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January 14, 2009

TO: Members of the MAG Regional Council Executive Committee

FROM: Vice Mayor Peggy Neely, City of Phoenix, Vice Chair

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

Tuesday, January 20, 2009 - Noon (Please note meeting day is on Tuesday due to MLK Holiday)
MAG Office, Suite 200 - Cholla Room
302 North 1st Avenue, Phoenix

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

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

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

If you have any questions regarding the Executive Committee agenda items, please contact Vice Mayor Peggy Neely at (602) 262-7445. For MAG staff, please contact Dennis Smith, MAG Executive Director, at (602) 254-6300.

A Voluntary Association of Local Governments in Maricopa County

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

EXECUTIVE COMMITTEE AGENDA

COMMITTEE ACTION REQUESTED

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| 1. <u>Call to Order</u>

The meeting of the Executive Committee will be called to order. | |
| 2. <u>Call to the Audience</u>

An opportunity will be provided to members of the public to address the Executive Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Members of the public will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Executive Committee requests an exception to this limit. Please note that those wishing to comment on action agenda items will be given an opportunity at the time the item is heard. | 2. For information and discussion. |

ITEMS PROPOSED FOR CONSENT* BY THE EXECUTIVE COMMITTEE

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| 3. <u>Approval of Executive Committee Consent Agenda</u>

Prior to action on the consent agenda, members of the audience will be provided an opportunity to comment on consent items that are being presented for action. Following the comment period, Committee members may request that an item be removed from the consent agenda. Consent items are marked with an asterisk (*). | 3. Approval of Executive Committee Consent Agenda. |
| *3A. <u>Approval of the November 17, 2008, Executive Committee Meeting Minutes</u> | 3A. Review and approve the November 17, 2008, Executive Committee meeting minutes. |
| *3B. <u>Consultant Selection for the MAG Bicycle and Pedestrian Facilities Integration Plan</u>

The FY 2009 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2008, includes \$75,000 for the development of the MAG | 3B. Approve the selection of EDAW, Inc. as the consultant to develop the MAG Bicycle and Pedestrian Facilities Integration Plan for an amount not to exceed \$75,000. |

Bicycle and Pedestrian Facilities Integration Plan. A request for proposals was advertised on September 19, 2008, for consultant assistance to develop the plan and seven proposals were received in response. A multi-jurisdictional review team evaluated the proposals, conducted consultant interviews, and recommended to MAG that EDAW, Inc. be selected to develop the MAG Bicycle and Pedestrian Facilities Integration Plan. The MAG Regional Bicycle Task Force recommended that EDAW, Inc. be awarded the contract to develop the MAG Bicycle and Pedestrian Facilities Integration Plan for an amount not to exceed \$75,000. On January 14, 2009, the MAG Management Committee recommended approval. Please refer to the enclosed material.

*3C. Consultant Contract for AZ-SMART Support

The FY 2009 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2008, includes a \$45,000 project for AZ-SMART support. MAG is in the process of developing and implementing a statewide socioeconomic model, Arizona Socioeconomic Modeling, Analysis and Reporting Toolbox (AZ-SMART). The AZ-SMART socioeconomic modeling suite will primarily support socioeconomic activities at MAG. AZ-SMART will build upon a model that MAG currently uses, the Subarea Allocation Model (SAM). This model was developed by Planning Technologies. Since Planning Technologies is the developer of SAM and has been supporting MAG in the design of AZ-SMART, it is uniquely able to provide detailed technical guidance and support on the implementation and testing for AZ-SMART. Staff is recommending that Planning Technologies be selected to provide support for AZ-SMART in an amount not to exceed \$45,000. On January 14, 2009, the MAG Management Committee recommended approval. Please refer to the enclosed material.

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

*3D. Amendment of the FY 2009 MAG UPWP to Amend the I-10 Hassayampa Valley Roadway Framework Study to Complete a Request from the Town of Wickenburg to Amend the Interstate 10-Hassayampa Valley Roadway Study

On October 7, 2008, MAG received a request from the Town of Wickenburg to amend the Interstate 10-Hassayampa Valley Roadway Framework Study to expand the recommendations to incorporate the Wickenburg planning area. This request was prompted by recent presentations made by MAG staff to the Town and their business community about the Framework's recommendations. In learning about these recommendations, the Town became aware of the need to evaluate and monitor impacts key corridor recommendations from the Framework may have upon their transportation system. During the presentations, the Town expressed its support for these corridors and the desire to work with MAG to facilitate their eventual implementation as part of the region's transportation network. This is an action item for approval to amend the FY 2009 MAG UPWP and Annual Budget to complete a study for amending the Interstate 10-Hassayampa Valley Roadway Framework Study to encompass the Town of Wickenburg for an amount not to exceed \$75,000. This budget includes the Town's contribution of \$5,000. Please refer to the enclosed material.

*3E. Discussion of the Development of the FY 2010 MAG Unified Planning Work Program and Annual Budget

Each year, the MAG Unified Planning Work Program and Annual Budget is developed in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies in the spring and approved by the Regional Council in May. Because of the uncertainty of economic conditions, MAG staff is reviewing the calculation of draft Dues and Assessments for FY 2010 for possible cost reductions. Reductions in the Dues

3D. Approve to amend the FY 2009 MAG Unified Planning Work Program and Annual Budget to complete a study for amending the Interstate 10-Hassayampa Valley Roadway Framework Study to encompass the Town of Wickenburg for an amount not to exceed \$75,000. This budget includes the Town's contribution of \$5,000.

3E. Information and input on the development of the FY 2010 MAG Unified Planning Work Program and Annual Budget.

and Assessments for the fiscal year costs would be covered by MAG reserve funds. Information on estimated draft Dues and Assessments for FY 2010 will be presented. This item is on the January 14, 2009, MAG Management Committee meeting agenda for information. Please refer to the enclosed material.

**ITEMS PROPOSED TO BE HEARD
BY THE EXECUTIVE COMMITTEE**

4. Status Update on the June 30, 2008 Single Audit and Management Letter Comments, MAG's Comprehensive Annual Financial Report (CAFR) and OMB Circular A-133 Reports (i.e., "Single Audit") for the Fiscal Year Ended June 30, 2008

The public accounting firm of Cronstrom, Osuch, & Company, P.C. has completed the audit of MAG's Comprehensive Annual Financial Report (CAFR) and Single Audit for the fiscal year ended June 30, 2008. An unqualified audit opinion was issued on November 10, 2008 on the financial statements of governmental activities, the aggregate discretely presented component units, each major fund and the aggregate remaining fund information. The independent auditors' report on compliance with the requirements applicable to major federal award programs, expressed an unqualified opinion on the Single Audit. The Single Audit report indicated there were no reportable conditions in MAG's internal control over financial reporting considered to be material weaknesses, no instances of noncompliance considered to be material and no questioned costs. The Single Audit report had no new or repeat findings. No new or repeat Management Letter comments were issued for the fiscal year ended June 30, 2008. On January 14, 2009, the MAG Management Committee recommended acceptance. Please refer to the enclosed material.

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

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

At the November 17, 2008, Regional Council Executive Committee meeting, a Union Pacific Rail Development Corridor Plan was discussed. It was noted at the meeting that for MAG to conduct additional commuter rail work a transit staff position would be required and that MAG has a 1/4 staff position that could be assigned toward a full-time position. It was discussed that the potential scope for the project would be discussed at the MAG Commuter Rail Stakeholders Group in December and the issue brought before the Management Committee and Executive Committee in January 2009.

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

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

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

with ADOT on the information needed for the connections to the MAG region for the statewide rail framework study. ADOT indicated that their information would be at a higher level than the information developed by MAG. On January 14, 2009, the MAG Management Committee recommended approval. Please refer to the enclosed material.

6. MAG Draft FY 2010 Goals/Work Emphasis Areas and 2009 Results

Each year as part of the Executive Director's evaluation, the goals/work emphasis areas proposed for the coming year and results for the past year are included. The Executive Committee will be requested to provide input on the regional goals/work emphasis areas for FY 2009-2010. Please refer to the enclosed material.

7. Executive Director's Annual Performance Evaluation.

The employment agreement entered into with the MAG Executive Director in January 2003 provided that the Executive Committee conduct an annual performance review in consultation with the Regional Council. On November 17, 2008, the Executive Committee agreed to move forward with the evaluation survey for the MAG Executive Director's performance review.

On November 20, 2008, the survey was sent to members of the Regional Council to receive their input on the review. A survey was also sent to the members of the Executive Committee. The results of the completed surveys were summarized and will be discussed by the members of the Executive Committee. This information will be sent separately and is forthcoming.

The Executive Committee may vote to recess the meeting and go into executive session to discuss personnel matters relating to the MAG Executive Director's review and salary. The meeting may then be reconvened to take action

6. Possible input into the Draft FY 2010 Goals/Work Emphasis Areas.

7. Information, discussion and possible action to recess the meeting to conduct an executive session to discuss personnel matters relating to the MAG Executive Director's review and salary, and to reconvene the meeting for possible action on the review and salary of the MAG Executive Director.

regarding the review and make a salary determination. It is anticipated that the action of the Executive Committee would be presented to the Regional Council for ratification. The authority for such an executive session is A.R.S. § 38-431.03(A)(1).

8. Adjournment

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
MAG REGIONAL COUNCIL EXECUTIVE COMMITTEE
November 17, 2008
MAG Offices, Cholla Room
302 N. 1st Avenue, Phoenix, Arizona

MEMBERS ATTENDING

Mayor Mary Manross, Scottsdale, Chair	* Mayor James M. Cavanaugh, Goodyear
Vice Mayor Peggy Neely, Phoenix, Vice Chair	* Mayor Marie Lopez Rogers, Avondale
Mayor Thomas L. Schoaf, Litchfield Park, Treasurer	Mayor Steven M. Berman, Gilbert
* Mayor Hugh Hallman, Tempe	

* Not present

Participated by video or telephone conference call

1. Call to Order

The Executive Committee meeting was called to order by Chair Mary Manross at 12:10 p.m. Chair Manross stated that public comment cards were available for those members of the public who wish to comment. She noted that transit tickets were available from Valley Metro for those using transit to come to the meeting. Parking validation was available from MAG staff for those who parked in the parking garage.

2. Call to the Audience

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

3. Consent Agenda

Chair Manross noted that prior to action on the consent agenda, members of the audience are provided an opportunity to comment on consent items that are being presented for action. Following the comment period, Committee members may request that an item be removed from the consent agenda. There were no public comment cards received.

Chair Manross noted that item #3B was previously heard at the October 8, 2008 MAG Management Committee.

Vice Mayor Neely moved to approve items #3A through #3B on the consent agenda. Mayor Berman seconded and the motion carried unanimously.

3A. Approval of the September 15, 2008 Regional Council Executive Committee Meeting Minutes

The Regional Council Executive Committee, by consent, approved the September 15, 2008, Regional Council Executive Committee meeting minutes.

3B. Vendor Selection for Digital Aerial Photography

The Regional Council Executive Committee, by consent, approved that Landiscor Aerial Information be selected to provide digital aerial photography in an amount of \$26,533.50.

In May 2008, the MAG Regional Council approved the FY 2009 Unified Planning Work Program and Annual Budget, which included \$80,000 for digital aerial photography for use in planning activities by both MAG and its member agencies. As in past years, this photography has been made available at no charge to MAG member agencies. MAG issued an Invitation for Bids and received four bids. A multi jurisdictional evaluation team reviewed the bids, and recommended to MAG that the low bid of \$26,533.50 from Landiscor Aerial Information be selected. The sample imagery and bid package submitted by Landiscor Aerial Information demonstrated the highest quality imagery product for the price. On October 8, 2008, the MAG Management Committee recommended approval of the selection.

4. Implementation of GovDelivery for Electronic Communication

Chair Manross introduced Audrey Skidmore, MAG Information Technology Manager.

Ms. Skidmore stated that at the most recent Regional Council meeting MAG had announced that the organization was exploring the use of an electronic notification delivery system called GovDelivery as a way to increase efficiency and communication with its members and the public regarding meetings, agendas and supporting activities for 25 committees. Ms. Skidmore proceeded to provide an update on the system's implementation.

Ms. Skidmore noted that GovDelivery is a free service that monitors key web pages and automates notification email to subscribers about posting of the minutes and agendas as well as other updates. She stated that the technology will be faster and will allow MAG members, the public and agency staff more control over which information is received and how often. Ms. Skidmore added that subscribers will have the option to receive notifications once a day, once a week or every time a notification occurs. She noted that subscribers will also have an option to select which activities they would like to be notified about and they will have the ability to add or remove themselves anytime from approximately 130 pages in the service. Ms. Skidmore announced that she would be providing a demonstration to the Regional Council. She requested feedback from the Executive Committee regarding their preferences and stated that staff was encouraging members to go green where possible. Ms. Skidmore stated that staff had received 15 responses from the Management Committee and that although a majority chose to continue receiving hard copy agendas for Management Committee meetings, 14 of those responses had preferred to receive other mailings electronically.

Chair Manross asked Ms. Skidmore if she would like members to provide a response today.

Ms. Skidmore replied that would appreciate the information if it was convenient for the members to respond today.

Mayor Schoaf asked whether backup materials would also be available if members selected to receive information electronically.

Ms. Skidmore replied that staff will post the backup material on the website and that there will be a link where members and the public can download as much or as little information as they prefer.

Chair Manross asked if there were any other questions.

Vice Mayor Neely expressed her support of the new system. She stated that knowing what the notice was in reference to would be important to her to allow better determination whether to open the notification immediately or later. She added that electronic notification will be welcomed because information will be received more quickly.

