



# MARICOPA ASSOCIATION OF GOVERNMENTS

## OVERVIEW OF THE ORGANIZATION



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**Title VI Notice to the Public  
Maricopa Association of Governments**

The Maricopa Association of Governments (MAG) hereby gives public notice that it is the policy of the agency to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the basis of actual or perceived race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which MAG receives federal financial assistance. Additional protections are provided in other federal and state statutes for discrimination based on religion, sex, disability, age, gender identity (as defined in paragraph 249(c)(4) of title 18, United States Code) or sexual orientation.

Any person who believes they have experienced discrimination under Title VI has a right to file a formal complaint with MAG. Any such complaint must be filed with MAG's Title VI Coordinator within 180 days following the date of the alleged discriminatory occurrence.

[Complaints should, at a minimum, include the following information:

- Your name and address, and a number at which you can be reached during business hours
- A general description of the person(s) injured by the alleged discriminatory acts
- A description of the alleged discriminatory act(s) in sufficient detail to enable the Title VI Coordinator to understand what occurred, when it occurred, and the basis of the alleged discrimination complaint (race, color, national origin, etc.)
- The letter must be signed and dated by the person filing the complaint or by someone authorized to do so on his or her behalf.]

For more information, or to file a complaint, please contact the Title VI Coordinator at (602) 254-6300.

# MARICOPA ASSOCIATION OF GOVERNMENTS



When the Maricopa Association of Governments (MAG) was formed in 1967, the elected officials recognized the need for data-driven long-range planning and policy development on a regional scale. They realized that many issues, such as transportation, air quality and human services, affected residents beyond the borders of their individual jurisdictions. MAG was founded in the spirit of cooperation. MAG members believe that by uniting, they can solve common problems, take an active role in long-range regional issues and address concerns that affect all of the communities.

MAG is a Council of Governments (COG) that serves as the regional planning and policy agency for the metropolitan Phoenix area. In this role, MAG conducts extensive applied research that is fundamental to its core mission of strengthening the greater Phoenix metropolitan region, which encompasses a population of more than four and a half million people.

MAG is also the designated metropolitan planning organization (MPO) for transportation planning in the greater Phoenix metropolitan region, including the Phoenix urbanized area and the contiguous urbanized area in Pinal County. MAG also has been designated by the Governor to serve as the principal planning agency for the region in a number of other areas, including air quality, water quality management and solid waste management. In addition, through an Executive Order from the Governor, MAG develops population estimates and projections for the region. Extensive primary research drives this work.

## MAG's Purpose

MAG provides a forum for research, discussion and study of regional issues. MAG's goal is to focus regional coordination, local leadership, and applied research to strengthen the greater Phoenix area. This is driven by rigorous standards, strategic collaboration, and specialized data analysis. The result is the creation of relevant and impactful plans and activities that transform the region.

The Maricopa Association of Governments is based on the principle that cities, towns, counties, and Native nations, which are closest to the people, should exercise the basic initiative and leadership and should have the primary responsibility for addressing those local problems and needs which require action on an area-wide or regional basis.

The Articles of Incorporation for MAG state that the association was formed to do the following:

- Provide a forum for discussion and study of regional problems of mutual interest to the governments in the region.
- Ensure, through cooperation and the pooling of common resources, maximum efficiency and economy in governmental operations, which will provide every citizen with the utmost value for every dollar.
- Identify and comprehensively plan for the solution of regional problems requiring multi-city, town and county cooperation.
- Facilitate agreements among the governmental units for specific projects or other interrelated developmental actions or for the adoption of common policies with respect to problems that are common to its members.
- Attain the greatest degree of intergovernmental cooperation possible in order to prepare for future growth and development of the region.

# MAG MEMBER AGENCIES



The Maricopa Association of Governments (MAG) is a Council of Governments that represents 27 cities and towns, three Native nations, Maricopa County, and portions of Pinal County. Members include representatives from the incorporated cities and towns in Maricopa County as well as the City of Maricopa, Town of Florence, Maricopa County, Pinal County, Gila River Indian Community, Salt River Pima-Maricopa Indian Community, Fort McDowell Yavapai Nation, and the Arizona Department of Transportation (Figure 1).

The Arizona Department of Transportation (ADOT) serve as ex-officio members for transportation-related issues.

## MAG Members Municipal Planning Areas

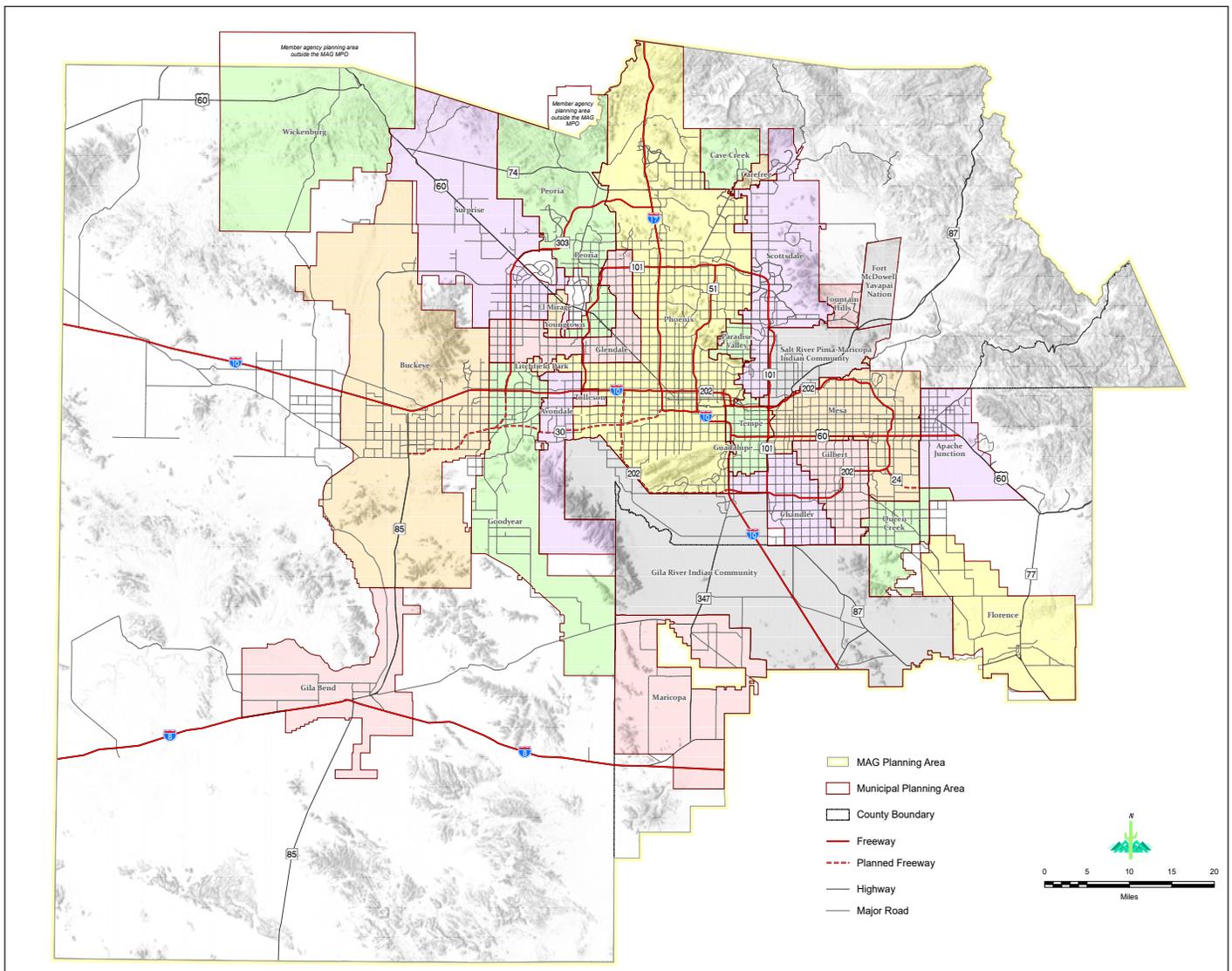


Figure 1: Map of MAG Member Agencies



# MAG MEMBER AGENCIES AND REGIONAL COUNCIL REPRESENTATIVES



**City of Apache Junction**  
300 East Superstition Boulevard  
Apache Junction, AZ 85119  
☎ (480) 982-8002 🌐 [ajcity.net](http://ajcity.net)  
Councilmember Robin Barker



**Town of Fountain Hills**  
16705 East Avenue of the Fountains  
Fountain Hills, AZ 85268  
☎ (480) 816-5100 🌐 [fh.az.gov](http://fh.az.gov)  
Mayor Ginny Dickey



**City of Avondale**  
11465 West Civic Center Drive  
Avondale, AZ 85323  
☎ (623) 333-1000 🌐 [avondaleaz.org](http://avondaleaz.org)  
Mayor Kenneth Weise



**Town of Gila Bend**  
644 W. Pima Street, P.O. Box A  
Gila Bend, AZ 85337  
☎ (928) 683-2255 🌐 [gilabendaz.org](http://gilabendaz.org)  
Mayor Tommy Sikes



**City of Buckeye**  
530 E. Monroe Avenue, Buckeye, AZ 85326  
☎ (623) 349-6000 🌐 [buckeyeaz.gov](http://buckeyeaz.gov)  
Mayor Jackie Meck



**Gila River Indian Community**  
P.O. Box 97  
Sacaton, AZ 85247  
☎ (520) 562-9841 🌐 [gilariver.org](http://gilariver.org)  
Governor Stephen Roe Lewis



**Town of Carefree**  
8 Sundial Circle, P.O. Box 740  
Carefree, AZ 85377  
☎ (480) 488-3686 🌐 [carefree.org](http://carefree.org)  
Mayor Les Peterson



**Town of Gilbert**  
50 East Civic Center Drive  
Gilbert, AZ 85296-3401  
☎ (480) 503-6000 🌐 [gilbertaz.gov](http://gilbertaz.gov)  
Mayor Jenn Daniels



**Town of Cave Creek**  
37622 North Cave Creek Road  
Cave Creek, AZ 85331  
☎ (480) 488-1400 🌐 [cavecreek.org](http://cavecreek.org)  
Councilmember David Smith



**City of Glendale**  
5850 West Glendale Avenue  
Glendale, AZ 85301  
☎ (623) 930-2200 🌐 [glendaleaz.com](http://glendaleaz.com)  
Mayor Jerry Weiers



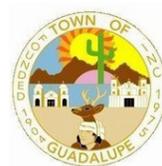
**City of Chandler**  
175 S. Arizona Avenue  
P. O. Box 4008 Mail Stop 603  
Chandler, AZ 85244-4008  
☎ (480) 782-2000 🌐 [chandleraz.gov](http://chandleraz.gov)  
Mayor Kevin Hartke



**City of Goodyear**  
190 North Litchfield Road  
Goodyear, AZ 85338  
☎ (623) 932-3910 🌐 [goodyearaz.gov](http://goodyearaz.gov)  
Mayor Georgia Lord



**City of El Mirage**  
10000 N. El Mirage Road,  
El Mirage, AZ 85335  
☎ (623) 876-2962 🌐 [cityofelmirage.org](http://cityofelmirage.org)  
Mayor Alexis Hermosillo



**Town of Guadalupe**  
9241 South Avenida del Yaqui  
Guadalupe, AZ 85283  
☎ (480) 730-3080 🌐 [guadalupeaz.org](http://guadalupeaz.org)  
Mayor Valerie Molina



**Town of Florence**  
775 N. Main St., P.O. Box 2670  
Florence, AZ 85132  
☎ (520) 868-7500 🌐 [florenceaz.gov](http://florenceaz.gov)  
Mayor Tara Walter



**City of Litchfield Park**  
214 West Wigwam Boulevard  
Litchfield Park, AZ 85340  
☎ (623) 935-5033 🌐 [litchfield-park.org](http://litchfield-park.org)  
Mayor Thomas Schoaf



**Fort McDowell Yavapai Nation**  
P.O. Box 17779  
Fountain Hills, AZ 85269  
☎ (480) 837-5121 🌐 [fmyn.org](http://fmyn.org)  
President Bernadine Burnette

# MAG MEMBER AGENCIES AND REGIONAL COUNCIL REPRESENTATIVES



**City of Maricopa**  
39700 W. Civic Center Plaza, P.O. Box 610  
Maricopa, AZ 85138  
☎ (520) 568-9098 🌐 [maricopa-az.gov](http://maricopa-az.gov)  
Mayor Christian Price



**Salt River Pima-Maricopa Indian Community**  
10005 East Osborn Road  
Scottsdale, AZ 85256  
☎ (480) 362-7400 🌐 [srpmic-nsn.gov](http://srpmic-nsn.gov)  
President Martin Harvier



**Maricopa County**  
301 West Jefferson Street  
Phoenix, AZ 85003  
☎ (602) 506-3011 🌐 [maricopa.gov](http://maricopa.gov)  
Supervisor Clint Hickman



**City of Scottsdale**  
3939 N. Drinkwater Boulevard  
Scottsdale, AZ 85251  
☎ (480) 312-3111 🌐 [scottsdaleaz.gov](http://scottsdaleaz.gov)  
Mayor W.J. "Jim" Lane



**City of Mesa**  
20 E. Main Street, P.O. Box 1466  
Mesa, AZ 85211  
☎ (480) 644-2011 🌐 [mesaaz.gov](http://mesaaz.gov)  
Mayor John Giles



**City of Surprise**  
16000 N. Civic Center Plaza  
Surprise, AZ 85374  
☎ (623) 222-1000 🌐 [surpriseaz.com](http://surpriseaz.com)  
Mayor Skip Hall



**Town of Paradise Valley**  
6401 East Lincoln Drive  
Paradise Valley, AZ 85253  
☎ (480) 948-7411 🌐 [paradisevalleyaz.gov](http://paradisevalleyaz.gov)  
Mayor Jerry Bien-Willner



**City of Tempe**  
31 E. 5th Street, P.O. Box 5002  
Tempe, AZ 85281  
☎ (480) 350-4311 🌐 [tempe.gov](http://tempe.gov)  
Mayor Corey Woods



