MARICOPA ASSOCIATION of GOVERNMENTS

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

April 1, 2008

TO: Members of the MAG Management Committee

FROM: Charlie McClendon, Avondale, Vice Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Wednesday, April 9, 2008- 12:00 to 1:00 p.m.
MAG Office, Suite 200 - Saguaro Room
302 North 1st Avenue, Phoenix

The next Management Committee meeting will be held at the MAG offices at the time and place noted above. Members of the Management Committee may attend the meeting either in person, by videoconference or by telephone conference call. The agenda and summaries are being transmitted to the members of the Regional Council to foster increased dialogue regarding the agenda items between members of the Management Committee and Regional Council. You are encouraged to review the supporting information enclosed. Lunch will be provided at a nominal cost.

Please park in the garage under the building, bring your ticket, parking will be validated. For those using transit, Valley Metro/RPTA 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 Valerie Day at the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

Members are reminded of the importance of attendance by yourself or a proxy. Any time that a quorum is not present, we cannot conduct the meeting. Please set aside sufficient time for the meeting, and for all matters to be reviewed and acted upon by the Management Committee. Your presence and vote count.

c: MAG Regional Council

MAG MANAGEMENT COMMITTEE
TENTATIVE AGENDA
April 9, 2008

	COMMITTEE ACTION REQUESTED
1. Call to Order	
2. Pledge of Allegiance	
3. Call to the Audience An opportunity is provided to the public to address the Management Committee on 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. Citizens 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 Management Committee requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.	3. Information.
4. Executive Director's Report The MAG Executive Director will provide a report to the Management Committee on activities of general interest.	4. Information and discussion.
5. Approval of Consent Agenda Prior to action on the consent agenda, members of the audience will be provided an opportunity to comment on consent items that are being presented for action. Following the comment period, Committee members may request that an item be removed from the consent agenda. Consent items are marked with an asterisk (*).	5. Recommend approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

MINUTES

*5A. Approval of March 14, 2008 Meeting Minutes	5A. Review and approval of the March 14, 2008 meeting minutes.

TRANSPORTATION ITEMS

*5B. Consultant Selection for the MAG External Travel Study

In May 2007, the MAG Regional Council approved the FY 2008 Unified Planning Work Program and Annual Budget, which included $300,000 to conduct a MAG region external travel study. The project will update data gathered in a similar study performed in 1999. A concurrent and complementary study will be performed by the Pima Association of Governments and the results shared by the two agencies. On January 11, 2008, MAG issued a Request for Proposals to conduct the study. In response, two proposals were received. A multi-agency review team met on March 11, 2008, and recommended to MAG the selection of Alliance Transportation Group to conduct the survey. In addition, the team recommended that if negotiations with Alliance are not successful, that MAG pursue negotiations with its second choice, Wilbur Smith Associates. Please refer to the enclosed material.

5B. Recommend that Alliance Transportation Group be selected to conduct the MAG External Travel Study for an amount not to exceed $300,000. If negotiations with Alliance Transportation Group are not successful, that MAG negotiate with its second choice, Wilbur Smith Associates, to conduct the Study.

*5C. Project Changes: Amendments, and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program

The FY 2008-2012 MAG Transportation Improvement Program (TIP) was approved by Regional Council on July 25, 2007. Since that time, there have been requests from member agencies to modify projects in the programs. The proposed amendments and administrative modifications to the FY 2008-2012 TIP are listed in Table A. The amendments include adding the noise reduction study at ADOT, repackaging of two City of Tempe projects into one, and adding six Transportation Enhancement Projects that were approved by the ADOT Board in November 2007. An administrative modification does not require a conformity determination. The Transportation Review Committee recommended approval of these project changes. Please refer to the enclosed material.

5C. Recommend approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update, as shown in the attached table.

*5D. ADOT Red Letter Process

In June 1996, the MAG Regional Council approved the ADOT Red Letter process, which requires MAG member agencies to notify ADOT of potential development activities in freeway alignments. Development activities include actions on plans, zoning and permits. ADOT has forwarded a list of notifications from July 1, 2007, to December 31, 2007. Upon request any of the notices can be removed from the consent agenda and returned for action at a future meeting. Please refer to the enclosed material.

5D. Information and discussion.

*5E. ADOT Requested Change to Statewide Transportation Acceleration Needs (STAN) Projects

ADOT has requested that a small change in the funding from the State Transportation Acceleration Needs (STAN) account that was approved by MAG in December 2006 be modified slightly to decrease the funding by $1.0 million for the I-10: Sarival to Verrado Way project and increase the funding by $500,000 each for the L303: Bell Road Crossing and for the L303: Cactus and Waddell Road Crossing projects. This has determined that the $1.0 million is not required to complete the I-10 project and the additional funding is needed for the L303 projects. There is no fiscal impact on the MAG Freeway Program. The Transportation Review Committee recommended approval of the project change. Please refer to the enclosed material.

5E. Recommend approval of the ADOT request to decrease the funding by $1.0 million for the I-10: Sarival to Verrado Way project and increase the funding by $500,000 each for the L303: Bell Road crossing and for the L303: Cactus and Waddell Road crossing projects.

*5F. MAG Commuter Rail Strategic Plan

Since February 2007, MAG has been working on a Commuter Rail Strategic Plan, which will establish a framework for implementing commuter rail service in Maricopa County and northern Pinal County. The MAG consultant provided project briefings to the Management Committee, Transportation Policy Committee, and Regional Council in November and December 2007. On March 27, 2008, the Transportation Review Committee recommended to accept the

5F. Recommendation to accept the Commuter Rail Strategic Plan as the guiding implementation framework for commuter rail, and for MAG to proceed with the first four implementation steps identified on page nine of the Executive Summary: 1) Ongoing Coordination; 2) Union Pacific Passenger Rail Coordination; 3) Burlington Northern Santa Fe Railway Coordination; and 4) Regional Transit Planning.

Commuter Rail Strategic Plan, and for MAG to proceed with the first four implementation steps identified on page nine of the Executive Summary: 1) Ongoing Coordination; 2) Union Pacific Passenger Rail Coordination; 3) Burlington Northern Santa Fe Railway Coordination; and 4) Regional Transit Planning. Please refer to the enclosed material.

AIR QUALITY ITEMS

*5G. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program. The proposed amendment includes the addition of six Valley Metro Transportation Enhancement funded projects in fiscal years 2008, 2009, and 2010, and a new Arizona Department of Transportation (ADOT) Noise Reduction Study project in FY 2008. In addition, an administrative modification is required for the repackaging of City of Tempe pedestrian and bicycle facility projects on College Avenue, and to increase funding for two ADOT projects. The amendment includes projects that may be categorized as exempt and minor project revisions that do not require a conformity determination. Comments on the conformity assessment are requested by April 18, 2008. Please refer to the enclosed material.

5G. Consultation.

GENERAL ITEMS

*5H. Discussion and Update on the Draft FY 2009 MAG Unified Planning Work Program and Annual Budget

Each year, the MAG Unified Planning Work Program and Annual Budget is developed incrementally in conjunction with member agency and public input. The Work Program is reviewed each year in April by the federal agencies and approved by the Regional Council in May. This presentation and review of the draft FY 2009

5H. Information.

MAG Unified Planning Work Program and Annual Budget represent the budget document development to-date. There are two changes to the new project requests for FY 2009: An additional project has been added in the Transportation Division, Travel Demand Model-Pinal County Review, for $80,000; the Environmental Air Quality Associate for $80,000 has been removed from the new project list. The elements of the budget document are about 80 percent complete. Please refer to the enclosed material.

*51. Revision to the Social Services Block Grant Allocation Recommendations

On February 27, 2008, the MAG Regional Council approved the allocation recommendations for the locally planned Social Services Block Grant dollars be forwarded to the Arizona Department of Economic Security (DES). On March 13, 2008, the MAG Human Services Technical Committee recommended approval of moving $55,693 from the pregnant/parenting youth category to the basic needs category in the same target group. This revision will allow the agency that receives the funding, the City of Phoenix, to better utilize these funds while continuing to offer services to pregnant teens through other programs. The program that has historically received these funds has been eliminated. This revision will leave $38,283 in the pregnant/parenting youth category for use by other agencies. The MAG Human Services Technical Committee recommended approval of the revision. Please refer to the enclosed material.

51. Recommend approval that the revised SSBG allocation recommendations for FY 2008-2009 to be forwarded to the Arizona Department of Economic Security.

ITEMS PROPOSED TO BE HEARD

TRANSPORTATION ITEMS

6. Transportation Planning Update

For the past three years, MAG has been engaged with the regional planning organizations throughout Arizona to work collaboratively to address Arizona's growth and transportation issues. Concurrently, MAG has been working to

6. Information, discussion and input by the Management Committee.

address high growth areas in the MAG region with the Hassayampa Valley and Hidden Valley Framework studies. MAG has also initiated a Transit Framework Study and will be initiating an update of the Regional Transportation Plan. These studies along with a statewide Transportation Reconnaissance Study have laid the foundation for a statewide transportation planning effort by the Arizona Department of Transportation. A report on these activities will be provided to the Management Committee. Please refer to the enclosed material.

AIR QUALITY ITEMS

7. Maricopa County Clean Air Initiative

On February 13, 2008, Maricopa County kicked off its new clean air initiative called Running Out of Air. Cleaning the air is this region's main focus. Maricopa County is committing to thirty-eight dust pollution prevention measures in the MAG 2007 Five Percent Plan for PM-10 which was submitted to the Environmental Protection Agency. In addition to ramping up staff and increasing enforcement, Maricopa County is informing the public about dust pollution and asking all residents to do their part by making a clean air commitment.

7. Information and discussion.

GENERAL ITEMS

8. Draft MAG 208 Small Plant Review and Approval for the Proposed Preserve at Goldfield Ranch Water Reclamation Facility

Maricopa County has requested that MAG review the proposed Preserve at Goldfield Ranch Water Reclamation Facility through the Small Plant Review and Approval Process of the MAG 208 Water Quality Management Plan. The proposed facility would have an ultimate capacity of 400,000 gallons per day and reclaimed water would be disposed of through reuse and recharge. The Fort McDowell Yavapai Nation and Salt River Pima-Maricopa Indian Community are within three miles of the project and both have expressed concern about the Draft Small Plant Review and

8. Recommend approval of the proposed Preserve at Goldfield Ranch Water Reclamation Facility as part of the MAG 208 Water Quality Management Plan.

Approval for the proposed facility. On October 22, 2007, the MAG Water Quality Advisory Committee tabled the Draft Small Plant Review and Approval for 60 days to allow the applicant to work cooperatively with the Fort McDowell Yavapai Nation to address the concerns raised by the Nation in its October 2, 2007 letter and to also work cooperatively with the Salt River Pima-Maricopa Indian Community. In addition, the Committee requested additional detail on the Preserve at Goldfield Ranch Water Reclamation Facility. On December 21, 2007, the Committee continued the Draft Small Plant Review and Approval for 90 days with a goal of encouraging the parties to begin their first meeting within 30 days. At the March 20, 2008 MAG Water Quality Advisory Committee meeting, presentations were given by the Preserve at Goldfield Ranch, the Fort McDowell Yavapai Nation, and the Salt River-Pima Maricopa Indian Community. Following approximately two and one-half hours of presentations and discussion, the Committee recommended approval of the Draft Small Plant Review and Approval for the proposed facility. Please refer to the enclosed material.

9. Legislative Update

An update will be provided on legislative issues of interest. Please refer to the enclosed material.

9. Information, discussion and possible action.

10. Possible Interim Appointment of the Chair and Vice Chair of the Management Committee to Fill the Unexpired Term (June 2008)

In May 2002, the Management Committee approved a process for electing the Chair and Vice Chair of the Management Committee. The process provided that the outgoing Chair of the Management Committee would be responsible for working with members to nominate a manager for the Vice Chair position and the current Vice Chair would be nominated for the position of Chair. On June 13, 2007, the Management Committee elected Jan Dolan, Scottsdale, as Chair and Charlie McClendon, Avondale, as Vice Chair. The Chair position is vacant and potentially the

10. Possible interim appointment of the Chair and Vice Chair to serve the remainder of the term to June 30, 2008.

Vice Chair position could become vacant pending the election of the Chair position. To fill this position(s) until June 2008, the interim appointment of the Chair and potentially the Vice Chair of the Management Committee is for consideration by the Management Committee. In June 2008, the Management Committee would then consider the officer positions for a two year term.

11. Comments from the Committee

An opportunity will be provided for Management Committee members to present a brief summary of current events. The Management Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

11. Information.

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
March 14, 2008
Virginia G. Piper Auditorium
U of A College of Medicine – Phoenix
Phoenix Biomedical Campus
550 East Van Buren Street, Phoenix

MEMBERS ATTENDING

* Jan Dolan, Scottsdale, Chair
Charlie McClendon, Avondale, Vice Chair
* George Hoffman, Apache Junction
* Jeanine Guy, Buckeye
Jon Pearson, Carefree
* Usama Abujbarah, Cave Creek
Mark Pentz, Chandler
Spencer Isom for B.J. Cornwall, El Mirage
Phil Dorchester, Fort McDowell Yavapai Nation
* Kate Zanon, Fountain Hills
Lynn Farmer, Gila Bend
* Joseph Manuel, Gila River Indian Community
George Pettit, Gilbert
Horatio Skeete for Ed Beasley, Glendale
* Brian Dalke, Goodyear
Mark Johnson, Guadalupe
* Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
Jim Bacon, Paradise Valley
Terry Ellis, Peoria
Frank Fairbanks, Phoenix
* John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Kathy Rice for Surprise
Charlie Meyer, Tempe
* Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
* Lloyce Robinson, Youngtown
Rakesh Tripathi for Victor Mendez, ADOT
* 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.

1. Call to Order

The meeting was called to order by Vice Chair Charlie McClendon at 11:35 a.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Vice Chair McClendon noted that the revised agenda and material for agenda items #4B and #4G, were at each place. Vice Chair McClendon stated that transit tickets were available from Valley Metro/RPTA for those using transit to come to the meeting.

3. Call to the Audience

Vice Chair McClendon stated that Call to the Audience provides an opportunity to the public to address the Management Committee on 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. Vice Chair McClendon noted that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard. Public comments have a three minute time limit and there is a timer to help the public with their presentations. Vice Chair McClendon noted that no public cards had been received.

A written statement was submitted for the record by Dianne Barker, who reported that she attempted to enter the building where the Management Committee was being held but the doors were locked. She indicated that she entered at 11:50 a.m. when someone exited. Ms. Barker stated that she wanted a formal explanation of this. Ms. Barker commented on the economic update, which offered some hope to the MAG region. She that the recession is being felt less in this region than in the rest of the country. However, Arizona is a leading state in home foreclosures, and it needs stable industry growth and water availability. Ms. Barker stated that this region will need cooperation and leadership in facing the budget cuts and declining revenue. She commented on agenda item #4C by saying that the CAFR appears a positive effort, but it lacks making an opinion to be free of material weakness of internal control over financial reporting.

4. Approval of Consent Agenda

Vice Chair McClendon stated that agenda items #4A, #4B, #4C, #4D, #4E, #4F, and #4G were on the consent agenda. Vice Chair McClendon reviewed the public comment guidelines for the consent agenda. He noted that no public comment cards had been received.

Vice Chair McClendon asked if any member of the committee had questions or a request to have a presentation on any consent agenda item. None were noted.

Mr. Boggs moved to recommend approval of consent agenda items #4A, #4B, #4C, #4D, #4E, #4F, and #4G. Mr. Pettit seconded, and the motion carried unanimously.

4A. Approval of February 13, 2008 Meeting Minutes

The Management Committee, by consent, approved the February 13, 2008 meeting minutes.