Ms. Skidmore responded that she would be encouraging staff to indicate in the notifications what specific changes had occurred which provide guidance to subscribers in determining the relevance of the communication..

Dennis Smith, MAG Executive Director, thanked Ms. Skidmore for her initiative to implement GovDelivery at MAG. He noted that MAG is the first Council of Governments in the country to utilize the system. Mr. Smith added that the number of committees and mailings at MAG justified implementing the system in the organization and will cut costs.

5. Sustainability Stakeholders Working Group Update

Chair Manross introduced Heidi Pahl, Regional Planner III to present an update on the sustainability stakeholders working group.

Ms. Pahl stated that at the September Executive Committee meeting, staff presented information pertaining to sustainability and its growing importance in the region. She noted that staff had proposed developing a best practices report and forming a sustainability stakeholders group to create a scope of work that would be presented to the Executive Committee for further direction. Ms. Pahl stated that the feedback received at the meeting encouraged staff to meet with external stakeholders to avoid duplicating efforts. She reported that since the September meeting staff had contacted several stakeholders to determine their sustainability efforts. Ms. Pahl stated that staff had met with Arizona State University's (ASU) Global Institute of Sustainability to further discuss their sustainable cities project. She noted that after discussions with several member agencies, most cities and towns do not have a sustainability department or staff. Ms. Pahl added that many cities and towns are in the infancy stages, considering how they want to address sustainability. Ms. Pahl noted the need for further education on the various aspects of sustainability as it relates to the economy, environment, and social culture. She noted that there is a need for further

education regarding its definition. She proposed that MAG focus on one or two key topics in sustainability. Ms. Pahl noted that in meeting with ASU, staff learned that ASU's best practices report project was similar to what staff had proposed. She stated that ASU has formed a network of individuals at various cities and towns who have identified some opportunities, challenges and best practices of sustainability to help move the project forward. Ms. Pahl added that ASU would like to partner with MAG on this effort noting that MAG could assist by facilitating or convening meetings of the stakeholders involved. She noted that Ms. Anne Ellis, Program Manager, with the ASU Global Institute of Sustainability was present to answer any questions. Ms. Pahl introduced Alana Chávez, Management Analyst III, to provide an update on a meeting with the Greater Phoenix Economic Council (GPEC).

Ms. Chávez stated that on Wednesday, November 5, MAG was invited to attend a meeting of GPEC's Community Building Consortium (CBC). She stated that GPEC and its members work cooperatively to project a regional identity and collaborate with other organizations to ensure a competitive, vibrant and self-sustaining regional economy supported by a talented, technologically advanced, diverse workforce. Ms. Chávez added that the CBC is a GPEC initiative to employ a more strategic approach to regional planning and increase the quality and quantity of transactions in the region. She noted that one of the CBC's fiscal year 2008 action items is to structure financial and non-financial solutions to make the region more competitive. Ms. Chávez stated that among these action items are Green Cities/LEED initiatives. She listed that some of the goals for the initiative include: 1) Creating economic development incentives to attract sustainability industries to Greater Phoenix, 2) Encourage communities to offer incentives competitive with other metro areas, 3) Target incentives to promote sustainable building practices such as LEED certification and solar technology adoption, and 4) Enhance business environment and expand markets for sustainability industries by promoting green principles. Ms. Chávez stated that the CBC discussed possibly working with GPEC member communities regarding the adoption of a set of green building principles for the region that could be marketed as part of an overall economic development strategy for the region. She added that the CBC meets monthly and that GPEC will continue to include MAG in these meetings. Ms. Chávez noted that at the September Executive Committee meeting, Tempe's efforts to create a set of relevant green building principles and Scottsdale's sustainability department had been discussed. She stated that she became aware of a common interest in the topic of green building principles during a discussion with GPEC staff. Ms. Chávez noted that this could be another area where MAG could partner with an external stakeholder to address a topic in regional sustainability issues.

Chair Manross thanked staff for their research and feedback. She agreed that duplicated efforts not only meant loss of resources but also time. Chair Manross stated that MAG could have a role in reinforcing sustainability initiatives of its members. She noted that MAG could possibly work with ASU by facilitating a meeting venue or be a contact resource. Chair Manross stated that instead of creating our own best practices MAG could act as a facilitator and assist ASU and GPEC as necessary. She asked if members had any other thoughts.

Mr. Smith stated that MAG staff could work cooperatively with ASU and could provide updates as necessary. He noted that one topic in sustainability to be addressed in the future

will be related to green house gas. Mr. Smith reported that on the national level, it appeared that green house gas would be relevant to the next reauthorization. He stated that the topic would most likely be handled by staff in the Air Quality Division and that it most likely will be a federal requirement in the future.

Chair Manross stated that she believed that the number of issues will grow and MAG will become more involved. She noted that she agreed with the current approach.

6. Commuter Rail Update

Chair Manross introduced Dennis Smith, MAG Executive Director. Mr. Smith recalled that the Regional Transportation Plan (RTP) received unanimous support from the MAG Transportation Policy Committee (TPC) and approval by the MAG Regional Council in November 2003. He noted that commuter rail was an area of high interest in the region. Mr. Smith stated that \$5 million was dedicated in the plan for implementation of commuter rail initiatives. He stated that since that time, the Regional Council has taken a series of actions on commuter rail including formation of a stakeholders group, hiring a consultant to conduct a strategic plan and a recent action by the MAG Executive Committee to select the BNSF corridor on Grand Avenue for further review. Mr. Smith noted that at that time, Union Pacific (UP) had desired to work with the Arizona Department of Transportation (ADOT) and not two lead agencies on commuter rail activity. He stated that this position has recently changed and that ADOT has informed MAG that UP was amenable to a team approach to study the UP corridors. Mr. Smith added that in order to work on the UP track, MAG staff would need to return to the stakeholders to develop a new scope and cost for the project and present this information in January for approval. He stated that he anticipated the cost of the rescope project would be greater than the current cost of \$600,000 for the BNSF study due to the greater length of the UP track. Mr. Smith noted that ADOT had successfully received a \$1 million grant from the federal government to be matched locally to further study the track between Tucson and Phoenix. He stated that ADOT has requested if MAG would be willing to match the grant amount. Mr. Smith added that MAG's study might be eligible as a partial match for their grant and that the study would be managed by MAG. He noted that the item was on the agenda for information and discussion only and next steps would include convening stakeholders in December and returning to the Regional Council in January with a scope and budget for the project. Mr. Smith added that if the project were to proceed, MAG would request an additional Planner I or II position to proceed with this study due to human resources constraints with a present position already dedicated to existing transit projects.

Mr. Smith introduced Mr. Eric Anderson, MAG Transportation Director to provide more information regarding the implementation and goals of the UP study which would be subject to a scoping meeting in December. Mr. Anderson stated that the UP line located in both the Southeast and Southwest Valley is more than twice the length of the BNSF corridor. He noted that provided the length and associated issues to be addressed, staff believed that the development of a plan to coordinate both corridors is likely to be more expensive than the BNSF study which is \$600,000. Mr. Anderson stated that additionally the UP territory has unique aspects that will have to be further analyzed such as understanding whether to include

two branch lines in the Southeast Valley - Chandler Industrial Branch and Kyrene Industrial Branch - in the scope of work. He added that in the Southwest Valley there remains a possible reinstatement of the UP branch line that heads towards Yuma which UP abandoned number of years ago. Mr. Anderson stated that if UP reactivates the corridor, it would have an implication on how commuter rail would be planned in that corridor. He stated that the objective of both the Southeast and Southwest Valley study would be to have a development plan that would analyze both the capital improvements and operational aspects of a joint freight and passenger rail service which would likely exist on separate tracks in those corridors noting that would be an additional scoping issue to be considered.

Mayor Berman stated that in the past he had spent time riding the rail with UP and Mayor Keno Hawker from Mesa. He noted that at that time UP indicated they had no interest in sharing their track. He asked if that had changed.

Mr. Smith responded that one thing that has changed is the amount of support occurring from Congressman Pastor to provide funding for commuter rail in the region. He stated that he believed there will be an increased federal emphasis in this area and that cities interested in commuter rail are preparing projects in the event more funding may be provided by the federal government to promote commuter rail in Arizona.

Mayor Berman asked whether that made a difference if UP did not want to cooperate.

Mr. Anderson stated that ADOT has recently worked rather extensively with UP on the Phoenix to Tucson inner city rail project and that significant progress has been made. He noted that in addition to either railroad not likely wanting to share their track, sharing between passenger and freight is in general not a good idea to pursue. Mr. Anderson stated that MAG has learned from colleagues in New Mexico and Utah that scheduled passenger rail service is always at risk because freight has priority. He added that staff believes that there is enough width in the corridors to provide a second track so the passenger rail service could operate separately wherever possible.

Mayor Schoaf asked how boundary issues would be managed among the studies.

Mr. Anderson responded that one of reasons why MAG would postpone any commuter rail work on the UP Maricopa County would be to allow ADOT to move forward working with UP on the Phoenix to Tucson inner city rail project. He added that the ADOT project had envisioned the inner city rail servicing downtown Phoenix through the Southeast Valley . As a result, MAG has created a partnership with ADOT that ADOT will manage the portion outside Maricopa County with an understanding that there may be an overlap between commuter rail and the inner city rail. Mr. Anderson noted that MAG would focus primarily on the track within Maricopa County and would work jointly on the Pinal County portion. He stated that what is at issue is identifying the relationship between intercity rail between Phoenix and Tucson and the commuter rail operation envisioned in Maricopa County which would possibly include some extension into Pinal County. Mr. Anderson added that typically the commuter rail would have higher frequency during rush hour periods because of its demand as opposed to inner city rail which may have a more regular schedule

throughout the day. He stated that those discussions will have to take place with ADOT and additionally if a train is running from Tucson to downtown Phoenix, there certainly exists an opportunity to serve a double purpose in Maricopa County. Mr. Anderson noted that these issues do not occur in the BNSF corridor but in the context of the UP corridor in the Southeast Valley, MAG will have to work out those applicable issues.

Vice Mayor Neely noted that she would be supportive of the state's request and that they use the MAG study as contribution to the matching dollars. She additionally stated that it was important that MAG be in control of the study as it moved forward through Maricopa County.

Mayor Berman asked how cities could participate in the study.

Mr. Smith stated that the stakeholders group is open to all cities and towns located along the corridor and that having representation on the Management Committee, Executive Committee and Regional Council there will be ample opportunity to be involved and provide input.

Chair Manross stated that she believed ADOT should be responsible for the study's expense provided that MAG is trying to address an enormous shortfall in Proposition 400 funds. She noted that it did not make sense to take more money during a shortfall to put into a potential project for the future for which studies have shown that the demand and use would be extraordinarily low. Chair Manross expressed that the project was not a bad idea but rather the use of the funds that was concerning to her. She stated that she understood commuter rail was included in Proposition 400 but wondered if it would be appropriate to reassess use of funds. Chair Manross noted that Scottsdale is continually reassessing its transportation program to evaluate whether certain projects continue to be a priority versus pressing needs. She questioned the timing and reasoning behind MAG expending its funds for this purpose noting that it should be at ADOT's expense.

Mayor Schoaf asked whether the Proposition 400 funds were firewalled.

Mr. Smith responded technically there was no firewall, however funds were segregated for this purpose in the RTP.

Vice Mayor Neely stated that it was her understanding that the study was anticipated to occur through MAG. She did not disagree with the comments that had been made but noted that MAG had proposed to use the study as a match to ADOT's financial request. Vice Mayor Neely noted that in addition to anticipating the study, MAG needed to manage it to assure an accurate report for the communities in the region.

Chair Manross expressed concern for proceeding to use funds in this manner considering the current recession.

Mr. Smith noted that by not proceeding, it could potentially cause concern within the region among those cities and towns located along both corridors by addressing the BNSF corridor and not the UP corridor.

Mayor Schoaf asked whether this was part of what MAG has approved.

Mr. Smith stated that staff anticipated that the revised cost would be in addition to the \$600,000 that has been allocated from the Proposition 400 commuter rail fund for the BNSF study to accommodate a revised scope which would include the UP corridor. He noted that this would not require new funds.

Vice Mayor Neely stated that she had understood from staff that the study was already in the pipeline.

Mr. Smith replied that several actions pertaining to commuter rail had occurred including a strategic plan and a development plan on the BNSF which is required for a development plan on the UP. He noted that overall there is \$5 million in the RTP for this purpose.

Vice Mayor Neely stated that due to her own concern about funding she had asked staff whether MAG had the money to do that study and that the answer was yes.

Mr. Anderson responded that Vice Mayor Neely was correct. He stated that the expense for the studies is included as part of the commuter rail implementation funding that was set aside in Proposition 400 which is currently being collected and remains in a fund at ADOT. Mr. Anderson additionally noted that MAG currently has a commuter rail consultant contract open and due to the way MAG procured the consultant and structured construction, MAG may add additional phases. He noted that staff would be ready to proceed provided future approval by the Executive Committee and Regional Council.

Vice Mayor Neely stated that with other funds down, if MAG analyzed reductions in some areas of the plan, was this an area that could be reduced.

Mr. Anderson responded probably no. He noted that MAG had set aside, as part of Proposition 400, 0.3 percent for planning studies which includes \$5 million for commuter rail. Mr. Anderson stated that funding is generating approximately \$1 million per year and at the end of the sales tax MAG will have set aside approximately \$30 million for studies for implementation. He added that this included the \$5 million, which was prescribed in 2002 dollars, and will be more than that in the future for commuter rail implementation studies. Mr. Anderson stated that MAG has the funding set aside according to the direction provided by former TPC and Regional Council actions on the RTP.