**City of Peoria**  
8401 West Monroe Street  
Peoria, AZ 85345  
☎ (623) 773-7000 🌐 [peoriaaz.gov](http://peoriaaz.gov)  
Mayor Cathy Carlat



**City of Tolleson**  
9555 West Van Buren Street  
Tolleson, AZ 85353  
☎ (623) 936-7111 🌐 [tollesonaz.org](http://tollesonaz.org)  
Mayor Anna Tovar



**City of Phoenix**

**City of Phoenix**  
200 West Washington Street  
Phoenix, AZ 85003-1611  
☎ (602) 262-6011 🌐 [phoenix.gov](http://phoenix.gov)  
Mayor Kate Gallego



**Town of Wickenburg**

**Town of Wickenburg**  
155 North Tegner Street, Ste. A  
Wickenburg, AZ 85390  
☎ (928) 684-5451 🌐 [ci.wickenburg.az.us](http://ci.wickenburg.az.us)  
Mayor Rui Pereira



**Pinal County**  
31 N. Pinal Street  
Florence, AZ 85132  
☎ (502) 509-3555 🌐 [pinalcountyaz.gov](http://pinalcountyaz.gov)  
Supervisor Todd H. House



**Town of Youngtown**  
12030 Clubhouse Square  
Youngtown, AZ 85363  
☎ (623) 933-8286 🌐 [youngtownaz.org](http://youngtownaz.org)  
Mayor Michael LeVault



**Town of Queen Creek**  
22350 South Ellsworth Road  
Queen Creek, AZ 85142  
☎ (480) 358-3000 🌐 [queencreek.org](http://queencreek.org)  
Mayor Gail Barney



**Arizona Department of Transportation**  
206 South 17th Avenue, MD 100A  
Phoenix, AZ 85007  
☎ (602) 712-7550 🌐 [azdot.gov](http://azdot.gov)  
Board Member Sam Elters

# COUNCILS OF GOVERNMENTS

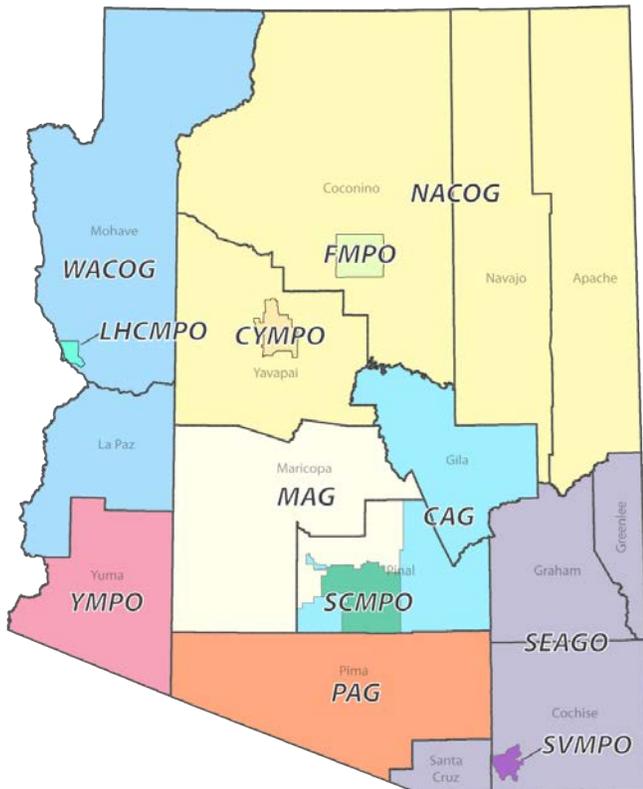


Figure 2: Arizona Councils of Governments and Metropolitan Planning Organizations

## What Is a Council of Governments?

A Council of Governments (COG) is a public organization encompassing a multi-jurisdictional regional community. A COG serves the local governments and residents of the region by dealing with issues and needs that cross city, town, county and even state boundaries. Mechanisms used to address these issues include research, communication, planning, policymaking, coordination, advocacy and technical assistance.

## Why Are There COGs in the United States?

In the late 1960s and early 1970s, emphasis was increasingly placed on the need for long-range planning and closer coordination of program activities by governments at all levels. Federal requirements for planning in areas such as transportation, the environment and human services furthered this need. The establishment of COGs emerged as the preferred approach to this need in many areas.

## What About COGs in Arizona?

In Arizona, there are six COGs (Figure 2). Through an Executive Order, the planning boundaries were established by Governor Jack Williams in 1970 in response to federal planning requirements and in an effort to achieve uniformity in various planning areas. COGs, as voluntary associations, have formed within these planning boundaries.

## Arizona Councils of Governments

In the urban areas, the Maricopa Association of Governments (MAG) and the Pima Association of Governments are the regional agencies that also serve as the designated Metropolitan Planning Organizations (MPOs) for transportation planning. A description of Metropolitan Planning Organizations is provided on the next page. In the rural areas of Arizona, the COGs perform planning services and direct service functions such as operating the Area Agency on Aging, Head Start programs and employment programs.

### Arizona COGs:



#### Maricopa Association of Governments (MAG)

*Chair: Mayor Jerry Weiers, City of Glendale*  
*Executive Director: Eric Anderson, 602-254-6300*  
 Counties within boundary: Maricopa, Pinal  
 Number of member agencies: 33  
[azmag.gov](http://azmag.gov)



#### Pima Association of Governments (PAG)

*Chair: Mayor Bob Teso, City of South Tucson*  
*Executive Director: Farhad Moghimi, 520-792-1093*  
 Counties within boundary: Pima  
 Number of member agencies: 9  
[pagregion.com](http://pagregion.com)

Continued

## COUNCILS OF GOVERNMENTS (Continued)



### SouthEastern Arizona Governments Organization (SEAGO)

*Chair:* **Supervisor David Gomez**, Greenlee County

*Executive Director:* Randy Heiss, 520-432-5301

Counties within boundary: Cochise, Graham, Greenlee and Santa Cruz

Number of member agencies: 18

[seago.org](http://seago.org)



### Northern Arizona Council of Governments (NACOG)

*Chair:* **Councilor Lora Lee Nye**, Town of Prescott Valley

*Executive Director:* Chris Fetzer, 520-774-1895

Counties within boundary: Apache, Coconino, Navajo and Yavapai

Number of member agencies: 25

[nacog.org](http://nacog.org)



### Central Arizona Governments (CAG)

*Chair:* **Robert Miguel**, Ak-Chin Indian Community

*Interim Executive Director:* Andrea Robles, 520-689-5004

Counties within boundary: Pinal and Gila

Number of member agencies: 16

[cagaz.org](http://cagaz.org)



### Western Arizona Council of Governments (WACOG)

*Chair:* **Jacqueline Price**, LaPaz County School Superintendent

*Executive Director:* Brian Babiars, 928-782-1886

Counties within boundary: La Paz, Mohave and Yuma

Number of member agencies: 16

[wacog.com](http://wacog.com)

## METROPOLITAN PLANNING ORGANIZATIONS

In 1973, the Federal-Aid Highway Act required that each urbanized area (area with 50,000 or more population) establish a Metropolitan Planning Organization (MPO). The federal law required that the governor of the state designate the agency to serve as the MPO. MAG was designated as the MPO for this region in 1973.

In 1991, President Bush signed into law the Intermodal Surface Transportation Efficiency Act (ISTEA). This Act outlined its statement of policy as follows:

“To develop a National Intermodal Transportation System that is economically efficient, environmentally sound, provides the foundation for the nation to compete in the global economy and will move people and goods in an energy efficient manner.”



ISTEA required MPOs to have a proactive public involvement process and to represent all modes of transportation. For large urban areas (more than 200,000 in population), Congress provided a greater role by having the Secretary of Transportation certify these as Transportation Management Areas (TMAs). Metropolitan Planning Organizations that are designated as TMAs have greater requirements for congestion management, project selection and certification. In addition to receiving greater requirements, MPOs were also provided a larger amount of federal transportation funding. Succeeding

# METROPOLITAN PLANNING ORGANIZATIONS (Continued)

## Arizona MPOs:



**CYMPO**  
Central Yavapai Metropolitan  
Planning Organization



federal legislation enacted in 1998, the Transportation Equity Act for the 21st Century (TEA-21), further strengthened the role of the MPO in regional transportation planning. TEA-21 required that:

“The MPO, public transit agency, and State shall cooperatively develop estimates of funds that are reasonably expected to be available to support program implementation.”

On July 6, 2012, President Obama signed into law public law 112-141, Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 created a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system, which includes improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. In MAP-21, the metropolitan and statewide transportation planning processes are continued and enhanced to incorporate performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection. MAG funds and conducts extensive research to assist in these efforts. Public involvement remains a hallmark of the planning process.

MAG is the regional air quality planning agency and metropolitan planning organization for transportation for all jurisdictions in Maricopa County, including the Phoenix urbanized area and the contiguous urbanized area in Pinal County, including the Town of Florence and City of Maricopa. The Pima Association of Governments serves as the designated MPO for the Pima County region. The Central Yavapai Metropolitan Planning Organization serves the Prescott urbanized area. In Yuma County, the Yuma Metropolitan Planning Organization serves as the MPO for the Yuma urbanized area. In Coconino County, the Flagstaff Metropolitan Planning Organization serves as the MPO for the Flagstaff urbanized area.

The 2010 U.S. Census identified three new Urban Areas in Arizona. Sierra Vista MPO in Cochise County, Lake Havasu City MPO in Mohave County, and the Sun Corridor MPO in Pinal County were formed in 2013.

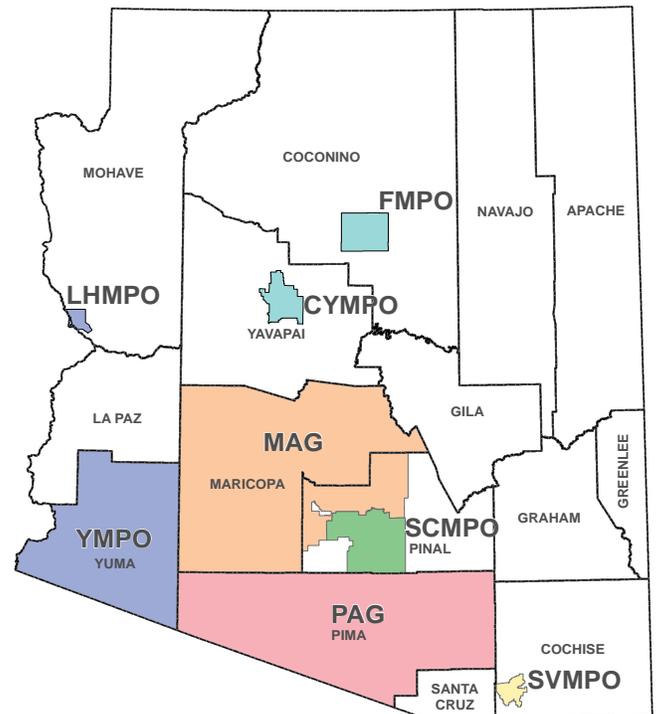


Figure 3: Arizona Metropolitan Planning Organizations

# HISTORY OF MAG, FORMATION AND DESIGNATIONS

In Maricopa County, local government cooperation in the early 1960s resulted in the implementation of the multi-city sewage treatment plant at 91st Avenue. This regional activity occurred prior to federal and state initiatives and incentives for regional planning and cooperation. In 1962, changes in federal policy required more local and state involvement. As a result of changes in the Federal Aid Highway Act, cooperative transportation planning occurred with the creation of the Valley Area Traffic and Transportation Study (VATTS). As part of the federal government decentralization initiatives, federal regions were established to bring federal programs closer to the people and incorporate greater review of federal programs through the Intergovernmental Cooperation Act.

Because of the changing federal policies requiring more local planning and review, and the demonstrated success of previous regional efforts, the local governments in Maricopa County formed the Maricopa Association of Governments (MAG) in 1967. MAG was developed as a nonprofit corporation to act as the vehicle to address areas of common regional interest. At the first meeting of MAG, the consensus of the Regional Council was that the areas of water, air pollution and solid waste disposal were of primary concern. It was also agreed that there was a need for the standardization of building materials and public works specifications. In addition, the transportation planning efforts that had begun with VATTS were incorporated into the scope of MAG's work. Several key events in the early history of MAG are outlined here:

- Regional cooperation was encouraged by success of multi-city sewage system in the early 1960s.
- The 1962 Federal Aid Highway Act required regional transportation planning, which resulted in the formation of the Valley Area Traffic and Transportation Study (VATTS) on March 12, 1965.
- The 1965 Federal Housing Act Amendments and 1966 Metropolitan Development Act provided legal and financial impetus for a full-fledged regional agency.
- MAG was formed in 1967 by concurrent resolutions from its member agencies to foster regional cooperation and to address regional problems.
- VATTS was incorporated into MAG in 1967.
- Executive Order 70-2 established six Planning Districts in Arizona in 1970.
- MAG was designated as the Metropolitan Planning Organization (MPO) by the Governor in 1973.
- MAG was designated as the Regional Water Quality Management Planning Agency by the Governor in 1974.
- MAG was designated as the Lead Air Quality Planning Agency by the Governor in 1978.
- MAG was designated as the Regional Solid Waste Management Planning Agency by the Governor in 1979.

Major MAG designations and milestones are shown in Figure 4. Additional milestones are listed on page 9.

