomfortable with the idea



only Arizona Councils of Governments use this model.

Another unique MAG practice is the use of intergovernmental representatives to serve as liaisons between MAG and its member agencies.

Driggs notes that was also a Jack DeBolske-

inspired process. that local elected officials were in charge. Several federal agencies threatened to withhold funding unless MAG hired an independent staff. With the help of Arizona Congressman John Conlan (*see above*), MAG was given a chance to prove it could do the job.

“This is the only such arrangement anywhere in the nation, so I hope MAG can set a precedent and serve as a model of how to avoid unnecessary bureaucracy,” wrote Congressman Conlan to MAG Chair Salem in 1975.

“Jack would have a person in every city, before the intergovernmental coordinators came into being, that he would use as the conduit. Usually it was in the city manager’s office. But that’s how you would work things up through to the elected officials.”

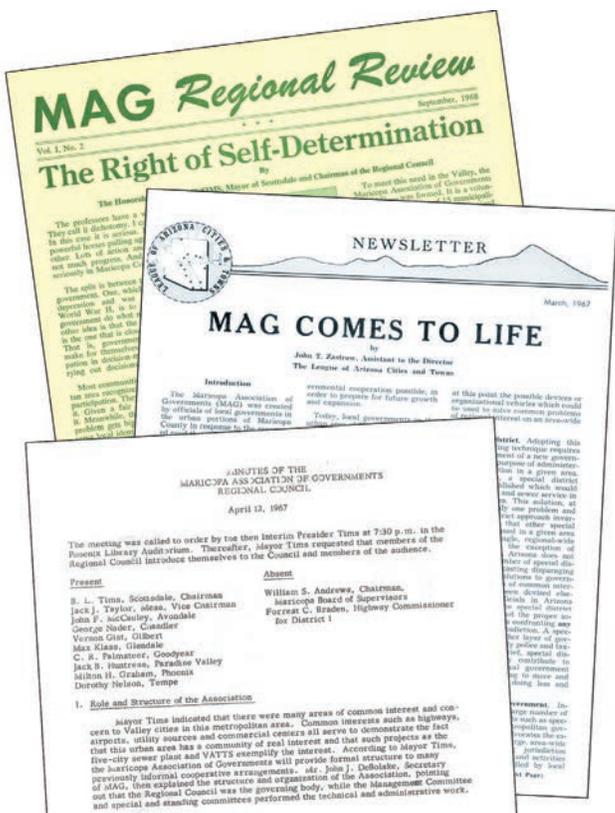
Transportation Milestones

In 1968, the Papago Loop was accepted for the federal interstate system. But the project faced opposition. In 1973, in what was called an “advisory referendum,” Phoenix voters rejected the 17-mile, eight-lane Papago Freeway. A *New York Times* article dated May 13, 1973, states, “The vote came as a severe setback to city and state transportation planners and elected officials who have been pressing for the Papago Freeway as the cornerstone of a 200-mile freeway grid for Maricopa County, which includes Phoenix.”

That same year, under requirements

The MAG Structure

DeBolske also brought another League-inspired model to MAG. DeBolske was a strong proponent of the council/manager form of government. Under this model, the city manager provides professional management to the board of directors. In setting up the MAG structure, DeBolske created a Management Committee, made up of city and town managers, to provide recommendations to the Regional Council, the main governing body of MAG. To this day,



Continued on page 11

set by the Federal Transportation Act, the governor designated MAG as the Metropolitan Planning Organization for the Maricopa region. In 1975, MAG began a major reevaluation of the transportation plan and regional development plan. In 1977, as MAG ended its first decade of service, public hearings were held on the revised plan. The plan included freeway, bus and rail transit alternatives.

Along with transportation, MAG was involved in other important regional planning areas.

Water Quality/Solid Waste Planning

In the early 1960s, Gilbert, Glendale, Mesa, Scottsdale, Tempe, and Youngtown each contracted with Phoenix for the implementation of a multicity wastewater plan. Phoenix provided the management, operation and maintenance of the regional system. When the federal government called for regional wastewater plans in 1968, Phoenix agreed to conduct and pay for such planning to ensure continued federal assistance. In 1972, the Federal Water Pollution Control Act Amendments mandated that water quality management planning be conducted “border to border” across the nation.

MAG accepted the designation by the Governor and Environmental Protection Agency (EPA) as the Areawide Water Quality Management Planning Agency for Maricopa County. The U.S. Army Corps of Engineers provided technical assistance.

In 1968, MAG conducted the first comprehensive solid waste needs assessment, concluding that the preferred approach was disposal in local landfills due to the amount of readily available land.



Land Use

In 1973, MAG developed the Composite Land Use Plan compiled from local land use plans. In 1974, MAG cooperated with the Valley Forward Association to prepare one of the early proposals to improve the Salt River channel. This proposal was called the Rio Salado Report. In 1975, a Growth Management Study identified critical issues of urban form options and provided a framework for a regional evaluation process.

Human Services

Early MAG leaders recognized that, just as other major issues require a regional approach, so do human services. In 1968, MAG designated the Health Planning Council as the body responsible for health planning in Maricopa County. In 1973, MAG became the designated planning agency for elderly programs. Unfortunately, in 1974, federal regulations thwarted MAG’s attempts to subcontract planning activities focused on aging.

MAG recommended the Community Council to be the planning entity for elderly programs and services. In 1976, the Department

of Economic Security contracted with MAG to produce a Regional Human Services Plan. It asked MAG to identify social services priorities to be funded by \$5.1 million in Title XX funding. In 1977, the Area Agency on Aging was established, while MAG’s contract to plan for social services funding was extended through 1980.

