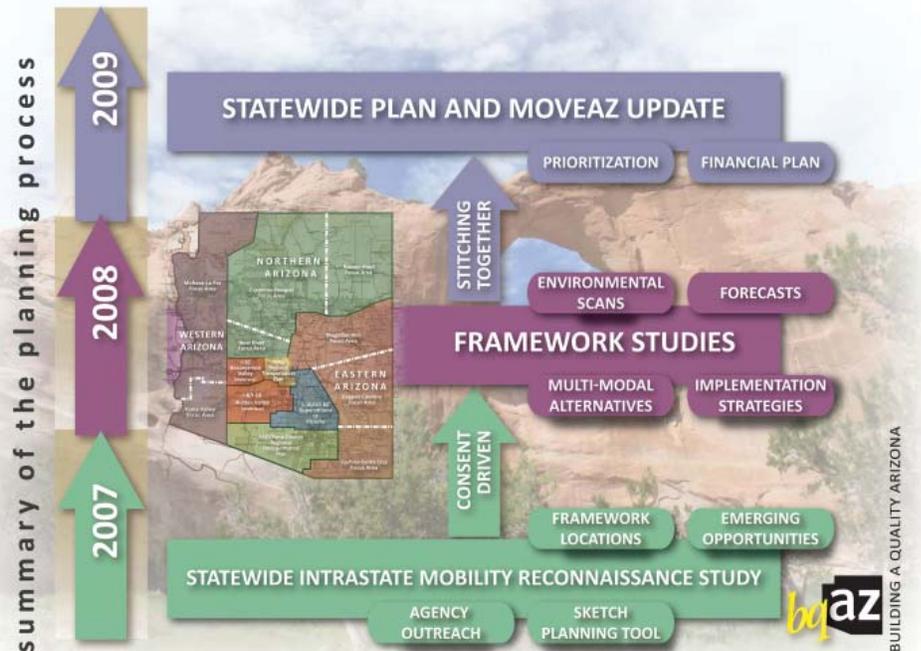


## Reconnaissance Study Findings Highlight Successes, Challenges

Five key findings of a Statewide Mobility Reconnaissance Study could illustrate how Arizona can successfully meet the challenges of the future in transportation.

The purpose of the Statewide Mobility Reconnaissance Study was to designate areas for transportation “framework” studies to be conducted, and to develop a computer modeling tool that would project future traffic. The study was among the first recommendations of a broad transportation partnership known as “Building a Quality Arizona,” a process that was developed with input from Arizona Councils of Governments (COGs) and Metropolitan Planning Organizations (MPOs).



“As one of the fastest-growing states in the nation, Arizona faces many transportation challenges,” said Arizona COG and MPO Association Chair James Cavanaugh, who also chairs the Maricopa Association of Governments (MAG). “Continuing development within urban areas is straining our metropolitan infrastructure, while rural areas depend upon the state highway system for vital connections to

their communities. Further stress on the system is caused by increasing demand for freight and goods movement. The Reconnaissance Study was designed to look at these issues and recommend a methodology for addressing them.”

Cavanaugh said Arizona’s expanding population is situated along the state’s primary transportation corridors and in metropolitan areas.

Some facts: Phoenix is now the nation’s fifth largest city and has the twelfth largest metropolitan area, with more than four million residents. In 2005, the greater Tucson area exceeded one million residents, matching the state’s overall population back in 1960. Both Prescott and Yuma are rapidly developing urban centers that could see populations in excess of 500,000 by 2020.

Continued on page 6

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**Mayor James M. Cavanaugh,**  
Goodyear

## Message From the Chair

In June of 2008, I will finish my term as the chair of the Maricopa Association of Governments. It has been a privilege and honor to serve in this position, and I would like to personally thank the members of the Regional Council for their support in serving a very vibrant region. The teamwork of the Regional Council has been the key to our collective success and our region is better as the result of these efforts.

Although we are only one county out of 15 in Arizona, we represent more than 60 percent of the population and 67 percent of the statewide sales tax. The MAG chair not only represents this region, but has a responsibility to work with other regional planning organizations throughout the state. In this regard, it was my privilege to also serve as the chair of the Arizona Councils of Governments and Metropolitan Planning Organizations Association.

With the support and guidance of the Regional Council, we embarked on a partnership with other regional planning organizations around the state to build a quality Arizona. Together we identified our shared transportation concerns and laid the

foundation for a cooperative planning process that will help find solutions to our statewide mobility needs. I am confident that when finished, this planning effort will serve to guide Arizona for many generations.

Closer to home, we continued to implement the most aggressive Transportation Improvement Program in our history, with \$5 billion of transportation improvements being built within a five-year period. We also accelerated projects with the Statewide Transportation Acceleration Needs account. In the process, we revisited our acceleration policy. We were able to make important refinements that will guide us in the future.

Although transportation received a great amount of our attention, we cannot build transportation projects unless we address our air quality challenges. For the past two years, we have worked diligently in addressing our dust pollution. Following months of arduous work by cities and staff, we were able to meet a federal deadline for submitting a stringent plan to reduce dust pollution. The commitments we received from 23 cities and towns, the Arizona Department of Transportation, and Maricopa County will ensure a healthier region for all of us.

In the area of human services, we once again secured record funding for homelessness, and our domestic violence efforts are helping youth gain the skills they need for healthy dating relationships. Also, our 2007 Human Services Coordination Transportation Plan was heralded as a national best practice.

These are just a few examples of the many ways we have served this region over the past few years. Your encouragement and support have been appreciated. 