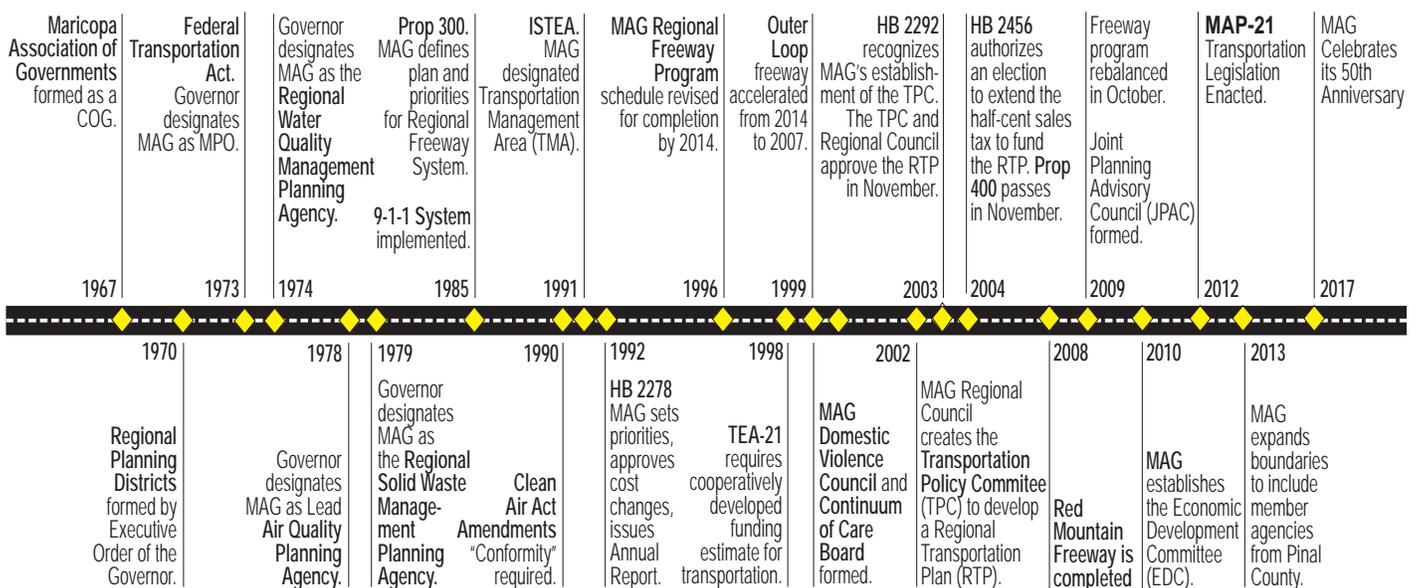


Figure 4: Major MAG Designations and Milestones

# MAJOR MAG MILESTONES

- April 1967 Maricopa Association of Governments is formed through concurrent resolutions from its member agencies to foster regional cooperation and address regional problems.
- 1973 MAG is designated as the Metropolitan Planning Organization for the Maricopa region by the Governor through the Federal Transportation Act.
- 1974 MAG is designated by the Governor as the Regional Water Quality Management Planning Agency.
- 1978 MAG is designated by the Governor as the Lead Air Quality Planning Agency.
- 1978 Member agencies place responsibility for developing unified specifications and details for all public works projects with MAG to ensure consistency across the region.
- 1979 MAG is designated by the Governor as the Regional Solid Waste Management Planning Agency.
- 1982 MAG drafts its first plan to address carbon monoxide in the region.
- 1984 MAG drafts its first plan to address ozone pollution in the region.
- July 1984 MAG forms the Outer Loop Financing Task Force to find financing alternatives for building the Outer Loop (Loop 101), also known as the Agua Fria and Pima Freeways.
- July 1985 The MAG Regional Council approves the final elements of the freeway system for the vote on the half-cent sales tax, which is overwhelmingly approved by voters three months later.
- 1985 MAG conducted the first countywide mid-decade special census.
- Sept. 1985 Through MAG, the regional emergency 9-1-1 system is implemented. For the first time, Valley residents no longer have to dial police departments directly.
- 1990 To meet new requirements of the Clean Air Act, MAG begins running all transportation projects through air quality models to ensure that transportation plans or projects do not contribute to air quality violations.
- 1991 The MAG region is designated under the Intermodal Surface Transportation Equity Act as a Transportation Management Area.
- Feb. 1992 The MAG Regional Council votes to allow 50 percent of MAG federal funds for local projects to be allocated for the completion of the Regional Freeway Program. \$700 million that could have been used for local projects is given to the state highway system.
- June 1992 MAG is granted authority under House Bill 2278 to approve any changes in freeway priorities and to approve material cost changes to the Regional Freeway Program. Since these changes in law, the Regional Freeway Program has been on schedule and within budget.
- 1995 Through MAG, the largest mid-decade special census in the nation is conducted.
- 1996 MAG revises the Regional Freeway Program with completion scheduled by 2014.
- 1996 MAG conducted the reengineering of the MAG Policy and Planning process.
- 1996 MAG staff separates from the staff at the League of Arizona Cities and Towns.
- 1997 MAG locates to current building and consolidates planning staff, including the MAG Transportation Planning Office.
- 1998 MAG launches the Desert Peaks Awards Program to recognize regional excellence.
- 1998 MAG spearheads an effort for the region to receive its fair share of federal transportation dollars. The increased funding leads MAG to initiate a plan to accelerate construction of the regional freeway system. This means the system will be delivered by 2007, seven years earlier than planned and at about the same time voters were promised in 1985.
- 1998 The MAG Desert Spaces Plan is completed to protect open spaces that are in the path of development. Later, MAG establishes planning guidelines to ensure that lands near conservation areas are also managed in ways that respect our natural resources.
- May 1999 The MAG Regional Council approves recommendations in the Regional Plan on Domestic Violence that include establishing the MAG Regional Domestic Violence Council. The council was tasked with developing a coordinated community response to address domestic violence in the region.

## MAJOR MAG MILESTONES (Continued)

- 2000 MAG furthers its efforts to combat homelessness by creating a year-round planning body. The unified regional effort results in the highest funding ever awarded in homeless housing and services projects—a record \$18.6 million in Homeless Continuum of Care funding awards from the U.S. Department of Housing and Urban Development.
- 2001 MAG begins work on a new 20-year Regional Transportation Plan.
- 2001 The MAG Regional Council approves \$750,000 for the launch of a Freeway Service Patrol program to help stranded motorists and improve system mobility.
- 2001 MAG implements an elderly mobility initiative to look at transportation challenges caused by an aging population.
- Jan. 2002 Under MAG’s leadership, the region marks five years without any violations of the standards for both carbon monoxide and ozone.
- April 2002 The last section of the Loop 101 Freeway is opened, completing a 60-mile freeway loop around the Valley and fulfilling the vision first promoted by elected officials in 1984.
- 2002 The MAG Regional Council creates the Transportation Policy Committee, a public/private partnership to oversee development of the Regional Transportation Plan.
- 2003 HB 2292 recognizes MAG’s establishment of the Transportation Policy Committee that is tasked with developing a 20-year Regional Transportation Plan and sets forth the process for an election to extend the current half cent sales tax for transportation.
- 2004 House Bill 2456 authorizes an election on the half-cent sales tax for transportation to take place in November 2004. MAG’s responsibility to approve material cost changes for the Regional Freeway Program is continued. Major amendments to the Regional Transportation Plan are required to be approved by MAG.
- 2004 The Community Emergency Notification System (CENS) is launched. Using the MAG 9-1-1 system, CENS will rapidly notify an affected area of an emergency by sending a recorded message through the telephone system.
- Nov. 2004 Voters approve Proposition 400 to extend the half-cent sales tax for transportation for the next 20 years.
- 2005 Through MAG, a Special Census Survey is conducted in Maricopa County.
- 2005 The U.S. Environmental Protection Agency announced that the Maricopa County nonattainment area would be re-designated to attainment status for carbon monoxide, and that the Revised MAG 1999 Serious Area Carbon Monoxide Plan and Maintenance Plan would be approved.
- 2005 The MAG Regional Council approved a major Revision of the MAG Regional Solid Waste Management Plan, which provides for systems level solid waste management planning.
- July 2008 The final section of the Red Mountain Freeway is completed, marking the capstone for the 1985 Proposition 300 Program.
- Dec. 2009 MAG, PAG and CAAG form the Joint Planning Advisory Council (JPAC) to jointly coordinate planning efforts for the greater good of the regions and the State of Arizona.
- 2010 RCN goes live allowing sharing of traffic cameras, videoconferencing, traffic signal coordination between adjacent agencies, Dynamic Message Sign sharing, and Disaster Recovery Backups.
- Oct. 2010 The Economic Development Committee is formed as a result of the economic downturn, in order to develop and advance economic planning that ties into transportation planning.
- 2011 Maricopa Region 911 begins using the RCN to support 911 communications.
- 2011 The L303 connection to I-17 opened to traffic completing the link between I-17 and I-10 in the West Valley.
- 2012 Congress designates I-11 along U.S. 93 between Las Vegas and metropolitan Phoenix.
- 2012 MAG launches Demographic Interactive Mapping Tool to provide custom reporting and analytics utilizing Census datasets.
- May 2013 The MAG Planning Area Boundary is expanded due to the 2010 Census urbanized area boundary updates. For transportation planning, The FHWA states that the boundary must encompass the entire urbanized area boundary as well as the contiguous geographic areas likely to become urbanized within the next 20 years. The updated urbanized area boundary for MAG includes areas in Pinal County. Due to this expansion, the MAG Regional Council amends the By-Laws to recognize the new boundary and to provide for new members from Pinal County that fall within this boundary.

## MAJOR MAG MILESTONES (Continued)

- Sept. 2013 The MAG Economic Development Committee signed a Memorandum of Understanding: Research, Innovation and Entrepreneurial Agreement with Arizona State University, the University of Arizona, Northern Arizona University, Thunderbird School of Global Management and Maricopa Community Colleges to support grant requests submitted by Arizona educational institutions to enhance competitiveness and to improve Arizona economy.
- 2013 New members from Pinal County join MAG, including the Town of Florence, City of Maricopa, and portions of Pinal County.
- 2013 A Major Amendment to the MAG Regional Transportation Plan was approved to add a light rail extension from Mesa Drive to Gilbert Road in Mesa.
- 2013 The Environmental Impacts Statements that were underway for I-10 and for I-17 were stopped due to concerns related to the cost of the projects being developed, the time elapsed since the efforts were started and the potential cost of mitigating the impacts on Sky Harbor. Subsequently, the I-10/I-17 Corridor Master Plan was initiated to develop improvement recommendations for the corridors.
- March 2014 The MetLife Foundation and Generations United recognize Maricopa County as a Best Intergenerational Community emphasizing MAG's Age-Friendly Network.
- June 2014 The Environmental Protection Agency approved the MAG 2012 Five Percent Plan for PM-10. EPA also determined that the region had met the PM-10 standard, based upon air quality monitor data from 2010-2012.
- June 2014 The MAG Regional Council approved the MAG 208 Water Quality Management Plan Point Source Update. The plan describes the preferred wastewater treatment system to serve the wastewater treatment needs of the area over a 20-year planning period.
- Sept. 2014 The Environmental Protection Agency approved the MAG 2009 Eight-Hour Ozone Redesignation Request and Maintenance Plan for the 1997 ozone standard. There have been no violations of this standard since 2004.
- Sept. 2014 The Continuum of Care undergoes a major governance restructuring, creating the Continuum of Care Board, to comply with the U.S. Department of Housing and Urban Development's Homeless Emergency and Rapid Transition to Housing (HEARTH) Act.
- 2014 MAG signs partnering charter with Mexico to create the Ari-Son Megaregion.
- 2014 MAG approves funding for a pilot program to colocate department of Public Safety officers at the ADOT Traffic Operations Center.
- 2014 The first section of State Route 24 was opened to traffic through the efforts of the City of Mesa to accelerate the project opening by financing the acceleration of the project.
- 2014 MAG interactive tools expanded to include employment, statewide demographics, land use, and projections. MAG launches hands on training program in partnership with Arizona@Work Phoenix.
- May 2015 The MAG Human Services Coordinating Committee evolves to become the MAG Human Services Community Initiatives Committee.
- Aug. 2015 The MAG Regional Council streamlined the MAG 208 Water Quality Management Plan Process. The process was shortened from approximately 18 to 24 months to nine months, representing a 50 to 63 percent reduction in the overall timeline for a 208 amendment.
- Sept. 2015 30th Anniversary of 9-1-1.
- Oct. 2015 The Environmental Protection Agency approved the MAG 2014 Eight-Hour Ozone Plan-Submittal of Marginal Area Requirements. The plan addressed the 2008 ozone standard.
- Nov. 2015 The Environmental Protection Agency approved the MAG State Implementation Plan Revision for the Removal of Stage II Vapor Recovery Controls in the Maricopa Eight-Hour Ozone Nonattainment Area.
- Dec. 2015 The MAG Regional Council streamlined the MAG 208 Water Quality Management Plan Small Plant Review and Approval Process. The process was shortened from approximately 12 to 17 months to six months, representing a 50 to 65 percent reduction in the overall timeline for a Small Plant Review and Approval.
- 2015 Public Safety begins using the RCN to support regionally significant events like the Super Bowl.
- 2015 MAG applies the Cost Risk Assessment Value Engineering (CRAVE) to the MAG Freeway and Highway Program with outcome being more reliable cost estimates and schedules.