Air Quality

In 1977, MAG realized its life was about to change. The Clean Air Act Amendments required regions to develop plans if they fail to meet national standards. MAG would soon develop carbon monoxide, ozone, and particulate plans—and embark on an ongoing mission to clean the region’s air. 

The story will continue in the next quarterly edition of MAGAZine, focusing on 1977-1987.

MAG Moment

The Intelligent Transportation Society (ITS) of Arizona presented MAG the award for the Best ITS Planning Project in 2016. The award was presented at the ITS annual conference in Mesa, attended by more than 400 professionals. Specifically, the award recognized the Benefit-Cost Evaluation that was performed by MAG, in partnership with the Arizona Department of Transportation (ADOT) and the Department of Public Safety (DPS), on the pilot project that co-located DPS troopers at the ADOT Traffic Operations Center.



Left to right: Brent Gain, ADOT; Sarath Joshua, MAG; Jamie Blakeman, president of ITS Arizona.



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A Quarterly Newsletter Focusing on Regional Excellence

November 2016—January 2017  Vol. 21: No. 4

Winter 2016-2017 Calendar

November

- 8th 11:30 a.m. Economic Development Committee (Saguaro)
- 8th 1:00 p.m. Street Committee (Ironwood)
- 9th 9:00 a.m. Regional Community Network Working Group (Chaparral)
- 9th 9:30 a.m. Intelligent Transportation Systems Committee (Chaparral)
- 9th 9:30 a.m. Maricopa Regional Continuum of Care Committee (Ironwood)
- 9th 10:30 a.m. Systems Management and Operations Plan (Chaparral)
- 9th 12:00 p.m. Management Committee (Saguaro)
- 10th 10:00 a.m. Public Safety Answering Point Managers Group (Ironwood)
- 10th 1:30 p.m. Human Services Technical Committee (Chaparral)
- 11th Veteran's Day (Office closed)
- 14th 12:00 p.m. Regional Council Executive Committee (Ironwood)
- 15th 10:00 a.m. Transportation Safety Committee (Ironwood)
- 15th 10:00 a.m. Population Technical Advisory Committee (Chaparral)
- 15th 1:00 p.m. Bicycle & Pedestrian Committee (Ironwood)
- 15th 2:00 p.m. Transit Committee (Saguaro)
- 16th 2:00 p.m. Building Codes Committee (Ironwood)
- 17th 10:00 a.m. Human Services Community Initiatives Committee (Cottonwood)
- 17th 10:00 a.m. Technology Advisory Group (Chaparral)
- 24-25 Thanksgiving Holiday (Office closed)
- 28th 1:30 p.m. Maricopa Regional Continuum of Care Board (Ironwood)
- 30th 12:00 p.m. Transportation Policy Committee (Saguaro)

The newsletter is available at www.azmag.gov.
Click on the MAG Publications link and then
MAGAZine Newsletter link.

December

- 1st 1:30 p.m. Air Quality Technical Advisory Committee (Saguaro)
- 1st 2:00 p.m. Regional Domestic Violence Council (Ironwood)
- 6th 10:00 a.m. Solid Waste Advisory Committee (Ironwood)
- 6th 11:30 a.m. Economic Development Committee (Saguaro)
- 7th 11:30 a.m. Regional Council
- 8th 1:30 p.m. Human Services Technical Committee (Chaparral)
- 8th 10:00 a.m. Transportation Review Committee (Saguaro)
- 13th 1:00 p.m. Street Committee (Ironwood)
- 14th 9:00 a.m. Regional Community Network Working Group (Chaparral)
- 14th 9:30 a.m. Intelligent Transportation Systems Committee (Chaparral)
- 14th 9:30 a.m. Maricopa Regional Continuum of Care Committee (Ironwood)
- 14th 10:30 a.m. Systems Management and Operations Plan (Chaparral)
- 19th 1:30 p.m. Maricopa Regional Continuum of Care Board (Ironwood)
- 20th 1:00 p.m. Bicycle & Pedestrian Committee (Ironwood)
- 20th 2:00 p.m. Transit Committee (Saguaro)
- 23rd Christmas Eve Holiday (Office closes at noon)
- 26th Christmas Holiday (Office closed)

Parking is available under the building. Please ask for parking validation at the meeting. A transit ticket will be provided for anyone who purchased a transit ticket to attend a meeting. Bike racks are available at the entrance to the parking garage.

January

- 2nd New Year's Holiday (Office closed)
- 4th 9:00 a.m. Regional Community Network Working Group (Chaparral)
- 4th 9:30 a.m. Intelligent Transportation Systems Committee (Chaparral)
- 4th 1:30 p.m. Standard Specifications and Details Committee (Ironwood)
- 10th 11:30 a.m. Economic Development Committee (Saguaro)
- 10th 1:00 p.m. Street Committee (Ironwood)
- 11th 12:00 p.m. Management Committee (Saguaro)
- 16th Martin Luther King Day (Office Closed)
- 17th 1:00 p.m. Bicycle & Ped. Committee (Ironwood)
- 17th 2:00 p.m. Transit Committee (Saguaro)
- 18th 12:00 p.m. Transportation Policy Committee (Saguaro)
- 23rd 12:00 p.m. Regional Council Executive Committee (Ironwood)
- 24th 10:00 a.m. Transportation Safety Committee (Ironwood)
- 25th 11:30 a.m. Regional Council (Saguaro)
- 26th 1:30 p.m. Air Quality Technical Advisory Committee (Saguaro)

All meetings, unless indicated otherwise, will be held in the conference rooms located in the MAG office on the 2nd floor of the building, 302 N. 1st Ave., Phoenix.

The dates, times and locations of all meetings may change. Other committees not listed here may meet during these months. For confirmation, call (602) 254-6300, or visit the website: www.azmag.gov/Events