## REGIONAL council members

- ◆ **Mayor James M. Cavanaugh** Goodyear, *Chair*
- ◆ **Mayor Mary Manross** Scottsdale, *Vice Chair*
- ◆ **Vice Mayor Peggy Neely** Phoenix, *Treasurer*
- ◆ **Mayor Marie Lopez Rogers** Avondale, *At-Large Member*
- ◆ **Mayor Steve Berman** Gilbert, *At-Large Member*
- ◆ **Mayor Tom Schoaf** Litchfield Park, *At-Large Member*
- ◆ **Mayor Ken Hawker** Mesa, *Past Chair*
- Councilmember Robin Barker** Apache Junction
- Mayor Bobby Bryant** Buckeye
- Mayor Wayne Fulcher** Carefree
- Councilmember Dick Esser** Cave Creek
- Mayor Boyd Dunn** Chandler
- Mayor Fred Waterman** El Mirage
- President Clinton Pattea** Fort McDowell Yavapai Nation
- Mayor Wally Nichols** Fountain Hills
- Mayor Fred Hull** Gila Bend
- Governor William Rhodes** Gila River Indian Community
- Mayor Elaine M. Scruggs** Glendale
- Mayor Rebecca Jimenez** Guadalupe
- Supervisor Max Wilson** Maricopa County
- Mayor Ed Winkler** Paradise Valley
- Mayor Bob Barrett** Peoria
- Mayor Art Sanders** Queen Creek
- President Diane Enos** Salt River Pima-Maricopa Indian Community
- Mayor Lyn Truitt** Surprise
- Mayor Hugh Hallman** Tempe
- Mayor Adolfo Gamez** Tolleson
- Mayor Ron Badowski** Wickenburg
- Mayor Michael LeVault** Youngtown
- Victor Flores and Felipe Zubia** Arizona Department of Transportation
- David Martin** Citizens Transportation Oversight Committee
- ◆ **Executive Committee Members**

[www.mag.maricopa.gov/members.cms](http://www.mag.maricopa.gov/members.cms)

## MAGAZine

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

**James M. Cavanaugh**  
Mayor of Goodyear  
*Regional Council Chair*

**Dennis Smith**  
*Executive Director*

**Bob Hazlett, Sarah Joshua,**  
**Amy St. Peter, Contributors**

**Kelly Taft, Editor**

**Gordon Tyus, Graphic Design**



# Voices From the Council



*I am proud to say that Surprise has enacted all of the ordinances required to meet the PM-10 requirements. Our Environmental Task Force continues to identify opportunities to steward sound environmental practices. The leadership of Surprise is committed to building a sustainable, green community.*

—Surprise Mayor Lyn Truitt

*We recognized early on that older adults, people with disabilities and people with low incomes are important stakeholders in our communities. The impact these groups have on our region is indelible. For example, the combined retail spending of low and moderate households in our region is equal to the retail spending of all residents in the entire West Valley. The retail spending power of older adults is equal to all residents in both Scottsdale and Surprise combined. If we combined the retail spending of these target populations, it would be equal to all retail dollars spent in the Tucson metro area. People in these target populations are not just clients of human services programs, they are paying customers who support our economy.*

—Youngtown Mayor Michael LeVault, during a recent MAG Housing and Transportation Coordination Conference. (See story, page 10.)



*Let's quit allowing leapfrog development to place a burden on the entire system. The impacts of land use, transportation and water must be coordinated if Arizona is to be sustainable in the future.*

—Mesa Mayor Keno Hawker

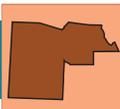
*Arizona captured the international spotlight just a few months ago when Super Bowl XLII was played in Glendale. One of the true highlights of successfully hosting this mega-event was the cooperation received from our public safety partners across the region and state. A unified public safety structure was put in place to work with NFL security, as well as leverage resources and relationships. Many of the new procedures developed for Super Bowl XLII are now being used as a model by local communities and the NFL for future games. I want to thank all the municipal, county, and state officials who made it possible to show the world that Arizona's police and fire departments are the best!*

—Glendale Mayor Elaine Scruggs



*Scottsdale citizens were the first in the Valley, in 1989, to approve a dedicated local sales tax for transportation. Our city truly has been visionary in financing transportation needs. We have continued to invest heavily in transportation, with nearly \$200 million in capital projects since 2000. Nearly \$200 million in investment is recommended over the next five years in the proposed capital budget now being reviewed by the City Council. In addition, we spend about \$10 million a year on average to operate our transit system's buses, trolleys, Dial-a-Ride services and other special services.*

—Scottsdale Mayor Mary Manross



**Mayor Art Sanders, Town of Queen Creek**



## Art Sanders: Regionalism Is His Byword

He speaks Portuguese, Spanish, and English, but when you talk with Queen Creek Mayor Art Sanders, you find he speaks yet another language: that of regional cooperation.

Sanders is quick to point out how much he enjoys being part of the Maricopa Association of Governments.

“I just really appreciate the organization,” says Mayor Sanders. “MAG has been great for us. As small as we are, it is great to have an association, a family of leadership in the Valley where we all kind of look after each other. And I really appreciate that all of those communities that are bigger than we are have not treated us so

much like a little brother as they’ve treated us like an equal.”

Even when discussing the accomplishments taking place in his own community, the conversation often shifts to his appreciation for neighboring municipalities. It was under his watch that Queen Creek started its own fire department, but Sanders doesn’t hesitate to credit the town of Gilbert for providing critical assistance.