## MAJOR MAG MILESTONES (Continued)

- 2015 The Record of Decision for the South Mountain Freeway was issued by the FHWA clearing the way for right-of-way acquisition and construction.
- 2015 A Major Amendment to the MAG Regional Transportation Plan was approved to add a light rail extension along Central Avenue from downtown Phoenix to Baseline Road.
- 2015 In partnership with ReadOn Arizona, MAG develops and launches MapLIT - an interactive tool supporting analysis and data dissemination for early education.
- 2015 Foreign owned business inventory developed for the MAG region and Arizona. Analysis of Foreign Direct Investment (FDI) impact presented to business leaders and policy makers.
- March 2016 The Environmental Protection Agency approved the MAG 2013 Carbon Monoxide Maintenance Plan. The region is a maintenance area for carbon monoxide and concentrations are now 73 percent below the standard.
- June 2016 The Governor certified MAG as the lead planning organization for the West Pinal PM-10 Nonattainment Area and the West Central Pinal PM-2.5 Nonattainment Area. MAG will develop future air quality plans for these areas in cooperation with the Sun Corridor Metropolitan Planning Organization.
- Aug. 2016 At the 2016 League of Arizona Cities and Towns Annual Conference, a resolution to recognize the Ari-Son Megaregion Council as an affiliate group of the League of Arizona Cities and Towns was signed. The Ari-Son Megaregion Council consists of local government officials in Arizona and Sonora, Mexico that signed a partnering agreement to form a megaregion to advance projects of local and regional significance. MAG, as well as the League of Arizona Cities and Towns, supports continued efforts to maintain dialogue and advance initiatives that will increase greater partnerships among cities and towns to strategically position the Ari-Son Megaregion in the global economy.
- Sept. 2016 MAG completed the Strategic Highway Research Program (SHRP2) Grant. The proposal was awarded by the Federal Highway Administration (FHWA) to MAG on behalf of the Western Regional Alliance. MAG was one of two metropolitan planning organizations to be selected out of 27 agencies. A final report and risk register, as well as a regional Story Map, were submitted to FHWA in September 2016 to complete this grant.
- Dec. 2016 The MAG Regional Council approved the MAG 2017 Eight-Hour Ozone Moderate Area Plan to address the 2008 ozone standard. It is anticipated that the standard will be met in the 2017 summer ozone season.
- 2016 Construction begins on the South Mountain Freeway.
- 2016 The MAG Activity Based Model (ABM) for transportation demand forecasting was completed and was called the best ABM model in the world by the consultants who worked on the project.
- 2016 The Memorandum of Understanding for Transportation Planning activities between MAG, SCMPO and ADOT was signed.
- 2016 MAG expands the interactive mapping training program to three sites throughout the MAG region. Since 2014, over 600 people have participated in 47 trainings.
- 2017 The I-10 / I-17 Corridor Master Plan, which outlines a series of recommended projects in the corridor, was completed.
- 2017 A major effort to add projects and refine the MAG Freeway and Highway Program was approved. Approximately \$3.2 billion of projects will be constructed over the next 10 years as part of the Proposition 400 program.
- 2017 MAG celebrates 50 years of serving the region.
- 2017 Based upon the preliminary ozone monitoring data from the 2017 ozone season, it appears the region has met the 2008 ozone standard.

# WHAT MAG IS EMPOWERED TO DO

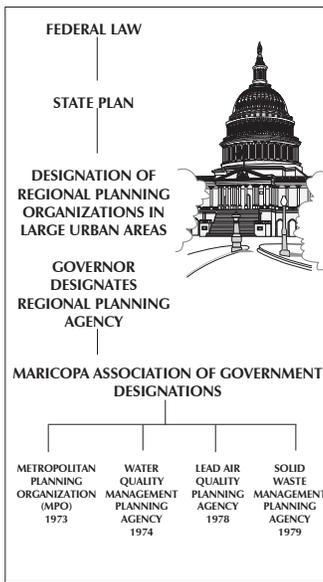


Figure 5: Federal Requirements

## FEDERAL REQUIREMENTS

As depicted in *Figure 5*, certain federal actions require that regional plans in large urban areas be prepared. For the Maricopa County region, MAG has been designated in the following four areas:

1. Metropolitan Planning Organization (MPO)
2. Water Quality Management Planning Agency
3. Lead Air Quality Planning Agency
4. Solid Waste Management Planning Agency

## Metropolitan Planning Organization

As the MPO, MAG has the following transportation-related responsibilities:

- Conduct a federally certified transportation planning process.
- Carry out an ongoing public involvement process.
- Develop and apply management systems (pavement, bridge, congestion, transit, inter-modal, safety).
- Prepare a five-year Transportation Improvement Program (TIP) that includes all transportation projects in the region (federal, state, local and privately funded projects).
- Prepare a multimodal Regional Transportation Plan (RTP) with a 20-year time horizon (freeways, arterials, transit, bicycle, pedestrian, demand management).
- Ensure conformity for all transportation plans, programs and projects with air quality plans.

## Water Quality Planning

As the water quality management planning agency for the region, MAG develops an areawide water quality management plan. This requirement is in response to Section 208 of the Water Pollution Control Act of 1972.

## Air Quality Planning

As the lead air quality planning agency, MAG determines which elements of a revised Air Quality Implementation Plan will be planned, implemented and enforced by the state and local governments. In addition, MAG produces air quality plans for carbon monoxide, particulates and ozone.

## Solid Waste Planning

As the solid waste management planning agency, MAG is responsible for undertaking areawide solid waste management planning. This requirement is in response to Section 4006(b) of the Resource Conservation and Recovery Act of 1976.

# WHAT MAG IS EMPOWERED TO DO (Continued)

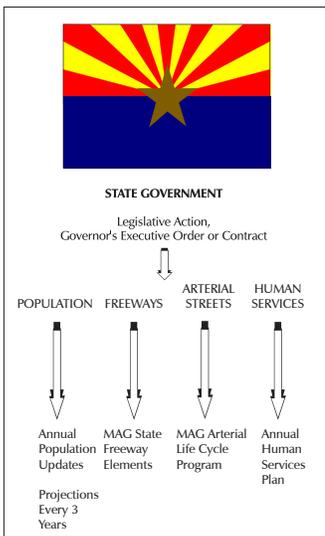


Figure 6: State Requirements

## STATE REQUIREMENTS

At the state level, legislative action, a Governor's executive order, or a contract may result in state programs or plans. In accordance with these programs or plans, the Governor may designate an agency to develop regional plans or programs. These relationships and the resulting MAG requirements are depicted in *Figure 6*. State-designated MAG responsibilities:

1. Executive Order – Population Updates and Projections.
2. Legislation – Arizona Revised Statutes (ARS) 28-6308, 28-6353, 28-6354, 28-6352 and 48-5121 outline transportation requirements.
3. Contract – Arizona Department of Economic Security (DES) contract for human services planning.

## Population Updates and Projections

In Arizona, Executive Order 2011-04 provides for the preparation of official population estimates and population projections. The Executive Order authorizes Councils of Governments to prepare official sub-county estimates and projections using county controls developed by the State Demographer's Office housed at the Arizona Office of Economic Opportunity (OEO). The function originally performed by the Department of Economic Security was first moved to the Department of Commerce (DOC) in December 2007, then to the Arizona Department of Administration (ADOA) in June 2010, and finally to the OEO. The office has maintained the goal of providing more efficient research data and information to Arizona communities, businesses, planners, lawmakers, economists, and others.

## Transportation Requirements

ARS 28-6308, 28-6353, 28-6354, 28-6352 and 48-5121 resulted in various transportation-related responsibilities being given to MAG. The requirements outlined in this legislation include:

- Plan freeway corridors.
- Adopt freeway prioritization criteria.
- Approve freeway priorities.
- Approve material cost increases.
- Issue an annual report on the status of the implementation of Proposition 400.
- Establish a Transportation Policy Committee.
- Perform life cycle management of streets.
- Approve major plan amendments.
- Prepare the public transportation element of the *Regional Transportation Plan*.
- Approve changes to the Transit Life Cycle Program that materially impact the performance of the *Regional Transportation Plan*.

## Human Services Planning

On March 3, 1976, the MAG Regional Council authorized the development of a regional human services plan. For more than 30 years, this planning was formally supported by a contract with the Arizona Department of Economic Security. This partnership supported extensive planning with a broad array of community stakeholders, including local governments, nonprofit agencies and planners. This collaboration resulted in allocation recommendations for the Social Services Block Grant, a federal funding source that supports a variety of human services programs. In 2010, budget constraints did not permit a new contract to be signed between MAG and DES to support regional human services planning. The partnership continues on an informal basis with MAG serving as the local conduit for community input on human services planning issues facing the region.

# HOW DECISIONS AT MAG ARE MADE

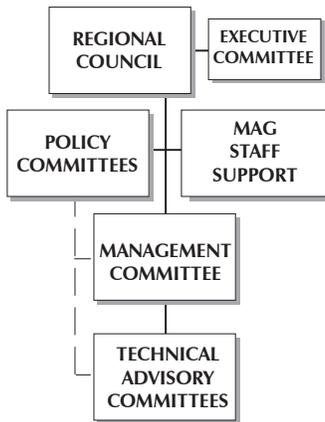


Figure 7: MAG Policy Structure

## Regional Council

*The Regional Council* is the governing and policymaking body for the organization and is composed of elected officials appointed by each member agency. (See Figure 7.) For the majority of MAG members, the city or town mayor serves as the Regional Council member. The chair of the Board of Supervisors usually represents Maricopa County and Pinal County on the Regional Council. Two Maricopa County State Transportation Board members represent the Arizona Department of Transportation (ADOT). The governor of the Gila River Indian Community, the president of the Salt River Pima-Maricopa Indian Community, and the president of the Fort McDowell Yavapai Nation serve on the Regional Council.



*The Executive Committee* consists of seven Regional Council members who are elected at the annual meeting to serve for one year (until the next annual meeting). The Executive Committee includes the offices of chair, vice chair, and treasurer of the Regional Council. The MAG By-Laws indicate that the Executive Committee can conduct MAG business which arises between meetings of the Regional Council. The Executive Committee also serves as the finance committee.

## Management Committee

*The Management Committee* consists of the chief administrators from each member agency. The directors of ADOT and the Regional Public Transportation Authority represent their respective agencies on the Management Committee.

### What Is the Role of the Management Committee?

The MAG Management Committee provides a key role in the policymaking decisions at MAG. The committee is responsible for receiving input from technical committees, analyzing the technical and policy implications, and providing recommendations to the MAG Regional Council. The Management Committee consists of the chief administrators from each member agency, such as the jurisdiction's city or town manager, the county manager from Maricopa County and Pinal County, and the chief administrative officer of each Native nation. The director of the Arizona Department of Transportation and the chief executive of the Regional Public Transportation Authority represent their respective agencies on transportation issues that are brought before the Management Committee.

## Policy and Technical Committees

Several policy and technical advisory committees have been established to provide assistance to the Regional Council on specific topics. A chart depicting the MAG committee structure is provided in Figure 8, page 16.

# MAG COMMITTEE STRUCTURE

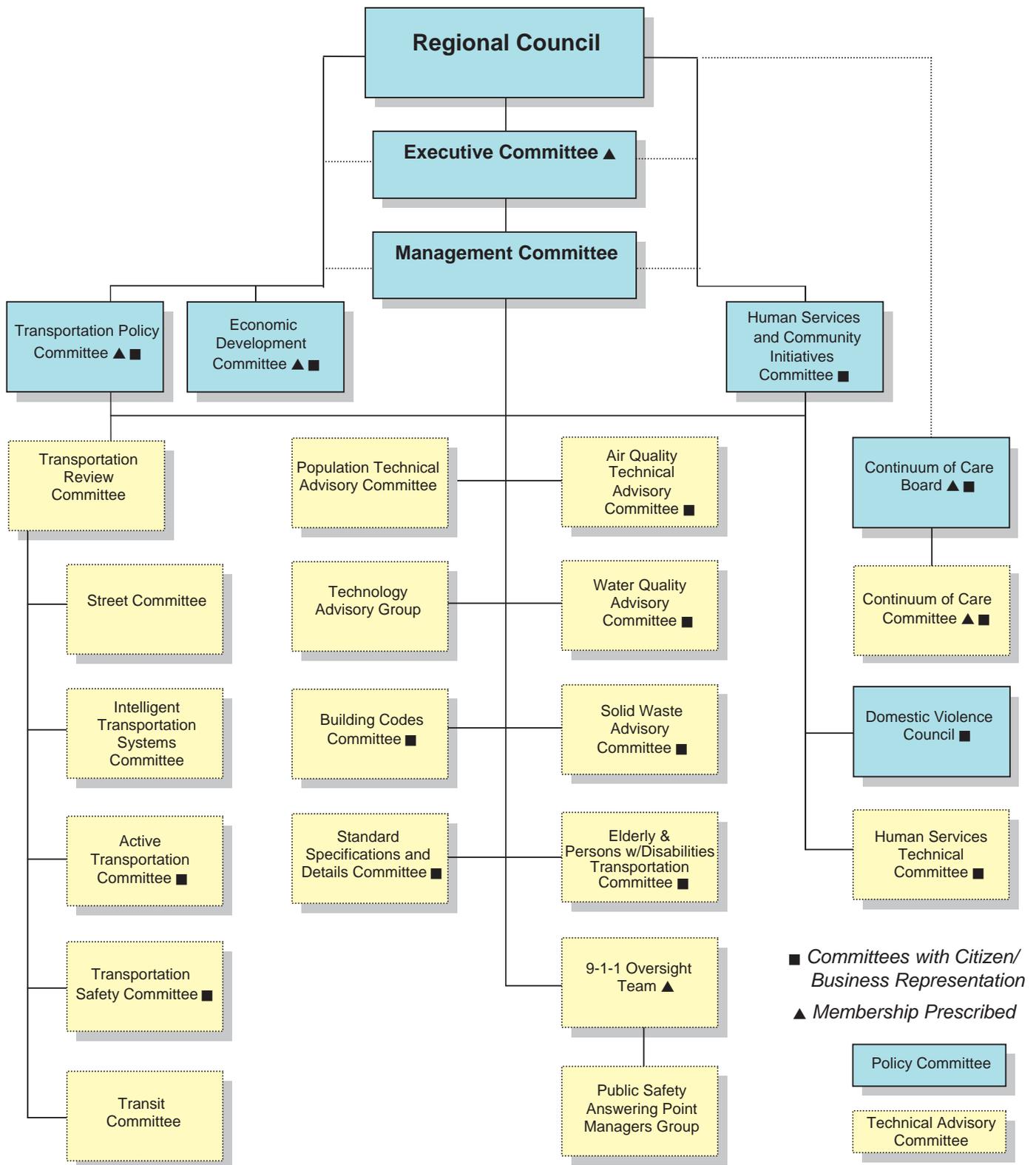


Figure 8: MAG Committee Structure

# POLICY ADVISORY COMMITTEES

Several committees have been established to provide specific policy recommendations to the Management Committee and Regional Council. These committees are established by the Regional Council and are generally composed of local elected officials, agency staff, industry or business representatives, and citizen representatives. Some MAG committees have a specific composition established by the Regional Council.



- ▲ Committees with prescribed membership.
- Committees with citizen/business representatives.

## Continuum of Care Board ▲ ■

The role of the Continuum of Care Board is to be the decision-making body for the Continuum of Care (CoC). Decisions will be made with input from the CoC Committee. Members of this Board include local elected officials, service provider agencies, formerly homeless individuals, and advocates. The CoC prepares and submits an application for homeless assistance funding to the U.S. Department of Housing and Urban Development and addresses regional issues relating to homelessness. The CoC has aligned with the goals in HUD's HEARTH Act, working toward ending homelessness through rapid transition to housing solutions.