4B. Request to Accelerate the Union Hills/Loop 101 Traffic Interchange Widening

The Management Committee, by consent, recommended approval of the proposed acceleration of the Union Hills Traffic Interchange widening project and for MAG to enter into the Intergovernmental Agreement (IGA) with ADOT and Peoria, contingent on an amendment to the FY 2008 - FY 2012 Transportation Improvement Program and conformity determination. The City of Peoria is interested in accelerating the widening of the Union Hills Traffic Interchange (TI) bridge at the Loop 101 which is currently scheduled for construction by the Arizona Department of Transportation (ADOT) in FY 2012. An arterial street project to

construct a Beardsley Road Connector with the Loop 101 is scheduled for construction in the fall of 2008. Given the proximity of the Beardsley Road Connector project to the Union Hills TI significant cost and convenience benefits accrue if both projects are constructed at the same time. ADOT concurs with the request to accelerate the Union Hills TI widening project. To facilitate the advancement of the Union Hills TI, Peoria has requested a HELP loan of $9.91 million to finance the acceleration. The ADOT Life Cycle Freeway Program has this project programmed for $18 million so substantial cost savings are expected. Peoria has requested that the interest expense be shared in accordance with the MAG Highway Acceleration Policy.

4C. Status Update on the June 30, 2007 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, 2007

The Management Committee, by consent, recommended acceptance of the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2007. 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, 2007. An unqualified audit opinion was issued on January 12, 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. Two Management Letter comments were issued for the fiscal year ended June 30, 2007 and these are described with the management resolution by MAG in the attached memorandum. 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, 2007 CAFR to the GFOA awards program for review. If awarded the certificate for the June 30, 2007 CAFR, this would be the agency's tenth consecutive award.

4D. Development of the FY 2009 MAG Unified Planning Work Program and Annual Budget

Each year staff develops the MAG Unified Planning Work Program and Annual Budget. The Work Program is reviewed in April by the federal agencies and approved by the Regional Council in May. The proposed budget information is being presented incrementally in parallel with the development of the budget information. This presentation and review of the FY 2009 MAG Unified Planning Work Program and Annual Budget represent the budget document development to-date. Due to current economic conditions, MAG is proposing no increase in estimated dues and assessments. The individual member dues and assessments may change due to population allocation, but the overall dues and assessments total of $606,550 remains the same amount as FY 2008. Each year new projects are proposed for inclusion in the MAG planning efforts. These new project proposals come from the various MAG technical committees, policy committees and other discussions with members and stakeholders regarding joint efforts within the region. These projects are subject to review and input by the committees

as they go through the budget process. The proposed new projects for FY 2009 were presented at the February 13, 2008 Management Committee meeting and the February 27, 2008 Regional Council meeting. A transportation project titled, "Safety Evaluation of the MAG Elderly Mobility Sign Project On-Call," budgeted for $50,000 has been added to new project requests and an updated proposed project list is included in the "MAG Programs in Brief." The MAG Transportation Safety Committee and the MAG Elderly Mobility Stakeholders Group initiated a Sign Project in FY 2008 in which sixteen jurisdictions are installing street name signs with larger font sizes, advanced street name signs, and internal illumination signs based on the FHWA Guidelines and Recommendations to Accommodate Older Drivers and Pedestrians. One component of this sign installation program is a safety evaluation element which will be addressed by this project. MAG has also been approached by the Central Arizona Association of Governments to have them assist MAG in compiling and checking data used in the MAG travel demand model that extends into Pinal County. Proposed new consultant projects for FY 2009 are reduced from consultant project totals in FY 2008 by approximately 20 percent. The FY 2009 budgeted expenses for MAG show an overall decrease of 2.38 percent from last year. This decrease is, in part, due to a decrease in the budgeted amounts for overhead and a 50 percent reduction in proposed capital expenditures. The reason for the large capital decrease is that a majority of MAG's capital equipment inventory is computer hardware which is on a replacement cycle of approximately every three years. MAG staff has an annual performance evaluation in June and based on performance, salary increases that average up to five percent may be awarded. There are no new staff positions being requested for FY 2009 and FTE at MAG remains at 75.25. This item was on the agenda for information.

4E. Section 5310 Elderly and Individuals with Disabilities Transportation Program Applications

The Management Committee, by consent, recommended forwarding the priority listing of applicants for FTA Elderly and Persons with Disabilities Transportation Program to the Arizona Department of Transportation. On February 29, 2008, the MAG FTA Elderly and Persons with Disabilities Transportation Program Ad Hoc Committee developed a priority listing for the applications received for Federal Transit Administration (FTA) Section 5310 funding. FTA provides these funds to the Arizona Department of Transportation (ADOT) for capital assistance to agencies and public bodies that provide transportation services for people who are elderly and for people who have a disability. This year, 20 applications were submitted for capital assistance awards. Forty-five van requests, two radio requests, one software request, and three mobility manager requests were received and considered by the committee.

4F. Draft MAG 208 Water Quality Management Plan Amendment for the City of Goodyear Sonoran Valley Planning Area

The Management Committee, by consent, recommended approval of the Draft MAG 208 Water Quality Management Plan Amendment for the City of Goodyear Sonoran Valley Planning Area. The City of Goodyear has requested that MAG amend the 208 Water Quality Management Plan to include four water reclamation facilities (WRFs) for the Sonoran Valley Planning Area. The ultimate capacities for the State Land WRF and Southern Region WRF would be 4.75 million gallons per day (mgd) and 24 mgd, respectively. The Section 23 WRF and Section 28 WRF would each have an ultimate capacity limited to 0.6 mgd. Reclaimed water from the four facilities would be disposed of through reuse, recharge, and Arizona Pollutant Discharge

Elimination System Permit discharge points to the Waterman Wash. The project is located within three miles of the City of Avondale, Town of Buckeye, City of Maricopa, the Gila River Indian Community, and unincorporated Maricopa and Pinal Counties. To date, five of the six entities have indicated no objections. The public hearing on the draft amendment was conducted on February 13, 2008. Following the hearing, the MAG Water Quality Advisory Committee recommended approval of the Draft 208 Plan Amendment.

4G. Legislative Update

An updated bill summary chart was provided on legislative issues of interest.

Mr. Brady commented on potential state legislation. He stated that the City of Mesa had been approached by the Chamber of Commerce asking for a critical needs list. Dennis Smith, MAG Executive Director, stated that the Transportation Policy Committee and Regional Council directed staff to provide to ADOT and the Governor information that will describe the transportation challenges facing this region, including projects that are part of the approved Regional Transportation Plan (RTP). He noted that MAG staff will assist the consultant hired by ADOT in order to keep the list at the conceptual level. Mr. Smith commented that there has been a lot of confusion in the last few days because some partnering agencies received direction from the Time Coalition to ask member agencies for projects. He said that he contacted the Time Coalition and they are now requesting ideas from the business sector. Mr. Smith noted that an ADOT meeting of regional planning agency elected officials and the Time Coalition to discuss timing issues is scheduled for Monday. Mr. Smith stated that last week, there was a large meeting of the statewide planning organizations, and the consensus was to do a great plan. He commented that he did not think there was a need to provide a critical needs list to the chambers of commerce.

Mr. Fairbanks stated that there was a time when issues were discussed at MAG. This is stacking up in an interesting way. Mr. Fairbanks stated that he understood the forces at the state would like to spend the majority of the tax on a train from Phoenix to Tucson. He expressed that the City of Phoenix is in a near crisis with the costs of city street construction, and added that they have been pushing ways to increase the amount they receive for streets. Mr. Fairbanks noted that the efficiency of gas mileage has impacted the amount cities receive; because the tax is per gallon, there is no growth. Mr. Fairbanks expressed that the City of Phoenix is a huge supporter of the Governor, but it needs more money for streets or there will be a catastrophe. He urged that there be discussion of street and road money. Mr. Fairbanks commented that if there is enough to do streets and also a train, that would be great, but cities really need the money for streets.

Vice Chair McClendon stated that this topic could be agendized for the next Management Committee meeting.

Rakesh Tripathi spoke on behalf of ADOT. He said that he would be managing the framework study. Mr. Tripathi commented that one thing he wanted the Management Committee to understand that when they are speaking of the MAG Long Range Plan, they are speaking of a financially constrained plan. Mr. Tripathi stated that the state is looking at planning from the top down. He advised that a lot of regions in the country use this process, which is different

from the federal process. Mr. Tripathi stated that the MAG RTP does not capture every need because it is financially constrained. Mr. Tripathi stated that the Governor wants to see what would people want the region to look like if a plan is not constrained. He commented that this is a different type of planning–the state is looking at a vision plan, and added that needs are needs even if they are beyond financial constraints.

There being no further business, Mr. Pettit moved to adjourn the meeting. Mr. Fairbanks seconded, and the motion carried unanimously. The meeting adjourned at 11:50 a.m.

Chairman

Secretary

Agenda Item #5B

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

DATE:
April 1, 2008

SUBJECT:
Consultant Selection for the MAG External Travel Study

SUMMARY:
The FY 2008 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2007, includes $300,000 to conduct the MAG External Travel Study project. The final product of this project will include data on the number of vehicles entering and leaving the MAG region and other characteristics of external trips. This study will be conducted concurrently with a study being performed by the Pima Association of Governments (PAG) under separate contract. The data will be shared between the two projects.

The Request for Proposals was advertised on January 11, 2008. Two proposals were received from Wilbur Smith Associates and Alliance Transportation Group. A multi-agency proposal evaluation team consisting of MAG member agencies, PAG staff, and MAG staff reviewed the proposal documents. On March 11, 2008, the evaluation team interviewed the firms and recommended to MAG the selection of Alliance Transportation Group to conduct the project in an amount not to exceed $300,000.

PUBLIC INPUT:
No public input has been received.

PROS & CONS:
PROS: The procurement of consultant services will enable MAG to proceed with the study in a timely manner and to obtain data necessary for the update of the transportation model.

CONS: Delaying the above work element could compromise timely model updates required for ongoing and future highway projects.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: The procurement of consultant services will enable MAG to obtain technical expertise in external travel demand for use as an input to calibrate the travel demand model.

POLICY: Updated travel forecasting will provide transportation planning guidance for the MAG region and will facilitate major highway and transit planning projects.

ACTION NEEDED:
Recommend that Alliance Transportation Group be selected to conduct the MAG External Travel Study for an amount not to exceed $300,000. If negotiations with Alliance Transportation Group are not successful, that MAG negotiate with its second choice, Wilbur Smith Associates, to conduct the Study.

PRIOR COMMITTEE ACTIONS:

On March 11, 2008, a multi-agency evaluation ream reviewed the proposals and interviewed the proposers. The evaluation team recommended to MAG that Alliance Transportation Group be selected for the MAG External Travel Study for an amount not to exceed $300,000. If the negotiations with Alliance Transportation Group are not successful, that MAG negotiate with its second choice, Wilbur Smith Associates to conduct the study.

Proposal Evaluation Team
Mark Catchpole, Arizona Department Of Transportation
Julian Dresang, City of Tempe
Briiana Leon, City of Phoenix
Michael Manola, Town of Buckeye
Randall Overmyer, City of Surprise
Roger Roy, Maricopa Association of Governments
Vicki Stewart, Maricopa County
Aichong Sun, Pima Association of Governments

CONTACT PERSON:

Roger Roy, MAG, (602) 254-6300.

Agenda Item #5C

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

DATE:
April 1, 2008

SUBJECT:
Project Changes: Amendments, and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program

SUMMARY:
The FY 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan 2007 Update were approved by the MAG Regional Council on July 25, 2007.

Since that time, there have been requests from member agencies to modify projects in the programs. The proposed Highway administrative modifications and amendments to the FY 2008-2012 TIP are listed in Table A. The amendments include adding the noise reduction study at ADOT, repackaging of two City of Tempe projects into one, and adding six Transportation Enhancement Projects that were approved by the ADOT Board in November 2007.

All of the projects to be amended may be categorized as exempt from conformity determinations and an administrative modification does not require a conformity determination, but a consultation process will be initiated for these projects.

PUBLIC INPUT:
None.

PROS & CONS:
PROS: Approval of this TIP amendment will allow the projects to proceed in a timely manner.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: Projects that wish to utilize transportation federal funds need to be shown in the TIP in the year that they expect to commence and may need to undergo an air quality conformity analysis or consultation.

POLICY: This amendment request is in accord with all MAG guidelines.

ACTION NEEDED:
Recommend approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update, as shown in the attached table.

PRIOR COMMITTEE ACTIONS:
Transportation Review Committee (TRC): On March 27, 2008, the TRC unanimously recommended approval of amendments and administrative modifications to the FY 2008-2012 MAG TIP, and as appropriate, the Regional Transportation Plan 2007 Update, as shown in the attached tables.

MEMBERS ATTENDING

Maricopa County: John Hauskins
ADOT: Floyd Roehrich
Avondale: David Fitzhugh
Buckeye: Scott Lowe
Chandler: Patrice Kraus
El Mirage: Lance Calvert
Fountain Hills: Randy Harrel
* Gila Bend: Lynn Farmer
Gilbert: Tami Ryall
Glendale: Terry Johnson
* Goodyear: Cato Esquivel
* Guadalupe: Jim Ricker
Litchfield Park: Mike Cartsonis
Mesa: Scott Butler
Paradise Valley: Robert M. Cicarelli
Peoria: Dan Nissen for David Moody
Phoenix: Tom Callow
* Queen Creek: Mark Young
RPTA: Bryan Jungwirth
Scottsdale: Dave Meinhart for Mary O'Connor
Surprise: Stephanie Wilson for Randy Overmyer
Tempe: Carlos De Leon
Valley Metro Rail: John Farry
Youngtown: Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

* Regional Bicycle Task Force: Vacant
* Street Committee: Darryl Crossman, Litchfield Park
* Pedestrian Working Group: Eric Iwersen, City of Tempe
* ITS Committee: Alan Sanderson

* Members neither present nor represented by proxy.
+ - Attended by Videoconference
# - Attended by Audioconference

Pedestrian Working Group & the Regional Bicycle Task Force : On March 18, 2008 , the Pedestrian Working Group and Regional Bicycle Task Force Committee recommended approval of project changes to TMP08-602 and TMP07-303.

MEMBERS ATTENDING

Tami Ryall, Gilbert, Chair, Regional Bicycle Task Force and Acting Chair of the Pedestrian Working Group
* Bruce Meyers, ADOA Gen. Services
* Michael Sanders, ADOT
Brian Fellows, ADOT
Michael Eagan, ASLA, Arizona Chapter
Margaret Boone-Pixley, Avondale
Ann Marie Riley for Michael Normand, Chandler
Rich Rumer Coalition for AZ Bicyclists
Mark Smith, El Mirage
* Allan Grover, Glendale
Farhad Tavassoli, Goodyear
Michael Cartsonis, Litchfield Park
* Peggy Rubach, Maricopa County
^ Jim Hash, Mesa
Brandon Forrey, Peoria
Katherine Coles, Phoenix
Briiana Leon, Phoenix
Mike Roche, Queen Creek
Suzanne Day, RPTA
Reed Kempton, Scottsdale
Eric Iwersen, Tempe
Lance Ferrell, Surprise

*Members neither present nor represented by proxy.
^Attended via audio-conference

CONTACT PERSON:
Eileen O. Yazzie, (602) 254-6300.