“Gilbert stepped up and leased us equipment while ours is on order, and they provided personnel to help with training,” says Sanders, who adds that the town also has an automatic aid agreement with Gilbert, Mesa, Chandler and Phoenix. Under the agreement, other fire departments agree to respond if they are closest to a scene or in the event of a major disaster.

“We’ve had some tremendous synergy in working with the communities around us, not only with Maricopa County, but in the areas where our community stretches into Pinal County as well,” he states.

Mayor Sanders says the most significant issue facing both the region and his community is transportation—an issue he believes can only be addressed by local governments working together.

“It has to be a regional solution. There is no way that individually, any municipality or county can solve the problem,” he says, adding that transportation funding is a major challenge for small but

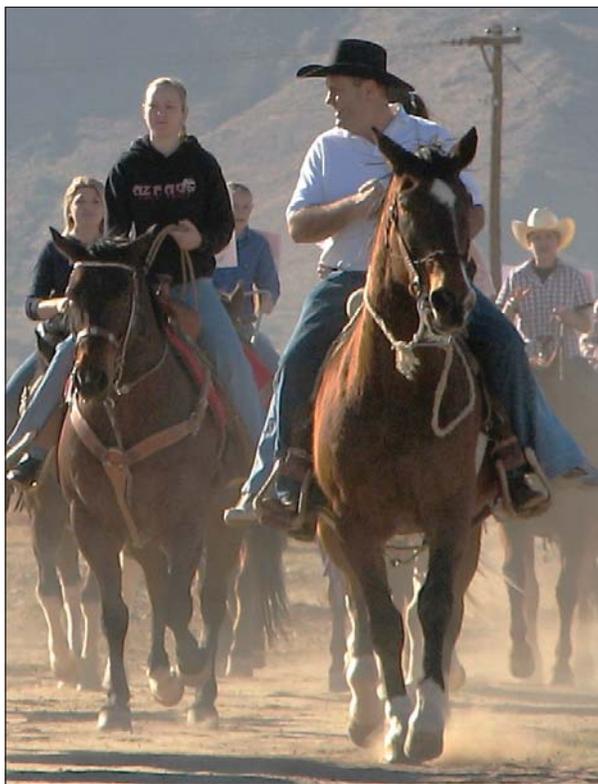


rapidly-growing communities like Queen Creek.

“We are a new and continually growing community, and the infrastructure that we need now isn’t there. And we don’t have the funds to put it in place. Unlike some of the other communities that have been around awhile and have had the opportunity of putting it in slowly over time, it’s a little different when you have the run on the bank like we have out here,” says Sanders.

Addressing rapid growth and transportation infrastructure were two of the primary reasons Sanders sought political office.

“We had all the misery associated with growth, without any of the benefits, without any of the revenue,” he explains. “And the only way to be able to combat that was to try to increase our tax base and to get some retail tax revenues ourselves. At the same time, there is a tender balance in trying to make sure that we keep that development in a certain area so



Mayor Sanders leads a group of horseback riders down a trail in Queen Creek.

**Continued on next page**

## Mayor Sanders (continued from page 4)

that we can still enjoy the lifestyle that we all moved out here to have.”

As for the rapid growth, Sanders says he has learned one important lesson. “I’m convinced you really cannot control growth, all you can do is manage it,” he says.

In his personal life, Sanders runs a successful digital video business and maintains a cattle ranch on the side, which he jokingly refers to as his “nonprofit organization.”

Despite his immense professional success, Sanders recently made the decision to return to college to finish his degree in agribusiness. Sanders felt he was not a very good academic role model for his nine children and 11 (soon to be 12) grandchildren. He says he finally took the plunge after a monthly report given by an ASU provost, Albert McHenry, to the Williams Gateway Authority Board of Directors, on which Sanders serves.



“And it’s ‘Honorable Mayor’ this, and ‘Honorable Mayor’ that, and I kept thinking in my mind, ‘I’m a dropout,’” says Sanders. “And one day, after that meeting, I went up to Dr. McHenry and I said, ‘hey, I’m a dropout, is there some way I can fix that?’ That was a little over a year ago. And they were able to find my transcripts in some cave someplace and got me back in school, so it’s been fun.”

Sanders was recently reelected mayor and says he is grateful to be able to continue to serve Queen Creek. Just as he is grateful to continue to serve on the MAG Regional Council.

“One of the surprises that I have received being in politics is that I just never understood the camaraderie that comes as you share problems and solutions with each other,” says Sanders. “It’s just been a real blessing for me.”

## Summit Explores Arizona’s Transportation Future

Goods and freight movement, congestion mitigation, and economic development opportunities are just a few of the issues that will be addressed at the Arizona Transportation Summit May 29, 2008. The event will be hosted by MAG in conjunction with the River of Trade Corridor Coalition. The theme of the summit is “Exploring Arizona’s Transportation Future.”

The event will focus on state-wide transportation issues and will include participation by the membership of the River of Trade Corridor Coalition, an organization focused on issues affecting the trade route and commerce corridor extending from Los Angeles, California, to Windsor, Ontario, Canada.

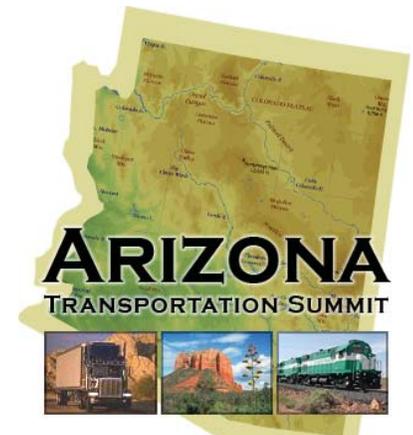
“We are looking forward to discussing opportunities for Arizona’s transportation future,” said MAG Chair

James M. Cavanaugh, who also serves as chair of the Arizona Councils of Governments and Metropolitan Planning Organizations Association. “It is important for us to address the development challenges confronting Arizona and to show our neighboring states that we are concerned about maintaining and improving our transportation infrastructure to improve economic opportunities for Arizonans and for the nation.”