Mayor Schoaf noted that Chair Manross had made an important point and asked what could these funds be spent for within state law. He stated that some funds are firewalled in certain categories whereas some are not. Mayor Schoaf asked whether there was flexibility on what the funding could be spent on.

Mr. Anderson replied that the funds were being allocated into the arterial street funds and that planning study money has been set aside in a sub-account. He noted that the arterial street fund is the program for which MAG has the responsibility of administering and managing whereas ADOT has the freeway fund and the RPTA has the public transportation fund.

Mayor Schoaf stated that did not answer his question.

Mr. Smith stated that when the voters voted for Proposition 400 there was a lot of interest in commuter rail. He noted that this resulted in a promise to voters that MAG would actively pursue commuter rail but that if there is an interest to undue it that is what could happen.

Mayor Schoaf stated that he had no interest to undue anything noting that decisions had been made through the TPC and Regional Council to use funds in a certain manner. He asked if there is not anything limiting MAG's ability to reallocate funds considering present circumstances, these funds ought to be reviewed in the same manner MAG is reviewing other funds. Mayor Schoaf noted that since MAG is taking upon itself to eliminate road projects and arterial street projects, to require expending money for another study that MAG may not be obligated to do today, may not be the best way at considering priorities for the region. He said the real question is whether money allocated for commuter rail be involved in the prioritization process MAG is currently trying to address for the RTP.

Mr. Anderson stated that staff would need legal advice on whether money could be moved to arterial street projects within the arterial fund or whether it could be moved to other modal accounts.

Chair Manross asked if staff would be verifying what could be done.

Mr. Anderson replied that staff will have to verify with legal counsel if the \$31 million within the arterial street fund which is allocated for the life of the program could be used for projects other than planning studies and commuter rail. He added the additional question would be whether funds could be moved to the freeway or transit account. Mr. Anderson stated that in total there were two questions that needed to be addressed.

Chair Manross stated it would clarify a lot. She asked if there were any other questions noting that the item was for discussion only.

Vice Mayor Neely asked if the item will proceed to the Regional Council or whether the questions would be answered prior to Regional Council.

Mr. Smith replied that the item was slated for discussion to identify questions and will also be on the Regional Council agenda for discussion as well to identify additional questions. He noted that staff will research the questions, rescope the project in December and return for action on the item in January.

7. Annual Performance Review of the MAG Executive Director

Chair Manross introduced Mr. Smith to discuss the process for the annual performance review for the MAG Executive Director.

Mr. Smith stated that each year staff has developed a questionnaire which is mailed to members of the Executive Committee and Regional Council for their feedback. He stated

that unless there was an objection on the process, staff would proceed to mail the survey, compile the analysis and present the information in executive session in January.

Chair Manross asked whether the item required a formal action by the Executive Committee to formalize the process.

Mr. Smith stated if there was no objection, staff could proceed.

Chair Manross asked if there were any other questions or items for discussion.

Mr. Smith replied there were none.

8. Adjournment

Chair Manross called for a motion to adjourn. Mayor Schoaf made a motion to adjourn. Mayor Berman seconded the motion. The motion passed unanimously.

There being no further business, the Executive Committee adjourned at 12:46 p.m.

Chair

Secretary

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

DATE:

January 14, 2009

SUBJECT:

Consultant Selection for the MAG Bicycle and Pedestrian Facilities Integration Plan

SUMMARY:

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

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

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

PUBLIC INPUT:

None has been received.

PROS & CONS:

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

CONS: There are none.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

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

PRIOR COMMITTEE ACTIONS:

Management Committee: On January 14, 2009, the MAG Management Committee recommended approval.

MEMBERS ATTENDING

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

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

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

MEMBERS ATTENDING

Tami Ryall, Gilbert, Chair, Regional Bicycle Task Force and Acting Chair of the Pedestrian Working Group	Steve Hancock, Glendale
* Bruce Meyers, ADOA Gen. Services	Farhad Tavassoli, Goodyear
Michael Sanders, ADOT	Michael Cartsonis, Litchfield Park
Brian Fellows, ADOT	Vacant, Maricopa County
* Michael Eagan, ASLA, Arizona Chapter	Jim Hash, Mesa
Margaret Boone-Pixley, Avondale	Brandon Forrey, Peoria
Robert Wisener, Buckeye	Katherine Coles, Phoenix
Brian Craig, Carefree	Briiana Leon, Phoenix
* Michael Normand, Chandler	Mike Roche, Queen Creek
* Rich Rumer Coalition for Arizona Bicyclists	Peggy Rubach, RPTA
Doug Strong, El Mirage	Reed Kempton, Scottsdale
	Eric Iwersen, Tempe
	* Janice See, Surprise

*Members neither present nor represented by proxy.

#Attended via audio-conference

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

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

Reed Kempton, City of Scottsdale
Peggy Rubach, Valley Metro

CONTACT PERSON:

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

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 14, 2009

SUBJECT:

Consultant Contract for AZ-SMART Support

SUMMARY:

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

PUBLIC INPUT:

None.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

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

PRIOR COMMITTEE ACTIONS:

Management Committee: On January 14, 2009, the MAG Management Committee recommended approval.

MEMBERS ATTENDING

Charlie McClendon, Avondale, Chair
Mark Pentz, Chandler, Vice Chair

George Hoffman, Apache Junction
Matt Muckler for Jeanine Guy,

Buckeye

- * Jon Pearson, Carefree
- * Usama Abujbarah, Cave Creek
- Spencer Isom for B.J. Cornwall,
El Mirage
- Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation
- Julie Ghetti for Rick Davis, Fountain Hills
- * Rick Buss, Gila Bend
- * David White, Gila River Indian
Community
- George Pettit, Gilbert
- Ed Beasley, Glendale
- Romina Korkes for John Fischbach,
Goodyear
- RoseMary Arellano, Guadalupe
- Darryl Crossman, Litchfield Park
- Christopher Brady, Mesa
- * Jim Bacon, Paradise Valley

Susan Daladdung for Carl Swenson,
Peoria

- Frank Fairbanks, Phoenix
- John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa
Indian Community
- Bridget Schwartz-Manock for John Little,
Scottsdale
- * Randy Oliver, Surprise
- Jeff Kulaga for Charlie Meyer, Tempe
- Chris Hagen for Reyes Medrano,
Tolleson
- Gary Edwards, Wickenburg
- * Lloyce Robinson, Youngtown
- * Victor Mendez, ADOT
- Mike Sabatini for David Smith, Maricopa
County
- Mike Taylor for David Boggs, Valley
Metro/RPTA

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

CONTACT PERSON:

Anubhav Bagley, (602) 254-6300

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 14, 2009

SUBJECT:

Amendment to the FY 2009 MAG Unified Planning Work Program and Annual Budget to Complete a Request from the Town of Wickenburg to Amend the Interstate 10-Hassayampa Valley Roadway Framework Study.

SUMMARY:

On October 7, 2008, MAG received a request from the Town of Wickenburg to amend the Interstate 10-Hassayampa Valley Roadway Framework Study to expand the recommendations to incorporate the Wickenburg planning area. Presently, the northern limits of the framework extend to an east-west line at the junction of US-60/Grand Avenue and SR-74. As part of this request, the Town of Wickenburg is offering to contribute to the cost for the additional work.

Wickenburg's request was prompted by recent presentations made by MAG staff to the Town and their business community about the framework's recommendations. In learning about these recommendations, the Town became keenly aware of the need to evaluate and monitor the impacts key corridors may have upon their transportation system, especially the Hassayampa Freeway from SR-74 to the junction of US-93/SR-89, Hidden Waters Parkway, and US-60/Grand Avenue. During these presentations, the Town expressed its support for these corridors and the desire to work with MAG, ADOT, and the Maricopa County Department of Transportation to facilitate their eventual implementation as part of the region's transportation network. A copy of their letter of support and project request is attached to this transmittal.

The project effort for the Interstate 10-Hassayampa Valley Roadway Framework Study is complete and was accepted by the MAG Regional Council on February 27, 2008. The proposal is for an amendment to the Framework, where a study would amend the Framework's northern boundary from the US-60/SR-74 junction to the encompass the Wickenburg planning area north to the US-93/SR-71 junction in Yavapai County. The study will primarily focus upon the Hassayampa Freeway, Hidden Waters Parkway, and US-60/Grand Avenue corridors and their connections to Wickenburg, and will potentially evaluate additional corridors in the amended framework planning area that may be needed to facilitate build-out travel demand.

MAG anticipates obtaining consultant services for this amendment study in an effort that should be completed by February 2010.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Amending the Interstate 10-Hassayampa Valley Roadway Framework Study to encompass the Wickenburg area provides further direction to the MAG region in its long-range planning for high capacity transportation corridors. Of particular importance in this effort will be a continuing study of the Hassayampa Freeway corridor's ultimate connection to US-93 and its relational planning for a Phoenix-Las Vegas freeway connection. Another critical element of the study will be an evaluation of improved

transportation connections just north of Wickenburg along SR-89 as a reliever to Interstate 17 to facilitate travel demand between Phoenix and the Prescott Valley, as proposed by ADOT's Northern Arizona Regional Framework Study. Both of these proposals have economic benefits to and direct impacts upon the Wickenburg planning area as well as to the entire Phoenix region. This portion of the metro area acts as a gateway for destinations north and west. Thus, as an amendment to the Interstate 10-Hassayampa Valley Roadway Framework Study, as proposed by the Town of Wickenburg, provides benefit to not only the immediate planning area, but to the region as well, in planning for and meeting future travel demand.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The amendment study requested by the Town requires a request for consultant services that will be in scope similar to those identified for the original Interstate 10-Hassayampa Valley Roadway Framework Study. MAG anticipates the study will take the same approach for identifying the recommendations of the Framework, including a comprehensive public consent process with affected interests in Wickenburg. The recommendations may include additional Arizona Parkway and arterial corridors to meet the buildout travel demand and accommodate three key corridors identified in the initial study: the Hassayampa Freeway, Hidden Waters Parkway, and US-60/Grand Avenue.

POLICY: The amendment study allows MAG to provide the Town of Wickenburg with information they will need to make decisions about land use strategies and development proposals in or near future high capacity transportation corridors. The study also provides the Arizona Department of Transportation (ADOT), Maricopa County Department of Transportation (MCDOT), Yavapai County Public Works, and the Federal Highway Administration (FHWA) with information they will need to make effective decisions about the locations and potential implementation of future corridors, including the Hassayampa Freeway, US-60, US-93, SR-74, and SR-89.

ACTION NEEDED:

Approve to amend the FY 2009 MAG Unified Planning Work Program and Annual Budget to complete a study for amending the Interstate 10-Hassayampa Valley Roadway Framework Study to encompass the Town of Wickenburg for an amount not to exceed \$75,000. This budget includes the Town's contribution of \$5,000.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

Bob Hazlett, MAG Senior Engineer, 602 254-6300.



TOWN OF WICKENBURG

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Voice & TTY (928) 684-5411

October 7, 2008



Maricopa Association of Governments
Mr. Dennis Smith, Executive Director
Mr. Eric Anderson, Transportation Director
Mr. Robert Hazlett, Senior Engineer
302 North 1st Avenue
Suite 300
Phoenix, Arizona 85003

Dear Gentlemen:

Senior Engineer, Mr. Robert Hazlett, recently gave an excellent presentation to local Wickenburg citizens, community business leaders and town officials concerning long-term transportation needs for Maricopa County. Mr. Hazlett was very helpful in updating the town on regional transportation plans previously approved by the Maricopa Association of Governments, including the Hassayampa Valley Framework Study.

During the presentation we learned that due to changes in key personnel at the town level, Wickenburg was not included the Hassayampa Valley Framework Study.

Please be advised that the Town of Wickenburg Mayor and Council, with strong support from community business leaders, are very interested in extending the boundaries of the Hassayampa Valley Framework study northward to approximately Highway 71 and including the Town of Wickenburg.

It is the Town's understanding that it might be necessary for the town to contribute some funds toward the cost of a boundary expansion. Although Wickenburg, like all towns and cities in Maricopa County, is facing budgetary challenges, we will be willing to provide those funds in order to include Wickenburg in the Hassayampa Valley Framework Study. An initial and informal estimate was that the cost could range between \$5,000 and \$10,000.

Thank you for your attention to this important matter.

Sincerely,

Ron Badowski
Mayor

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

DATE:

January 14, 2009

SUBJECT:

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

SUMMARY:

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

PUBLIC INPUT:

No public comments have been received.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: None.

POLICY: None.

ACTION NEEDED:

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

PRIOR COMMITTEE ACTIONS:

Management Committee: This item was on the January 14, 2009, MAG Management Committee agenda.