PROJECT CHANGE SHEET

Management Committee April 1, 2008

Table A
Highway Projects - TIP FY2008-2012 Amendments & Administrative Modifications

PROJ #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT08-751	ADOT	I-17 at Dove Valley Rd	Advance construct new TI (City Advancement)	2009	0.4	Local Govt	$ 26,500,000			$ 26,500,000	Admin Mod: Increase budget by $9.9 million and defer project from 08 to 09.
DOT08-692	ADOT	MAG Regionwide	Preliminary Engineering (Management Consultant, 30% Plans Design)	2008	n/a	RARF			$ 23,800,000	$ 23,800,000	Admin. Mod: Increase budget by $1.6 million.
DOT08-842	ADOT	MAG Regionwide	Noise reduction Study within Maricopa County	2008	n/a	RARF			$ 65,000	$ 65,000	Amend: Create a new noise mitigation study project
TMP08-602	Tempe	College Ave: Superstition Freeway (US 60) to Apache Boulevard	Design and construct pedestrian and bicycle facilities.	2008	2	CMAQ	$ 951,000	$ 2,550,000	$ -	$ 3,501,000	Admin Mod: Repackage project. Location is expanded, and project total costs increased by $1,001,000 to include TMP07-303.
TMP07-303	Tempe	College Ave: Alameda Dr to Superstition Fwy	Improve pedestrian facilities (phase 1 of 2)	2008	1	CMAQ	$ 201,000	$ 800,000	$ -	$ 1,001,000	Amend: Delete project. Repackage with TMP08-602
VMT08-828T	Valley Metro	Regional	The Regional Safe Routes to School Support Center Project	2008	n/a	STP-TEA	$ 27,412	$ 45,550	$ -	$ 72,962	Amend: ADOT awarded Transportation Enhancement-Round 15 - grant dollars November 2007
VMT09-807T	Valley Metro	Regional	The Regional Safe Routes to School Support Center Project	2009	n/a	STP-TEA		$ 208,686	$ -	$ 208,686	Amend: ADOT awarded Transportation Enhancement-Round 15 - grant dollars November 2007
VMT10-811T	Valley Metro	Regional	The Regional Safe Routes to School Support Center Project	2010	n/a	STP-TEA		$ 149,629	$ -	$ 149,629	Amend: ADOT awarded Transportation Enhancement-Round 15 - grant dollars November 2007
VMT08-829T	Valley Metro	Regional	Regional Bicycle & Pedestrian Safety Education Program	2008	n/a	STP-TEA	$ 31,712	$ 56,086	$ -	$ 87,798	Amend: ADOT awarded Transportation Enhancement-Round 15 - grant dollars November 2007
VMT09-808T	Valley Metro	Regional	Regional Bicycle & Pedestrian Safety Education Program	2009	n/a	STP-TEA		$ 238,419	$ -	$ 238,419	Amend: ADOT awarded Transportation Enhancement-Round 15 - grant dollars November 2007
VMT10-812T	Valley Metro	Regional	Regional Bicycle & Pedestrian Safety Education Program	2010	n/a	STP-TEA		$ 180,495	$ -	$ 180,495	Amend: ADOT awarded Transportation Enhancement-Round 15 - grant dollars November 2007

Agenda Item #5D

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

DATE:
April 1, 2008

SUBJECT:
ADOT Red Letter Process

SUMMARY:
The Regional Council approved the Red Letter Process in 1996 to provide early notification of potential development in planned freeway alignments. Development activities include actions on plans, zoning, and permits. Key elements of the process include:

Notifications:
- ADOT will periodically forward Red Letter notifications to MAG.
- Notifications will be placed on the consent agenda for information and discussion at the Transportation Review Committee, Management Committee, and Regional Council meetings.
- If a member wishes to take action on a notification, the item can be removed from the consent agenda for further discussion. The item could then be placed on the agenda of a subsequent meeting for action.

Advance acquisitions:
- ADOT is authorized to proceed with advance right-of-way acquisitions up to $2 million per year in funded corridors.
- Any change in the budgets for advance right-of-way acquisitions constitutes a material cost change as well as a change in freeway priorities and therefore, would have to be reviewed by MAG and would require Regional Council action.
- With the passage of Proposition 400 on November 2, 2004, the Regional Transportation Plan (RTP) includes funding for right-of-way acquisition as part of the funding for individual highway projects. This funding is spread over the four phases of the Plan. Funding for advance acquisitions may be made available on a case-by-case basis.

For information, the ADOT Advance Acquisition policy allows the expenditure of funds to obtain right-of-way where needed to address hardship cases (residential only), forestall development (typical Red Letter case), respond to advantageous offers or, with remaining funds, acquire properties in the construction sequence for which right-of-way acquisition has not already been funded.

In addition to forestalling development within freeway corridors, ADOT, under the Red Letter Process, works with developers on projects adjacent to or close to existing and proposed routes that may have a potential impact on drainage, noise mitigation, and/or access. For this purpose, ADOT needs to be informed of all zoning and development activity within one-half mile of any existing and planned facility. Without ADOT input on development plans adjacent to or near existing and planned facilities, there is a potential for increased costs to the local jurisdiction, the region and/or ADOT.

ADOT received 548 Red Letter notifications in the period from July 1, 2007 to December 31, 2007. Of the 548 notices received, 130 had an impact to the State Highway System. These 130 notices are attached.

PUBLIC INPUT:
No comments were received at the March 27, 2008 meeting of Transportation Review Committee.

PROS & CONS:
PROS: Notification can lead to action to forestall development activity in freeway corridors and help minimize costs as well as ensure eventual completion of the facility.

CONS: By utilizing funds for advance purchase of right-of-way, these funds are not available for other uses such as design and construction.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: Unless precluded early in the process, development within freeway alignments will result in increased right-of-way costs in the future.

POLICY: With the passage of Proposition 400 on November 2, 2004, the RTP includes funding for right-of-way acquisition as part of the funding for individual highway projects. This funding is spread over the four phases of the Plan. Funding for advance acquisitions may be made available on a case-by-case basis.

ACTION NEEDED:
Information and discussion.

PRIOR COMMITTEE ACTIONS:
Transportation Review Committee: This item was on the March 27, 2008 agenda for information and discussion.

MEMBERS ATTENDING

Maricopa County: John Hauskins
ADOT: Floyd Roehrich
Avondale: David Fitzhugh
Buckeye: Scott Lowe
Chandler: Patrice Kraus
El Mirage: Lance Calvert
Fountain Hills: Randy Harrel
* Gila Bend: Lynn Farmer
Gilbert: Tami Ryall
Glendale: Terry Johnson
* Goodyear: Cato Esquivel
* Guadalupe: Jim Ricker
Litchfield Park: Mike Cartsonis
Mesa: Scott Butler
Paradise Valley: Robert M. Cicarelli
Peoria: Dan Nissen for David Moody
Phoenix: Tom Callow
* Queen Creek: Mark Young
RPTA: Bryan Jungwirth
Scottsdale: Dave Meinhart for Mary O'Connor
Surprise: Stephanie Wilson for Randy Overmyer
Tempe: Carlos De Leon
Valley Metro Rail: John Farry
Youngtown: Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

* Regional Bicycle Task Force: Vacant
* Street Committee: Darryl Crossman, Litchfield Park
* Pedestrian Working Group: Eric Iwersen, City of Tempe
* ITS Committee: Alan Sanderson

* Members neither present nor represented by proxy.
+ - Attended by Videoconference
# - Attended by Audioconference

CONTACT PERSON:
Eric Anderson, MAG, (602) 254-6300, or John Eckhardt III, ADOT, (602) 712-7900.

Arizona Department of Transportation

Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janet Napolitano
Governor

Victor M. Mendez
Director

Sam Elters
State Engineer

February 26, 2008

Maricopa Association of Governments
Received
FEB 27 2008

Mr. Dennis Smith
Executive Director
Maricopa Association of Governments
302 North First Avenue, Suite 300
Phoenix, Arizona 85003

Re: Red Letter Report - Notifications from July 1, 2007 to December 31, 2007

Dear Mr. Smith:

Below is a list of "Red Letter" notices received in our office from the period of July 1, 2007 to December 31, 2007. During this period, notifications were received from local municipalities as well as various Developers, Architects, Engineers and Attorney's.

LOCAL AGENCIES	NOTICES RECEIVED	IMPACT RESPONSES
City of Avondale	11	03
Town of Buckeye	07	03
City of Chandler	34	05
Town of Gilbert	41	0
City of Glendale	04	02
City of Goodyear	77	21
Maricopa County	48	12
City of Mesa	25	15
Miscellaneous Agencies	47	02
City of Peoria	26	07
City of Phoenix	93	39
State Land	16	07
City of Surprise	112	13
City of Tempe	07	01
Total Received	**548**	**130**

The Arizona Department of Transportation expends several resources to research future developments and plans adjacent to the state highway system to ensure ADOT's Right of Way is not jeopardized. Other notices received include; road access, zoning changes, outdoor advertising, and annexations.

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By early notification in the planning and design process, the "Red Letter" process helps in reducing costs, saving money for both ADOT and tax payers. The Department appreciates the cooperation of the Maricopa Association of Governments members and look forward to your continued support as we improve all lines of communication.

Our new Red Letter Coordinator is Annette Close, ADOT Right of Way Project Management, and can be reached at (602) 712-8876.

Please feel free to contact my office should you have any questions or need current information regarding the South Mountain Freeway (202L), I-10 Reliever, 303L South of I-10, or any other highway corridors. I can be reached at (602) 712-7900 or 205 S. 17th Avenue, MD 612E. Phoenix, Arizona 85007.

Sincerely,

John Eckhardt III, Manager
Right of Way Project Management

JE/ac

cc: Victor Mendez, Director. ADOT

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MARICOPA ASSOCATION OF GOVERNMENTS REPORT OF RED LETTERS

Of the 548 notices received 130 had an impact on the State's Highway System. Those 130 notices are summarized as follows:

AVONDALE:

1. SWC I-10 & 117th Avenue, received notice of a Public Hearing on the City's General Plan. Advised the City the proposed project was within the I-10 relief corridor which is currently under study. Requested copies of the development plans.

2. I-10 & 119th Avenue, received a Rezoning Application regarding a PAD. Advised the City the proposed development was in alignment of the study corridor for the I-10 widening project. In addition the proposed plan was within 20 feet of the existing Right of Way to I-10 that is subject to a future taking by ADOT for widening.

3. I-10 & 99th Avenue, received notification of a Public Hearing regarding amendments to the City's General Plan. Advised the City the proposed development was in alignment of the study corridor for the I-10 widening project. Requested copies of development plans. Recommended the Developer contact ADOT's Phoenix District Office to prevent any encroachment/access or drainage issues.

BUCKEYE:

1. Riggs Road & SR 85, received notice of a Public Hearing. Recommended the City contact ADOT's Right of Way Coordinator due to the proximity of the project to SR 85.

2. I-10 & Dean Road, received notice of a Zoning Change from an Architect Firm. Requested copies of the plans due to the proximity of the project to I-10, to verify no encroachment, access or drainage problems existed.

3. I-10 & Miller Road, received notice from a Real Estate Company regarding a parcel near I-10. Advised the City the parcel was within ADOT's plans to widen the median from SR 85 to Verrado Way. Requested copies of the plans from the developer for further review.

CHANDLER:

1. SR 87 & 202L, received second notice of an Amended Rezoning PAD. Advised the City of ADOT's concerns, since the Development abuts the 202L. Requested they keep ADOT apprised of this development through all planning stages to ensure no access/encroachment or drainage issues existed.

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2. SR 87 & 202L, received copies of Preliminary Plat. Advised the City of ADOT's concerns since the development abuts SR 87. Requested they keep ADOT apprised of this development through all planning stages to ensure no access/encroachment or drainage issues existed.

3. 202L & Alma School Road, received copies of Final Plat. Requested the Developer contact ADOT's Right of Way Coordinator to be kept apprised of development through all planning stages. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.

4. SWC of Pecos Road & Dobson, received copies of Preliminary Plat. Due to proximity of project to 202L advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.

5. SEC of El Alba & 101L, received notice of a Zoning Change. Advised City due to proximity of project to the 101L a permit could be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.

GILBERT:

No notices received that had an impact to the State Highway System.

GLENDALE:

1. 101L & Bethany Home, received a letter from a Law Firm regarding a Zoning Change and General Plan Amendment. Advised the City due to the proximity of project to 101L a permit could be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.

2. 101L & McDowell Road, received a letter from a Law Firm regarding a Zoning Change and General Plan Amendment. Advised the City due to proximity of project to 101L a permit could be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.

GOODYEAR:

1. SEC of Bullard Avenue & McDowell, received copy of Site Plat. Provided permits contact information if access was needed to ADOT's Right of Way. Requested to review all plans when available to ensure no access, encroachment or drainage issues existed.

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2. Cotton Lane & Lower Buckeye Road - Phase 1, received Final Plat. Advised the City the project was within the study corridor for the future 303L. Requested the developer contact ADOT's Right of Way Coordinator so they can be kept apprised of the development through all planning stages.

3. Cotton Lane & Lower Buckeye Road - Phase 2, received Final Plat. Advised the City the project was within the study corridor for the future 303L. Requested the developer contact ADOT's Right of Way Coordinator so they can be kept apprised of the development through all planning stages.

4. I-10 & Litchfield Road, received second notice of Preliminary Site Plan. Advised the City they would have to obtain a permit to construct a proposed 6' masonry fence to access ADOT's Right of Way. Provided contact information for obtaining a permit and website link for further information.

5. Sarival & Lower Buckeye Road, received copy of Final Plat. Advised the City the project was in alignment for the I-10 reliever. Requested the developer contact ADOT's Right of Way Coordinator so they can be kept apprised of the development through all planning stages.

6. Cotton Lane & Lower Buckeye Road - Phase 1 Parcel 4, received copy of Final Plat. Advised the City the project was in alignment of the future 303L. Requested the developer contact ADOT's Right of Way Coordinator so they can be kept apprised of the development through all planning stages.

7. NWC of Broadway & Perryville Road, received Final Plat. Advised the City the project was in alignment of the study Corridor for SR 801. Requested the developer keep ADOT apprised of the development through all planning stages.

8. SEC of Perryville Road & Broadway, received an email a Developer attaching a copy of their Site Plan. Advised the City the proposed project was in the study corridor for the 303 Extension & SR 801. Requested the developer contact ADOT's Right of Way Coordinator so they can be kept apprised of the development through all planning stages.

9. Citrus Road & Broadway - Phase 3 Parcel 1F, received copy of Final Plat. Advised the City the proposed project was in the study corridor for the future 303L. Requested the developer contact ADOT's Right of Way Coordinator.

10. Elwood Road & Cotton Lane - Phase 3 Parcel 5, received copy of Final Plat. Advised the City the proposed project was in the study corridor for the future 303L. Requested the developer contact ADOT's Right of Way Coordinator.

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11. Elwood Road & Cotton Lane - Phase 2, Parcel 1C, received copy of Final Plat. Advised the City the proposed project was in the study corridor for the future 303L. Requested the developer contact ADOT's Right of Way Coordinator.

12. 161st Avenue & Eddie Albert Way, received copy of Site Plan. Advised the City the proposed project was in the study corridor for the future 303 Extension & SR 801. Requested the developer contact ADOT's Right of Way Coordinator.

13. NEC of MC 85 & Sarival, received copy of Site Plan . Advised the City project was located in the study corridor for the future 303 Extension & SR 801. Requested the developer contact ADOT's Right of Way Coordinator.

14. 169th Avenue & Commerce Drive, received copy of Site Plan. Advised the City the project was located in the study corridor for the future 303 Extension & SR 801. Requested the developer contact ADOT's Right of Way Coordinator.

15. 157th Avenue & Elwood Street, received copy of Site Plan . Advised the City the project was located in the study corridor for the future 303 Extension & SR 801. Requested the developer contact ADOT's Right of Way Coordinator.

16. NEC of Bullard Avenue & Van Buren, received copy of Preliminary Plat. Advised the City the development was in the proximity of the I-10 widening project. Requested they contact ADOT's Valley Project Management Section to prevent any encroachment to our Right of Way.

17. NEC of Broadway & Perryville Road, received notice of a Rezoning Application. Advised the City the proposed plan was located in the 801 study corridor. Requested they keep ADOT apprised of development through all planning stages.

18. SWC of Cotton Lane & Yuma Road, received Site Plan. Advised the City the proposed project would be affected by the future 303L which is currently under study, stating additional Right of Way would be required, noting ADOT's final Right of Way limits were not know at this time. Requested they contact ADOT's Right of Way Coordinator.

19. SWC of I-10 & Litchfield Road, received notice of a Rezoning Application. Requested copy of Site Plans, due to the proximity of the project to I-10, for further review.

20. SWC I-10 & Litchfield Road, received copy of Plat. Advised the City of permit requirements to access ADOT's Right of Way. Provided contact information.

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21. SWC I-10 & Litchfield Road, received copy of Preliminary Site Plat. Due to proximity of project to I-10 advised the City of permit requirements to access ADOT's Right of Way, Provided contact information.