Co-Chairs: **Rob Ferraro**, City of Tempe Police

**Tamara Wright**, Built for Zero, Community Solutions

Staff Contact: *Steve Dudasik*

## Economic Development Committee ▲ ■

The role of the Economic Development Committee (EDC) is to develop an opportunity-specific and action-oriented plan that fosters and advances infrastructure in the MAG region, especially transportation infrastructure that would further economic development opportunities. The EDC consists of 30 members, which comprises 17 MAG member agency elected officials and one representative from the Arizona Department of Transportation appointed by the MAG Regional Council. The committee also includes 12 business representatives.

Chair: **Councilmember David Luna**, City of Mesa

Staff Contact: *Eric Anderson*

## Human Services and Community Initiatives Committee ■

Members of this committee include elected officials and representatives from the Area Agency on Aging, various community councils, nonprofit agencies, the Department of Economic Security, and United Way organizations. The committee incubates regional human services issues for the Maricopa Region through the development of a Regional Human Services Action Agenda developed on the basis of data analysis and community engagement.

Chair: **Councilmember Wally Campbell**, City of Goodyear

Staff Contact: *Brandee Mead*

## Regional Domestic Violence Council ■

Members of the council are drawn from local elected officials, members of the Governor's Office of Youth, Faith, and Family; business community; prosecutors; police officers; and shelter and service providers. The council is charged with working with the community in order to implement the recommendations in the *MAG Regional Plan to End Domestic Violence*. The MAG Domestic Violence Council serves as a primary coordinating body for issues related to domestic violence and provides a forum for communication and coordinated action to effectively address, prevent, and eradicate domestic violence in the MAG Region.

Chair: **Chief Steve Stahl**, City of Maricopa

Staff Contact: *Brandee Mead*

## Transportation Policy Committee ▲ ■

Members of this committee include elected officials appointed by the MAG Regional Council and private sector representatives from the region appointed by the President of the Senate and Speaker of the House. Private sector representation includes transit, freight, construction interests, and regional business. This committee is charged with developing regional transportation policy positions for Regional Council consideration and provides oversight for the implementation of Proposition 400.

Chair: **Mayor Kate Gallego**, City of Phoenix

Staff Contacts: *Eric Anderson*

# TECHNICAL ADVISORY COMMITTEES

Due to the technical complexity of many MAG programs, committees consisting of professional experts often are needed to assist in program development. These committees are generally formed by the Management Committee. Members are usually from city, town, and county staffs, as well as local, state, and federal agencies and in some cases, the private sector. Some MAG committees have a specific composition established by the Regional Council.



- ▲ Committees with prescribed membership.
- Committees with citizen/business representatives.

## Active Transportation Committee ■

The Active Transportation Committee consists of representatives of MAG member agencies, as well as the development, architecture, landscape architecture communities, Valley Metro and the Coalition of Arizona Bicyclists. The committee annually reviews and updates the MAG Pedestrian Plan and recommends projects for funding under the Pedestrian Design Assistance Program. Earlier versions of the committee developed a Regional Bicycle Plan, the Regional Off-Street System (ROSS) Plan, and the Regional Bikeways Map. The committee encourages the implementation of these plans by recommending pedestrian and bicycle-related projects for funding from federal and other sources as well as activities to inform the region about the benefits of biking and walking.

Chair: **Jose Macias**, City of El Mirage

Staff Contact: *Jason Stephens*

## Air Quality Technical Advisory Committee ■

This committee consists of representatives from MAG member agencies, residents, environmental interests, health interests, construction firms, utilities, public transit, architecture, agriculture, the business community, the automobile, fuel, trucking, rock products, and housing industries, parties to the Air Quality Memorandum of Agreement, and various state and federal agencies. The role of the Technical Advisory Committee is to review and comment on technical information generated during the planning process and to make recommendations to the MAG Management Committee.

Chair: **Jon Sherrill**, City of Chandler

Staff Contact: *Lindy Bauer*

## Building Codes Committee ■

This committee consists of building officials from MAG member agencies. The committee makes recommendations on the development, interpretation, and enforcement of building codes in the MAG Region. It also provides a regional forum for construction, development, and other issues as they relate to building codes.

Chair: **Mike Baxley**, Town of Cave Creek

Staff Contact: *Scott Wilken*

## Continuum of Care Committee ■

The mission of the Continuum of Care, as defined in the HEARTH Act Interim Rule, is as follows:

- To promote community-wide goals to end homelessness.
- Provide funding to quickly rehouse homeless individuals (including unaccompanied youth) and families while minimizing trauma and dislocation to those persons.
- Promote access to, and effective utilization of, mainstream programs.
- Optimize self-sufficiency among individual and families experiencing homelessness.

The program is composed of transitional housing, permanent supportive housing for disabled persons, permanent housing, supportive services, and the Homeless Management Information System (HMIS). The role of the Continuum of Care Committee is to make recommendations to the CoC Board for approval.

Co-Chairs: **Michelle Jameson**, U.S. Vets

**Stefanie Smith**, Native American Connections

Staff Contact: *Steve Dudasik*

## TECHNICAL ADVISORY COMMITTEES (Continued)



### **Elderly and Persons with Disabilities Transportation Ad Hoc Committee** ■

This committee consists of representatives from MAG member agencies and regional transportation agencies. The committee develops the prioritization of applicants to receive FTA Section 5310. The FTA Section 5310 is a federal awards grant program that makes funding available for capital and operating expenses to support the provision of transportation services to meet the needs of older adults and individuals with disabilities when public transportation is insufficient, unavailable, or inappropriate.

Chair: **Robert Yabes**, City of Tempe

Staff Contact: *DeDe Gaisthea*

### **Human Services Technical Committee** ■

This committee comprises staff from municipalities, local community councils, United Way organizations, the local Area Agency on Aging, and the Department of Economic Security. The Committee advises the MAG Human Services Coordinating Committee on identification and prioritization of regional human services issues, and assists in the formulation of strategies to address these issues.

Chair: **Christina Panaitescu**, City of Goodyear

Staff Contact: *Brandee Mead*

### **Intelligent Transportation Systems (ITS) Committee** ■

This committee consists of representatives from the Federal Highway Administration, Arizona Department of Transportation, Arizona Department of Public Safety, Regional Public Transportation Authority, Valley Metro Rail, Arizona State University, and MAG member agencies. The committee has developed a Strategic Plan and a regional ITS architecture to serve as the road map for ITS implementation in the region. The ITS Committee serves as the regional forum for planning, programming federal funds, and coordination of technology-based solutions in the regional multimodal transportation system. Although the focus of the committee is primarily on publicly-owned infrastructure, many of the ITS applications in the region serve as the source of information for value-added products and services from private sector ITS partners such as websites, radio and TV stations.

Chair: **David Lucas**, City of Tempe

Staff Contact: *Margaret Boone*

### **Population Technical Advisory Committee**

This committee comprises technical-oriented staff from either the planning department or manager's office of MAG member agencies. The purpose of the committee is to participate in the MAG population-related activities including the preparation of socioeconomic estimates and projections. This committee also has responsibility for coordinating preparations for each Census.

Chair: **Andrew Ching**, City of Tempe

Staff Contact: *Scott Wilken*

### **PSAP Managers Group**

This committee consists of Public Safety Answering Point (PSAP) Managers from the MAG member agencies. This Group oversees the technical needs and provides overall coordination of the Maricopa 9-1-1 System.

Chair: **Mike Folia**, City of Avondale

Staff Contact: *Nathan Pryor*

## TECHNICAL ADVISORY COMMITTEES (Continued)



### Solid Waste Advisory Committee ■

This committee includes public officials, representatives of public interest groups, private citizens, and representatives of organizations with substantial economic interest in the outcome of the planning process. The committee serves in an advisory capacity to the Management Committee and Regional Council on solid waste management matters affecting the region.

Chair: **Adam Kurtz**, City of Goodyear

Staff Contact: *Julie Hoffman*

### Standard Specifications and Details Committee ■

This committee consists of representatives from MAG member agency engineering departments and the construction industry. The committee makes recommendations on proposed amendments to the *MAG Specifications and Details for Public Works Construction*.

Chair: **Craig Sharp**, City of Buckeye

Staff Contact: *Gordon Tyus*

### Street Committee

The Street Committee includes local agency transportation planners and engineers. This committee coordinates input for updates to the Highway Performance Monitoring System (HPMS) and the Federal Functional Classification of Highways and Streets within the region. Committee members also provide direct input for the *Transportation Improvement Program*, the *Regional Transportation Plan*, and the *Arterial Lifecycle Program* updates.

Chair: **Maria Deeb**, City of Mesa

Staff Contacts: *Steve Tate*

### Technology Advisory Group

This group was formed by the Regional Council in 1994 to encourage the development of the telecommunication infrastructure and applications that increase government efficiency, improve access to public information, and expedite delivery of local government services in the MAG Region.

Chair: **Stephen Holliday**, City of Tolleson

Staff Contact: *Craig Chenery*

### Transit Committee

The Transit Committee includes representatives from MAG member agencies, the Regional Public Transportation Authority (RPTA), Valley Metro Rail (METRO), and the Arizona Department of Transportation (ADOT). The committee was established in September 2009 to program federal transit funds through the five year Transportation Improvement Program. The committee also reviews and provides recommendations on various regional transit studies that are conducted by MAG, RPTA, and METRO.

Chair: **Jason Crampton**, City of Chandler

Staff Contact: *Cara Nassar*

### Transportation Review Committee

This committee is composed of high level staff from the member agencies. The committee was established in March 1994 to provide input on transportation issues including the development of the *Transportation Improvement Program* and *Regional Transportation Plan* updates.

Chair: **Mario Paniagua**, City of Phoenix

Staff Contact: *Linda Moran*

## TECHNICAL ADVISORY COMMITTEES (Continued)



### Transportation Safety Committee ■

This committee consists of representatives from the Federal Highway Administration, Arizona Governor's Office of Highway Safety, Arizona Department of Transportation, Arizona Department of Public Safety, AAA Arizona, AARP, Valley Metro, Arizona State University, and 15 MAG member agencies. The Transportation Safety Committee provides oversight to the MAG Transportation Safety Planning Program and related activities. The committee also interacts with the MAG Transportation Safety Stakeholders Group, a diverse group of public and private agencies and safety advocacy groups that helped the region recognize the need for a multidisciplinary effort in safety planning. The primary goal of the MAG Transportation Safety Planning Program is to help identify both current and future transportation safety issues, concerns and needs in the region, and determine ways to address them through the regional transportation planning process. Some of the current safety priorities identified in the *MAG Strategic Transportation Safety Plan* are: providing safe access to schools, reducing red light running, conducting road safety audits, and developing a Regional Transportation Safety Management System.

Chair: **Carl Langford**, City of Phoenix

Staff Contact: *Margaret Boone*

### Water Quality Advisory Committee ■

This committee includes a wide variety of representatives from regional and state water quality related agencies, the private sector, civic organizations, and the general public. The committee serves in an advisory capacity to the MAG Management Committee and Regional Council on water quality matters affecting the MAG area.

Chair: **Carlos Padilla**, City of Mesa

Staff Contact: *Julie Hoffman*

### 9-1-1 Oversight Team ▲

This committee consists of high level officials from police and fire departments of the member agencies. The committee was formed in December 1993 to provide additional participation by management in the coordination of the MAG Regional 9-1-1 System.

Chair: **Chief Jeff McMenemy**, City of Glendale

Staff Contact: *Melissa Bettis*

# PLANNING ACTIVITIES

Check marks (✓) have been placed next to activities that MAG is required to undertake.

An overview of MAG planning activities follows. These are divided into federal related, state related and local related activities.

## Federal Related Activities:

### ■ TRANSPORTATION ✓

In 1973, the Federal-Aid Highway Act established a requirement that each urbanized area establish a Metropolitan Planning Organization (MPO). The MPO would be responsible for Section 134 of the United States Code, which required continuous, comprehensive, and cooperative (3C) planning as the basis for any request for federal funding in transportation. On December 14, 1973, MAG was designated as the MPO by Governor Jack Williams. Under the 1991 federal transportation legislation, the Intermodal Surface Transportation Efficiency Act (ISTEA), MAG was recognized as a Transportation Management Area (TMA), a designation that carries further responsibilities. Also, ISTEA required a triennial certification process involving the MPO, state, and federal agencies. In addition, the Transportation Equity Act for the 21st Century (TEA-21), enacted in 1998, strengthened the role of the MPO in regional transportation planning.

In 2002, MAG initiated a new and more inclusive way of doing business by creating a Transportation Policy Committee (TPC), which is a public/private partnership made up of a diverse group of business, community, and government representatives experienced in developing a system that meets local and regional needs. The TPC was instrumental in the development of the new MAG Regional Transportation Plan (RTP), which was unanimously approved by the TPC and the MAG Regional Council.

In November 2004, the voters of Maricopa County passed Proposition 400, which extended the regional transportation sales tax for another 20 years. With this successful vote, MAG now has additional responsibility to provide overall management and oversight for the implementation of the tax. State law now requires MAG to issue an annual report on the implementation of Proposition 400 to provide the public with a status report on the projects funded by the sales tax extension, and to hold a public hearing within 30 days after the report is issued. MAG is also responsible for administering the arterial street component of the sales tax program. This includes the preparation of a life cycle program for the arterial street program that presents the revenues, costs and schedule, and demonstrates that the program is in fiscal balance.

In 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was enacted, refining the outlook on transportation and how it serves economic, mobility, and accessibility needs from regional, statewide, and national perspectives. Planning practices and coordination between states and metropolitan areas and between the public and private sectors are reinforced through the legislation. Linkages and connections between different forms of transportation are highlighted in the planning process, as is the need for early recognition of environmental mitigation considerations. Continuing emphasis is placed on broad participation to ensure that decisions will be responsive to local needs.