The program will include discussions on the “Building a Quality Arizona” effort, the advantages and challenges in developing public-private partnerships, and the projections for growth and ensuing issues in the “Sun Corridor Megapolitan” area. Topics will cover congestion mitigation, including impacts of interstate and rail goods movement; intermodalism; and emerging technology. Other issues will include environmental compliance, economic development, and making the “River of Trade” corridor a high priority in the 2009 discussion of federal transportation legislation.

The summit will be held at the Wigwam Golf Resort and Spa in Litchfield Park, Arizona. 

For more information, visit [www.mag.maricopa.gov](http://www.mag.maricopa.gov), and click on the transportation link.



Exploring Arizona’s  
Transportation Future

# Reconnaissance Study (continued from page 1)

In addition, these urban areas are expanding to where they are joining to form the nation's tenth largest megapolitan area, the Arizona Sun Corridor, an urban population center stretching from Flagstaff in the north to Nogales in the south. Some demographers anticipate this megapolitan area might include 14 million residents by 2050.

Combine that growth with pressures from outside the state, and Arizona has some major challenges for transportation, said Cavanaugh. He added that working with the COGs and MPOs is the best way to identify each region's specific needs.

"Every region has challenges that are unique to that area," said Cavanaugh.

"Citizens, working through their regional planning agencies, know best what is needed at the local level. It is important

that residents of these regions have a voice in defining their transportation options," he said.

Cavanaugh said that one recommendation of the Reconnaissance Study was that additional 'framework' studies be conducted in regions throughout the state to develop strategies that address the mobility needs of each area. He credits the Arizona Department of Transportation for providing \$7 million to fund framework studies across the state, which are expected to be completed in 2009. MAG is funding three of the studies, which, along with the update of the Regional Transportation Plan, will provide the foundation for future improvements in the MAG region.

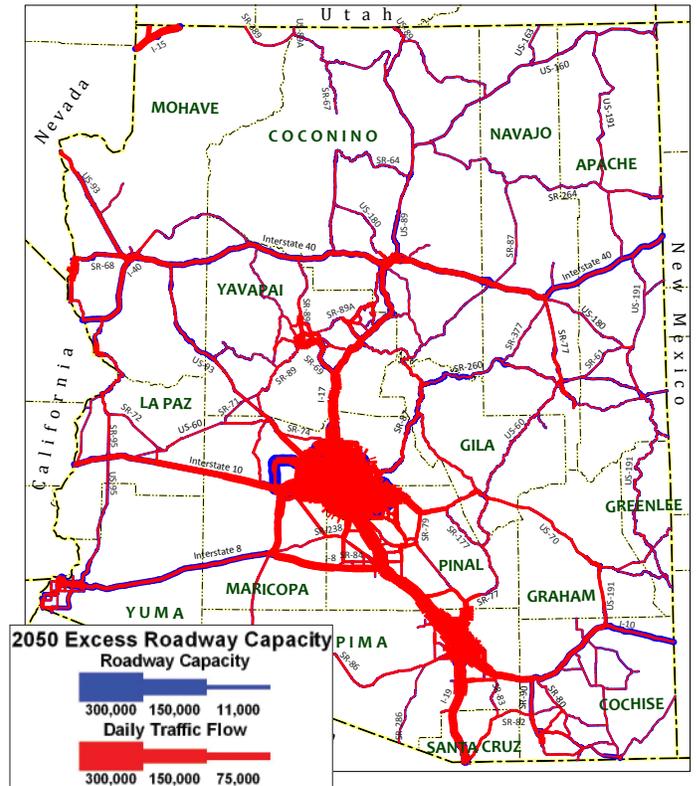
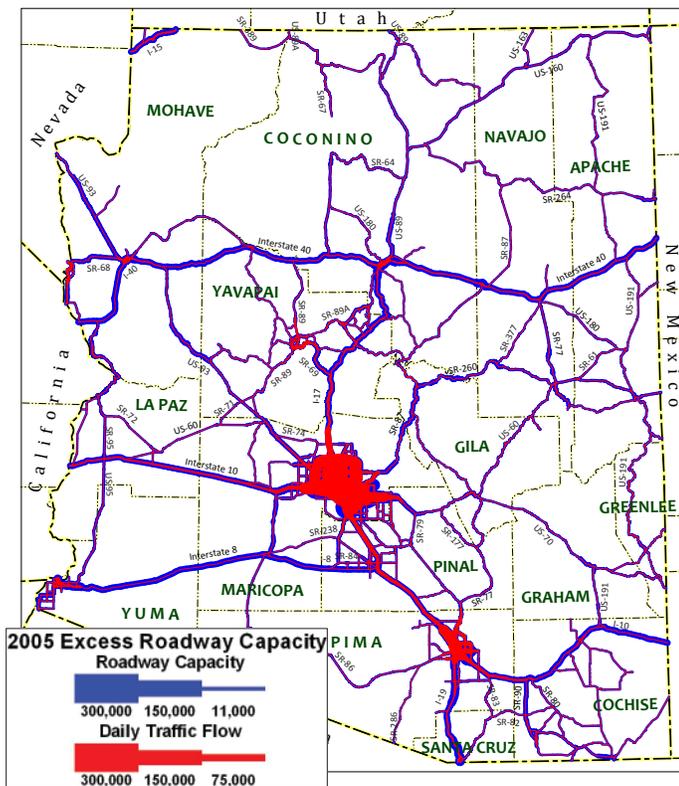
"The two-pronged approach of utilizing technical data together with public input to identify transportation priorities is similar

to what we did in our own region during the successful Proposition 400 process, but we are now expanding that approach statewide," said Cavanaugh.