CONTACT PERSON:

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

Maricopa Association of Governments
Fiscal Year 2010
DRAFT January 12, 2009
Work Program and Annual Budget Proposed Timeline

- 01/08/09** *Thurs Intergovernmental Meeting*
- 01/14/09** *Wed Regional Council Management Committee Meeting-dues/assessments; timeline*
- 01/20/09** *Mon Regional Council Executive Committee Meeting-dues/assessments; timeline*
- 01/28/09** *Wed Regional Council-dues/assessments; timeline*
- 02/05/09** *Thurs Intergovernmental Meeting*
- 02/11/09** *Wed Management Committee Meeting- present new projects; presentation of summary budget documents*
- 02/17/09** *Mon Regional Council Executive Committee Meeting- present new projects; presentation of summary budget document*
- Feb** *Budget Workshop-videoconference (TBD)*
- 02/25/09** *Wed Regional Council Meeting- present new projects; presentation of summary budget documents*
- 03/05/09** *Thurs Intergovernmental Meeting*
- 03/11/09** *Wed Management Committee Meeting- information and review of draft budget documents*
- 03/16/09** *Mon Regional Council Executive Committee Meeting- information and review of draft budget documents*
- 03/25/09** *Wed Regional Council Meeting- information and review of draft budget documents*
- 04/02/09** *Thurs Intergovernmental Meeting*
- 04/08/09** *Wed Management Committee Meeting- information and review of draft budget documents*
- 04/13/09** *Mon Regional Council Executive Committee Meeting- information and review of draft budget documents*
- 04/22/09** *Wed Regional Council Meeting- information and review of draft budget documents*
- April** *Changes in draft budget projects and/or any changes in budgeted staff will be brought to the Executive Committee, Management Committee and Regional Council in their April meetings if needed (TBD)*
- April** *IPG meeting with FHWA, FTA, ADOT and others (TBD)*
- 05/07/09** *Thurs Intergovernmental Meeting*
- 05/13/09** *Wed Management Committee meeting - present draft Budget for recommendation of approval*
- 05/18/09** *Mon Regional Council Executive Committee meeting - present draft Budget for recommendation of approval*
- 05/27/09** *Wed Regional Council meeting - present draft Budget for approval*

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

DATE:

January 14, 2009

SUBJECT:

Status Update on the June 30, 2008 Single Audit and Management Letter Comments, MAG's Comprehensive Annual Financial Report (CAFR) and OMB Circular A-133 Reports (i.e., "Single Audit") for the Fiscal Year Ended June 30, 2008

SUMMARY:

The accounting firm of Cronstrom, Osuch and Company, PC has completed the audit of MAG's Comprehensive Annual Financial Report (CAFR) and Single Audit for the fiscal year ended June 30, 2008. An unqualified audit opinion was issued on November 10, 2008 on the financial statements of governmental activities, the aggregate discretely presented component units, each major fund and the aggregate remaining fund information. The independent auditors' report on compliance with the requirements applicable to major federal award programs, expressed an unqualified opinion on the Single Audit. The Single Audit report indicated there were no reportable conditions in MAG's internal control over financial reporting considered to be material weaknesses, no instances of noncompliance considered to be material and no questioned costs. The Single Audit report had no new or repeat findings.

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

PUBLIC INPUT:

None.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

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

PRIOR COMMITTEE ACTIONS:

Management Committee: On January 14, 2009, the MAG Management Committee recommended acceptance.

MEMBERS ATTENDING

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

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

CONTACT PERSON:

Rebecca Kimbrough, MAG, (602) 254-6300

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 14, 2009

SUBJECT:

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

SUMMARY:

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

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

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

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

Option 1

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

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

Estimated time-frame: 12 months

Estimated cost: \$600,000

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

Estimated time-frame: 18 months

Estimated cost: \$1,500,000

PUBLIC INPUT:

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

PROS & CONS:

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

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

TECHNICAL & POLICY IMPLICATIONS:

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

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

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

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

General activities for the system study would include the following:

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

Estimated time-frame: 9 to 12 months

Estimated cost: \$600,000

Option 2

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

ACTION NEEDED:

Approve that MAG continue development of the commuter rail options in the MAG region and the potential connecting routes immediately adjacent to the MAG region and for MAG to include a full-time transit staff position to assist with these and other transportation related studies and to amend the FY 2009 MAG Unified Planning Work Program and Annual Budget to include funding for the Commuter Rail System Study for \$600,000 and option 2A Commuter Rail Development Plan for the Union Pacific Yuma West rail line and for the priority corridor identified in the MAG Commuter Rail System Study to proceed as expeditiously as possible into a rail development plan and to continue this work with the URS Corporation as an additional phase of the existing commuter rail study.

PRIOR COMMITTEE ACTIONS:

Management Committee: On January 14, 2009, the MAG Management Committee recommended approval that MAG continue development of the commuter rail options in the MAG region and the potential connecting routes immediately adjacent to the MAG region and for MAG to include a full-time transit staff position to assist with these and other transportation related studies and to amend the FY 2009 MAG Unified Planning Work Program and Annual Budget to include funding for the Commuter Rail System Study for \$600,000 and option 2A Commuter Rail Development Plan for the Union Pacific Yuma West rail line and for the priority corridor identified in the MAG Commuter Rail System Study to proceed as expeditiously as possible into a rail development plan and to continue this work with the URS Corporation as an additional phase of the existing commuter rail study. The motion passed with three no votes (*italics*).

MEMBERS ATTENDING

- Charlie McClendon, Avondale, Chair#
- Mark Pentz, Chandler, Vice Chair
- # George Hoffman, Apache Junction
- Matt Muckler for Jeanine Guy, Buckeye
- * Jon Pearson, Carefree *
- * Usama Abujbarah, Cave Creek
- Spencer Isom for B.J. Cornwall, El Mirage
- Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
- Julie Ghatti for Rick Davis, Fountain Hills
- * Rick Buss, Gila Bend
- * David White, Gila River Indian Community *
- George Pettit, Gilbert **
- Ed Beasley, Glendale **
- Romina Korkes for John Fischbach, Goodyear
- RoseMary Arellano, Guadalupe
- Darryl Crossman, Litchfield Park
- Christopher Brady, Mesa

- * Jim Bacon, Paradise Valley
- Susan Daladdung for Carl Swenson, Peoria
- Frank Fairbanks, Phoenix*
- John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- Bridget Schwartz-Manock for John Little, Scottsdale
- * Randy Oliver, Surprise
- Jeff Kulaga for Charlie Meyer, Tempe
- Chris Hagen for Reyes Medrano, Tolleson
- Gary Edwards, Wickenburg
- * Lloyce Robinson, Youngtown
- Victor Mendez, ADOT
- Mike Sabatini for David Smith, Maricopa County
- Mike Taylor for David Boggs, Valley Metro/RPTA

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

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

MEMBERS ATTENDING

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

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

MEMBERS ATTENDING

- | | |
|---|---|
| Charlie McClendon, Avondale, Chair | Darryl Crossman, Litchfield Park |
| Mark Pentz, Chandler, Vice Chair | Christopher Brady, Mesa |
| * George Hoffman, Apache Junction | Jim Bacon, Paradise Valley |
| David Johnson for Jeanine Guy, Buckeye | Carl Swenson, Peoria |
| Jon Pearson, Carefree | Frank Fairbanks, Phoenix |
| Wayne Anderson for Usama Abujbarah, Cave Creek * | John Kross, Queen Creek |
| Spencer Isom for B.J. Cornwall, El Mirage | Bryan Meyers, Salt River Pima-Maricopa Indian Community |
| Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation | John Little, Scottsdale |
| Rick Davis, Fountain Hills | Randy Oliver, Surprise |
| * Rick Buss, Gila Bend | Charlie Meyer, Tempe |
| Joseph Manuel, Gila River Indian Community | Chris Hagen for Reyes Medrano, Tolleson |
| George Pettit, Gilbert | Gary Edwards, Wickenburg |
| Ryan Peters for Ed Beasley, Glendale | Lloyce Robinson, Youngtown |
| Romina Korkes for John Fischbach, * Goodyear | Jennifer Toth for Victor Mendez, ADOT |
| * RoseMary Arellano, Guadalupe | David Smith, Maricopa County |
| | David Boggs, Valley Metro/RPTA |
- * Those members neither present nor represented by proxy.
Participated by telephone conference call.
+ Participated by videoconference call.

CONTACT PERSON:

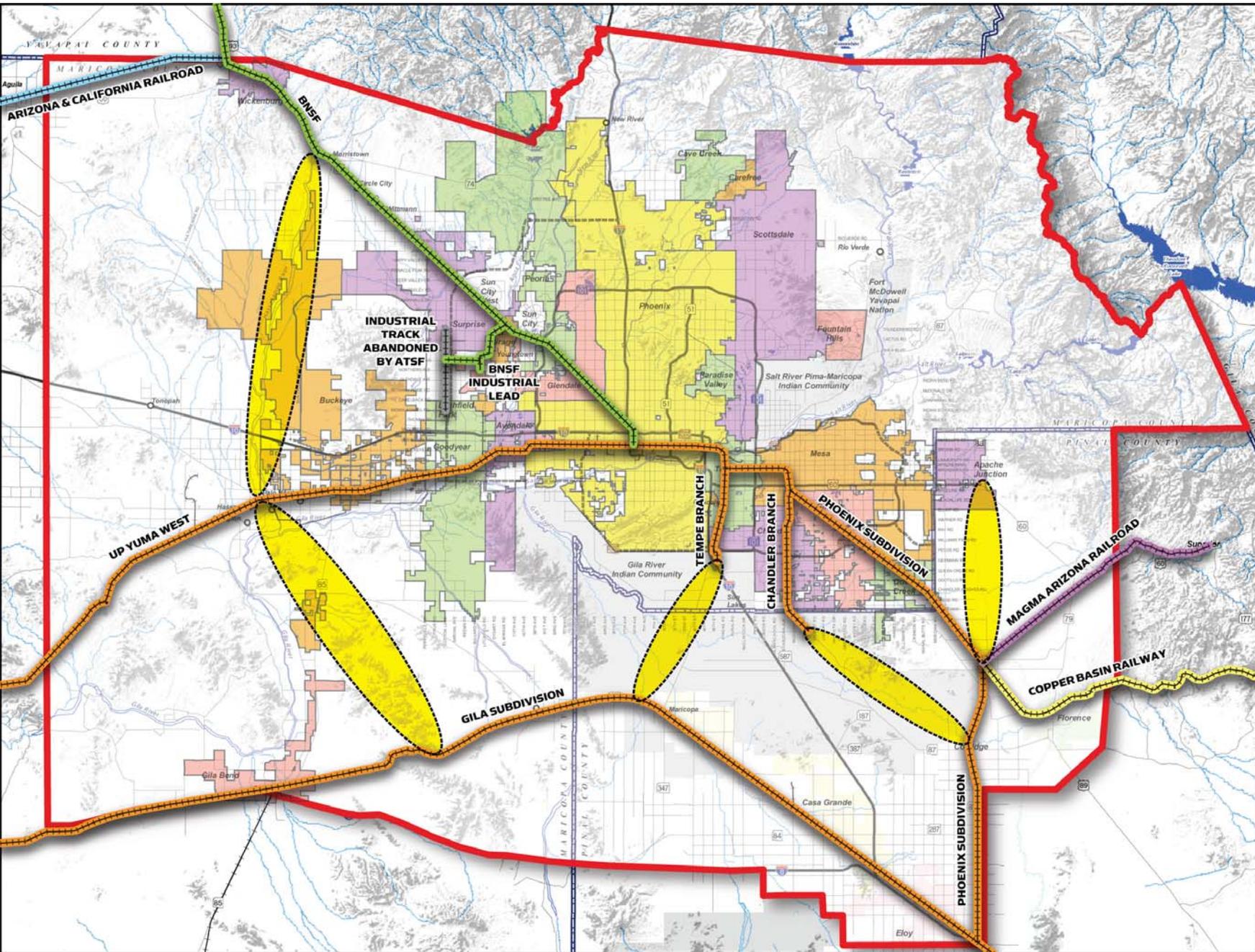
Kevin Wallace, MAG Transit Program Manager, (602) 254-6300.

MAG COMMUTER RAIL STRATEGIC PLAN

EXISTING RAILROADS & POSSIBLE EXTENSIONS

Legend

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



0 4 8 Miles

Source: URS

Date: Jan. 2008

DRAFT
 MAJOR REGIONAL GOALS/WORK EMPHASIS AREAS
 FOR FISCAL YEAR 2009-2010

1. Continue to Implement Proposition 400

MAG will continue to provide guidance and policy direction for the implementation of Proposition 400. This effort will involve continued coordination with the RTP Partners, which is comprised of the directors of MAG, ADOT, Valley Metro, and Valley Metro Rail. Planning and project implementation will be discussed on a regular basis through the RTP partners, as well as monthly Regional Freeway Issues meetings and MAG/Valley Metro/Valley Metro Rail meetings.

2. Continue to Measure the Performance of the Regional Transportation Plan

MAG has developed a set of measures that are used to communicate how the regional transportation system is performing. These measures and others will be incorporated in the revision of the Congestion Management Process that is required by SAFETEA-LU, the Regional Transportation Plan, and the Annual Report on the Implementation of Proposition 400.

3. Commuter Rail Corridor Development Planning

The Regional Transportation Plan that was presented to the voters in Proposition 400 included \$5 million to develop commuter rail options and implementation strategies. In April 2008, the Regional Council accepted the MAG Commuter Rail Strategic Plan and recommended that MAG proceed with the first four implementation steps: 1) Ongoing Coordination; 2) Union Pacific Passenger Rail Coordination; 3) Burlington Northern Santa Fe Railway Coordination; and 4) Regional Transit Planning. In July 2008, the Regional Council Executive Committee approved the selection of URS Corporation to develop the Grand Avenue Commuter Rail Corridor Development Plan for an amount not to exceed \$600,000. In December 2008, the MAG Commuter Rail Stakeholders Group met to explore additional commuter rail development throughout the region. It is anticipated that a Commuter Rail System Study will be initiated in the coming year and further rail corridor development studies initiated..MAG will also coordinate with the Arizona Department of Transportation on the Statewide Rail Framework Study.