On July 6, 2012, Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law by President Obama. This federal transportation legislation replaces SAFETEA-LU, which had been continued through various extensions and continuing resolutions until the enactment of MAP-21. MAP-21 provides much of the same



## PLANNING ACTIVITIES (Continued)



transportation planning guidance contained in SAFETEA-LU, including considerations such as: (1) coordination between states and metropolitan areas and between the public and private sectors, (2) linkages and connections between different forms of transportation, (3) recognition of environmental mitigation considerations, and (4) broad participation to ensure that decisions will be responsive to local needs. In addition, MAP-21 places increased emphasis on: (1) following a performance-based approach to transportation decision-making, (2) establishing performance targets, and (3) integrating state DOT and public transit operators' targets into the metropolitan planning process.

In December 2015, Congress passed and President Obama signed the FAST Act which extends the federal transportation authorization for another five years. New transportation planning regulations implementing the provisions of both MAP-21 and the FAST Act are being issued by the United States Department of Transportation. These include new performance measurement and reporting requirements that will be implemented in the MAG region in the future.



### ■ WATER QUALITY ✓

In 1974, Governor Jack Williams designated MAG as the regional water quality management planning agency for Maricopa County. This designation was in response to Section 208 of the Water Pollution Control Act of 1972. In this capacity, MAG develops an areawide water quality management plan. The MAG 208 Water Quality Management Plan describes the desired wastewater treatment configuration for this region. In this analysis, proposed wastewater treatment facilities, wastewater flows, wastewater discharges, wastewater reuse and sludge management are examined. The MAG member agencies provide their plans for proposed wastewater facilities, which are considered for the regional plan. In order for wastewater treatment plants to receive a permit for construction and operation from Maricopa County or an Aquifer Protection Permit from the Arizona Department of Environmental Quality, they must be consistent with the areawide water quality management plan.



### ■ AIR QUALITY ✓

On February 7, 1978, Governor Wesley Bolin designated MAG as the lead air quality planning organization for the region. As the lead air quality planning agency, MAG determines which elements of a revised Air Quality Implementation Plan will be planned, implemented and enforced by the state and local governments in Arizona. In addition, MAG produces air quality plans for carbon monoxide, particulates and ozone. The commitments for implementing these plans are sought from the member agencies and the state. Through the MAG process, local governments and the state determine which measures are feasible for implementation. MAG also conducts conformity analyses on the Transportation Improvement Program and the Regional Transportation Plan.

### ■ SOLID WASTE ✓

On January 10, 1979, Governor Bruce Babbitt designated MAG as the regional agency responsible for undertaking areawide solid waste management planning. This designation was in response to Section 4006(b) of the Resource Conservation and Recovery Act of 1976. The MAG Regional Solid Waste Management Plan, the most recent planning effort, was completed in February 2005. The plan is designed to provide for system-level regional solid waste management planning and to prevent adverse public health and environmental effects resulting from improper solid waste collection, processing or disposal.

## PLANNING ACTIVITIES (Continued)



### State Related Activities:

#### ■ HUMAN SERVICES ✓

On March 3, 1976, the MAG Regional Council authorized the development of a regional human services plan. On July 1, 1976, the Arizona Department of Economic Security (DES) contracted with the Maricopa Association of Governments to develop a regional human services plan, which is the result of collaboration among all the planners, funders, DES and local governments in Maricopa County. MAG no longer contracts with DES, but continues to support the development of funding allocation recommendations.

#### ■ POPULATION ✓

The first Executive Order calling for the development of an official set of population projections was issued by Governor Raul Castro in 1977. The Executive Order was superseded by Executive Orders 88-10, 95-2, 2009-1, and 2011-04. Executive Order 2011-04 is currently in effect and specifies that an official set of population estimates is developed annually and official population projections approximately every three years.

In 2007, the Governor's Arizona Data Estimates and Projections Task Force made recommendations for the improvement of Arizona's population estimates and projections, including moving the state functions to the Arizona Department of Commerce (ADOC). The function previously performed by DES moved to the ADOC in December 2007 and then to the Arizona Department of Administration (ADOA) in June 2010, and today is housed in the Office of Economic Opportunity (OEO). The group's goal is providing more efficient research data and information to Arizona communities, businesses, planners, lawmakers, economists, and others. Executive Order 2009-1 was superseded by Executive Order 2011-04 to update this relationship.

Each year, MAG makes recommendations to the OEO for the population updates for July 1 of the current year. These updates are utilized by the State for planning purposes. In addition to providing population updates to OEO, MAG also produces long-range subcounty population projections for this region. These projections are used by state agencies for planning purposes. They are also used by MAG for regional planning and serve as the foundation for the transportation planning process.

#### ■ MAG PROPOSITION 400 IMPLEMENTATION ✓

MAG is responsible for monitoring the implementation of the Regional Transportation Plan (RTP) and preparing an Annual Report on the Status of the Implementation of Proposition 400, which is required in ARS 28-6354. This Annual Report provides an update on the status of program and project implementation and address trends that may materially affect the implementation of Proposition 400 and the RTP. A public hearing is also held to present the report to the public and to receive comment.



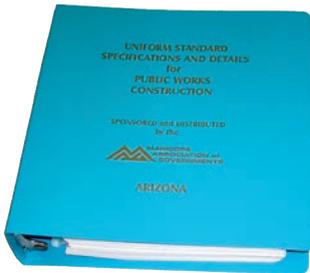
# PLANNING ACTIVITIES (Continued)



## Local Related Activities:

### ■ 9-1-1 EMERGENCY TELEPHONE SERVICE PLANNING

In the late 1970s, MAG formed a committee to implement the 9-1-1 emergency telephone number system in Maricopa County. This system became operational on September 9, 1985. The City of Phoenix serves as the Contract Agent for the system. The Community Emergency Notification System provides emergency agencies within the MAG 9-1-1 system the ability to notify residents by telephone, in English and Spanish, of evacuations or other emergencies. The system became operational January 1, 2004.



### ■ SPECIFICATIONS AND DETAILS FOR PUBLIC WORKS CONSTRUCTION

The desire for the uniformity of building specifications for public works construction predated the formation of MAG. The cities came together in 1966 to produce a set of documents to encourage uniformity. MAG subsequently accepted the sponsorship and responsibility of keeping the documents current and viable. The MAG Specifications and Details for Public Works Construction document represents the best professional thinking of representatives of several public works departments, and the specifications are reviewed and refined by members of the construction industry. The goal of the specifications is to eliminate conflicts and confusion, lower construction costs, and encourage more competitive bidding by private contractors. The specifications assist smaller communities and agencies who often cannot afford to develop such standards for themselves. Updates are available for review on the MAG website and are also for sale in binders.

### ■ TECHNOLOGY

In September 1994, the Regional Council formed the Electronic Highway Users Group, now the MAG Technology Advisory Group (MAGTAG). The MAGTAG Regional Connections Project ensured all member agencies had Internet connectivity, email and basic web presence. The committee also guides the Regional Videoconferencing System in conjunction with member agency site coordinators. MAGTAG also regularly dedicates time on its agenda to inform the group and others on various regional telecommunications and information technology issues and to share information on current agency projects and initiatives. Several guest speakers from across the nation have shared valuable experience and knowledge via these information—sharing sessions and the group has created a site to allow the sharing of application code as a cost-saving measure.

The MAGTAG also works closely with the Intelligent Transportation Systems Committee to manage the Regional Community Network (RCN). The RCN connects MAG members using agency-owned fiber and acts as a private Internet connecting agency communications. While the initial focus of the network was on sharing traffic camera images and other transportation data, there has been increasing focus on using the excess bandwidth to provide another conduit for 9-1-1 communications. 9-1-1 communications currently flow across the network between Chandler, DPS, Gilbert, Glendale, MCSO, Mesa, two Phoenix locations, Peoria, Salt River Pima-Maricopa Indian Community, Scottsdale, Surprise and Tempe. MAG and 9-1-1 staff are working to expand into additional jurisdictions.

## PLANNING ACTIVITIES (Continued)



### ■ DOMESTIC VIOLENCE PLANNING

At the request of the Regional Council, the Human Services Coordinating Committee in 1999 developed a regional plan to address the critical issue of domestic violence. The plan included 41 recommendations in the areas of prevention/early intervention, crisis and transitional response, coordination and evaluation, and long term response. A regional Domestic Violence Council was established to implement the plan's recommendation. In 2010, the Domestic Violence Council developed an updated Regional Plan to End Domestic Violence. Inspired by changes in the economy and the approaches used for addressing domestic violence, the new plan identified 15 strategies for continuing to make a difference by leveraging severely limited resources. Areas of focus include funding, training and education, coordination and collaboration, and services.



### ■ HUMAN SERVICES TRANSPORTATION PLANNING

In 2001, MAG convened an elderly mobility planning process that resulted in the development of the Regional Action Plan on Aging and Mobility, with the region hosting a national conference in 2002. In 2007 MAG developed the first MAG Human Services Coordination Transportation Plan in response to new federal requirements in SAFETEA-LU legislation. That plan was hailed as a national model and has been presented across the country. An implementation from the plan included the Transportation Ambassadors Program, a program designed to help residents help each other understand and access the transportation system. In 2009, MAG received the United We Ride Leadership Award for major urbanized areas for this planning process. The plans continue to be updated with strong support from the community and provider agencies, and have received national prominence today.

MAG also facilitates the application process for Section 5310. The Elderly and Persons with Disabilities Transportation Ad Hoc Committee determines a priority listing of Section 5310 applications for capital projects such as vehicles, equipment, and mobility management projects and operating projects that exceed the requirements of ADA services to meet the needs of older adults and individuals with disabilities for the Phoenix-Mesa Urbanized Area (UZA). In 2013, the MAG region requested and was approved to change the Section 5310 Designated Recipient for the Phoenix-Mesa UZA to the City of Phoenix Public Transit Department. In 2015, MAG and the City of Phoenix Public Transit Department entered into a mutual agreement for MAG to coordinate the application and programming process for Section 5310 in the Phoenix-Mesa UZA.

### ■ HOMELESS PLANNING

In June 1999, the U.S. Department of Housing and Urban Development (HUD) requested that MAG assume responsibility for the development and submission of a regional coordinated grant application for federal McKinney-Vento homeless assistance funds. The MAG Regional Council authorized MAG to assume this responsibility and to develop a Regional Plan to End Homelessness. Since 1999, the MAG Regional Continuum of Care on Homelessness has successfully secured more than \$349 million in homeless assistance funding for programs throughout the region. The funding supports permanent supportive housing, transitional housing, and supportive services for more than 50 regional homeless programs for individuals and families.

The MAG Continuum of Care coordinates a regional Point-In-Time Count of people experiencing homelessness in shelter and on the streets. According to the most recent count, done in 2019, there was a total of 6,614 people in sheltered and unsheltered situations.

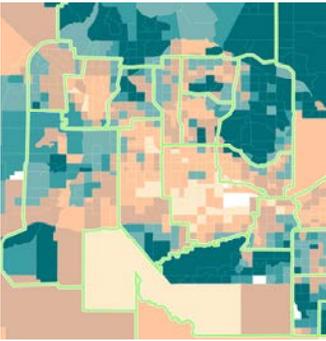
## PLANNING ACTIVITIES (Continued)



### ■ BUILDING CODES

When MAG was formed in 1967, one of the first issues addressed was local building codes. The MAG Building Codes Committee makes recommendation on and promotes uniformity in the development, interpretation and enforcement of building codes in Maricopa County.

## APPLIED RESEARCH IN MAG ACTIVITIES



To carry out its core missions, MAG conducts extensive applied research to drive its planning and policy-making activities. As part of its transportation planning activities, for example, MAG funds and conducts primary quantitative and qualitative research to determine transportation trends, behaviors, and priorities and to inform computer models to determine effects on transportation plans and projects. One such project is MAG's Household Travel Survey—an in-depth study of 7,000 Maricopa County households to identify demographics, travel routines and transportation behaviors. The data provides complete information on the daily travel of residents in Maricopa County and the surrounding areas to determine how to enhance public transportation, improve roads, reduce traffic congestion, and improve walking and bicycle paths.

The same holds true for the regional air quality modeling work conducted by MAG for carbon monoxide, ozone, and particulate matter. The modeling process involves a broad range of technical processes and research, including development of emissions inventories, validation of modeling procedures, and simulation of future air quality conditions. Air quality modeling analyses also must be performed to determine the conformity of transportation plans, programs, and projects. Effectively maintained, updated, and enhanced models produce essential data regarding the pollution problem in the Maricopa County area and facilitate effective regional air quality planning.

MAG also relies on socioeconomic modeling and research to develop population projections for the region as part of its designated responsibilities. In addition, research is a key component of our human services planning efforts, such as research regarding the need for domestic violence shelters and evaluations of criminal justice procedures. Applied research is also an important factor in our economic development efforts, with research including cross-border studies on how to connect small and medium sized businesses in our trade region to those in Mexico and Canada, as well as research examining how tourism dollars could be increased by millions in Arizona with the extension of the border crossing card zone from the current 75-mile limit to the entire state.

MAG has also used data produced from the Maricopa County annual trip reduction survey to better understand commuting patterns and commute “sheds” (the areas workers travel from home to work). The trip reduction survey data includes more than 500,000 surveys of employees with companies that have 50 or more workers. Mapping where a community's residents work and where the workforce in the community lives provides a good visual picture of commute patterns in the region.

## APPLIED RESEARCH IN MAG ACTIVITIES



The MAG Human Services Division conducts applied research in areas such as aging, domestic violence, and homelessness. The data generated through surveys and other research activities informs regional planning and the development of new projects and initiatives. For example, a scientifically valid survey of people 55 years plus shaped the development of the Arizona Age Friendly Network.

As an agency that consistently conducts applied research, MAG serves the region's data needs through a variety of tools and services. This includes an online data center, interactive mapping tools, and extensive committee work to distill and assess the data as it applies to the formulation of public policy. MAG's research is regularly cited in national journals and is used by national agencies such as the Environmental Protection Agency to develop and fine tune sophisticated models used throughout the country. MAG's work is highly regarded not just in Arizona, but in the United States. MAG research also is often applied in broad regional contexts—such as efforts conducted in partnership with other metropolitan planning organizations within the Intermountain West, and in specific applications such as the national Strategic Highway Research Program (SHRP2) grants, as well as in local policies and initiatives.