During the study, a computer "travel demand" tool was developed to provide a consistent method of analysis to identify primary transportation needs. As indicated by the maps below, it is evident that by 2050, the volumes of traffic will far exceed roadway capacity.

The mobility reconnaissance study also includes five key findings and recommended actions to address each finding. The findings, and just a few of the action items, are summarized on page 7. 

For a more detailed summary and additional recommendations, visit: [www.bqaz.org](http://www.bqaz.org).



The blue lines represent the capacity of the state highway system on each route. The wider the blue line is, the higher the highway capacity. The red represents the projected traffic volume. The wider the red line, the higher the traffic volumes. As the red covers up or exceeds the blue lines, the highway is projected to be at or over capacity.

**1 First Finding:**  
*Arizona is one of the fastest-growing states in the nation and has a unique opportunity through collaborative planning to shape growth and transportation for future generations.*

Recommended actions include establishing a platform for statewide planning, with sufficient funding, that includes all levels of stakeholders; continuing to invest in statewide data tools that can provide information about growth and the impacts of travel demand; working with neighboring states to develop a planning framework coalition; improving border connections; and producing initiatives that develop transportation plans to accommodate demand in the next 50 years.

**2 Second Finding:**  
*Regional and local funding initiatives have made progress in meeting Arizona's transportation challenges. Increased investment in transportation infrastructure will be required for Arizona to meet the growing demand and be competitive with the national and global economy.*

Recommendations include identifying new transportation corridors throughout the state to connect existing and emerging activity centers, and to provide alternative routes in corridors where few alternatives exist; continuing to invest in existing transportation corridors; and establishing a network of primary and secondary priority freight corridors for air, rail, and surface travel that maximizes goods movements while minimizing impacts on residential travel.

**3 Third Finding:**  
*Arizona's climate and relatively young infrastructure are assets to our quality of life; new transportation facilities will need a commensurate growth in maintenance and operation expenditures to make the most of all transportation investments.*

Recommended actions include increasing the capacity and efficiency of the transportation system by expanding and incorporating technological advancements;

establishing a program in a project's initial construction analysis so that future facilities have a dedicated funding stream for operations and maintenance; and continuing to build upon and invest in new programs that improve Arizona's abilities to respond to incidents that impede travel without compromising critical funding for construction and operations and maintenance.

**4 Fourth Finding:**  
*The Arizona economy is growing and changing to meet the challenges of global competition, sustainability, and economic well-being. Strategic transportation investments will be needed to ensure adequate mobility and economic prosperity for all Arizona residents.*

Recommendations for this finding include developing a permanent transportation funding program that meets the needs of Arizona's growing economy that is predictable, reliable, affordable and multimodal. Another recommendation of this finding was that when Arizona identifies new transportation corridors, the definition process should occur as quickly as possible with a streamlined environmental process to allow for advanced right-of-way preservation at all levels of government.

**5 Fifth Finding:**  
*Arizona has the benefit of considerable tracts of land available for development; a large portion of which is controlled by the Arizona State Land Department. A tremendous opportunity exists for the citizens of our state to assume a lead role, in a coordinated and cooperative manner, to effectively plan land use and transportation to help accommodate Arizona's share of more than 120 million new citizens in the United States by 2050.*

Action items include recognizing the importance of connectivity by improving existing and future international, interstate and internal corridors; expanding the state's Growing Smarter initiatives to weigh land use decisions and their regional and statewide impacts upon the transportation system; working with stakeholders to reform the land-use decision making process for Arizona State Lands; and expanding the ability to incorporate the decisions, as early as possible, made by resource agencies.



# Red Light, Green Light: Program Keeps Signals Operating Efficiently

For many, there is no better way to start the day than by sailing through every green light for a smooth and painless morning commute. Not only do you save time, you also save on gas when you don't have to stop as frequently.

That experience should be happening more and more often, thanks to a process called Traffic Signal Optimization.

The synchronization of traffic signals (also called coordination) in Valley cities is typically carried out by traffic engineering staff following the Traffic Signal Optimization process. This involves counting traffic at different times of the day and weekends to observe traffic flow patterns, then feeding the numbers into a computer program to generate the best settings for signal timing. The traffic signal system is then adjusted for the new settings and further fine-tuned in the field to reach nearly perfect signal timing for the main traffic flow pattern.

The benefits of coordination are confirmed by local governments.

"The optimization of traffic signals has proven to be one of the most cost-effective ways to improve traffic flow and enhance road safety," said Avondale Mayor Marie Lopez Rogers.



**Mayor Marie Lopez Rogers,**  
Avondale

That sentiment is shared by Scottsdale Mayor Mary Manross, who talked about Scottsdale's experience in her recent "State of the City" address.

"Our Intelligent Transportation Systems, the sophisticated signal timing systems now monitored at our Transportation Management Center, can speed trips by eight to 25 percent and improve the carrying capacity of existing roads. We will continue to improve our Intelligent Transportation System capabilities," said Manross.