4. Megapolitan Region - Intermountain West

The Brookings Foundation issued a report, *Mountain Megas, Americas Newest Metropolitan Places and a Federal Partnership to Help Them Prosper*. This report states that in the southern Intermountain West – Arizona, Colorado, Nevada, New Mexico and Utah are experiencing some of the fastest growth and economic and demographic transition anywhere in the country. These areas are experiencing similar struggles in providing infrastructure such as freeways, light rail and commuter rail. Lessons learned from these rapidly growing areas and the benefit in forging a new federal agenda that would be mutually beneficial to these areas could be explored. One possible opportunity to form a network among these fast growing intermountain states

would be to host an event in conjunction with the National Association of Regional Councils Executive Director's Conference that is tentatively planned for this region in the Fall of 2009. As a pre or post meeting event, local elected officials from these states could be invited for a meeting to discuss our common needs and strategies to work together.

5. Continue to Ensure that the MAG Region Grows Clean Through Environmental Planning

Five Percent Plan for PM-10: The MAG 2007 Five Percent Plan for PM-10 was submitted to the Environmental Protection Agency (EPA) by the federal deadline of December 31, 2007 and deemed to be complete by June 30, 2008. The region needs three years of clean data at the monitors in order for EPA to determine that the standard has been met. The implementation of the fifty-three new measures began in 2008. As directed by the MAG Regional Council, MAG worked with the implementing entities and developed a form to track the implementation of the committed measures by the cities, towns, Maricopa County, and the State. Information was collected in the first quarter of 2009 and summarized in a report. The annual tracking of the implementation of committed measures will continue in 2010 and a report will be prepared. Also, as directed by the MAG Regional Council, an inventory of dirt roads and the estimated traffic counts by jurisdiction were prepared to measure progress in eliminating dirt roads each year. The inventory identified a total of 1,749 miles of unpaved roads in the PM-10 nonattainment area. Of the total, 1,149 miles are private unpaved roads and 600 are public unpaved roads. Average daily traffic on those unpaved roads was determined using aerial photography and a formula based upon dwelling unit counts. Efforts will continue to track the progress made to pave dirt roads in the PM-10 nonattainment area in 2010. In addition, MAG may need to provide supplemental analyses and information for the Five Percent Plan for PM-10 to the Environmental Protection Agency.

New Eight-Hour Ozone Plan: The MAG Eight-Hour Ozone Redesignation Request and Maintenance Plan for the standard of 0.08 parts per million was submitted to the Environmental Protection Agency in the first quarter of 2009. There have been no violations at the monitors for this standard since 2004. In March 2008, EPA lowered the standard to 0.075 parts per million. It is anticipated that EPA will be issuing new planning guidance for the new standard. The planning effort will be initiated to prepare an Eight-Hour Ozone Plan designed to meet the standard of 0.075. This will involve the preparation of the modeling protocol, updating the mobile source portion of the emissions inventory if appropriate, conducting technical analyses, and conducting complex air quality modeling designed to demonstrate attainment of the standard. It will also involve determining if additional measures are necessary. In 2008, there were eight monitors with no violations and twelve monitors with violations.

Conformity: A conformity analysis for the Transportation Improvement Program and Regional Transportation Plan Update will be prepared to ensure that transportation activities do not cause violations of the air quality standards. A conformity finding by the U.S. Department of Transportation is necessary for transportation projects to be built. The Five Percent Plan for PM-10 and the Eight-Hour Ozone Redesignation Request and Maintenance Plan have established new mobile source emissions budgets for conformity purposes.

Greenhouse Gas Emissions: The National Association of Regional Councils and Association of Metropolitan Planning Organizations have indicated that greenhouse gas requirements may be included in the upcoming transportation reauthorization legislation. Specifically, there may be mandated requirements for metropolitan planning organizations. These efforts will be closely monitored to determine the implications for the MAG region. It may become necessary to conduct an analysis of greenhouse gas requirements and emissions.

Water Quality: Technical assistance will continue to be provided to the MAG member agencies for 208 Water Quality Management Plan amendments and small plant reviews and approvals in order to accommodate wastewater treatment needs in a rapidly growing region. Also, MAG staff will maintain the integrity of the MAG 208 Water Quality Management Plan which preserves local government authority.

Solid Waste: According to a MAG member agency, there may be interest in working through MAG to develop a community-wide strategy for the safe disposal of pharmaceuticals. Currently, pharmaceuticals are sometimes disposed of in trash and down the drain which may be problematic for the region. Green waste is another area which may be of interest to the member agencies. These types of issues could be addressed through the MAG Solid Waste Advisory Committee.

6. Continue Implementation of Public Participation Plan in Accord with SAFETEA-LU

MAG will continue to implement strategies outlined in its Public Participation Plan to provide Valley residents increased opportunities for involvement and comment in regard to the implementation of the Regional Transportation Plan and other programs. The Public Participation Plan seeks to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process, and provides targeted outreach to Title VI communities. MAG will also continue to work with its partner agencies, including the Arizona Department of Transportation (ADOT), Regional Public Transportation Authority (Valley Metro), City of Phoenix Public Transit Department, and Valley Metro Rail, Inc. (METRO) in a cooperative, coordinated public participation process.

7. Extend Implementation of Litter Prevention and Education Program

There are 6,000 miles of freeways in Arizona accommodating a population of more than six million people. The exponential increase in lane miles and the higher volume of people traveling on state and Valley freeways make it extremely challenging for litter abatement services to keep pace with the increasing amount of litter. Concern over freeway litter led elected officials to include \$279 million for landscape maintenance and litter control (pickup and sweeping) in the Regional Transportation Plan approved by voters in 2004, including funding for litter prevention. In 2006, litter prevention and education efforts were begun by the Maricopa Association of Governments (MAG) and the Arizona Department of Transportation (ADOT) to address roadway litter. The slogan *Don't Trash Arizona!* was selected and is used cooperatively by MAG and ADOT to increase public awareness of the roadway litter condition, and the agencies work together on efforts to decrease roadway litter. In May 2008, the MAG Regional Council approved

funding for continuing the program through FY 2009, with the possibility of extending the program depending on funding availability and evaluation results.

8. Assist Member Agencies in Preparations for the 2010 Decennial Census

The 2010 Decennial Census will take place on April 1, 2010. The U.S. Constitution mandates a count of every person living in the United States every 10 years. Approximately \$300 billion in federal funding is distributed annually to states based on population, equating to approximately \$6 billion in federal funds that come to the state of Arizona each year. In addition, more than one billion dollars in state-shared revenue is distributed to Arizona communities each year based on population. Since census numbers stand for 10 years, communities with undercounted populations risk losing millions of dollars in federal funding. MAG will work with its member agencies to help ensure an accurate count by serving as a liaison between the Census Bureau and the jurisdictions; providing a regional forum for discussion, coordination, and development of outreach strategies; and assisting with technical geography programs. MAG will also assist in communication efforts, including working with the City of Phoenix to develop a regional advertising campaign, developing communication materials such as regional fact sheets and collateral materials, providing Spanish translation, and posting information to the new census Web site at www.magcensus.com.

9. Continue to Upgrade MAG's Web Site

To implement consultant and staff recommendations for a redesigned MAG Web site, including enhanced Web technologies for improved user experience and functionality. The rollout of the new Web design will coincide with the transition to the new Web domain www.azmag.gov, resulting in a more complete and seamless transition. Enhancements will include an update of the search mechanism on the MAG Web site to provide better search results, the use of standard Web development tools, and the use of more interactive interface elements to facilitate the location of information on the MAG site.

10. Create Partnerships With Others to Enhance the Quality of Planning for MAG, MAG Member Agencies, MAG "Sister Agencies" and Other Regions to Ensure Efficient and Effective Responses to Future Growth Challenges

The success of many plans and programs is dependent on the partnerships of data providers, peer and expert support for reviewing and improving the methodologies employed, and the comment and feedback from data users and decision makers in the public and private sector. To that end, MAG will continue to encourage the following partnerships:

- **AZ-SMART:** MAG will continue to work with Arizona Councils of Governments, Metropolitan Planning Organizations, the Arizona Department of Transportation, the Arizona State Land Department and other Arizona state agencies to create a common socioeconomic modeling suite, AZ-SMART (Arizona's Socioeconomic Modeling, Analysis and Reporting Toolbox.) This socioeconomic modeling suite will not only support

socioeconomic activities at the Maricopa Association of Governments (MAG), the Pima Association of Governments (PAG) and the Central Arizona Association of Governments (CAAG), but also within the Northern Arizona Council of Governments (NACOG) region and elsewhere throughout the State. This modeling suite will be a platform on which to build, calibrate, run, and analyze socioeconomic projections and projection models and will seamlessly incorporate local and national models at different levels of geography with expanded model boundaries in order to adequately support the transportation and regional planning activities at MAG and elsewhere.

- **Agency Shared Infrastructure:** MAG will pursue the creation and implementation of a shared Geographic Information System (GIS) and data infrastructure with Valley Metro Rail (VMR), and the Regional Public Transportation Authority (RPTA). Since MAG, VMR and RPTA use much of the same information in the generation of and analysis of data, this shared infrastructure will allow access to the most recent and accurate Geographic Information System (GIS) layers and data available from the other agencies. In addition to the VMR and RPTA support, this shared infrastructure could also provide the backbone for a shared service with MAG member agencies.
- **COG/MPO Socioeconomic Modeling Group:** MAG will continue to organize an annual day and a half seminar on all socioeconomic modeling methods of importance to COGs and MPOs. This seminar has discussed the pros and cons of numerous socioeconomic models, data collection techniques and geographic analysis. In previous years, this seminar has attracted as many as thirty people representing twenty different COGs and MPOs. In addition, UrbanSim/OPUS is rapidly becoming the national socioeconomic model of choice for many COGs and MPOs and AZ-SMART is building on the UrbanSim/OPUS framework. COGs and MPOs have specific needs of their socioeconomic models to produce official projections for the area. These needs may be quite different from the needs of universities, consultants or the general public. Therefore MAG will also sponsor a COG/MPO UrbanSim/OPUS Users Group to meet annually to identify what we as COGs and MPOs think the future directions of this suite of socioeconomic models should be. The goal of this meeting would be to discuss our issues/needs/funding with the creator of UrbanSim/OPUS and to set a timetable for action.
- **Sun Corridor General Plans and Future Land Use:** Working with other Arizona COGs and MPOs, MAG staff has created a General Plan/Future Land Use Plan for Maricopa, Pima, Pinal, Cochise, Santa Cruz, and Yavapai Counties. This area is known as the "Sun Corridor". MAG will continue to maintain this data to enable MAG and others to model the interrelationships of the larger area. MAG is also working with Arizona State University to identify procedures for providing similar information for the remainder of the State.

11. Provide Technology Support to MAG Divisions, the Director and the Member Agencies

Providing appropriate and timely technology support will enable the agency to meet scheduled planning and modeling commitments. Through continuing provision of computing resources, database design and support, programming, application support and telecommunication services, Information Technology will ensure that modeling and planning activities are supported; ensure that member agencies have a forum for the exchange of technological information; and facilitate collaborative policy and technical meetings. The major processes in Information Technology that are targeted for FY 2010 include the following:

- **Promoting Collaboration:** MAG staff will expand the opportunities for internal collaboration on projects through the provision of additional tools and training. Additionally, Information Technology will promote the expanded use of conferencing options including the use of new videoconferencing capabilities introduced through the Regional Community Network and the expanded use of web conferencing.
 1. **Regional Communication:** MAG will continue to support the implementation of the Regional Community Network (RCN) as a mechanism for sharing Intelligent Transportation Systems data and videoconferencing. The MAG RCN Working Group will also examine opportunities to expand the use of the network for additional member agency communications. Finally, MAG will continue to support the dissemination and sharing of technical information through Information Sharing Sessions in the Technology Advisory Group meetings.
 2. **Internal Communications Support:** MAG will upgrade its existing network connection to support additional services and migrate to the new azmag.gov domain to establish a unique regional identity for the organization.

12. Develop a New Regional Plan to End Domestic Violence

Through research, community input and committee expertise. The plan will identify strategies at the systems level, municipal level, agency level and personal level for ending domestic violence and promoting healthy relationships. The plan will be presented to the MAG Regional Council by the fourth quarter.

13. Determine the Unmet Shelter Need by Conducting a Periodic Gaps Analysis

The results from the periodic gaps analyses will be used to develop the annual gaps analysis submitted as part of the consolidated application to the U.S. Department of Housing and Urban Development for homeless assistance funding. The impact will be a more statistically sound measure of how many more shelter beds are needed and a better understanding of the demographics and needs of the people using the beds. The MAG Continuum of Care Regional Committee on Homelessness will approve the periodic and annual gaps analyses in FY 2010.

14. Update Human Services Coordination Transportation Plan

The purpose of updating this plan will be to reflect emerging needs and new opportunities to benefit older adults, people with disabilities and people with low incomes. The plan will offer an inventory of available services, an assessment of the gaps and resources, and prioritized strategies to best meet these needs. The plan will be presented to the MAG Regional Council for approval in the third quarter. The plan will include a focus on maximizing the current capacity of the human services transportation system to serve more clients. This will be done by rewarding Section 5310 applicants who request shared vehicles.

15. Continue to Further Refine the Process to Develop Allocation Recommendations for the Social Services Block Grant

By researching the effectiveness of each service and determining the impact each service has on human services delivery as a whole. The MAG Human Services Coordinating Committee will present the findings of this research and strategies to refine the process in the third quarter.