MARICOPA COUNTY:

1. I-10 & 339th Avenue, received notification of a Development Master Plan. Requested the County send copies of the plans when available for review, due to the proximity of project to I-10.

2. SEC of Avondale Boulevard & Southern, received notice of a Special Use Permit. Advised the County ADOT was in the process of studying a project in this area. Requested they contact ADOT Valley Project Management Section to keep them apprised of development through all planning stages.

3. I-10 & Wintersburg Road, received notice of a Comprehensive Plan. Requested copies of plan to review due to proximity of project to I-10. Provided access/encroachment permit contact information.

4. 127th Avenue& Southern, received notice of a Special Use Permit. Requested copies of plans from the County and recommended they contact ADOT Valley Project Management Section, so they can be kept apprised of the development through all planning stages.

5. SWC of 227th Avenue & Grand Avenue, received notice of a Zoning Change. Requested copies of the plans when available for review to ensure there would be no access or encroachment issues.

6. 7700 Block of 99th Avenue, received notice of a Minor Amendment to a Special Use Permit. Advised the County of ADOT's permit requirements to access ADOT's Right of Way. Provided contact information for obtaining a permit.

7. I-8 & Painted Rock Dam Road, received notice of a Proposed Plan from a Developer. Advised the County that the developer had been in contact with ADOT's District Office in Yuma regarding their plans and any permits needed.

8. 391st Avenue & Wintersburg Road, received notice of a Zoning Change from a Law Firm. Advised them due to the proximity of the proposed plan to I-10 a permit would be required to access our Right of Way. Provided contact information for obtaining a permit.

9. 391st Avenue & Wintersburg Road, received copy of a Master Plan from the County. Advised the County, due to the proximity of the project to I-10 a permit would be required to access our Right of Way. Provided contact information for obtaining a permit.

10. SWC of Northern Avenue & SR 303, received notice of a Plan of Development. Advised the County the project could be affected by the future widening of 303L Right of Way. A meeting was held with the developer's Attorney and ADOT's Right of Way Coordinator to discuss their proposed plan. Recommended the County contact ADOT's Right of Way Coordinator.

11. SR87 Goldfield Ranch, received copies of letters from an Attorney and local citizens regarding a recent Public Meeting concerning the proposed project. Advised both parties of current construction improvements along SR 87. Provided permit requirements and contact information if access was needed to ADOT's Right of Way.

12. SR87 Goldfield Ranch Area Plan Update. Received notice of a second Public Hearing on proposed project. Advised the County of current construction along SR 87, along with permit requirements and contact information.

CITY OF MESA:

1. NWC of US 60 & Crimson Road, received notice of a Zoning Change. Requested copy of development plans for further review.

2. SWC of Thomas Road & Recker Road, received notice of a Zoning Change. Requested copy of development plans for further review.

3. Williams Gateway Airport, received notice from an Engineering Firm of a proposed project. Advised the City and Engineering Firm of ADOT's future plans with SR 802, which is in one of the alignments to their development. Recommended they contact ADOT's Right of Way Coordinator.

4. NEC of 8th Street & Dobson, received copy of Site Plan regarding a Zoning Change. Requested copy of development plans for further review.

5. SEC of 202L & Warner Road, received notice of a Use Permit & Zoning Change for a "Landmark Sign". Advised the City of ADOT's sign requirements for outdoor advertising. Provided contact information for obtaining a sign permit.

6. SEC of Crismon Road & Hampton Road, received notice of a Zoning Change. Requested copy of development plans for further review.

7. US60 & Crismon, Road, received notice of a Public Meeting from an Acquisition Firm in California. Requested copy of plans from the Developer. Advised the City of ADOT's encroachment/access guidelines and provided contact information due to the proximity of the project to US 60.

8. US 60 & Superstition Springs Road, received a letter from the Developer regarding a Design Review Meeting. Requested copy of plans for further review due to the proximity of the project to US 60.

9. NWC of US 60 & Alma School Road, received notice of a Use Permit regarding a Landmark Sign from a Developer. Advised the Developer of ADOT's sign requirements for outdoor advertising. Provided contact information for obtaining a sign permit.

10. Virginia Street East of Greenfield Road, received copy of Site Plan. Advised the City of ADOT's encroachment guidelines, provided permit contact information.

11. 55th Street & Thomas Road, received copy of Zoning Site Plan. Advised the City of ADOT's encroachment guidelines, provided permit contact information.

12. NWC of 202L & Recker Road, received copy of Zoning Site Plan & General Plan. Due to proximity of plan to 202L, advised the City of ADOT's encroachment guidelines, provided permit contact information.

13. US 60 & Supersitition Springs Road, received second notice of a Public Hearing regarding a proposed plan. Due to the proximity of the plan to US60, advised the City of ADOT's encroachment guidelines, provided permit contact information.

14. NWC of 202L & Recker Road, received second notice of proposed plan from Developer's Architect Firm. Due to proximity of plan to 202L, advised the City of ADOT's encroachment guidelines, provided permit contact information.

15. SWC of Thomas & Recker Road, received notice of Zoning Change of proposed plan. Advised the City of ADOT's encroachment guidelines, provided permit contact information.

MISCELLANEOUS – LOCAL PUBLIC AGENCIES

1. NEC I-10 & Florence Boulevard received and reviewed Site Plan from City of Casa Grande. Due to the proximity of the plan to I-10 advised the City of ADOT's encroachment guidelines, provided permit contact information.

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2. "Sedona Community Plan", received notice of Minor Amendment to the Town of Sedona's Community Plan. Referred the Town of Sedona to ADOT's District Office in Flagstaff, so they can be apprised of the development through all planning stages.

CITY OF PEORIA:

1. 101L & Olive Avenue, received notice of Site Plan. Due to the proximity of the plan to 101L, advised the City of ADOT's encroachment guidelines, provided permit contact information.

2. "Major General Plan Amendment" received from the City. Due to the wide scope of the Plan requested copies of all development plans for further review. Provided encroachment guidelines and permit contact information.

3. SWC of 83rd Avenue & Peoria, received notice of Zoning Change. Requested copy of plans from Developer for further review due to US60 widening project in area.

4. 84th Avenue & Peoria, received notice of Conditional Use Permit. Requested copy of plans for further review due to US60 widening project in area.

5. 101L between Thunderbird & Greenway Road, received notice of a Trailhead Plan from the US Army Corps of Engineer. Advised the City of a possible need for a 404 Permit. Provided encroachment guidelines and permit contact information if access to Right of Way was needed.

6. NWC of 101L & Northern Avenue, received Amended Site Plan. Provided encroachment guidelines and permit contact information if access was needed to Right of Way due to the proximity of the project to 101L.

7. NEC of 101L & Peoria Avenue, received copy of Site Plan. Provided encroachment guidelines and permit contact information if access to Right of Way was needed due to the proximity of the project to 101L.

CITY OF PHOENIX:

1. SEC of 101L & 19th Avenue, received Sewer Plans from Engineering Firm. Provided encroachment guidelines and permit contact information if access to Right of Way was needed due to the proximity of the project to 101L.

2. SWC of 56th Street & Deer Valley Road, received copy of Site Plan. Provided encroachment guidelines and permit contact information if access to Right of Way was needed due to the proximity of the project to 101L.

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2001 Award Recipient

3. NWC of 91st Avenue & Thomas Road, received copy of Preliminary Site Plan from City. Provided encroachment guidelines and permit contact information if access to Right of Way was needed due to the proximity of the project to 101L.

4. NWC of 91st Avenue & Thomas Road, received copy of Site Plan. Provided encroachment guidelines and permit contact information if access to Right of Way was needed due to the proximity of the project to 101L.

5. NWC of 25th Avenue & Virginia, received an email from the City advising ADOT of a proposed project for a Multi-Family Development. Requested copy of Site Plans to review. Provided encroachment guidelines and permit contact information due to the proximity of the project to I-17.

6. NWC of 25th Avenue & Hayward Avenue, received an email from the City advising ADOT of a proposed project for a Multi-Family Development. Requested copy of Site Plans to review. Provided encroachment guidelines and permit contact information due to the proximity of the project to I-17.

7. NWC of 25th Avenue & Dunlap, received an email from the City advising ADOT of a proposed Development. Requested copy of Site Plans to review. Provided encroachment guidelines and permit contact information due to the proximity of the project to I-17.

8. SWC of 23rd Avenue & Hayward, received an email from the City advising ADOT of a proposed Development. Requested copies of Site Plans to review, provided encroachment guidelines and permit contact information due to the proximity of the project to I-17.

9. SEC of 67th Avenue & McDowell, received an email from the City advising ADOT of a proposed Development. Requested copy of Site Plans to review. Provided encroachment guidelines and permit contact information due to the proximity of the project to I-17.

10. 25th Avenue & Thomas, received letter from an Architect regarding a Zoning Change. Requested copy of Plans to review due to the proximity of the project to I-17.

11. NEC of I-17 & Happy Valley Road, received copy of Preliminary Site Plans. Advised the City of a property exchange agreement regarding the I-17 widening project. Provided encroachment guidelines and permit contact information due to the proximity of the project to I-17.

12. 27th Avenue & Union Hills, received an email from the City advising ADOT of a proposed Development. Requested copy of Site Plans to review. Provided encroachment guidelines and permit contact information due to the proximity of the project to I-17.

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13. NEC of 59th Avenue & Buckeye Road. Advised the City of a recent meeting with ADOT's Right of Way Project Coordinator and the Developers regarding their proposed plan which included a right turn exit only lane onto Buckeye Road. Recommended the Developer keep in contact with ADOT's Right of Way Coordinator due to the project being in the area of the future South Mountain Freeway.

14. 91st Avenue & Lower Buckeye Road, received an email including a copy of a Site Plan from an Engineering Company. Advised them the proposed plan was located within the area of the 101 & 202 Study Corridor for the future South Mountain Freeway. Recommended they contact ADOT's Right of Way Coordinator.

15. SWC of 91st Avenue & Roeser Road, received an email from the City of a proposed Development. Requested they send copies of the Plans to ADOT Valley Project Management Section for review, due to project being in the Study Corridor for the I-10 reliever and 801.

16. SWC of 56th Street & Deer Valley Road, received copies of a Site Plan. Advised the City of ADOT's encroachment guidelines and permit contact information due to the proximity of the project to 101L.

17. SWC of Baseline Road & 59th Avenue, received copies of a Site Plan. Recommended the City contact ADOT Valley Project Management Section & ADOT's Right of Way Coordinator, due to the project being within the area of the future South Mountain Freeway.

18. NEC of 56th Street & 101L, received copies of a Site Plan. Advised the City of ADOT's encroachment guidelines and permit contact information due to the proximity of the project to 101L.

19. NWC of Baseline Road & 59th Avenue. Received copy of Site Plan. Recommended the City contact ADOT Valley Project Management Section & ADOT's Right of Way Coordinator, due to the project being within the area of the future South Mountain Freeway.

20. NWC of I-17 & Dynamite Boulevard, received copy of Preliminary Site Plans. Advised the City of immediate plans to widen I-17 at this location. After reviewing the plans submitted, they did not provide enough geometric information to determine if the eastern boundary lines were coincident with ADOT's new Right of Way. Sent the City a copy of the new Order of Immediate Possession. Provided encroachment guidelines and permit contact information if access was needed to the southbound I-17 Frontage Road.

21. 48th Street & University, received copy of Site Plan. Advised the City of encroachment guidelines and contact name to obtain a permit.

22. NWC of 7th Avenue & 101L, received copy of Site Plan. Advised the City of encroachment guidelines and contact name to obtain a permit.

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23. SEC of I-17 & Lone Cactus Drive, received copy of Site Plan. Advised the City of encroachment guidelines and contact name to obtain a permit.

24. SWC of Baseline & 59th Avenue, received second notice of proposed Site Plan. Recommended the City contact ADOT Valley Project Management Section and ADOT's Right of Way Coordinator, due to the project being within the area of the future South Mountain Freeway.

25. I-10 & Baseline Road, received a copy of Site Plans. Provided encroachment guidelines and contact name to obtain a permit due to the proximity of the project to I-10 Frontage Road.

26. NEC of I-17 & Dove Valley Road, received an email from the City of a proposed development. Requested copy of the plans to review due to the proximity of the project to I-17.

27. NEC of 59th Avenue & Van Buren, received an email with a copy of a Master Plan from a Developer. Advised the City that the project was in alignment for the future South Mountain Freeway. Recommended they contact ADOT's Right of Way Coordinator.

28. 37th Street & Bell Road, received an email form the City of a proposed development. Requested copy of the plans to review due to the proximity of the project to SR 51.

29. I-10 & 73rd Avenue, received a copy of Site Plans. Advised the City of ADOT's encroachment guidelines, provided contact name for obtaining a permit due to the proximity of the project to I-10.

30. SEC of I-17 & Williams Drive, received copy of Site Plans from an Architect Firm. Requested confirmation of Right of Way Boundary lines from the Developers to ensure they coincide with ADOT's recent taking of the new Right of Way due to the I-17 widening project.

31. SWC of Thomas & SR 51, received an email from the City of a proposed development. Requested copy of the plans. Provided encroachment guidelines and contact name for obtaining a permit due to the proximity of the project to SR 51

32. 2200 Block of I-17, received an email of a proposed development from the City. Requested copy of the plans due to the proximity of the project to I-17. Provided encroachment guidelines and contact name for obtaining a permit.

33. NEC of 93rd Avenue & Thomas, received a second notice of a proposed development. Requested copy of the plans due to the proximity of the project to 101L. Provided encroachment guidelines and contact name for obtaining a permit.

34. 3300 Block of I-17, received an email and copy of a Site Plan from a Real Estate Agent. Due to the proximity of the project to the I-17 Frontage Road, provided encroachment guidelines and contact information for obtaining a permit.

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35. SEC of 51st Avenue & Roosevelt, received copy of Site Plan. Advised the City the project was in alignment of the future South Mountain Freeway. Recommended they contact ADOT's Right of Way Project Coordinator.

36. NEC of Pinnacle Peak Road & I-17, received second notice of a proposed development. Requested copy of the plans due to the proximity of the project to I-17.

37. NEC of Pinnacle Peak Road & I-17, received an email from the City of a proposed development. Requested copy of the Site Plans, due to multiple projects within the same area. Advised the City of ADOT's concerns regarding a parcel that is located within a flood zone. Recommended the City of Phoenix Flood Control & Flood Control District of Maricopa County intervene, regarding a long term drainage system. Requested they contact ADOT Valley Project Management Section on this project.

38. SWC of 59th Avenue & Broadway, received an email from the City of a proposed development. Requested copy of the plans. Advised the City the project was in the study corridor for the future South Mountain Freeway. Recommended they contact ADOT's Right of Way Coordinator.

39. SEC of I-17 & Williams Drive, received copy of a Preliminary Site Plan from the City. Noticed the plans were the same as one we received from an Architect Firm in November 2007. Requested copies of CADD files & Results of Survey to confirm ADOT's Right of Way boundaries due to the I-17 widening project.

STATE LAND DEPARTMENT:

1. SR 89A – Prescott Valley, received notice for the installation of several gas lines. Requested they send copies of the plans to ADOT's District Office in Prescott so they can coordinate the project with the Developers.

2. SR 89A – West of Coyote Springs, received notice of an application for the construction of a crossroad off SR 89A. Requested they send copies of the plans to ADOT's District Office in Prescott so they can coordinate the project with the Developers.

3. Carefree Highway & Archery Road, received notice of an application for a traffic signal off Carefree Highway. Provided encroachment guidelines and contact information to obtain a permit.

4. I-17 & Dixileta Drive, received notice of an application for a proposed development. Provided encroachment guidelines and contact information to obtain a permit.

5. Coconino, Mohave & Yavapai County, received notice of an application for a road connection off US 66. Requested they send copies of the plans to ADOT's District Office in Prescott so they can coordinate the project with the Developers.

6. Coconino County, received notice of an application for a proposed development. Referred them to ADOT's District Office in Flagstaff for assistance and any needed permits.