**Mayor Mary Manross,**  
Scottsdale

In fact, the Institute of Transportation Engineers maintains that well-coordinated traffic signals can result in reductions of up to 37 percent in traffic delays, and a fuel savings of six to nine percent. A recent report from the Federal Highway Administration indicates that optimization could also reduce crashes by as much as 25 percent.

Currently, there are more than 2,800 traffic signals in the MAG region. In 2003, MAG established the Traffic

Signal Optimization Program to provide technical assistance to member agencies. The program uses qualified on-call consultants in improving traffic signal operations at priority locations identified by the agencies, such as a recent project in Avondale.

"MAG provided a much needed resource to help us develop a signal timing coordination plan for Dysart Road, a major corridor in the city and the region," said Kelly LaRosa, traffic engineer for the city of Avondale. "With the I-10 widening construction project out west, this resource remains very important in the future, and we look forward to working with MAG again on future signal projects," she said.

Over the past four years, the program has completed a total of 22 projects and more than 160 traffic signals have been adjusted. In addition, the program has also provided training to agency staff and provided software to several agencies. 

For more information visit: [www.mag.maricopa.gov/project.cms?item=3059](http://www.mag.maricopa.gov/project.cms?item=3059)



On June 25, 2008, partnerships and individuals representing the best in regional cooperation will be honored through the MAG 2008 Desert Peaks Awards. Recipients will be announced in five categories. This year's recipients are:

**Public Partnership**

*Glendale Regional Public Safety Training Facility*

**Public Private Partnership**

*Lower Hassayampa Sub-Basin Hydrological Study and Computer Model*

**Professional Service**

*Bill Hayden*

**Regional Partnership**

*(Two recipients were selected in this category.)*

*Loop 202 Santan Freeway Improvements, and East Valley Gang and Criminal Information Fusion Center*

**Regional Excellence**

*(Co-recipients submitted under one nomination.)*

*Peggy Bilsten, Les Presmyk*

The awards ceremony will begin at 5:30 p.m. in the Arizona Ballroom of the Arizona Biltmore Resort. For more information, visit: [www.mag.maricopa.gov/project.cms?item=385](http://www.mag.maricopa.gov/project.cms?item=385)

# From Schools to the Super Bowl: Don't Trash Arizona Campaign Continues



What do Paradise Valley shoppers, elementary school students, and NFL football fans have in common? All of them have been targeted in recent months with messages regarding the importance of reducing freeway litter.

When more than 150,000 tourists converged on the Valley for Super Bowl XLII, volunteers representing the Maricopa Association of Governments (MAG) were on hand to pass out more than 50,000 recyclable litter bags to fans traveling through the Sky Harbor Rental Car Center. The bags were distributed by hand on January 30, and for a two-week period following the event in cars rented at the facility by National Car Rental, Alamo Rental Car, Dollar Rental Car and Thrifty Rental Car.

MAG Transportation Policy Committee Chair Keno Hawker, who helped pass out the litter bags to incoming travelers, called the event a great opportunity to show visitors the unparalleled beauty that only Arizona offers.

“Arizona’s natural beauty and great weather make it an ideal choice for sporting events, and we want to keep those tourists coming back,” said Mayor Hawker. “During a week when we had not only the Super Bowl but the FBR Open bringing visitors to the Valley, we wanted to remind both tourists and permanent residents to take pride in our state and dispose of trash properly.”

In addition to the Super Bowl event, MAG has also reached out to students, teenagers, and their parents through presentations at

local schools as well as events at Paradise Valley mall. As part of the school presentation, students are shown a large poster of an elephant with the caption, “Could you pick up 803 elephants? That’s how many elephants would equal the 1.6 million pounds of trash picked up off Valley freeways every year!” At the mall events, kids are given an opportunity to spin a trivia wheel and answer questions in three categories: Littering, Recycling, and Securing Your Loads. They are also given the option of drawing a picture for *Don't Trash Arizona* and having it posted on the Web site at [www.DontTrashAZ.com](http://www.DontTrashAZ.com).

The mall events are part of a comprehensive anti-litter campaign that utilizes funding provided by the town of Paradise Valley. In addition to the in-mall events, the campaign includes advertising within the mall and on a parking garage billboard, as well as trash can wraps located in the food court.

*Don't Trash Arizona* is a coordinated state and regional campaign that includes funding from MAG and the Arizona Department of Transportation. According to research conducted by the two groups a year ago, four out of every five respondents stated they believe that freeway litter is a problem in our state, yet 42 percent reported that they are more likely to litter while driving than at any other time. A follow up study is expected to be conducted next month to see if the program has helped change littering behavior.

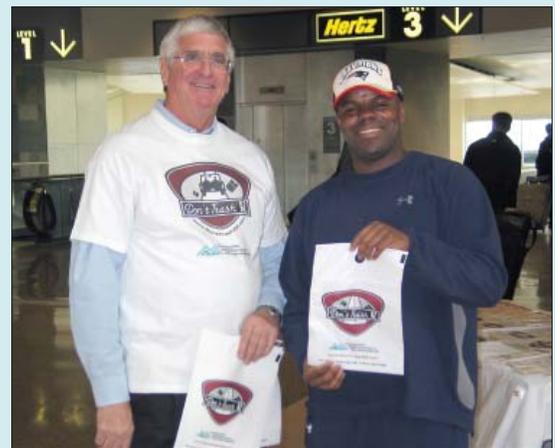
“We believe the *Don't Trash Arizona* program is making a difference,” said Mayor Hawker. “The Department



During the Paradise Valley Mall event, children drew and colored pictures to be posted on the *Don't Trash Arizona* Web site.