16. Provide Fiscal Support to All MAG Divisions, the Director and the Members

Providing appropriate and timely fiscal support will enable the agency to make well-informed fiscal decisions and meet scheduled commitments. Through continuing implementation of the accounting policies and standards of MAG, fiscal services will ensure material compliance with governmental accounting standards; provide a fiscal program within the context of MAG's short- and long-range planning utilizing approved management techniques; and, provide fiscal information in a timely and accurate manner. The major processes in Fiscal Services that are targeted for FY 2010 include the following:

- **Accounting, Auditing and Financial Reporting**
Continue staff training and review of accounting procedures in order to meet the requirements of relevant standards including but not limited to federal, local, and governmental accounting.
- **Budgetary and Financial Management**
Examine the annual budgeting process and determine methods of streamlining the budget preparation process. There should be no loss in quality of the budget project or adverse financial impacts as a result of changing procedures.

Adhere to Recommended Practices for State and Local Government as approved by the Government Finance Officers Association (GFOA) where applicable.

- **Procurement**
Minimize program costs by adhering to the MAG Procurement Policy and ensuring sound purchasing practices.

- **Cash Management and Fiscal Responsibility**
Continue to ensure that the processes impacting cash management are timely and thorough in order to ensure the highest level of fiscal responsibility. This would include review and processing of accounts receivables; timely cash deposits; thorough review of all expenditures; timely and accurate billings; processing and verification of payables, and, review of other potential cash savings processes for MAG.
- **Employee Compensation and Benefits**
The biggest factors forcing the increase in the MAG operating budget are increases in employee compensation and increased benefits costs. Fiscal services will continue to ensure that the compensation and benefit expenses are accurate. The division will continue to support the effort of the MAG Director to ensure that the compensation and benefit programs at MAG: (a) reflect the value of work performed by our employees; (b) compare favorably with the compensation and benefits paid for similar work in the private and public sectors; and (c) do not exceed authorized spending.

17. Continue to Improve Understanding of and Relationship with Native American Government Members of MAG

The people of the Fort McDowell Yavapai Nation, Gila River Indian Community, and the Salt River Pima-Maricopa Indian Community have a special relationship with the landscape of central Arizona as this is their historical homeland. In addition, their respective governments have a unique government-to-government relationship with local, state, and federal governments due to their sovereign status.

To acknowledge the important relationship with the MAG Native American government members and to emphasize the spirit of cooperation, MAG will work with the three member tribes to present a one-day seminar to the MAG membership and MAG staff. The seminar will provide both historical and contemporary information on each tribal community and will also provide research-based information on how tribal and non-tribal governments can improve relationships. It is the goal of the seminar to improve communication and understanding in support of strengthened relationships between MAG and the member jurisdictions.

18. Improve Relationships in the Arizona Megapolitan Corridor

The Arizona Megapolitan Corridor, consisting of Maricopa, Yavapai, Pinal, and Pima Counties, contains approximately 87 percent of Arizona's population and generates approximately over 90 percent of its gross state product. To efficiently plan for this region, it is necessary to begin establishing relationships among these counties to conduct joint planning efforts and understand opportunities for developing the corridor that could lead to long term benefits in the megapolitan region of the state. Stakeholders will consist of various government, environmental and business representatives throughout the corridor.

DRAFT
 MAJOR REGIONAL GOALS/WORK EMPHASIS AREAS
 RESULTS FISCAL YEAR 2009

I. Continue to Implement Proposition 400

Goal: MAG will continue to provide guidance and policy direction for the implementation of Proposition 400. This effort will involve continued coordination with the RTP Partners, which is comprised of the directors of MAG, Arizona Department of Transportation (ADOT), the Regional Public Transportation Authority (RPTA), and Valley Metro Rail. Planning and project implementation will be discussed on a regular basis through the RTP partners, as well as monthly Regional Freeway Issues meetings and MAG/ RPTA/ Valley Metro Rail meetings.

Result: *The MAG Executive Director and senior MAG management met with the RTP Partners, both individually and as a group, to address a variety of factors affecting the implementation of Proposition 400. Both short-term programming topics and long-term planning concepts were addressed as part of these discussions. Of particular importance were issues regarding the decline in current and projected State and regional transportation revenues, as well as estimated increases in the future cost of transportation facilities and services. In addition, the effect that State and local government budget issues may have on the project development process was considered. Since Federal programs also play an important part in funding the Proposition 400 Regional Transportation Plan, the potential future structure of these programs was discussed.*

As in past years, the development and updating of the Highway, Arterial and Transit Life Cycle Programs were coordinated among the RTP Partners through the use of unified, long-range transportation revenue forecasts, as well as sharing of project cost and scheduling information. Monitoring of the life cycle programs was also coordinated, through the 2008 Annual Report on the Status of the Implementation of Proposition 400. This report was developed by MAG staff in cooperation with ADOT and the RPTA, and provides the opportunity to provide the public and decision-makers with an interagency, multi-modal perspective on progress in implementing Proposition 400. Another area of coordination involved interagency sharing of data for the preparation of public education materials.

Close interagency coordination on planning and project implementation issues has been maintained through regular monthly Regional Freeway Issues meetings and MAG/RPTA/Valley Metro Rail meetings. Through these sessions, effective coordination of long-range planning studies and identification of future implementation issues have been achieved. Also, more immediate problem solving requirements, addressing individual project development and implementation issues, have been covered.

2. Continue to Measure the Performance of the Regional Transportation Plan (RTP)

Goal: MAG has developed a set of measures that are used to communicate how the regional transportation system is performing. These measures and others will be incorporated in the revision of the Congestion Management Process that is required by SAFETEA-LU, the Regional Transportation Plan, and the Annual Report on the Implementation of Proposition 400.

Result: In May, 2008, MAG initiated the Performance Measurement and Congestion Management Study, which is currently underway. The objectives of the Study are to assess and enhance the tools that currently support MAG's existing performance monitoring program. Facilitating the integration of performance measurement data into MAG's Congestion Management Process, will result in improving its usefulness as a decision-making tool in the multi-modal regional planning and programming process.

Phase I of this study included the development of a Best Practices Report and the initiation of a Technical Advisory group (TAG). Phase II, currently underway, includes the development of a Framework for Performance Measurement Strategies and the development of a Regional Transportation Performance Report including implementation plans and reporting methodologies for multi-modal transportation systems at the regional and corridor level. Phase III will incorporate the results of the Performance Measurement Framework into the Congestion Management Process to comply with federal requirements in SAFETEA-LU. This update will include development of evaluation tools that will allow for analysis, strategy identification and reporting methodologies.

These results will enable MAG to:

- Move toward a scientific program development based on objectives and performance driven planning techniques.*
- Enhance the Transportation Improvement Program (TIP) and other programming and planning decision making processes, and enable MAG to better evaluate and prioritize both existing and proposed projects.*
- Provide the tools necessary to support Proposition 400 audit requirements*
- Enable MAG to better meet congestion mitigation objectives.*

3. Continue to Participate in Building a Quality Arizona (BqAZ)

Goal: MAG has been participating with the other members of the Arizona COG and MPO Association on a comprehensive approach to transportation planning through a series of framework studies around the state. MAG has finished the Hassayampa Valley Framework study that provided the blueprint for the concept. In addition, the Hidden Valley Framework study is underway and the Statewide Mobility Reconnaissance study is about to be completed. The next step is to complete the remainder of the framework studies and participate in the development of an Arizona transportation plan that will meet the needs to Arizona in the future.

Result: Under ADOT direction, the Building a Quality Arizona (BqAZ) initiative is a continuing process that is scheduled for completion in early FY 2010 with the completion of all transportation framework studies outside of Maricopa County, and a statewide rail framework study to address passenger and freight movements. In FY 2009, MAG continued to provide assistance and review of this overall statewide planning effort, and contributed to the effort by completing the Interstates 8 and 10 - Hidden Valley Transportation Framework Study for southwest Maricopa and southwest Pinal Counties, and the Regional Transit Framework Study. These framework studies, as well as the Interstate 10 -Hassayampa Valley Framework Study, are key components for the statewide BqAZ effort. MAG's continuing role in the initiative in FY 2010 includes participating in

both the policy and technical processes on respective oversight committees in cooperation with ADOT and representatives from Arizona's Councils of Governments (COG's) and Metropolitan Planning Organizations (MPO's).

4. **Continue to Ensure that the MAG Region Grows Clean Through Environmental Planning**

Goal: Five Percent Plan for PM-10: The MAG 2007 Five Percent Plan for PM-10 was submitted to the Environmental Protection Agency (EPA) by the federal deadline of December 31, 2007. Collectively, the plan included fifty-three committed measures to reduce PM-10 particulate pollution. The implementation of the new measures commence in 2008. On May 23, 2007, the MAG Regional Council had approved some additional items for the Suggested List of Measures to Reduce PM-10. One of the new items included that MAG would issue a report on the status of the implementation of the committed measures for this region by the cities, towns, Maricopa County, and the state each year. MAG will be working with the implementing entities in order to develop a process to effectively track the implementation of the measures. Another new item on the Suggested List was that MAG would conduct an inventory of dirt roads and the estimated traffic counts by jurisdiction to measure progress in eliminating dirt roads each year. MAG will be tracking the progress made to pave dirt roads in the PM-10 nonattainment area. In addition, MAG may need to provide supplemental analyses and information for the Five Percent Plan for PM-10 to the EPA.

Result: *The MAG 2007 Five Percent Plan for PM-10 was deemed to be complete in accordance with the Clean Air Act. The dust control ordinances adopted by the local governments required by SB 1552 were submitted to the Environmental Protection Agency (EPA) as supplemental information. On September 23, 2008, MAG conducted a workshop on Coordination of Dust Control Efforts With Maricopa County and Tracking Implementation of Measures in the Five Percent Plan for PM-10. The tracking forms were provided to the member agencies early to give advance notice of the type of information that will be needed by MAG. Since measure implementation began in 2008, MAG will be requesting information in the first quarter of 2009. A report on the implementation status of the committed measures will then be prepared. An inventory of dirt roads was also completed which identified a total of 1,749 miles of unpaved roads in the PM-10 nonattainment area. Of the total, 1,149 miles are private unpaved roads and 600 are public unpaved roads. Efforts are underway to determine the average daily traffic on these unpaved roads using aerial photography and a formula based upon dwelling unit counts. In 2008, there were twelve exceedances of the PM-10 standard which are being evaluated since they may have been due to natural events. Therefore, the number of exceedances may be decreased.*

Goal: Eight-Hour Ozone Redesignation Request and Maintenance Plan: The MAG Eight-Hour Ozone Plan was submitted to the Environmental Protection Agency (EPA) by June 15, 2007. To date, there have been no violations at the monitors for three consecutive three year periods. The planning effort will be initiated to prepare an Eight-Hour Ozone Redesignation Request and Maintenance Plan. This will involve the preparation of the modeling protocol, updating the mobile source portion of the emissions inventory if appropriate, conducting technical analyses, and conducting complex air quality modeling designed to demonstrate maintenance of the standard

for at least ten years following the redesignation to attainment. It will also involve determining if additional measures are necessary.

Result: The planning effort was initiated to prepare an Eight-Hour Ozone Redesignation Request and Maintenance Plan since there have been no exceedances of the 0.08 parts per million standard for four consecutive three year periods. The 0.08 parts per million standard was established by the Environmental Protection Agency (EPA) in 1997. The modeling protocol was prepared and submitted to the EPA in 2008. The air quality modeling analysis and the weight of the evidence analysis for the plan demonstrate that the standard will be maintained through 2015. The draft maintenance plan relies upon existing measures which have been implemented throughout the region. It is anticipated that the Eight-Hour Ozone Redesignation Request and Maintenance Plan will be submitted to the EPA in the first quarter of 2009. With the submittal of this plan, the region will have satisfied all of the requirements for redesignation to attainment status.

Goal: Conformity: A conformity analysis for the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) Update will be prepared to ensure that transportation activities do not cause violations of the air quality standards. A conformity finding by the U.S. Department of Transportation is necessary for transportation projects to be built. The Five Percent Plan for PM-10 and the Eight-Hour Ozone Plan have established new mobile source emissions budgets for conformity purposes.

Result: The conformity analysis on the Amended MAG FY 2008-2012 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2007 Update was completed and approved by the U. S. Department of Transportation on August 14, 2008. Also, MAG provided air quality modeling assistance to Luke Air Force Base in evaluating the impacts of the potential deployment of F-35 aircraft in this region.

Goal: Water Quality: Technical assistance will continue to be provided to the MAG member agencies for 208 Water Quality Management Plan amendments and small plant reviews and approvals in order to accommodate wastewater treatment needs in a rapidly growing region. Also, MAG staff will maintain the integrity of the MAG 208 Water Quality Management Plan which preserves local government authority.

Result: Technical assistance was provided to the MAG member agencies for 208 Plan amendments and small plant reviews and approvals. To date, three 208 amendments and one small plant have been approved by the MAG Regional Council over the past year. One of these facilities received an extensive review through the MAG 208 Water Quality Management Planning Process, primarily to address concerns of the MAG Native American government members. Several MAG committee meetings were conducted on the proposed facility over a seven month time period to ensure a fair and equitable process. During the process, there were numerous revisions made to the feasibility report for the wastewater treatment facility. Following a thorough deliberation, the MAG Regional Council approved the facility with additional modifications and assurances. The small plant was then transmitted to the Arizona Department of Environmental

Quality for consideration of approval and for resolution of the remaining issues which fall under ADEQ authority.

5. Continue Implementation of Public Participation Plan in Accord with SAFETEA-LU

Goal: MAG will continue to engage in a cooperative, coordinated public participation process with member agencies and other interested parties, with the goal of providing Valley residents increased opportunities for involvement and comment in regard to the implementation of the Regional Transportation Plan (RTP) and other programs. MAG will continue to follow the guidelines set forth in the Public Participation Plan approved by the Regional Council in December 2006, which ensures the full and fair participation by all potentially affected communities in the transportation decision-making process, and provides targeted outreach to Title VI communities.