7. SR 77 North of Snowflake, received notice of an application for access off SR 77. Referred them to ADOT's District Office in Flagstaff for assistance and any needed permits.

CITY OF SURPRISE:

1. 163rd Avenue & US 60, received copy of a Site Plan from the City requesting an interchange off US 60. Advised the City of encroachment guidelines and contact information for obtaining a permit.

2. Corand Avenue & 163rd Avenue, received notice of a proposed development. Requested copies of the plans. Advised the City of encroachment guidelines and contact information for obtaining a permit.

3. SWC of Grand Avenue & Yorkshire Drive, received copy of a Plat. Advised the City of ADOT's plan to widen US 60 within this area. Recommended they contact ADOT's Right of Way Project Coordinator.

4. NWC of 303L & Waddell Road, received copy of Site Plan. Due to the proximity of the project to 303L, provided encroachment guidelines and contact information for obtaining a permit.

5. SEC of 303L & Cactus Road, received copy of a Site Plan. Due to the proximity of the project to 303L, provided encroachment guidelines and contact information for obtaining a permit.

6. NWC of 303L & Cactus Road, received copy of a Final Plat. Due to the proximity of the project to 303L, provided encroachment guidelines and contact information for obtaining a permit.

7. US 60 & 203rd Avenue, received copy of a Plat. Advised the City of ADOT's plan to widen US 60 within this area. Recommended they contact ADOT's Right of Way Coordinator.

8. City of Surprise General Plan – received an email from the City regarding several projects in their General Plan. Requested copies of the plans on each project. Advised them of ADOT's plans to widen US 60 in this area.

9. SEC of Parkview & Mountain View, received copy of a Site Plan. Advised the City of ADOT's encroachment guidelines, due to the proximity of the project to US 60. Provided contact information for obtaining a permit.

10. SWC of Grand Avenue & Yorkshire Drive, received copy of a Plan. Advised the City of ADOT's plan to widen US 60 within this area. Recommended they contact ADOT's Right of Way Coordinator.

11. SEC of 303L & Bell Road, received copy of a Site Plan. Advised the City of ADOT's encroachment guidelines, due to the proximity of the project to 303L. Provided contact information for obtaining a permit.

12. West of Grand Avenue & South of Parkview Place, received copy of a Plan. Advised the City of ADOT's plan to widen US 60 within this area. Recommended they contact ADOT's Right of Way Coordinator.

13. SEC 303L & Cholla, received copy of a Site Plan. Advised the City of ADOT's encroachment guidelines, due to the proximity of the project to 303L. Provided contact information for obtaining a permit.

CITY OF TEMPE:

14. NWC of Baseline & Price Road, received copy of a Site Plan. Advised the City of ADOT's encroachment guidelines, due to the proximity of the project to 101L Frontage Road. Provided contact information for obtaining a permit.

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Agenda Item #5E

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

DATE:
April 1, 2008

SUBJECT:
ADOT Requested Change to Statewide Transportation Acceleration Needs (STAN) Projects

SUMMARY:
In December 2006, the MAG Regional Council approved the set of projects to be funded from the Statewide Transportation Acceleration Needs (STAN) Account. ADOT has requested that the funding from the STAN Account be modified slightly to decrease funding by $1.0 million for the I-10: Sarival Road to Verrado Way project, and increase funding by $500,000 each for the L303: Bell Road crossing and for the L303: Cactus and Waddell Road crossing projects. It has been determined that the $1.0 million is not required to complete the I-10 project and the additional funding is needed for the L303 projects. There is no fiscal impact on the MAG Freeway Program. The MAG Transportation Review Committee recommended approval of the project change.

PUBLIC INPUT:
None.

PROS & CONS:
PROS: It has been determined that the $1.0 million is not required to complete the I-10 project and the additional funding is needed for the L303 projects.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: The resources required for the design phase of the projects is consistent with the proposed funding levels.

POLICY: There is no fiscal impact on the MAG Freeway Program.

ACTION NEEDED:
Recommend approval of the ADOT request to decrease STAN funding by $1.0 million for the I-10: Sarival Road to Verrado Way project and increase funding by $500,000 each for the L303: Bell Road crossing and for the L303: Cactus and Waddell Road crossing projects.

PRIOR COMMITTEE ACTIONS:
Transportation Review Committee: On March 27, 2008, the MAG Transportation Review Committee recommended approval of the ADOT request to decrease STAN funding by $1.0 million for the I-10: Sarival Road to Verrado Way project and increase funding by $500,000 each for the L303: Bell Road crossing and for the L303: Cactus and Waddell Road crossing projects.

MEMBERS ATTENDING
Maricopa County: John Hauskins
ADOT: Floyd Roehrich
Avondale: David Fitzhugh
Buckeye: Scott Lowe

Chandler: Patrice Kraus
El Mirage: Lance Calvert
Fountain Hills: Randy Harrel
* Gila Bend: Lynn Farmer
Gilbert: Tami Ryall
Glendale: Terry Johnson
* Goodyear: Cato Esquivel
* Guadalupe: Jim Ricker
Litchfield Park: Mike Cartsonis
Mesa: Scott Butler
Paradise Valley: Robert M. Cicarelli
Peoria: Dan Nissen for David Moody
Phoenix: Tom Callow
* Queen Creek: Mark Young
RPTA: Bryan Jungwirth
Scottsdale: Dave Meinhart for Mary O'Connor
Surprise: Stephanie Wilson for Randy Overmyer
Tempe: Carlos De Leon
Valley Metro Rail: John Farry
Youngtown: Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

* Regional Bicycle Task Force: Vacant
* Street Committee: Darryl Crossman, Litchfield Park
* Pedestrian Working Group: Eric Iwersen, City of Tempe
* ITS Committee: Alan Sanderson

* Members neither present nor represented by proxy.
+ - Attended by Videoconference
# - Attended by Audioconference

CONTACT PERSON:
Eric Anderson, MAG, 602-254-6300.

Agenda Item #5F

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

DATE:
April 1, 2008

SUBJECT:
MAG Commuter Rail Strategic Plan

SUMMARY:
Commuter rail service has been discussed as a transportation option in Arizona since the early 1980's. Most recently, the 2003 MAG High Capacity Transit Study analyzed the costs and physical requirements for implementing commuter rail service. The High Capacity Transit Study also identified over 129 miles of potential commuter rail corridors in the region. However, the Regional Transportation Plan (RTP) does not include funding to build and operate commuter rail. The RTP indicates that population densities sufficient to warrant an investment in commuter rail may not occur within the twenty year planning horizon. Recognizing that population expansion may occur at a higher rate than currently projected, the RTP allocates funding to continue developing commuter rail concepts for the region.

MAG launched a commuter rail strategic planning process in February 2007. The purpose of the planning process was to develop an implementation strategy for commuter rail service in Maricopa County and northern Pinal County. The strategic plan builds upon technical information from the High Capacity Transit Study and ongoing passenger rail planning by the Arizona Department of Transportation (ADOT) to provide a framework for implementing commuter rail service in the MAG region.

The planning process was guided by a Commuter Rail Stakeholders Group, which helped develop the project goals and objectives, participated in a Strengths, Weaknesses, Opportunities, and Threats (SWOT) Analysis, and assisted in preparing the commuter rail action plans. The resulting Commuter Rail Strategic Plan establishes an implementation framework that includes the following elements:

- A **Concept System Plan** that defines conceptual operating characteristics for five existing freight rail corridors and five potential new corridors in emerging growth areas.

- Three distinct **Implementation Scenarios** that include a Get Started Scenario for a single corridor, a Starter System for two corridors, and a Regional System Scenario which would implement commuter rail on multiple corridors simultaneously. The draft Strategic Plan includes a review of how each of these scenarios has been employed in other cities across the country.

- Three categories of **Implementation Requirements** that include coordination with railroad companies, governance and administration, and funding options.

- Twelve **Implementation Steps** to coordinate future work to implement commuter rail service in the MAG region:
    1. Ongoing Coordination
    2. Union Pacific Passenger Rail Coordination and Planning
    3. Burlington Northern/santa Fe Railway Passenger Rail Coordination and Planning
    4. Regional Transit Planning
    5. Future Corridor Development Plans
    6. Identify Funding Source Commitment

7. Develop Governance Plan
8. Develop Partnerships with Local Railroads
9. Pass Enabling Legislation
10. Develop Seamless Transit System
11. Achieve Regional Sustainability Goals
12. Identify and Preserve Future Options

The draft Commuter Rail Strategic Plan recognizes ADOT's role in statewide passenger rail planning. In particular, ADOT's upcoming High Speed Passenger Rail Strategic Plan will identify options for intercity rail service between metropolitan Phoenix and metropolitan Tucson. As outlined in Implementation Step #5-Future Corridor Development Plans, future commuter rail studies on Union Pacific corridors will be possible after ADOT defines a preferred route for intercity service between metropolitan Phoenix and metropolitan Tucson.

Implementation Step #3-Burlington Northern Santa Fe Railway Coordination includes a corridor development plan for the Burlington Northern Santa Fe/Grand Avenue Corridor. Proceeding with this study would not identify the corridor as the region's top priority, but would, in conjunction with ADOT's work with Union Pacific, keep both railroads actively engaged in the passenger rail planning process.

A copy of the draft Executive Summary is included with this information summary. The full report is located at the following website location: http://www.mag.maricopa.gov/project.cms?item=7338.

PUBLIC INPUT:

A Commuter Rail Stakeholders Group met four times during the course of the project to assess information and to help shape major recommendations. In addition to the four stakeholder meetings, MAG hosted a public meeting on March 6, 2008, to present the draft Strategic Plan and to receive comments. Meeting presentations and summaries are available on the MAG website at the following location: http://www.mag.maricopa.gov/project.cms?item=7338.

PROS & CONS:

PROS: The Commuter Rail Strategic Plan defines a regional framework for developing and implementing future commuter rail service.

CONS: Implementation of a commuter rail system will require a new funding source.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Future commuter rail plans and studies would be conducted within the framework of the Commuter Rail Strategic Plan.

POLICY: The draft Strategic Plan provides a policy framework for implementing commuter rail service in the MAG region. In particular, the plan provides three policy options for future consideration: 1) a Get Started Scenario along a single rail corridor; 2) a Starter System Scenario along two rail corridors; and 3) a Regional System Scenario which would focus on implementing commuter rail in multiple corridors simultaneously.

ACTION NEEDED:

Recommendation to accept the findings of the Commuter Rail Strategic Plan as the guiding implementation framework for commuter rail, and for MAG to proceed with the first four implementation steps identified on page nine of the Executive Summary: 1) Ongoing Coordination; 2) Union Pacific

Passenger Rail Coordination; 3) Burlington Northern Santa Fe Railway Coordination; and 4) Regional Transit Planning.

PRIOR COMMITTEE ACTIONS:

The project team presented project updates to the MAG Management Committee on November 7, 2007, the Transportation Policy Committee on December 12, 2007, and the Regional Council on December 19, 2007. The Transportation Review Committee recommended to accept the Commuter Rail Strategic Plan and for MAG to proceed with the first four implementation steps identified on page nine of the Executive Summary.

MEMBERS ATTENDING

Maricopa County: John Hauskins
ADOT: Floyd Roehrich
Avondale: David Fitzhugh
Buckeye: Scott Lowe
Chandler: Patrice Kraus
El Mirage: Lance Calvert
Fountain Hills: Randy Harrel
* Gila Bend: Lynn Farmer
Gilbert: Tami Ryall
Glendale: Terry Johnson
* Goodyear: Cato Esquivel
* Guadalupe: Jim Ricker
Litchfield Park: Mike Cartsonis
Mesa: Scott Butler
Paradise Valley: Robert M. Cicarelli
Peoria: Dan Nissen for David Moody
Phoenix: Tom Callow
* Queen Creek: Mark Young
RPTA: Bryan Jungwirth
Scottsdale: Dave Meinhart for Mary O'Connor
Surprise: Stephanie Wilson for Randy Overmyer
Tempe: Carlos De Leon
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* Pedestrian Working Group: Eric Iwersen, City of Tempe
* ITS Committee: Alan Sanderson

* Members neither present nor represented by proxy.
+ - Attended by Videoconference
# - Attended by Audioconference

CONTACT PERSON:

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

COMMUTER RAIL STRATEGIC PLAN OVERVIEW

Since the early 1980's, jurisdictions in the Phoenix metropolitan area have considered the possibility of operating passenger rail service on the existing freight rail lines to serve longer trips between activity centers. Although some of these lines were previously used for passenger service, all of the lines in operation today provide freight service. The last passenger rail service in Phoenix was operated by Amtrak and ended service in the mid-1990s. Commuter rail service was also operated for several months from Mesa to downtown Phoenix in 1982 following flooding along the Salt River that destroyed bridges and at-grade roadway crossings.

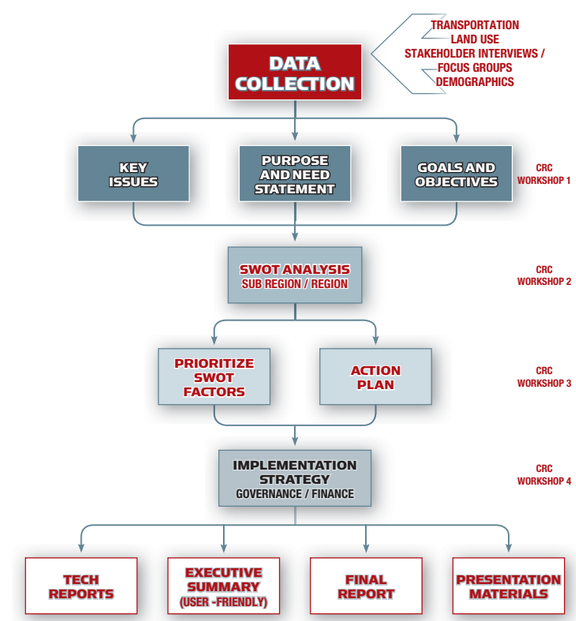
Over the next twenty-five years, Maricopa and northern Pinal County are projected to nearly double in population, with an anticipated total of 7 million people in 2030. Developing a commuter rail system will provide an alternative transportation mode to meet travel demands resulting from expected growth in Maricopa County and northern Pinal County. This anticipated growth will put additional strain on an already congested transportation system, cause additional air quality concerns, and further challenge transportation funding sources of the region.

Previous studies including the Maricopa Association of Governments (MAG) High Capacity Transit Study (2003) showed that commuter rail service operating on freight rail lines could offer an alternative transportation mode in congested primary corridors in the region. As part of the overall plan to fund the region's transportation needs over the next 20 years, Proposition 400 was approved by voters in November 2004 and allocated a portion of sales tax revenues to study the options for commuter rail.

The Commuter Rail Strategic Plan was initiated by MAG to define the requirements and steps that will need to be followed for Maricopa and northern Pinal Counties to plan for and potentially implement commuter rail service. The one-year planning and stakeholder coordination process commenced in February 2007.

Several organizations and groups contributed to the development of the Strategic Plan including MAG, Pinal County, the Arizona Department of Transportation (ADOT), Metro Rail (METRO), the Regional Public Transportation Authority (RPTA) and the Commuter Rail Stakeholders Group (CRSG). The planning process is illustrated in Figure 1.