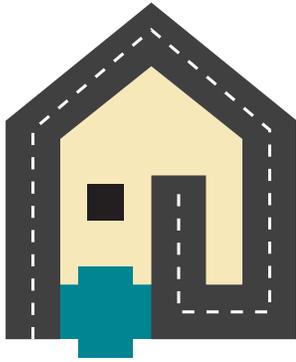
of Public Safety recently noted a significant reduction in litter citations, and credited the program for the decrease. For the first time in years, complaint calls are at a minimum. As we continue to add lane miles and a higher volume of people to our transportation system, it is important that we remain committed to minimizing litter pickup costs,” he said. 

## MAG Moment



Mesa Mayor Keno Hawker poses with a Patriots fan during a special *Don't Trash Arizona* promotional event at the Sky Harbor Rental Car Center prior to the Super Bowl.

# Discussion Links Housing, Transportation



**MAG 2008 Regional Conference:**

## Housing & Transportation



**Vice Mayor Peggy Neely, Phoenix**

“When we talk about coordination between housing and transportation, we are really talking about locating employment centers, recreation areas, and residential communities in proximity to each other,” said MAG Regional Council Member Peggy Neely, vice mayor of the city of Phoenix. “How easy is it for mom and dad to get to work, for the teenager to get to his summer job, for the kids to get to day care, or for grandma to get to her doctor’s appointment? Those are the questions we need to be addressing,” she said.



**Councilmember Greg Stanton, Phoenix**

The conference specifically targeted the impact that housing and transportation coordination has on older adults, people with disabilities and people with low incomes. Phoenix Councilman Greg Stanton, who chairs the MAG Continuum of Care Regional Committee on Homelessness, says that while such subpopulations represent distinct needs and resources, the solutions developed for them can benefit everyone.

“A coordinated community means that children can safely walk to school and young couples can

increase the size of their house as their family grows,” said Stanton. “Adults and teens can get to work quickly and affordably. People with disabilities can fully participate in their community because they have access to an array of housing and transportation options. People can age independently in their homes because their houses suit their level of physical ability and support is close by. Coordination can increase the length and quality of time people have in their community,” he said.

That circumstance changed in April when nearly 300 people joined in dialogue at the Maricopa Association of Governments 2008 Regional Conference on Housing and Transportation Human Services Coordination.

Stanton notes other examples of how the strategies have universal applications. Housing designed to accommodate wheelchairs or other mobility needs can also help families with young children. A coordinated transit system can provide people with low incomes access to employment opportunities, but the same bus will also transport people with higher incomes who want a more environmentally-friendly way to commute.

Youngtown Mayor Michael LeVault spoke about the importance of coordinating housing and transportation from the perspective of a town whose population has more than doubled in the last eight years.

“As the mayor of a rapidly growing community and a member of the MAG Regional Council,



**Mayor Michael LeVault, Youngtown**

I was pleased to be a part of this conference,” said Mayor LeVault. “Housing and transportation are critical issues for everyone. Rapid growth is experienced everywhere in the region, especially in the West Valley. We have an opportunity to strategically establish the infrastructure needed to keep pace with this growth.”

Conference speakers included a number of foremost experts in housing and transportation coordination. A report is being developed that will relay the strategies identified at the conference for action by either public or private agencies. 

To view the workshop presentations, please visit: [www.mag.maricopa.gov/detail.cms?item=8700](http://www.mag.maricopa.gov/detail.cms?item=8700)



# “Reality Check” to Unveil Growth Scenarios for Region

They may not look like a crystal ball, but Legos-brand plastic building toys could help determine where millions of people will live and work in our region.

On May 16, 2008, a one-day exercise known as *AZ One, a Reality Check for Central Arizona*, will bring together more than 300 stakeholders to discuss, analyze and develop alternative growth scenarios for the rapidly growing area. Participants will work in groups to envision future housing, job centers and transportation corridors. They will then use the Legos® to allocate expected growth patterns that will visually depict challenges and opportunities facing Central Arizona. Maricopa County and the northern portion of Pinal County will be included.

Initiated by the Urban Land Institute (ULI), *AZ One* is a collaboration of the State of Arizona, the Governor’s Growth Cabinet and an additional 18 public, private and civic alliances. Among these alliances are: Arizona State University, Central Arizona Association of Governments (CAAG), East Valley Partnership, Maricopa Association of Governments (MAG), The Nature Conservancy, Valley Forward Association, WESTMARC and others.

“Our goal is to facilitate consensus among diverse constituents on how to maintain the quality of life while Central Arizona grows,” said Jay Hicks, chair of *AZ One* and principal of EDAW, Inc., a landscape architectural firm. “The end goal is to envision a process and also implement strategies to build a sustainable future,” he said.

Participants in the morning visioning process were selected through a nomination process and represent all sectors of the community, including government and elected officials, tribal communities, large corporations and small businesses, nonprofit organizations, neighborhood activists, interfaith groups, environmentalists, educators and others.

The exercise involves 10-person teams who will create guiding principles for future development based on their shared values. Using their guiding principles, each group will then gather around a large-scale map and begin allocating 1,400 colored Legos® representing jobs and houses.

Hicks said MAG was instrumental in developing the map used in the visioning exercise. The map depicts



existing residential, employment, open space and tribal land, as well as developable land, including State Trust Land, with data provided by MAG and CAAG based on the efforts of their member agencies.