# HOW MAG ACTIVITIES ARE FUNDED

Funding to support MAG activities is provided from a variety of sources, with federal and state grants comprising the principal source of funding. In addition, membership dues and special assessments, which are based on population and assessed from each member agency, provide a significant source of revenue to support MAG regional planning activities.

A pie chart depicting a summary of funding sources for fiscal year 2021 is provided in *Figure 9*. A breakdown of how these funds are used is shown in *Figure 10*.

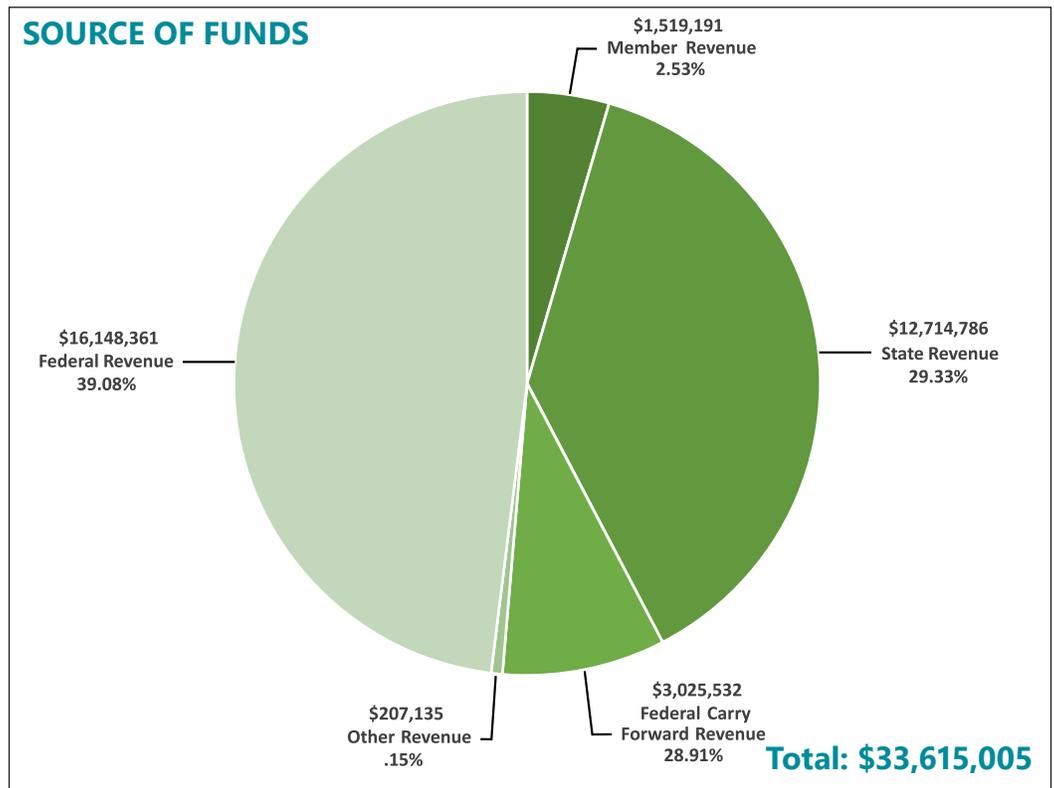


Figure 9: Summary of FY 2021 Funding Sources

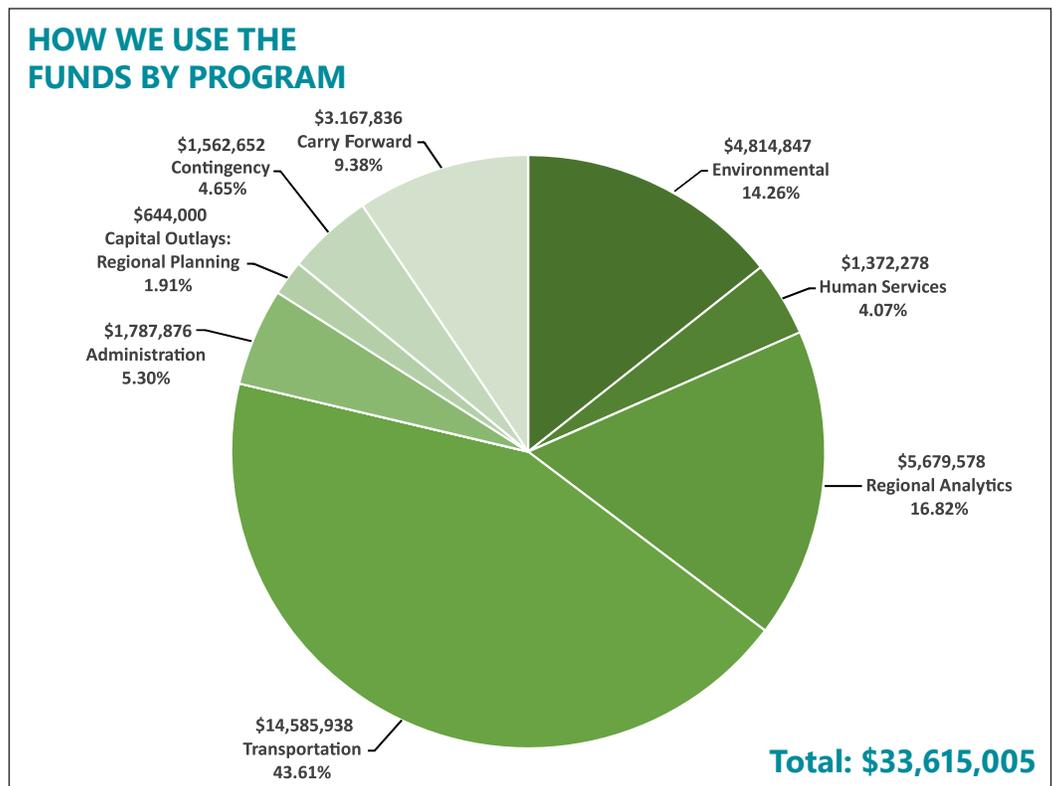


Figure 10: Summary of FY 2021 Funding Programming

# HOW VOTES ARE TAKEN AT REGIONAL COUNCIL AND MANAGEMENT COMMITTEE



- 1) All votes of the MAG Regional Council and MAG Management Committee are taken on the basis of one vote per member. This is referred to as a “numerical vote.”
- 2) Following a numerical vote, MAG member agencies also have the option of requesting a “weighted vote.” For the weighted vote, the same motion is reconsidered.
  - a. The weighted voting procedure applies only to the Regional Council and Management Committee.
  - b. If a weighted vote is requested, it is taken on a roll call basis.
  - c. For a weighted vote to pass, the following two conditions must be met:
    - i. The vote is required to pass by a majority of the members present (numerically). For example, if 34 Regional Council members are present at a meeting, at least 18 are required to vote in favor of the motion.
    - ii. The vote is also required to pass by weight according to share of population. In the example provided above, 18 members who vote in favor of the motion represent a majority of the population.
  - d. As the roll call vote is taken, the votes are entered into a computer. The computer calculates the “numerical vote” to determine if it is a majority of those present at the meeting. The computer then calculates the population weight of those present to determine if a majority of the population supports the vote. If the motion does not pass both conditions, it fails.
  - e. The outcome of the weighted vote, consisting of the numerical vote and the weighted vote, taken together, prevails over the original numerical vote.
  - f. The number of votes for the weighted vote, is based on the latest Special or Decennial Census population.
  - g. Each member receives at least one (1) weighted vote even if its population is less than one percent of the population of member agencies.
  - h. The Arizona Department of Transportation (ADOT) and Regional Public Transportation Authority (RPTA) vote on traffic and transportation matters. The two (2) State Transportation Board members shall each have one (1) vote on such issues in a weighted vote.
  - i. Members of MAG that are in the Pinal County Area are entitled to vote on all matters coming before any meetings of its membership except those that are exclusive to the Maricopa County Boundary defined by State Law or through a planning designation by a Governor’s Executive Order, including but not limited to the Transportation Excise Tax enacted by Maricopa County, Section 208 Water Quality Management Planning, and Solid Waste Management Planning.
  - j. The dual condition of a weighted vote compels member agencies to come to an agreement before moving issues forward. In many ways, the MAG weighted voting procedure is similar to the House of Representatives and the Senate in the United States Congress. The House vote is the weighted portion of the MAG vote. The Senate vote is the one vote per member agency or numerical vote. Both are necessary to proceed.

# THE LEGAL FRAMEWORK OF MAG



MAG is a voluntary association of local governments formed as a nonprofit 501(C)(4) corporation. The operating procedures for MAG are contained in the Articles of Incorporation and in the By-Laws.

The legal framework of MAG as a Council of Governments is significant because the agency is formed by and accountable to its member agency local governments. Each member chooses to join MAG by a resolution. Although it performs several important tasks mandated by state law, MAG is not formed by state law.

The Maricopa Association of Governments (MAG) By-Laws were first passed and adopted by the Regional Council in March 1968. The most recent amendment to the By-Laws occurred in June 2019.

The MAG Articles of Incorporation, which formed a nonprofit corporation under the provisions of Title X of the Arizona Revised Statutes, were adopted in October 1967.

Due to the governmental nature of MAG’s activities, MAG is subject to the open meeting law and the public records act.

# MAG’S RELATIONSHIP WITH THE LEGISLATURE



As a regional planning agency, MAG is sometimes requested to provide information to Arizona legislators and/or legislative staff. When MAG representatives testify at the Legislature, they are providing information that is often of a technical nature regarding agency planning activities.

Although MAG is not a lobbying entity, state law contains a broad definition of lobbying in its requirements. Under this definition, some of MAG’s communication with state employees may be considered lobbying. In accordance with the law, the agency has decided to register key staff as lobbyists.

# SOME OF MAG'S SIGNIFICANT ACCOMPLISHMENTS



## Air Quality Planning

MAG has been instrumental in preparing a number of air quality plans which have been submitted to the Environmental Protection Agency (EPA) in recent years. These plans have included commitments for implementation of some of the strongest air pollution control measures in the nation, including requirements for cleaner motor vehicle fuels, centralized and roadside vehicle emissions tests, gasoline pump vapor recovery nozzles, employer trip reduction plans, fireplace use restrictions, and many additional measures. A list of the plan submittals made since 1990 is provided below.

- MAG 2017 Eight-Hour Ozone Moderate Area Plan
- MAG 2014 State Implementation Plan Revision for the Removal of Stage II Vapor Recovery Controls
- MAG 2014 Eight-Hour Ozone Plan - Submittal of Marginal Area Requirements
- MAG 2013 Carbon Monoxide Maintenance Plan
- MAG 2012 Five Percent Plan for PM-10
- MAG 2009 Eight-Hour Ozone Redesignation Request and Maintenance Plan
- MAG 2007 Five Percent Plan for PM-10
- MAG 2007 Eight Hour Ozone Plan
- MAG 2004 One-Hour Ozone Redesignation Request and Maintenance Plan
- MAG 2003 Carbon Monoxide Redesignation Request and Maintenance Plan
- Revised MAG 1999 Serious Area Particulate Plan for PM-10
- Revised MAG 1999 Serious Area Carbon Monoxide Plan
- MAG 1999 Serious Area Particulate Plan for PM-10
- MAG 1999 Serious Area Carbon Monoxide Plan
- MAG 1995 Revision to the Ozone Modeling Attainment Demonstration
- MAG 1994 Ozone Modeling Attainment Demonstration
- 1994 Addendum to the MAG 1993 Ozone Plan
- 1994 Addendum to the MAG 1993 Carbon Monoxide Plan
- MAG 1993 Revisions to the Particulate Plan for PM-10
- MAG 1993 Carbon Monoxide Contingency Measure and Contingency Progress
- MAG 1993 Carbon Monoxide Plan
- MAG 1993 Ozone Plan
- MAG 1991 Particulate Plan for PM-10



## Regional Transportation Plan

MAG's regional transportation plans have led to major funding sources for transportation improvements throughout the region. In 1985, the voters of Maricopa County approved Proposition 300, which included a half-cent sales tax through 2005 to build new freeways in the region, as proposed in MAG plans. In 2004, the half-cent tax was extended through 2025 by voter approval of Proposition 400, which funds multimodal transportation improvements identified in the MAG Regional Transportation Plan (RTP). The RTP was adopted by the MAG Regional Council in 2003, as the result of a multiyear comprehensive transportation planning process. The RTP addresses freeway improvements, expanded regional bus service, extensions of the light rail transit system, and a number of arterial street projects. In addition to serving as the foundation for Proposition 400, the 2003 plan was awarded the Federal Highway Administration/Federal Transit Administration Transportation Planning Excellence Award in 2006.

The 2003 Plan has been extended and updated periodically to reflect changing conditions

## ACCOMPLISHMENTS (Continued)

and new information, while adhering closely to its original goals and priorities. In 2007, the RTP was updated to address several new topics, including consultation on environmental mitigation and resource conservation, transportation security, and an updated public participation process. In 2010, the RTP was again updated, with a major focus on maintaining the balance between program costs and reasonably available revenues expected over the period covered by the plan. Most recently, in 2014, the RTP was updated to reflect an expanded metropolitan planning area boundary for MAG, which was approved by the Governor of Arizona in 2013 and extends significantly into Pinal County. This update also advances the horizon year of the plan through fiscal year 2035 and incorporates population and employment forecasts that were developed based on the results of the 2010 U.S. Census. Each of the RTP updates has fully adhered to federal planning requirements, maintaining MAG's eligibility to receive federal transportation funding.



### Freeway Planning

MAG's freeway planning efforts have resulted in significant improvement and expansion of the region's freeway network. MAG freeway plans provided the basis for a half-cent sales tax for transportation, which was initially approved by the voters in 1985 through Proposition 300 and extended in 2004 through Proposition 400. Funding from the half-cent tax, along with federal and state funds, has enabled the MAG area to expand and improve its freeway system, as population in the region has grown significantly. To date, under Propositions 300 and 400, approximately 180 miles of new freeways have been completed, new HOV lanes have been added on 119 miles of existing freeways, additional general purpose lanes have been constructed on 107 miles of existing freeways, and 21 projects to install new freeway interchanges with arterial streets or improve existing locations have been completed. Among other accomplishments, these efforts nearly tripled the freeway miles in the region, and essentially completed the HOV network, making it the fourth largest HOV system in the United States.