Result: *MAG continued its proactive public involvement efforts, including providing presentations, hosting public hearings and meetings, and hosting information booths at numerous special events such as the Loop 202 Freeway Opening; EarthFest Educators Night; Martin Luther King Festival; Northwest Valley Black Heritage Celebration; African-American Legislative Day at the State Capitol; Governor's Traffic Safety Advisory Council Safety Event; Chicanos Por La Causa Business Expo in Spanish; Cinco de Mayo; Juneteenth Celebration; Latino Institute community information events; Cesar Chavez Community Celebration; Scottsdale Area Association of Realtors; Tempe Tardeada; National Hispanic Women's Conference; Arizona Federation of the Blind Statewide Conference; Arizona Disability Expo; and more. In addition, MAG's description of visualization techniques in its Public Participation Plan was cited by the Federal Highway Administration (FHWA) as a notable practice among Metropolitan Planning Organizations (MPOs) throughout the nation. In SAFETEA-LU, visualization techniques in public involvement planning are considered essential to assisting public understanding of transportation plans and programs.*

6. Improve Understanding of and Relationship with Native American Government Members of MAG

Goal: The people of the Fort McDowell Yavapai Nation, Gila River Indian Community, and the Salt River Pima-Maricopa Indian Community have a special relationship with the landscape of central Arizona as this is their historical homeland. In addition, their respective governments have a unique government-to-government relationship with local, state, and federal governments due to their sovereign status.

To acknowledge the important relationship with the MAG Native American government members and to emphasize the spirit of cooperation, MAG will work with the three member tribes to present a one-day seminar to the MAG membership and MAG staff. The seminar will provide both historical and contemporary information on each tribal community and will also provide research-based information on how tribal and non-tribal governments can improve relationships. It is the goal of the seminar to improve communication and understanding in support of strengthened relationships between MAG and the member jurisdictions.

Result: *MAG staff has communicated with intergovernmental relations staff from two Native American Government members to discuss the proposed one-day seminar. Efforts to hold the*

seminar are ongoing. As a potential precursor to understand the nature and scope of the proposed seminar, the MAG Planners Stakeholders Group held a panel discussion focused on considerations in working with and understanding Native American Indian communities as it relates to the challenges of development. The executive director for the Arizona Commission of Indian Affairs and planning staff from the Salt River Pima-Maricopa Indian Community presented information in a panel format to staff from MAG member agencies (including the Fort McDowell Yavapai Nation and Gila River Indian Community) and the Town of Maricopa.

MAG staff coordinated and participated in conversations with staff from the Inter Tribal Council of Arizona and the Office of the Speaker, Navajo Nation. Conversations were focused on issues related to population growth and ongoing efforts related to Building A Quality Arizona (BqAZ). All parties indicated that ongoing discussion would be of benefit to relationship building and continuing dialogue in addressing regional, tribal, and statewide growth issues.

MAG staff was contacted by the Arizona Commission of Indian Affairs to participate as a member of their planning team for their Arizona Indian Town Hall event held in July 2008. MAG staff provided socioeconomic data that assisted town hall participants understand the nature of future growth projections and associated issues.

7. **Extend Implementation of Litter Prevention and Education Program**

Goal: In September 2003, the MAG Regional Council designated \$279 million of the half-cent sales tax to be dedicated for landscape maintenance and litter control for the Regional Freeway System. In a joint resolution passed by MAG and the State Transportation Board in November 2003, another goal was included for this funding: the development of a long-term litter prevention program targeted at public education. This prevention and education program, *Don't Trash Arizona!*, is designed to help increase awareness of the freeway litter problem and change littering behavior. In December 2007, the Transportation Policy Committee recommended that these efforts be continued.

Result: *Working collaboratively with the Arizona Department of Transportation (ADOT) and based on research results, strategies were developed that would utilize a "pride" message in informing residents about the health, safety and economic impacts of freeway litter; focus on the 18 to 24 male demographic; target both deliberate and "accidental" litter; and include a variety of strategies and tactics within the areas of public relations, paid advertising, media outreach, school outreach, and the development of value-added partnerships. Events included a recyclable costume contest on Halloween, which drew widespread media and campus coverage; a Super Bowl XLIII event in which MAG partnered with Sky Harbor Airport and its Rental Car Center to pass out 50,000 recyclable litter bags during the peak Super Bowl travel period; and an information booth at Chase Field to target baseball fans. An intensive radio campaign was launched, and materials and presentations were developed for elementary and high school students. Another important component of the implementation has been the development of the DontTrashAZ.com Web site, which provides key messages and allows users to report litter violations, order a free litterbag, visit the press room, access surveys and reports, learn the dangers of unsecured loads, and ask questions/provide feedback. A "Kids Care" section includes*

fun activities kids can download with information on littering and recycling. The site receives about 5,000 hits per month.

An evaluation survey conducted in August 2008 shows that awareness of the Don't Trash Arizona campaign has increased dramatically (29 percent) over the past two years. More significantly, the greatest increase in awareness is seen within the target demographic, with a 23 percent increase in awareness among males and a 45 percent increase in awareness among residents under age 35. ADOT reported a reduction of litter complaints to its central office from several hundred per month to one or two per month. The Department of Public Safety (DPS) issued a press release crediting Don't Trash Arizona with reducing citations for littering by 25 percent and unsecured loads by 30 percent. In a seven-month period, Web hits increased from 1,653 (September 2007) to 5,901 (April 2008) with a record 10,242 hits in February 2008. Initial findings also show the number of people using litterbags in their vehicles has increased during the course of the campaign.

8. **Create Partnerships With Others to Enhance the Quality of Planning for MAG, MAG Member Agencies, MAG "Sister Agencies" and Other Regions to Ensure Efficient and Effective Responses to Future Growth Challenges**

Goal: The success of many plans and programs is dependent on the partnerships of data providers, peer and expert support for reviewing and improving the methodologies employed, and the comment and feedback from data users and decision makers in the public and private sector. To that end, MAG will continue to encourage the following partnerships:

- **AZ-SMART:** MAG will continue to work with Arizona Councils of Governments (COG's), Metropolitan Planning Organizations (MPO's) , the Arizona Department of Transportation (ADOT), the Arizona State Land Department and other state agencies to create a common socioeconomic modeling suite, AZ-SMART (Arizona's Socioeconomic Modeling, Analysis and Reporting Toolbox.) This socioeconomic modeling suite will not only support socioeconomic activities at the Maricopa Association of Governments (MAG), the Pima Association of Governments (PAG) and the Central Arizona Association of Governments (CAAG), but also within the Northern Arizona Council of Governments (NACOG) region and elsewhere throughout the state. This modeling suite will be a platform on which to build, calibrate, run, and analyze socioeconomic projections and projection models and will seamlessly incorporate local and national models at different levels of geography with expanded model boundaries in order to adequately support the transportation and regional planning activities at MAG and elsewhere.
- **Agency Shared Infrastructure:** MAG will pursue the creation and implementation of a shared Geographic Information System (GIS) and data infrastructure with Valley Metro Rail (VMR) and the Regional Public Transportation Authority (RPTA). Since MAG, VMR and the RPTA use much of the same information in the generation of and analysis of data, this shared infrastructure will allow access to the most recent and accurate Geographic Information System (GIS) layers and data available from the other agencies. In addition

to the VMR and RPTA support, this shared infrastructure could also provide the backbone for a shared service with MAG member agencies.

- **COG/MPO Socioeconomic Modeling Group:** MAG will continue to organize an annual day and a half seminar on all socioeconomic modeling methods of importance to COG's and MPO's. This seminar has discussed the pros and cons of numerous socioeconomic models, data collection techniques and geographic analysis. In previous years, this seminar has attracted as many as thirty people representing twenty different COG's and MPO's. In addition, UrbanSim/OPUS is rapidly becoming the national socioeconomic model of choice for many COG's and MPO's and AZ-SMART is building on the UrbanSim/OPUS framework. COG's and MPO's have specific needs of their socioeconomic models to produce official projections for the area. These needs may be quite different from the needs of universities, consultants or the general public. Therefore MAG will also sponsor a COG/MPO UrbanSim/OPUS Users Group to meet annually to identify what we as COG's and MPO's think the future directions of this suite of socioeconomic models should be. The goal of this meeting would be to discuss our issues/needs/funding with the creator of UrbanSim/OPUS and to set a timetable for action.
- **Sun Corridor General Plans and Future Land Use:** Working with other Arizona COG's and MPO's, MAG staff has created a General Plan/Future Land Use Plan for Maricopa, Pima, Pinal, Cochise, Santa Cruz, and Yavapai Counties. This area is known as the "Sun Corridor" MAG will continue to maintain this data to enable MAG and others to model the interrelationships of the larger area. MAG is also working with Arizona State University to identify procedures for providing similar information for the remainder of the state.

Result: *AZ-SMART: MAG collaborated with the six Arizona Councils of Governments (COG's), three Metropolitan Planning Organizations (MPO's), the Arizona Department of Transportation (ADOT), the Arizona State Land Department and the Arizona Department of Commerce to create Arizona's Socioeconomic Modeling, Analysis and Reporting Toolbox (AZ-SMART). AZ-SMART will update and refine the MAG socioeconomic models, creating a suite of tools that can be used for socioeconomic modeling and assessment of policy scenarios over a wider geography and by other stakeholders in the State of Arizona. The consultant component of Phase I of AZ-SMART is now complete, including the data design, model development and graphical user interface. MAG staff is now collecting and verifying data to fully test the model under various scenarios. The Central Arizona Association of Governments (CAAG) contracted with MAG to assist the agency in developing a socioeconomic process and has asked MAG to provide socioeconomic modeling services for them in the near future.*

Agency Shared Infrastructure: *MAG staff collaborated with Valley Metro Rail (VMR) and the Regional Public Transportation Authority (RPTA) to design a shared GIS implementation for the realtime distribution of accurate and current data between the planning agencies. This will allow agencies to receive maps and analysis that is consistent across the planning agencies and*

enhance the ability to make good planning decisions. A shared server is in place and an automated process provides for the timely transfer of data. The project is now in its pilot phase and two data sets each from MAG, the RPTA and VMR will be loaded by the end of December. It is anticipated that a number of additional MAG data sets will be loaded shortly after that. If this project is successful, it may be expanded to include additional data and agencies, particularly MAG member agencies, in the future.

COG/MPO Socioeconomic Modeling Group: MAG staff organized its annual day and a half seminar on all socioeconomic modeling methods of importance to COG's and MPO's. This year, the seminar was attended by 40 people representing 25 different COG's, MPO's and other interested agencies. Topics included discussions of the major socioeconomic models being used by the COG's and MPO's; activity based modeling and design considerations; supporting applications for socioeconomic modeling such as creating synthetic populations or identifying land use capacities; and other discussions of user experiences. In addition, MAG staff organized a three-day UrbanSim/OPUS Users Group conference at MAG. UrbanSim/OPUS is rapidly becoming the national socioeconomic model of choice for many COG's and MPO's and AZ-SMART has built on the UrbanSim/OPUS framework. This conference was attended by 11 people representing seven COG's and MPO's to discuss the future directions of this suite of socioeconomic models. The work done on AZ-SMART was of primary interest to the group. The group also prioritized a further series of enhancements for UrbanSim/OPUS with its creator.

Sun Corridor General Plans and Future Land Use: Working with COG's and MPO's, MAG staff has digitized the General Plan/Future Land Use Plan where necessary for Cochise, Santa Cruz, and Yavapai Counties and added this to the General Plan/Future Land Use Plan information for Maricopa, Pima and Pinal Counties. MAG staff has also contacted each of the counties, cities and towns in the Sun Corridor and is updating the information for the area. This data is now available for the six county "Sun Corridor Region" and will enable MAG and others to model the interrelationships of the larger area. MAG staff worked with Arizona State University (ASU) to create procedures to do the same thing for the rest of the state. ASU has collected the General Plans for the rest of the state where possible, but at present has no funding to maintain that project.

GovDelivery: As stated above, the comment and feedback from data users and decision makers in the public and private sector is an important part of enhancing the quality of planning at MAG. To that end, MAG has also instituted a new system to provide faster delivery of information to the MAG member agencies and the general public. The GovDelivery system will facilitate more rapid communication, promote public access to information, allow interested parties to have more control over the information they receive from MAG and facilitate a reduction in paper mailings to reduce costs and environmental impacts.

9. **Implement the Ambassador Program**

Goal: The Ambassador Program will create a volunteer base in the region to provide information and referrals to human services transportation programs. This will increase awareness, access and utilization of programs resulting in a better quality of life for people. The program will increase the

capacity of provider agencies in a cost efficient way that empowers the community. This activity is included in the 2008 MAG Human Services Coordination Transportation Plan.

Result: As of November 2008, 47 people have signed up to participate in the Transportation Ambassador Program. The participants represent a mixture of private non-profit agencies, local government, community members and faith-based groups. A total of 43 participants attended the first training in November. Resource binders representing 31 different programs have been created and distributed. Evaluations on the first training indicate 95 percent found the materials and discussion to be informative; 68 percent received new information about human services transportation programs and they planned to take this information back to their respective agencies or networks; and 79 percent agreed the information was beneficial for improving access to human services transportation programs.

10. Create a User Guide for Homeless Behavioral Health Services

Goal: The collaborative development of the user guide for homeless behavioral health services will create a bridge between the two fields to facilitate better communication and collaboration. This will facilitate seamless service delivery and faster recovery from homelessness. The result will benefit the community at large as homeless people will spend less time being homeless and more time as productive citizens positively contributing to the region.