“The map is six feet by seven feet, covering an area of 12,772 square miles,” said Hicks. “Each Lego covers one square mile, and all of the Lego blocks, which signify expected future growth, must be placed on the map. That will result in different growth scenarios created by each team.”

In addition to the visioning exercise, the day will include a luncheon and afternoon program, both of which will be open to the public and feature recognized keynote speakers on growth issues. The afternoon session will also include the results and an analysis of the different growth scenarios.

The “Reality Check” process differs from other visioning exercises in that it is a proven process that has been used by ULI since 1997, and led to the implementation of desired growth practices in a number of other states. 

For more information, visit: [www.azOneFuture.com](http://www.azOneFuture.com)

# Calendar MEETING Times SUMMER 2008

## May

- 1<sup>st</sup> 3:00 p.m. Water Quality Advisory Committee
- 6<sup>th</sup> 1:00 p.m. Street Committee
- 7<sup>th</sup> 10:00 a.m. Intelligent Transportation Systems Committee
- 7<sup>th</sup> 1:30 p.m. Standard Specifications and Details Committee
- 8<sup>th</sup> 1:00 p.m. Human Services Technical Committee
- 14<sup>th</sup> 12:00 p.m. Management Committee
- 19<sup>th</sup> 12:00 p.m. Regional Council Executive Committee
- 19<sup>th</sup> 2:00 p.m. Continuum of Care Regional Committee on Homelessness
- 21<sup>st</sup> 2:00 p.m. Building Codes Committee
- 21<sup>st</sup> 4:00 p.m. Transportation Policy Committee
- 27<sup>th</sup> 10:00 a.m. Population Technical Advisory Committee
- 27<sup>th</sup> 1:30 p.m. Air Quality Technical Advisory Committee
- 28<sup>th</sup> 5:00 p.m. Regional Council
- 29<sup>th</sup> 8:00 a.m. Arizona Transportation Summit, Wigwam Golf Resort & Spa
- 30<sup>th</sup> 10:00 a.m. Transportation Review Committee

The dates, times and locations of all meetings may change. Other committees not listed here may meet during these months.

For confirmation call (602) 254-6300, or visit the Web site: [www.mag.maricopa.gov/meetings.cms](http://www.mag.maricopa.gov/meetings.cms)

## June

- 4<sup>th</sup> 10:00 a.m. Intelligent Transportation Systems Committee
- 4<sup>th</sup> 1:30 p.m. Standard Specifications and Details Committee
- 11<sup>th</sup> 9:00 a.m. Enhancement Funds Working Group
- 11<sup>th</sup> 12:00 p.m. Management Committee
- 12<sup>th</sup> 1:00 p.m. Human Services Technical Committee
- 17<sup>th</sup> 1:30 p.m. Regional Bicycle Task Force/ Pedestrian Working Group Joint Meeting
- 17<sup>th</sup> 2:30 p.m. Planners Stakeholders Group
- 18<sup>th</sup> 2:00 p.m. Building Codes Committee
- 18<sup>th</sup> 4:00 p.m. Transportation Policy Committee
- 19<sup>th</sup> 2:00 p.m. Enhancement Funds Working Group
- 23<sup>rd</sup> 12:00 p.m. Regional Council Executive Committee
- 24<sup>th</sup> 10:00 a.m. Population Technical Advisory Committee
- 24<sup>th</sup> 2:00 p.m. Enhancement Funds Working Group
- 25<sup>th</sup> 5:00 p.m. Regional Council Annual Meeting and Desert Peaks Awards, Biltmore Resort
- 26<sup>th</sup> 10:00 a.m. Transportation Review Committee
- 26<sup>th</sup> 1:30 p.m. Air Quality Technical Advisory Committee

All meetings, unless indicated otherwise, will be held in the conference rooms located in the MAG offices on the second floor of the building, 302 N. 1st Avenue, Phoenix.

## July

- 2<sup>nd</sup> 10:00 a.m. Intelligent Transportation Systems Committee
- 2<sup>nd</sup> 1:30 p.m. Standard Specifications and Details Committee
- 8<sup>th</sup> 1:00 p.m. Street Committee
- 9<sup>th</sup> 12:00 p.m. Management Committee
- 15<sup>th</sup> 10:00 a.m. Human Services Coordinating Committee
- 15<sup>th</sup> 1:30 p.m. Regional Bicycle Task Force/ Pedestrian Working Group Joint Meeting
- 16<sup>th</sup> 2:00 p.m. Building Codes Committee
- 16<sup>th</sup> 4:00 p.m. Transportation Policy Committee
- 17<sup>th</sup> 10:00 a.m. Telecommunications Advisory Group
- 21<sup>st</sup> 12:00 p.m. Regional Council Executive Committee
- 22<sup>nd</sup> 10:00 a.m. Population Technical Advisory Committee
- 22<sup>nd</sup> 10:00 a.m. Transportation Safety Committee
- 23<sup>rd</sup> 5:00 p.m. Regional Council
- 24<sup>th</sup> 10:00 a.m. Transportation Review Committee
- 24<sup>th</sup> 1:30 p.m. Air Quality Technical Advisory Committee
- 28<sup>th</sup> 2:00 p.m. Continuum of Care Regional Committee on Homelessness

Parking is available under the building. Please ask for parking validation at the meeting. Transit tickets will be provided for those using transit. Bike racks are available at the entrance to the parking garage.

The MAGAZine newsletter is available in electronic format and in Spanish on the MAG Web site: [www.mag.maricopa.gov/project.cms?item=433](http://www.mag.maricopa.gov/project.cms?item=433)



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