FIGURE 1: PLANNING PROCESS

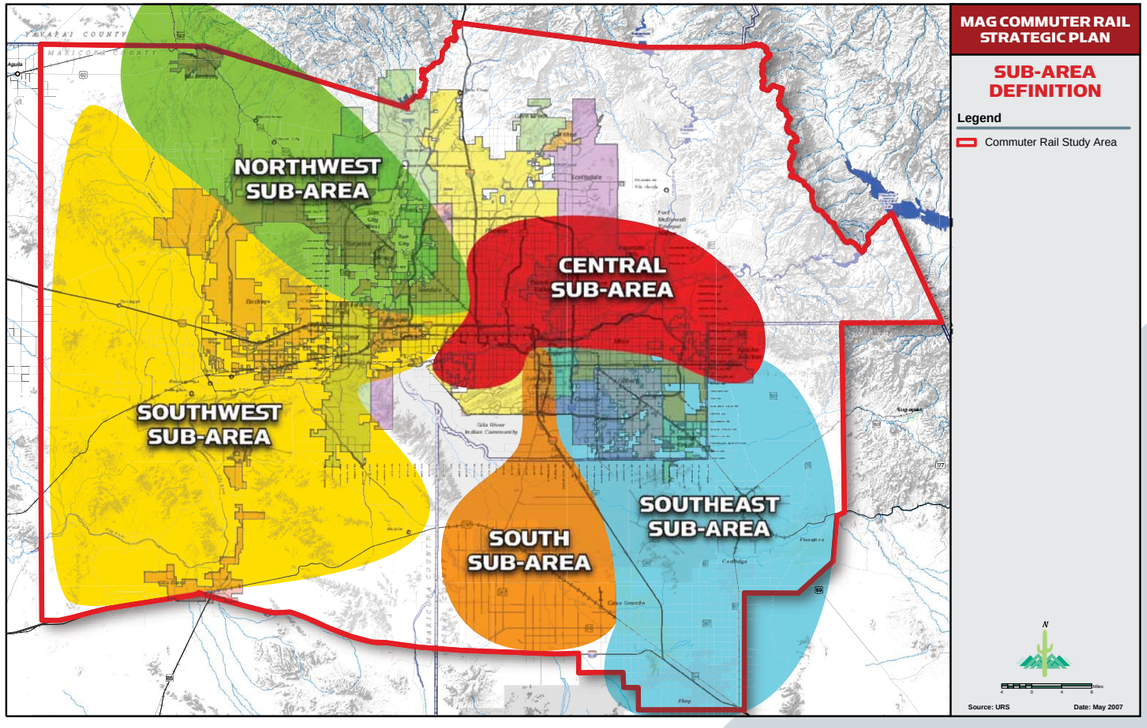


COMMUTER RAIL STAKEHOLDERS GROUP

A Commuter Rail Stakeholders Group (CRSG) was established to comment on, and help shape, major policy recommendations for implementing commuter rail in the study area. The CRSG consists of public and private agencies and entities with interest in determining how to implement Commuter Rail services in the region.

The CRSG met four times throughout the course of the project to assess information and provide input to shape major policy recommendations. In addition, the CRSG helped define smaller geographic study areas to focus stakeholder involvement and create a sense of community building and linkages as part of this regional planning effort. These sub-areas consist of the Southwest, Southeast, Northwest, Central, and South corridors. Figure 2 depicts the location of all five sub-areas. Union Pacific and BNSF Railway both own rail lines in portions of these sub-areas.

FIGURE 2: SUBAREA DEFINITION



NEED FOR COMMUTER RAIL IN MARICOPA AND NORTHERN PINAL COUNTIES

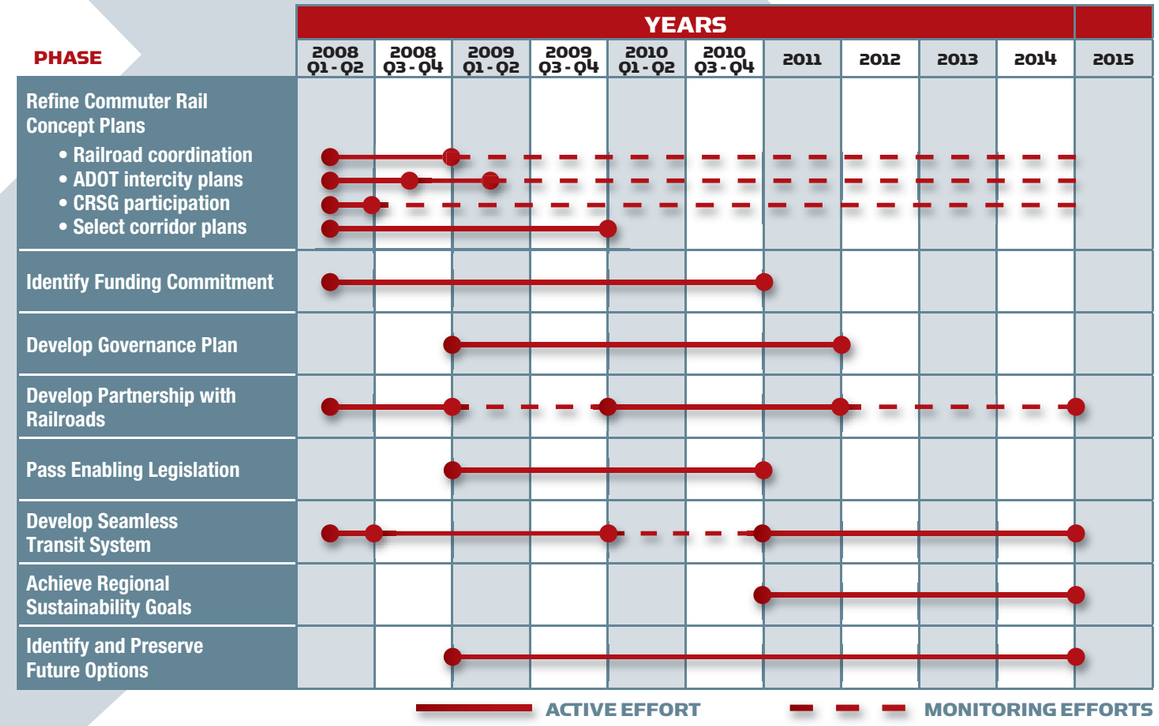
Projected growth in the region combined with fundamental constraints on the ability of highway improvements alone to accommodate this growth have created greater interest in providing travel alternatives to the automobile. As indicated by the passage of Proposition 400, there is a growing public acknowledgement that both highway and transit improvements are needed to address the future demands as part of a ***"shared solution"*** to provide for the safe and efficient movement of people and goods within the region. The potential development of a commuter rail system could offer a travel alternative for some congested corridors within the region and could also support economic development in the Phoenix metropolitan area.

Commuter rail can serve high volumes of travelers taking longer trips during rush hour periods. Commuter rail is an important part of the transportation system in many large

ITEM	RESPONSIBLE PARTY	PARTNERS	TIME FRAME
11) ACHIEVE REGIONAL SUSTAINABILITY GOALS • Develop the commuter rail system to reinforce and achieve regional sustainability goals and plans relative to energy and the environment. This will include attention to environmental requirements, land use plans and opportunities, and joint project development.	Passenger Rail Authority or Joint Powers Authority	MAG CAAG ADOT Railroad Maricopa County Pinal County Local Jurisdictions	2010-2015
12) IDENTIFY AND PRESERVE FUTURE OPTIONS • Use planning studies to identify and preserve rights-of-way in developing and underdeveloped areas for multimodal transportation corridors to include roadway and rail transit.	Passenger Rail Authority or Joint Powers Authority	MAG CAAG ADOT Railroad Maricopa County Pinal County Local Jurisdictions	2010-2015

Source: URS, 2008

IMPLEMENTATION STEPS - SCHEDULE



ITEM	RESPONSIBLE PARTY	PARTNERS	TIME FRAME

7) DEVELOP GOVERNANCE PLAN
• The number of agencies involved in developing a governance plan may be determined by the geographic area for the proposed service. Agencies within the defined service area should work together to plan and implement a regional commuter rail system. The agencies would maintain their current responsibilities and funding for their current programs but would be jointly charged with implementation of commuter rail in the region. The transportation agencies should agree to implement and administer the commuter rail system by one of a variety of means including:
  • A new Passenger Rail Authority (PRA);
  • Designation of one of the agencies as the Passenger Rail Authority; or
  • Establishment of a new Joint Powers Authority (JPA) with a provision for representation appropriate to the corridor or system to be implemented. One potential example of a regional Joint Powers Authority would be through the formation of a multi-county Megapolitan Planning Council.
	MAG
	CAAG
	ADOT
	RPTA
	METRO
		Local Jurisdictions	2009-2011

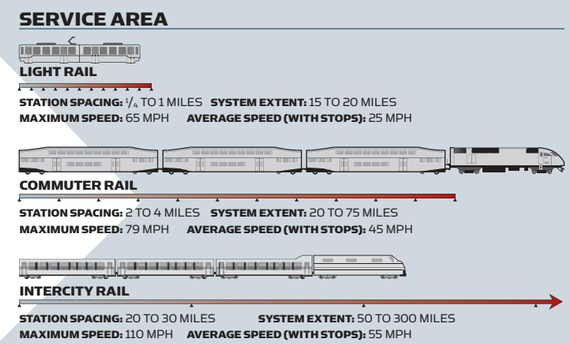
8) DEVELOP PARTNERSHIPS WITH RAILROADS • Develop a public/ private Memorandum of Understanding followed by detailed agreements with freight railroad companies to define funding and to implement commuter rail facilities and services that will mutually benefit the public and private sector interests.	Passenger Rail Authority or Joint Powers Authority	BNSF UP Rail Authority Elected officals Tribal Communities	2009-2011
9) PASS ENABLING LEGISLATION • Work to pass enabling legislation relative to liability and indemnification to facilitate commuter rail operations in freight rail corridors similar to legislation recently passed in Minnesota, Virginia, New Mexico, and Colorado.	Passenger Rail Authority or Joint Powers Authority	RPTA METRO ADOT	2010-2011
10) DEVELOP SEAMLESS TRANSIT SYSTEM • Coordinate joint planning and operations to develop a seamless system of transit services throughout the Maricopa/northern Pinal region.	Passenger Rail Authority or Joint Powers Authority	RPTA METRO ADOT Existing Transit Providers County Governments Tribal Communities Railroads Major Landowners Business Community	2010-2015

CONTINUED »

western cities such as Los Angeles, San Diego, Albuquerque, and Seattle and will be opening in Salt Lake City in 2008. Commuter rail is also a vital part of the transportation system in many mid-western and eastern cities; serving trips from outlying suburban areas into the center of the region for work, education and other purposes. Working with the highway system, High Occupancy Vehicle facilities and other transit improvements such as Light Rail Transit (LRT), Bus Rapid Transit (BRT) and local bus services, commuter rail can serve the longer trip needs as part of an overall regional transportation network.

Key differences between commuter rail service and other types of rail transit are shown in Figure 3.

FIGURE 3: TRANSIT COMPARISONS



POPULATION GROWTH

Continued urban growth in the outlying areas of Maricopa County and nearby Pinal County will dramatically increase travel demands throughout the region. Maricopa and northern Pinal Counties are projected to more than double in population from the 2005 base of 3.9 million to 7.0 million people in 2030, an increase of 82%.

REGIONAL TRAVEL DEMAND

In many parts of the region, affordable housing is being built farther away from the major employment centers such as Downtown Phoenix, north Central Avenue, the Sky Harbor Airport complex and Tempe/ASU. This results in heavy travel demand that are focused along the major highway corridors of Interstate 10, US 60, Grand Avenue, and State Routes 101 and 202.

TRAFFIC CONGESTION

Today, many of the major highways in the region operate at poor levels of service during peak travel periods. This congestion is expected to worsen over the next 25 years. Travel times are already more than an hour each direction for many commuters, and with frequent incidents, travel times become much longer. The increased demand will further diminish the reliability of the highway system for autos and buses. Commuter rail service could offer higher speeds for trips over 25 miles in length and offer more reliable travel times because trains do not compete with automobile traffic.

EXISTING RAILROAD LINES

Topographic barriers to development of new and expansion of existing transportation facilities exist in the area such as mountains, rivers, and sensitive environmental habitat areas. Jurisdictional boundaries including State and Federal Lands and Indian Reservations also pose challenges in implementing new transportation corridors that require development on new right-of-way. Therefore, consideration of the use of existing freight rail lines for future commuter rail service in partnership with the private railroad companies offers an alternative that may be more quickly implemented.

INTERCITY RAIL SERVICE

The State of Arizona continues to investigate the potential for intercity rail service between Phoenix and Tucson, expanding to other parts of the state over time. Ongoing studies have defined possible facilities and operating strategies that could be used in conjunction with a regional commuter rail system. Cooperative planning and partnership with the freight railroad companies may offer combined benefits for passenger rail services.

COMMUTER RAIL?

Commuter Rail service is typically provided between a central city and adjacent suburbs using railroad passenger cars. Propulsion is either conventional push-pull locomotives or self-propelled diesel multiple unit cars. In push-pull service, the locomotive pulls the train in one direction and pushes the train in the opposite direction.

The commuter coach cars can be either single-level or bi-level in configuration. The number of seated passengers per car ranges from 80 to 150 depending on the configuration of the car.

Maximum train speeds for typical commuter rail cars are between 60 and 80 miles per hour. The train speed varies depending on number of stations, track condition and alignment, and local ordinances. At-grade roadway crossings would be protected by appropriate warning devices and operating procedures.

Stations could be spaced as frequently as every two to four miles, or spaced up to 10 miles apart depending upon travel demands. As a collection point for commuters, parking and bus transfer facilities would be provided. Because these locations could serve as a focal point from which to make connections to other parts of the region, joint development of more intensive land uses could be supported.

BENEFITS OF COMMUTER RAIL

Commuter rail service has the potential to carry a substantial number of passengers during peak periods over longer distances and with reliable travel times other surface transportation modes. These features are important to provide relief to congested travel corridors.

Carry longer trips in congested corridors

Commuter rail is more efficient for longer trips when compared to other modes of travel such as LRT, BRT or by express buses.

Figure 4 illustrates the cost-effective considerations in moving passengers longer distances than smaller transit vehicles.

FIGURE 4: COMMUTER RAIL EFFICIENCY

COMMUTER RAIL IS MORE EFFICIENT FOR LONGER TRIPS

TO CARRY 300-400 PASSENGERS REQUIRES:

Offer relief in peak periods

Because commuter rail is separated from the roadway and not impacted by motor vehicle congestion or accidents, it can offer efficient and reliable travel times. Implementation of commuter rail could save travel time and remove automobiles from the highway system, ultimately helping to reduce peak period congestion and helping to improve air quality for the region.

Offer connections to other modes

The implementation of commuter rail can maximize intermodal transportation opportunities by locating stations to connect with local transit, airports, and highways.

Commuter rail could improve travel options available in Pinal County and other developing outlying areas of the state that currently have limited bus, rail, and air service for intercity trips.

Provide Service to Urban Centers

Commuter rail could create social benefits by enhancing and strengthening urban centers. In combination with appropriate local land use policies, the increased accessibility afforded by the commuter rail service could encourage more intensive development and may lead to higher property values around stations.

Support Community and Regional Plans

The implementation of commuter rail in the Maricopa and northern Pinal region is highly compatible with local General Plans for communities along the existing freight lines.

In addition, use of commuter rail could reduce overall automobile vehicle-miles of travel in the region. For each commuter rail car operating at seating capacity, between 9,000 and 10,000 vehicle miles traveled (VMT) could be eliminated each day. Reduced VMT saves energy, air pollutant emissions and can help reduce peak period congestion on parallel highways.