Result: The MAG Continuum of Care Regional Committee on Homelessness is working with the new Regional Behavioral Health Authority, Magellan, to facilitate better communication and collaboration. Magellan is taking the lead on developing the user guide with active assistance and guidance from the Continuum of Care. Continuum of Care members serve on the Magellan Advisory Board and Magellan representatives have reported on their work at Continuum of Care meetings. The user guide will be done and available to the public by March 2009.

11. Redesign MAG's Web Site

Goal: Implement an extensive update of the MAG Web site in both graphic presentation and functionality. The new interface and functions will be based on both internal and external user input, and recommendations from outside consultants. The Web redesign will take advantage of continual advancements in Internet technologies to upgrade and enhance the current Web configuration, which is now five years old. The inclusion of new technologies is anticipated to greatly increase the usability of the MAG Web site and enhance the end user's experience. Enhancements will include an update of the search mechanism on the MAG Web site to provide better search results, the use of standard Web development tools and software for routine maintenance and organization of the site, and the use of more interactive interface elements to facilitate the location of information.

Result: MAG began a major review of the current Web site with input from division managers and users. The first step was to streamline the site by eliminating outdated documents from division, committee and project pages. The next step is to begin planning the next version of the MAG Web site based on the input from managers and users. To achieve this, a proposed interface is being developed using working prototypes of various page types such as the MAG

homepage as well as committee, project and news pages. The prototypes will be shared with outside vendors to begin the development of the new site in the form of a working model. Migration of the MAG Web site into the working model will continue through FY 2009 and 2010 until completed.

12. Continue to Utilize Video Production Program to Support Public Outreach Efforts

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

Result: *MAG communications staff produced videos on Rubberized Asphalt and Crossing Guard Safety that were distributed to all city cable channels (Channels 11) and other commercial broadcast outlets. In addition, MAG produced Domestic Violence prevention public service announcements (PSAs) and provided several video news releases to news stations featuring Don't Trash Arizona story segments. MAG also provided video of events such as the Transportation Forum to users and broadcast outlets. MAG also responded to requests from member agencies for video production support, such as working on a video highlighting the Community Emergency Notification System (CENS) and recording transportation workshops for elected officials and staff.*

In an effort to increase the quality of production and decrease production delays, MAG contracted with a Video Production Outreach Associate, who will assist in writing, directing and producing the videos. The Associate is currently working on an informational transportation video highlighting major Proposition 400 projects to demonstrate how transportation tax dollars are being utilized. The video is scheduled for completion in February 2009. Additional videos spotlighting MAG programs are being planned.

13. Continue Planning the Regional Office Center

Goal: MAG staff will continue to work cooperatively with the Regional Public Transportation Authority (RPTA) and Valley Metro Rail (VMR) to execute the Memorandum of Cooperation and Operating Agreement for the Regional Office Center. MAG will work with legal and bond counsel to establish the Buyer LLC to execute a purchase/sale agreement on behalf of the three agencies for the property at 1st Avenue and McKinley and with the underwriter to attain bond indicators and secure financing for the project. The Buyer LLC, with MAG as leading agency, will execute the preliminary design and preconstruction services portion of the design-build contract with McCarthy/DMJM and work with the design-build team to establish a Guaranteed Maximum Price (GMP) for the project. MAG will coordinate ongoing project meetings with McCarthy/DMJM and aim to break ground for construction by fall 2008.

Result: *MAG successfully executed a Memorandum of Cooperation with the Regional Public Transportation Authority (RPTA) and Valley Metro Rail (VMR) in December 2007. MAG staff*

worked with the McCarthy/DMJM team to develop a scope of work for preconstruction services not to exceed \$500,000 which increased the maximum of shared equal costs among the agencies in an Amended and Restated Memorandum of Cooperation from \$330,000 to \$550,000 each. On February 20, 2008, the VMR Board provided a conditional approval of the amended and restated agreement and preconstruction services agreement pending consideration from MAG and the RPTA to accept an amendment to the memorandum. On February 21, 2008, the RPTA Board approved the amended and restated MOC and preconstruction services agreement by a 7-6 vote. On March 26, 2008, the MAG Regional Council directed staff to convene a joint meeting of the partnering agencies and the Arizona Municipal Water Users Association (AMWUA) to discuss the future of the project. On April 7, 2008, the four agency board chairs agreed to participate in a new working group to assist inter-agency communication and direction for the project. On April 14, 2008, the Regional Council Executive Committee considered the course of action suggested at the pre-meeting of the regional agencies not to proceed with the rescoping of the Regional Office Center project and to provide the funding for the Preconstruction Services Agreement with McCarthy Building Companies until a budget for the agencies was developed. On May 19, 2008, the MAG Executive Committee recommended the following: 1) Pursue to assess the 210 E. Earll and 111 W. Monroe sites and set up a tour of the locations; 2) Investigate other property tax incentives, if any, that may be viable at the 210 E. Earll location; 3) Postpone the Guaranteed Maximum Price (GMP) on the ROC until information on the two purchase properties is provided; 4) Obtain a market rate indicator for the agencies to identify financing position, and 5) Respond to Mr. Kaye that his terms specified in the revised letter of intent for the 1st Avenue/McKinley property are not acceptable at this time.

On June 23, 2008, the ROC Working Group, consisting of the four agency board chairs and administrative officials from MAG, the Regional Public Transportation Authority (RPTA), Valley Metro Rail (VMR) and the Arizona Municipal Water Users Association (AMWUA), recommended to proceed forward and return to the respective agency boards to potentially pursue the 210 E. Earll building for further consideration. At that time, VMR did note concerns regarding its ability to participate in the project including the financial impact on the organization resulting from vacating its current lease and locating in a building not directly on the light rail line. On July 21, 2008, the MAG Executive Committee voted unanimously to direct staff to 1) Negotiate an approximate two and half year extension of the current lease at the 302 N. 1st Avenue building, including the available space on the 1st floor of the building, with the lease including favorable early termination provisions that will allow MAG to pursue other long term rent-to-own, rent or own options in the downtown government corridor not specifying any specific property; 2) Terminate the MOC and appropriate agreements at 1st Avenue and McKinley.

MAG staff has executed its lease with the City of Phoenix for additional leasing space at its current location, ordered furniture and will complete office renovations on the first and second floors in January 2009.

14. **Provide Fiscal Support to All MAG Divisions, the Director and the Members**

Goal: Providing appropriate and timely fiscal support will enable the agency to make well-informed fiscal decisions and meet scheduled commitments. Through continuing

implementation of the accounting policies and standards of MAG, fiscal services will ensure material compliance with governmental accounting standards; provide a fiscal program within the context of MAG's short- and long-range planning utilizing approved management techniques; and, provide fiscal information in a timely and accurate manner. The major processes in Fiscal Services that are targeted for FY 2009 include the following:

- **Accounting, Auditing and Financial Reporting**
Continue staff training and review of accounting procedures in order to meet the requirements of relevant standards including but not limited to federal, local, and governmental accounting.
- **Budgetary and Financial Management**
Examine the annual budgeting process and determine methods of streamlining the budget preparation process. There should be no loss in quality of the budget project or adverse financial impacts as a result of changing procedures.

Adhere to Recommended Practices for State and Local Government as approved by the Government Finance Officers Association (GFOA) where applicable.

- **Procurement**
Minimize program costs by adhering to the MAG Procurement Policy and ensuring sound purchasing practices.
- **Capital Project Accounting**
As the Regional Office Center project moves forward, set up and maintain accurate and timely accounting procedures for reporting purposes for MAG. Ensure that capital reserve funds are utilized to help provide a stable programmed approach to funding the capital needs. Ensure that long-term debt service is reviewed and reported on accurately, and that appropriate processes are in place to handle debt payback with the greatest cost savings.
- **Cash Management and Fiscal Responsibility**
Continue to ensure that the processes impacting cash management are timely and thorough in order to ensure the highest level of fiscal responsibility. This would include review and processing of accounts receivables; timely cash deposits; thorough review of all expenditures; timely and accurate billings; and, review of other potential cash savings processes for MAG.
- **Employee Compensation and Benefits**
The biggest factors forcing the increase in the MAG operating budget are increases in employee compensation and increased benefits costs. Fiscal services will continue to ensure that the compensation and benefit expenses are accurate. The division will continue to support the effort of the MAG Director to ensure that the compensation and benefit programs at MAG: (a) reflect the value of work performed by our employees; (b)

compare favorably with the compensation and benefits paid for similar work in the private and public sectors; and (c) do not exceed authorized spending.

Result: The Fiscal Services staff is committed to providing accurate and timely fiscal support and meeting scheduled commitments. The Fiscal Services goal includes administering MAG's accounting and internal control functions in an accurate and timely manner, in accordance with generally accepted accounting principles, contracts, regulatory and grantor requirements, and maintain accounting records that reflect accurate information on MAG's financial statements. The Fiscal Services Division maintains complete and accurate accounting records; reviews and complies with federal, state, and local laws, statutes, and regulations of a financial nature; oversees the annual and single audits of MAG's financial and grants records; prepares the Comprehensive Annual Financial Report (CAFR) and Single Audit Reports; tests and implements the ongoing, periodic updates to the financial management system (AXIUM); responds to accounting- and finance-related inquiries and requests from MAG divisions, members, outside agencies, and individual citizens; attends training sessions to ensure staff are competent to maintain accurate financial records, to improve efficiency, and to stay current with all legislative and financial actions affecting MAG. The Government Finance Officers Association (GFOA) of the United States and Canada awarded a Certificate of Achievement for Excellence in Financial Reporting to MAG for its comprehensive annual financial report for the year ended June 30, 2007. This was the tenth consecutive year that MAG has been awarded this prestigious award.

The MAG Unified Planning Work Program and Annual Budget provides an accurate annual budget which provides direction through the MAG policies in fiscal and operational terms, and provides a practical framework for implementing the policies needed in order to carry out the responsibilities at MAG throughout the year. The budget is balanced, whereby all expenditures are supported by revenues. The MAG Fiscal Services Division received the Government Finance Officer's Association of the United States and Canada Distinguished Budget Presentation Award for the ninth consecutive year for the FY 2009 Unified Planning Work Program and Annual Budget.

The MAG Procurement Policy provides overall direction in shaping the practices MAG uses to acquire goods and services needed to carry out our responsibilities for procurement. The Procurement Policy was established to promote economy, efficiency, and effectiveness in the acquisition process. The policy is written to facilitate procurement practices that provide for public confidence in the MAG procurement process. During FY 2009 processes for on-call contracting were established.

As a result of cancelling the Regional Office Center project in July, 2008, MAG was directed to best meet its future office space needs by expanding in its current location. The Regional Council Executive Committee commended MAG staff on an outstanding job managing the project effort and staff was directed to: 1) Negotiate an approximate two and a half year extension on the current lease at the 302 North 1st Avenue building, including the available space on the first floor of the building, with the lease including favorable early termination provisions that will allow MAG to pursue other long term rent-to-own, rent or own options in the downtown government

corridor not specifying any specific property; 2) Terminate the Memorandum of Cooperation and appropriate agreements at 1st Avenue and McKinley. The lease extension and amended lease for the first floor space was negotiated in December, 2008 and is effective January 1, 2009. The additional office space expenditures will be amended into the prior year budget and will be appropriately budgeted going forward.

Monitoring cash flow for ongoing operations at MAG have been timely and accurate and the Fiscal Services Division maintains a process for continuing review of cash flow to ensure that daily operations are maintained and improved for efficiency and effectiveness gains each year. An additional process of ensuring the accuracy and security of the MAG checks was evaluated and implemented in FY 2009. This process allows MAG to verify the check number, amount and payee prior to payment of the check. In the annual financial audit, internal control procedures are considered for compliance with requirements of laws, regulations, contracts and grant agreements on a timely basis. The continuing processes most impacting cash flow management include accounts receivable, cash deposits, billings, accounts payable and capital expenditures.

The Fiscal Services Division supports the effort of the MAG Executive Director to ensure that the compensation and benefit programs at MAG: (a) reflect the value of work performed by our employees; (b) compare favorably with the compensation and benefits paid for similar work in the private and public sectors; and (c) do not exceed authorized spending.

15. **Improve the Spirit of Regionalism Among the MAG Member Agencies**

Goal: Maricopa County is the fastest growing county in the United States. This rapid growth creates great change in the MAG region among elected officials and city/town and other agency managers and administrators. The positive outcome of this change is the new perspectives that are brought by those new individuals participating in MAG. It also presents a challenge in creating new relationships that will help this region in achieving regional solutions. The principal method for MAG member agencies to work together is through the MAG committee process. To achieve a better understanding of the MAG process and to ensure that it is equitable to all members, guiding principles for the MAG committees will be developed. In addition, a Managers Forum is being developed to strengthen relationships among managers.

Result: A Manager's Forum was held on March 10, 2008 with approximately 20 Committee members in attendance. The event featured an Appreciative Inquiry exercise and a presentation on "Navigating Rapid Change - Managers in the MAG Process" by City Manager Charlie McClendon and a presentation on "How to Create Highly Competitive and Sustainable Business Enterprises and Communities" by Dr. James H. Johnson, Jr., Distinguished Professor of Management at University of North Carolina at Chapel Hill.

MAG staff is currently drafting a guidebook to assist all members to understand the history, purpose, structure and procedures to help them better navigate the MAG organization. An initial draft for review and feedback with stakeholders is anticipated to occur in the first quarter of 2009.