MAG has helped maintain progress on freeway construction through effective rebalancing of costs and revenues in the freeway program. In 1996, revenues and priorities were thoroughly reassessed, enabling construction on a number of freeway segments to continue. In 2008, the "Great Recession" caused revenue collections and forecasts to decline significantly, requiring action to rebalance the Freeway/Highway Life Cycle Program. Through actions in 2009 and 2012, the MAG Regional Council approved rebalancing scenarios that reevaluated project scopes, reviewed cost estimates, and adjusted project scheduling, allowing construction activities to proceed in an efficient and orderly manner.

In the latest highway construction program, an additional 22 miles of new freeways are identified for work over the next five years for the South Mountain Freeway corridor. With assistance from MAG, a lengthy series of environmental studies and public involvement activities has been completed, and a location for the South Mountain Freeway corridor has been selected. On March 5, 2015, the Federal Highway Administration signed a Record of Decision (ROD) and selected a build alternative, which will run east and west along Pecos Road and then turn north between 55th and 63rd Avenues, connecting with Interstate 10 on each end.

### Transit Planning

The Regional Transportation Plan calls for a range of transit improvements, including a regional bus system to provide general mobility throughout the region, express bus service to connect outlying areas to central activity centers, dial-a-ride service to meet paratransit transportation needs, and light rail transit system to meet the travel needs of central activity areas. A key addition to the core 20-mile LRT system that was completed

## ACCOMPLISHMENTS (Continued)

in 2008 was opened on August 22, 2015, when the Central Mesa light rail extension began service. This additional 3.1-miles of service on Main Street between Sycamore Drive and Mesa Drive offers residents and visitors across the MAG area the opportunity to travel to new destinations and discover a rejuvenated downtown Mesa. In addition, a 5-mile extension, the Northwest Extension, is planned from the current end-of-line, running north on 19th Avenue. This extension will be built in two phases, with the first phase of 3.2 miles ending at Dunlap Avenue. Phase I is scheduled to open in 2016; Phase II in 2026.



In 2010, regional transit planning and programming responsibilities were consolidated at MAG, and integrated into the MAG transportation planning and committee process. These roles and responsibilities are identified in a Memorandum of Agreement executed in April 2010 by MAG, the Regional Public Transportation Authority, Valley Metro Rail, and the City of Phoenix, as well as state legislation in the form of Senate Bill 1063, which was passed in the spring of 2010. The full range of MAG transit roles and responsibilities include: developing the regional transit plan; programming regional transit funds; conducting transit corridor, subregional and system studies; reviewing and approving recommendations of transit alternatives analyses, design concept reports and other project scoping documents; coordinating sustainability and transit oriented development issues; and maintaining the MAG Transit Committee.

The formation of the MAG Transit Committee was approved by the MAG Regional Council in 2010 as one of the key steps in consolidating regional transit planning and programming activities at MAG. The Committee makes recommendations affecting decisions on choosing and ranking transit projects as part of the overall transportation programming process at MAG, as well as longer-range planning issues affecting the regional transit system. MAG transit planning activities facilitated two major amendments to the Regional Transportation Plan that will enhance future mobility throughout the region. In 2013, an amendment in to add a 1.9-mile segment to the light rail transit system, extending from Mesa Drive to Gilbert Road on Main Street in Mesa, was approved by the MAG Regional Council. In 2014, an amendment to add a five-mile LRT segment, extending along Central Avenue from downtown Phoenix to Baseline Road, was approved by the MAG Regional Council.

### Public Participation

In fulfilling its transportation responsibilities, MAG conducts a comprehensive public involvement process to provide frequent and ongoing opportunities for residents to provide input into the planning process. The MAG Regional Council adopted and approved a new Public Participation Plan in December of 2006 that adheres to the requirements outlined in federal legislation known as the Moving Ahead for Progress in the 21st Century (MAP-21).

This process includes complete information on transportation plans, timely public notice, public access to key decisions, and opportunities for early and continued involvement in the process. In a continued effort to include the entire community in the decision making process, MAG employs a full-time Community Outreach Planner who works with Title VI communities. Many MAG materials are now available in alternative formats such as Spanish and Braille.

As part of its input process, MAG hosts public events across the region and provides opportunities for comment at all MAG committee meetings. MAG also provides opportunities for input through its website at [azmag.gov](http://azmag.gov). Where appropriate, MAG's public



## ACCOMPLISHMENTS (Continued)



involvement process is conducted in cooperation with the Arizona Department of Transportation, the Regional Public Transportation Authority (Valley Metro), the City of Phoenix Public Transit Department, and Valley Metro Rail, Inc.

### Don't Trash Arizona Litter Prevention and Education Program

With the passage of Proposition 400 in November 2004, a new Regional Transportation Plan (RTP) was set in place to guide transportation investments for the next 20 years. One element of the RTP is funding to supplement existing Arizona Department of Transportation (ADOT) resources for freeway maintenance and litter control. In addition to adding funding to the RTP for landscaping, litter pickup and sweeping for the regional freeway system in the MAG region, funds were made available for a litter prevention and education program.

Properly maintained and litter-free highways are important to the quality of life of the residents of this region and to the image projected to tourists and economic development prospects. Research suggests that prevention programs can change public perception and habits regarding litter. In August 2006, MAG initiated the *Don't Trash Arizona* litter education program in the MAG region, which encompasses Maricopa County. MAG works cooperatively with ADOT, which implements the *Don't Trash Arizona* program throughout the rest of the state. More information on the *Don't Trash Arizona* program may be found at [DontTrashAZ.com](http://DontTrashAZ.com).

### 9-1-1 Emergency Telephone Service Planning

In 1994, the MAG 9-1-1 System became one of the first systems in the nation to begin the implementation of cellular telephone selective routing. Through this process, calls made from cellular telephones are directed to the most appropriate response entity, therefore minimizing the time for responding to emergency situations. In 2004 the Community Emergency Notification System (CENS) was launched. Using the MAG 9-1-1 system, CENS will rapidly notify an affected area of an emergency by sending a recorded message through the telephone system. In 2018, Text to 9-1-1 capabilities were added to the system.

### Electronic Technologies

In 1994, the Regional Council formed the Electronic Highway Users Group, now the Technology Advisory Group (MAGTAG). MAGTAG originally assisted multiple member agencies in obtaining their first email, Internet and a basic web presence. Now the MAGTAG champions projects that enhance regional communication and collaboration. Two such projects are the Regional Videoconferencing System and the Regional Community Network. The Regional Videoconferencing System ensures all member agencies and the public are able to participate in the regional decision-making process and reduces travel needs. The Regional Community Network allows agencies to share transportation data on a private network, with spare capacity available for other types of regional communication. The MAGTAG also serves as a forum for information sharing and partnering between agency IT departments.

### Planning for Pedestrians and Bicycle Travel

MAG and its member agencies have made effective use of regional bicycle and pedestrian plans to facilitate the design and construction of sidewalks, bikeways, and off-street paths. In 1996, the MAG design assistance program was introduced to assist member agencies in implementing the "MAG Regional Bicycle Plan" and the "MAG Pedestrian Area Policies and Design Guidelines." The program has provided more than \$4 million in design funding to member agencies, resulting in nearly \$35 million in federal construction funds for projects to improve walking and bicycling in the Valley.



## ACCOMPLISHMENTS (Continued)



The MAG Pedestrian Area Policies and Design Guidelines received the “Best Ordinance” award from the American Planning Association Arizona Chapter in 1996.

The MAG Active Transportation Committee works to implement bicycle plans and pedestrian policies, administer the design assistance program, share knowledge between member agencies, evaluate federally funded project applications, and guide the development of additional documents and regional resources. These include the 2001 Regional Off-Street System Plan, the 2007 Update to the Regional Bikeway Master Plan, the 2011 MAG Complete Streets Guide, the 2013 MAG Bicycles Count Report, the 2014 MAG Regional Bicycle and Pedestrian Pathway/Railroad Crossing Recommendations, and the 2015 MAG Valley Path Brand and Wayfinding Guidelines. All of these efforts help improve the efficiency of the overall transportation system, reduce congestion, and improve air quality by providing access to persons who walk or bicycle.

### Planning for Safe and Efficient Roads

In partnership with member agencies, MAG has developed state-of-the-practice planning approaches for improving safety and efficiency of the region’s road system. MAG established a Transportation Safety Committee nearly 10 years ago—the first in the nation for a Metropolitan Planning Organization. The committee provides oversight to all road safety planning activities and has developed a Strategic Transportation Safety Plan. Some of the key accomplishments in the area of road safety are: (a) the establishment of the Road Safety Assessment Program in 2012 that has helped examine nearly 40 high crash risk intersections, (b) the development of a methodology to identify and rank intersections based on crash risk, utilizing crash data from the most recent five-years at nearly 17,000 crash locations, and (c) organizing and holding the Annual Regional School Crossing Guard Training Workshop, where nearly 400 crossing guards are trained each year.

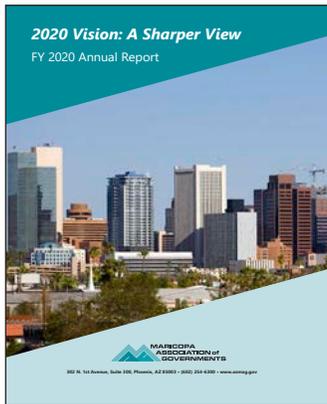
The MAG region has developed some of the best urban traffic management infrastructure in the nation. In planning for an efficient road system, MAG has made more than \$200 million in strategic investments in infrastructure technology collectively known as intelligent transportation systems (ITS), guided by an ITS Strategic Plan. A regional ITS initiative that also provides safety benefits is the Freeway Service Patrol Program, which helps nearly 8,000 motorists stranded on freeways each year. Another highly successful initiative is the MAG collaboration with the Arizona Department of Transportation (ADOT) and the Arizona Department of Public Safety (DPS) that co-located DPS officers at the ADOT Traffic Operations Center, to help improve coordination and faster clearance during major traffic incidents and prevent secondary crashes.

### Planning for Safety and Security

The MAG Human Services Division has garnered national acclaim for its work. This includes the region being recognized as one of the *Best Intergenerational Communities* by Generations United. The Division’s *Human Services Coordination Transportation Plan* was recognized as a national best practice. This plan lays the groundwork for coordinating human services transportation especially for people with disabilities, seniors and low-income people. Other significant accomplishments include receiving more than \$26 million, a record amount for the region, from the U.S. Department of Housing and Urban Development for homeless assistance programs. The Age Friendly Arizona network was part of a three-year national initiative, *Community Agenda*. This statewide effort connects older adults to people of all ages. The network was honored with a *Desert Peaks Award* in the public-private category.



# INFORMATION RESOURCES



MAG staff members are available to answer your questions and provide technical information and assistance. A listing of staff contacts divided by program area is provided to the right. All contacts can be reached by phone at 602-254-6300.

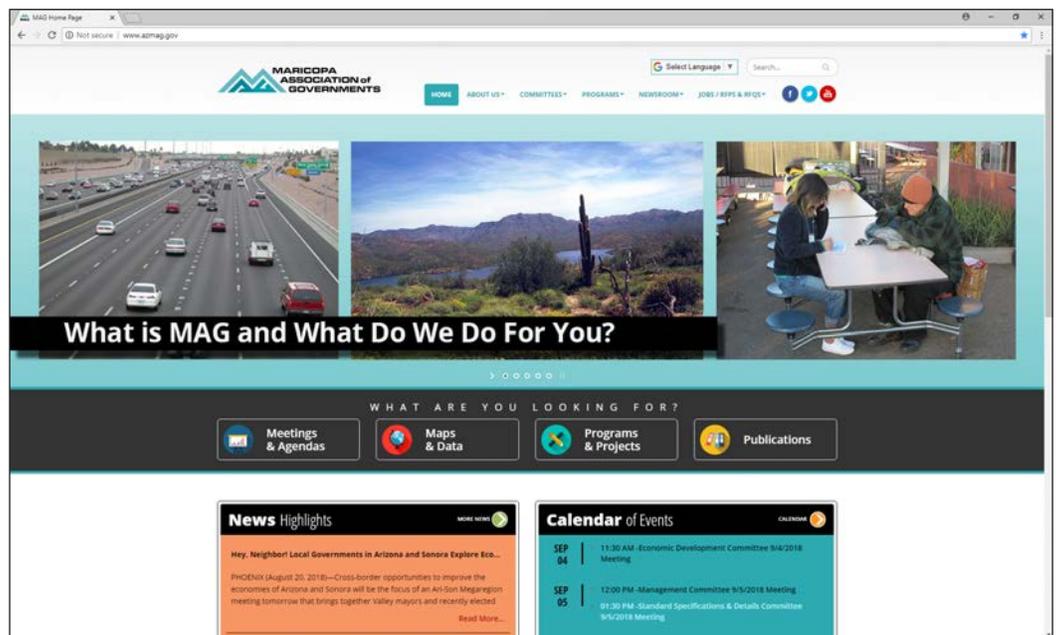
## Publications

The Maricopa Association of Governments is a resource and information service for all of its member agencies. MAG produces numerous publications that have proved beneficial to member agencies and to business, industry and other private sector interests. These publications range from *Standard Specifications and Details for Public Works Construction* to uniform code amendments to air quality plans. An *Annual Report* summarizes MAG programs and activities for the year.

## Public participation is encouraged!

Because MAG is made up of Valley communities, the decisions made by its members affect all residents. MAG actively seeks public participation in all of its meetings and solicits resident input in virtually every area of planning and policymaking. Valley residents serve on most of our policy advisory and technical advisory committees.

We want to connect with you! Follow us on Twitter at [twitter.com/MAGregion](https://twitter.com/MAGregion), or visit us at [Facebook.com/magregional](https://Facebook.com/magregional). You can catch our videos on [youtube.com/MAGcommunications](https://youtube.com/MAGcommunications), or visit our website at [azmag.gov](http://azmag.gov).



## How to Contact Us

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