The implementation of commuter rail could decrease emissions by reducing pollution generated by automobile combustion engines. The following graphic illustrates the overall net benefit to regional air quality for commuter rail due to reduction in regional VMT. Three locomotive hauled

STEPS FOR IMPLEMENTATION OF COMMUTER RAIL

ITEM	RESPONSIBLE PARTY	PARTNERS	TIME FRAME
1) ON-GOING COORDINATION • Coordination with freight railroads for improved facilities and freight movement. • Coordination with ADOT for intercity passenger service between Phoenix and Tucson. • On-going stakeholder involvement as projects are developed.	MAG CAAG ADOT	BNSF UP METRO RPTA Local Jurisdictions	On-going
2) UNION PACIFIC PASSENGER RAIL COORDINATION & PLANNING • Continue coordination between ADOT and Union Pacific regarding opportunities for passenger rail service in Arizona. • Develop corridor specific recommendations for intercity passenger rail service between Phoenix and Tucson and provide necessary details for implementation. • After ADOT selects a preferred route for Phoenix/Tucson passenger rail service, identify opportunities for additional regional commuter rail service along Union Pacific corridors in Maricopa County and northern Pinal County.	ADOT	MAG CAAG PAG METRO RPTA Local Jurisdictions	2008-2009
3) BURLINGTON NORTHERN/SANTA FE RAILWAY PASSENGER RAIL COORDINATION & PLANNING • Continue coordination between ADOT and BNSF Railway regarding opportunities for passenger rail service in Arizona. • Develop corridor specific recommendations for the BNSF/Grand Avenue Corridor and provide necessary details for implementation.	MAG	BNSF ADOT METRO RPTA Local Jurisdictions	2008-2009
4) REGIONAL TRANSIT PLANNING • Develop corridor specific recommendations and provide necessary details for implementation. (e.g., MAG Transit Framework Plan, Pinal County Transit Feasibility Review, High Speed Rail Strategic Plan).	MAG ADOT Pinal County	Local Jurisdictions RPTA METRO	2008-2009
5) FUTURE CORRIDOR DEVELOPMENT PLANS • Applicable to the following corridors: UP Sunset Corridor, UP Phoenix Subdivision Chandler Branch, Tempe Industrial Lead, UP-Yuma/West, Copper Basin Railway, Magma Arizona Railroad, and possible extensions. • Pending recommendations from current planning studies (e.g., ADOT High Speed Passenger Rail Strategic Plan, METRO Tempe South Alternatives Analysis, etc.), develop corridor specific recommendations and provide necessary details for implementation.	MAG CAAG	BNSF UP ADOT METRO RPTA Copper Basin Railway Magma Arizona Railroad	2009-2012
6) IDENTIFY FUNDING SOURCE COMMITMENT • Define new revenue streams that would be dedicated to development and ongoing operation of the commuter rail system. An assured funding commitment will be required to negotiate for trackage rights or right-of-way from the railroads. At the same time it is important to recognize the strong preference to avoid disrupting current programmed projects and funding among the agencies.	MAG CAAG ADOT Legislature	Local Jurisdictions	2008-2010

CONTINUED »

Starter System Scenario

The Starter System would include multiple corridors and could focus on more than one congested corridor and possibly serve outlying Maricopa County and Pinal County. The Starter System scenario benefits would include: relatively low cost of entry and the possibility to upgrade the system over time. Examples of Starter Systems include Salt Lake City Commuter Rail and the Virginia Railway Express commuter rail service that connects the Northern Virginia area with Washington, DC.

Regional System Scenario

The Regional System scenario would focus on implementing commuter rail in multiple corridors simultaneously and could therefore serve more of the region. This scenario would provide the region with several social and environmental benefits including improving transportation mobility, promoting sustainability, and helping to shape regional growth. However due to a complex system with multiple corridors extending throughout the region, this scenario would probably require separate facilities from freight rail, would be more costly, and would be the most complex of the three scenarios in regards to governance, administration, and funding. Examples of Regional Systems include the Metrolink commuter rail in Los Angeles, California and the Denver FasTracks transit expansion program.

SCENARIO	DAILY RIDERSHIP CAPACITY	POTENTIAL ANNUAL VMT SERVED (MILLION PER YEAR)	CONCEPTUAL CAPITAL COST
GET STARTED	10,100	60-65	$50M - 400M
STARTER SYSTEM	20,200	125-130	$400M - 800M
REGIONAL SYSTEM	141,000	800-900	$800M to $2B

IMPLEMENTATION REQUIREMENTS

To successfully implement and operate a commuter rail system, jurisdictions in the region must address three requirements with a comprehensive approach:

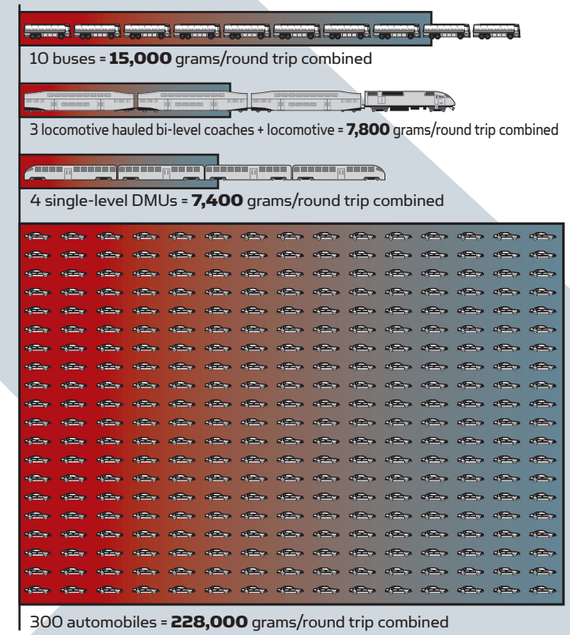
- **Coordination with Freight Railroad Companies –** The primary alignments for the commuter rail system would follow existing railroad lines. Development of a strong working relationship with the railroad companies will be critical to successful implementation. It is important to clearly understand the business needs of the private-sector railroad companies to develop agreements to use tracks or to build new ones in the rail right-of-way.
- **Governance and Administration Options –** An acceptable plan to govern and administer the commuter rail system will be necessary among the existing regional transportation planning and funding agencies. Current responsibilities must be respected and an acceptable process must be developed to make decisions relative to the commuter rail system. Numerous models from other urban areas can serve as examples.
- **Funding Options –** Current funding sources are mostly committed to existing transportation programs and projects. Additional sources of funding will be needed to support a commuter rail system. Funding programs for other urban areas can serve as examples for the region.

COMMUTER RAIL SYSTEM IMPLEMENTATION REQUIREMENTS

A coordinated effort by jurisdictions in the region will be needed to implement commuter rail services. Working closely together, jurisdictions will need to carefully develop approaches to partnering with the freight railroad companies, establishing a sustainable funding source and defining a governance and administration mechanism.

Using the goals, objectives and action items identified by the CRSG, the following twelve steps were defined to implement the Commuter Rail Strategic Plan.

bi-level coaches have the same capacity as 300 automobiles, carrying 300-400 passengers, 50 miles round trip. By reducing the number of automobiles, total emissions of PM_{10}, NO_x and CO would be reduced.



Source: Denver RTD and APTA

COMMUTER RAIL STAKEHOLDERS GROUP PROCESS FINDINGS

The MAG Commuter Rail Strategic Plan process supported outreach efforts of the Commuter Rail Stakeholders Group (CRSG) in regularly scheduled meetings and workshops.

Specifically, the CRSG began their work by analyzing strengths, weaknesses, opportunities, and threat (SWOT) issues by subarea. This analysis examined connectivity, land use, capacity requirements, and other commuter rail related issues from a corridor or localized standpoint. The SWOT analysis also helped to develop project goals and objectives.

Action plans, related to the identified commuter rail goals and objectives we also developed by the CRSG. These action plans were incorporated into the development of the implementation strategy for commuter rail in Maricopa and Pinal County.

There were several key issues identified throughout the CRSG process. These key issues include:

- Continued regional growth of population and employment throughout the metropolitan area.
- Availability of existing railroad alignments in the primary travel corridors.
- Increase in the cost of fuel and travel.
- Need for environmental sustainability by reducing air pollutants and usage of natural resources.
- Need for cooperation between public and private entities. Such as government agencies and private railroad companies.

Using the key issues as a base, the CRSG also identified challenges to implementing commuter rail in the region:

- Possible conflicts with current and planned freight railroad operations.
- Rapid development of land uses foreclosing opportunities for alignments and stations.
- Physical and geographic constraints limit locations for new alignments.
- Coordination with jurisdictional interests and policies.
- Availability and competition for regional, state and federal funding and resources.
- Cost of building and operating a commuter rail system within the context of other planned improvements.

OTHER WESTERN CITIES WITH COMMUTER RAIL

Albuquerque, NM .... RailRunner
Dallas, TX ..... Trinity Railway Express (TRE)
Los Angeles, CA ..... Metrolink
San Diego, CA ..... Coaster
Salt Lake City, UT ..... Front Runner (April 2008)
San Francisco, CA ..... CALTRAIN
Seattle, WA ..... Sounder

COMMUTER RAIL STRATEGIC PLAN GOALS AND OBJECTIVES

The following goals were developed by the CRSG and served as guiding principles for the MAG Commuter Rail Strategic Plan.

Goal 1- Employ Commuter Rail to Shape Regional Growth

Objective 1: Reinforce multi-centered development

Objective 2: Stimulate economic development

Objective 3: Spur development in Urban Centers

Goal 2- Improve Transportation Mobility Opportunities by Implementing Commuter Rail

Objective 1: Provide multimodal travel options in congested travel corridors

Objective 2: Provide peak period alternative mode to help minimize future vehicular congestion

Objective 3: Serve regional trips, as well as trips between and within major activity centers

Objective 4: Maintain or improve travel times within existing and planned activity centers

Goal 3- Provide a Seamless and Cost Effective Commuter Rail Option

Objective 1: Utilize existing land and railroad right-of-way

Objective 2: Utilize available as well as new funding sources

Objective 3: Minimize capital and operating costs

Objective 4: Plan integrated corridors

Goal 4- Promote Sustainability through the Implementation of Commuter Rail

Objective 1: Maintain or improve regional air quality

Objective 2: Develop transportation projects that help focus developments near activity centers

Objective 3: Provide a dependable long-term transportation solution in critical corridors

Goal 5-Increase Public/Private Cooperation to Implement Commuter Rail

Objective 1: Foster public/private partnerships

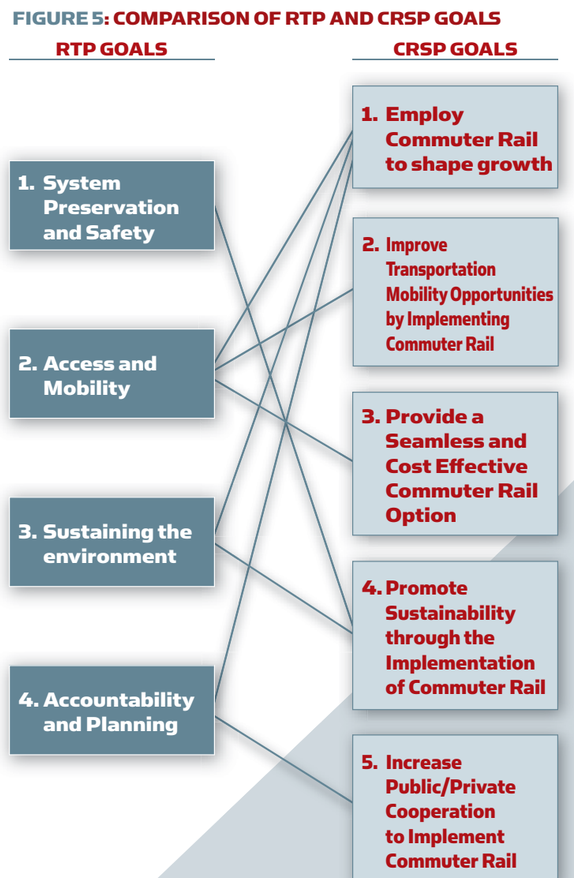
Objective 2: Educate and inform the public

Objective 3: Provide public and private sector funding options

Objective 4: Develop local and regional support for commuter rail

The Commuter Rail Strategic Plan (CRSP) goals were compared to the MAG Regional Transportation Plan to assess consistency. Figure 5 illustrates the comparison and identifies the relationships between the two sets of goals.

FIGURE 5: COMPARISON OF RTP AND CRSP GOALS



COMMUTER RAIL SYSTEM PLAN CONCEPT

The System Plan Concept is oriented around the five freight rail lines that are currently in place in the study area. The system plan is based on the recommendations from the High Capacity Transit Study, (MAG, 2003) and the alignments that were subsequently incorporated into the 2030 RTP vision plan for commuter rail. These corridors are:

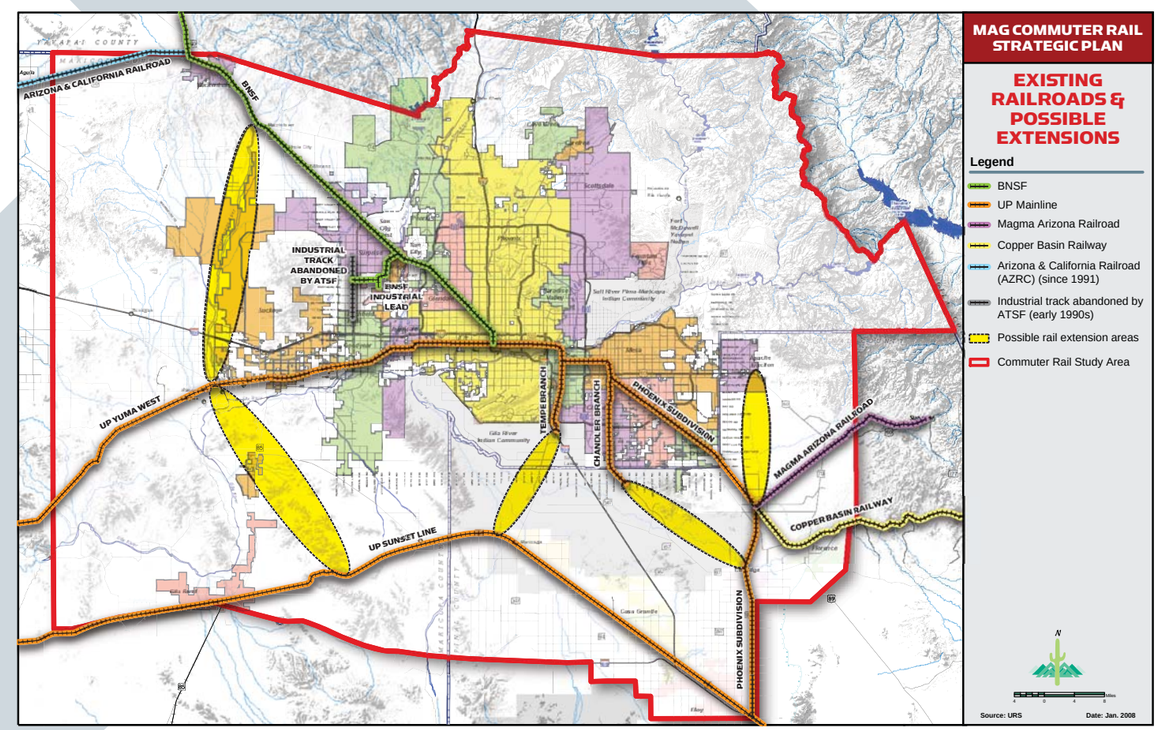
- BNSF-Grand Avenue
- UP Mainline-Southeast
- UP Mainline-Chandler Branch
- UP Mainline-Tempe Industrial Lead
- UP Mainline-Yuma/West
- Possible Extensions/ northern Pinal County

COMMUTER RAIL IMPLEMENTATION SCENARIOS

Three commuter rail implementation scenarios were developed using examples from other commuter rail systems in the United States. The scenarios range from Get Started in a single corridor, to a Starter System in more than one corridor, to a full Regional System with multiple rail lines in operation.

Get Started Scenario

The Get Started scenario would focus on implementing commuter rail in a single congested corridor. The single corridor would provide a local commuter-oriented service and would have several benefits including: less complex coordination with freight railroad companies, potential low cost of entry, and a more simple approach to governance, administration, and funding. Examples of systems with a single corridor include the NorthStar Commuter Rail in Minneapolis and the Trinity Railway Express connecting Dallas to Fort Worth.



Agenda Item #5G

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

DATE:
April 1, 2008

SUBJECT:
Conformity Consultation

SUMMARY:
The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program. The proposed amendment includes the addition of six Valley Metro Transportation Enhancement funded projects in fiscal years 2008, 2009, and 2010, and a new Arizona Department of Transportation (ADOT) Noise Reduction Study project in FY 2008. In addition, an administrative modification is required for the repackaging of City of Tempe pedestrian and bicycle facility projects on College Avenue, and to increase funding for two ADOT projects. Comments on the conformity assessment are requested by April 18, 2008.

The amendment includes projects that may be categorized as exempt from conformity determinations and the administrative modification includes minor project revisions that do not require a conformity determination. A description of the projects is provided in the attached interagency consultation memorandum.

PUBLIC INPUT:
Copies of the conformity assessment have been distributed for consultation to the Federal Transit Administration, Federal Highway Administration, Arizona Department of Transportation, Arizona Department of Environmental Quality, Regional Public Transportation Authority, City of Phoenix Public Transit Department, Maricopa County Air Quality Department, Central Arizona Association of Governments, Pinal County Air Quality Control District, U.S. Environmental Protection Agency and other interested parties including members of the public.

PROS & CONS:
PROS: Interagency consultation for the amendment notifies the planning agencies of project modifications to the TIP.

CONS: The review of the conformity assessment requires additional time in the project approval process.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: The amendment may not be considered until the consultation process for the conformity assessment is completed.

POLICY: Federal transportation conformity regulations require interagency consultation on development of the transportation plan, TIP, and associated conformity determinations to include a

process involving the Metropolitan Planning Organization, State and local air quality planning agencies, State and local transportation agencies, Environmental Protection Agency, Federal Highway Administration, and the Federal Transit Administration. Consultation on the conformity assessment has been prepared in accordance with federal regulations, MAG Conformity Consultation Processes adopted by the Regional Council in February 1996 and MAG Transportation Conformity Guidance and Procedures adopted by the Regional Council in March 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

ACTION NEEDED:
Consultation.

PRIOR COMMITTEE ACTIONS:
Transportation Review Committee: On March 27, 2008, the MAG Transportation Review Committee made a recommendation to approve amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program.

MEMBERS ATTENDING

Maricopa County: John Hauskins
ADOT: Floyd Roehrich
Avondale: David Fitzhugh
Buckeye: Scott Lowe
Chandler: Patrice Kraus
El Mirage: Lance Calvert
Fountain Hills: Randy Harrel
* Gila Bend: Lynn Farmer
Gilbert: Tami Ryall
Glendale: Terry Johnson
* Goodyear: Cato Esquivel
* Guadalupe: Jim Ricker
Litchfield Park: Mike Cartsonis
Mesa: Scott Butler
Paradise Valley: Robert M. Cicarelli
Peoria: Dan Nissen for David Moody
Phoenix: Tom Callow
* Queen Creek: Mark Young
RPTA: Bryan Jungwirth
Scottsdale: Dave Meinhart for Mary O'Connor
Surprise: Stephanie Wilson for Randy Overmyer
Tempe: Carlos De Leon
Valley Metro Rail: John Farry
Youngtown: Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

* Regional Bicycle Task Force: Vacant
* Street Committee: Darryl Crossman, Litchfield Park
* Pedestrian Working Group: Eric Iwersen, City of Tempe
* ITS Committee: Alan Sanderson

* Members neither present nor represented by proxy.
+ - Attended by Videoconference
# - Attended by Audioconference

CONTACT PERSON:
Dean Giles, MAG, (602) 254-6300.

MARICOPA ASSOCIATION of GOVERNMENTS

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

April 1, 2008

TO: Leslie Rogers, Federal Transit Administration
Robert Hollis, Federal Highway Administration
Victor Mendez, Arizona Department of Transportation
Stephen Owens, Arizona Department of Environmental Quality
David Boggs, Regional Public Transportation Authority/ Valley Metro
Debbie Cotton, City of Phoenix Public Transit Department
Robert Kard, Maricopa County Air Quality Department
Maxine Leather, Central Arizona Association of Governments
Donald Gabrielson, Pinal County Air Quality Control District
Wienke Tax, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: CONSULTATION ON A CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT AND ADMINISTRATIVE MODIFICATION TO THE FY 2008-2012 MAG TRANSPORTATION IMPROVEMENT PROGRAM

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program. The proposed amendment includes the addition of six Valley Metro Transportation Enhancement funded projects in fiscal years 2008, 2009, and 2010, and a new Arizona Department of Transportation (ADOT) Noise Reduction Study project in FY 2008. In addition, an administrative modification is required for the repackaging of City of Tempe pedestrian and bicycle facility projects on College Avenue, and to increase funding for two ADOT projects. Comments on the conformity assessment are requested by April 18, 2008.

MAG has reviewed the projects for compliance with the federal conformity rule and has found that consultation is required on the conformity assessment. The amendment includes projects that may be categorized as exempt from conformity determinations and the administrative modification includes minor project revisions that do not require a conformity determination. The conformity finding of the TIP and the associated Regional Transportation Plan 2007 Update, as amended, that was made by the Federal Highway Administration and Federal Transit Administration on November 19, 2007 remains unchanged by this action. The conformity assessment is being transmitted for consultation to the agencies and other interested parties listed above. If you have any questions or comments, please contact me at (602) 254-6300.

Attachment

cc: Nancy Wrona, Arizona Department of Environmental Quality

ATTACHMENT

CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT AND ADMINISTRATIVE MODIFICATION TO THE FY 2008-2012 MAG TRANSPORTATION IMPROVEMENT PROGRAM

The federal transportation conformity rule requires interagency consultation when making changes to a Transportation Improvement Program (TIP) and Transportation Plan. The consultation processes are also provided in the Arizona Conformity Rule. This information is provided for consultation as outlined in the MAG Conformity Consultation Processes document adopted by the MAG Regional Council on February 28, 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

The amendment includes projects that may be categorized as exempt from conformity determinations and the administrative modification includes minor project revisions that do not require a conformity determination. Types of projects considered exempt are defined in the federal transportation conformity rule. The proposed amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program includes the projects on the attached table. The project number, agency, and description is provided, followed by the conformity assessment.

MAG has reviewed the projects for compliance with the federal conformity rule and consultation is required on the conformity assessment. The projects are not expected to create adverse emission impacts or interfere with Transportation Control Measure implementation. The conformity finding of the TIP and the associated Regional Transportation Plan that was made by the Federal Highway Administration and Federal Transit Administration on November 19, 2007 remains unchanged by this action.

AMENDMENT AND ADMINISTRATIVE MODIFICATION TO THE FY 2008-2012 MAG TRANSPORTATION IMPROVEMENT PROGRAM

PROJ #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
DOT08-751	ADOT	Interstate-17 at Dove Valley Rd	Advance construct new Traffic Interchange (City Advancement)	2009	0.4	Local Govt	$ 26,500,000			$ 26,500,000	Increase budget by $9.9 million and defer project from FY 08 to 09.	Minor project revision for increase in local funding and for deferral. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
DOT08-692	ADOT	MAG Regionwide	Preliminary Engineering (Management Consultant, 30% Plans Design)	2008	n/a	RARF			$ 23,800,000	$ 23,800,000	Increase budget by $1.6 million.	Minor project revision for increase in regional funding. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
DOT08-842	ADOT	MAG Regionwide	Noise Reduction Study within Maricopa County	2008	n/a	RARF			$ 65,000	$ 65,000	Create a new noise mitigation study project	Project is considered exempt from conformity requirements under the category "planning and technical studies." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
TMP08-602	Tempe	College Ave: Superstition Freeway (US 60) to Apache Boulevard	Design and construct pedestrian and bicycle facilities.	2008	2	CMAQ	$ 951,000	$ 2,550,000	$ -	$ 3,501,000	Repackage project. Location is expanded, and project total costs increased by $1,001,000 to include TMP07-303.	Minor project revision is required to repackage project. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
TMP07-303	Tempe	College Ave: Alameda Dr to Superstition Fwy	Improve pedestrian facilities (phase 1 of 2)	2008	1	CMAQ	$ 201,000	$ 800,000	$ -	$ 1,001,000	Delete project. Repackage with TMP08-602	
VMT08-828T	Valley Metro	Regional	The Regional Safe Routes to School Support Center Project	2008	n/a	STP-TEA	$ 27,412	$ 45,550	$ -	$ 72,962	ADOT awarded Transportation Enhancement- Round 15 - grant dollars November 2007	Project is considered exempt from conformity requirements under the category "transportation enhancement activities." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
VMT09-807T	Valley Metro	Regional	The Regional Safe Routes to School Support Center Project	2009	n/a	STP-TEA		$ 208,686	$ -	$ 208,686	ADOT awarded Transportation Enhancement- Round 15 - grant dollars November 2007	Project is considered exempt from conformity requirements under the category "transportation enhancement activities." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
VMT10-811T	Valley Metro	Regional	The Regional Safe Routes to School Support Center Project	2010	n/a	STP-TEA		$ 149,629	$ -	$ 149,629	ADOT awarded Transportation Enhancement- Round 15 - grant dollars November 2007	Project is considered exempt from conformity requirements under the category "transportation enhancement activities." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
VMT08-829T	Valley Metro	Regional	Regional Bicycle & Pedestrian Safety Education Program	2008	n/a	STP-TEA	$ 31,712	$ 56,086	$ -	$ 87,798	ADOT awarded Transportation Enhancement- Round 15 - grant dollars November 2007	Project is considered exempt from conformity requirements under the category "transportation enhancement activities." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
VMT09-808T	Valley Metro	Regional	Regional Bicycle & Pedestrian Safety Education Program	2009	n/a	STP-TEA		$ 238,419	$ -	$ 238,419	ADOT awarded Transportation Enhancement- Round 15 - grant dollars November 2007	Project is considered exempt from conformity requirements under the category "transportation enhancement activities." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
VMT10-812T	Valley Metro	Regional	Regional Bicycle & Pedestrian Safety Education Program	2010	n/a	STP-TEA		$ 180,495	$ -	$ 180,495	ADOT awarded Transportation Enhancement- Round 15 - grant dollars November 2007	Project is considered exempt from conformity requirements under the category "transportation enhancement activities." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.

Agenda Item #5H

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

DATE:
April 1, 2008

SUBJECT:
Discussion and Update on the Draft FY 2009 MAG Unified Planning Work Program and Annual Budget

SUMMARY:
Each year staff develops the MAG Unified Planning Work Program and Annual Budget. The Work Program is reviewed in April by the federal agencies and approved by the Regional Council in May. The proposed budget information is being presented incrementally in parallel with the development of the budget information (see Prior Committee Actions below for the presentation timeline of the budget). This presentation and review of the FY 2009 MAG Unified Planning Work Program and Annual Budget represent the budget document development to-date.

The Management Committee reviewed the development of the Work Program and Annual Budget at its meetings on January 9, February 13 and March 14, 2008. Due to current economic conditions, MAG is proposing no increase in estimated dues and assessments. The individual member dues and assessments may change due to population allocation, but the overall dues and assessments total of $606,550 remains the same amount as FY 2008.

Each year new projects are proposed for inclusion in the MAG planning efforts. These new project proposals come from the various MAG technical committees, policy committees and other discussions with members and stakeholders regarding joint efforts within the region. These projects are subject to review and input by the committees as they go through the budget process. The proposed new projects for FY 2009 were presented at the February 13, 2008 Management Committee meeting, the February 27, 2008 Regional Council meeting, and the March 17, 2008 Regional Council Executive Committee meeting.

The new project requests have been revised and an updated FY 2009 "MAG Programs in Brief" with the revised new project requests is included in the packet. Since the new projects for FY 2009 were presented in March, there have been two changes to the project list. An Air Quality Associate for $80,000 has been deleted and a transportation project entitled, "MAG Travel Demand Modeling - Pinal County Review," has been added for $80,000. The MAG Travel Demand model extends far into Pinal County and the travel demand in Maricopa County also reflects the population and economic activity in Pinal County. As input, the model uses socioeconomic projections and the road network in Pinal County. Using the planning resources and data that have been collected by CAAG, CAAG will provide the review and changes necessary to accurately portray the projections and transportation network in Pinal County.

The FY 2009 budgeted expenses for MAG show an overall decrease of about two percent from last year. This decrease is, in part, due to a decrease in the budgeted amounts for overhead and a 50 percent reduction in proposed capital expenditures. The reason for the large capital decrease is that a majority of MAG's capital equipment inventory is computer hardware which is on a replacement cycle of approximately every three years.

MAG staff has an annual performance evaluation in June and based on performance, salary increases that average up to five percent may be considered. There are no new staff positions being requested for FY 2009 and FTE at MAG remains at 75.25.

Information for this presentation of the draft budget documents is included for your early review and input. The information is considered draft and is subject to change as the budget continues through the review process.

The Intermodal Planning Group meeting is scheduled for April 2, 2008. This meeting will include a review and comments of the draft FY 2009 MAG budget by the Federal Highway Administration, the Federal Transit Administration and other related parties.

PUBLIC INPUT:
None.

PROS & CONS:
PROS: In January, February and March proposed new projects, estimated revenues and expenditures, and dues and assessments were reviewed. In March, MAG presented a draft summary of the FY 2009 budget document, "MAG Programs in Brief" and a draft FY 2009 MAG Unified Planning Work Program and Annual Budget. The budget summary will allow our members to quickly decipher the financial implications of the MAG budget.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: The Federal Intermodal Surface Transportation Efficiency Act of 1991 requires a metropolitan planning organization to develop a unified planning work program that meets the requirements of federal law. Additionally, the MAG By-Laws require approval and adoption of a budget for each fiscal year and a service charge schedule.

POLICY: As requested by the MAG Executive Committee and subsequently approved by the Regional Council in May 2002, the MAG Work Program and Annual Budget detail is being presented earlier to the Management Committee and there is increased notice to members on the budget. MAG is providing a budget summary that outlines new programs and presents the necessary resources to implement these programs. This summary allows member agencies to quickly decipher the financial implications of such programs prior to their approval for implementation.

ACTION NEEDED:
Information.

PRIOR COMMITTEE ACTIONS:
Regional Council: This item was on the March 26, 2008 Regional Council agenda.

MEMBERS ATTENDING

Mayor James M. Cavanaugh, Goodyear, Chair
* Mayor Mary Manross, Scottsdale, Vice Chair
# Councilmember Robin Barker, Apache Junction
# Mayor Marie Lopez Rogers, Avondale
+ Councilmember Elaine Mayor for 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 Steven Berman, Gilbert
* Mayor Elaine Scruggs, Glendale
Mayor Rebecca Jimenez, Guadalupe
Mayor Thomas Schoaf, Litchfield Park
Supervisor Max W. Wilson, Maricopa County
Mayor Keno Hawker, Mesa
Mayor Ed Winkler, Paradise Valley
Mayor Bob Barrett, Peoria
Vice Mayor Peggy Neely, Phoenix
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
Felipe Zubia, State Transportation Board

* Vacant, State Transportation Board
* David Martin, Citizens Transportation Oversight Committee

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

Regional Council Executive Committee: This item was on the March 17, 2008 Regional Council Executive Committee agenda.

MEMBERS ATTENDING

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

* Not present
# Participated by video or telephone conference call

Management Committee: This item was on the March 14, 2008 Management Committee agenda.

MEMBERS ATTENDING

* Jan Dolan, Scottsdale, Chair
Charlie McClendon, Avondale, Vice Chair
* George Hoffman, Apache Junction
* Jeanine Guy, Buckeye
Jon Pearson, Carefree
* Usama Abujbarah, Cave Creek
Mark Pentz, Chandler
Spencer Isom for B.J. Cornwall, El Mirage
Phil Dorchester, Fort McDowell Yavapai Nation
* Kate Zanon, Fountain Hills
Lynn Farmer, Gila Bend
* Joseph Manuel, Gila River Indian Community
George Pettit, Gilbert
Horatio Skeete for Ed Beasley, Glendale
* Brian Dalke, Goodyear
Mark Johnson, Guadalupe
* Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
Jim Bacon, Paradise Valley
Terry Ellis, Peoria
Frank Fairbanks, Phoenix
* John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Kathy Rice for Surprise
Charlie Meyer, Tempe
* Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
* Lloyce Robinson, Youngtown
Rakesh Tripathi for Victor Mendez, ADOT
* 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.

Regional Council: This item was on the February 27, 2008 Regional Council agenda.

MEMBERS ATTENDING

Mayor James M. Cavanaugh, Goodyear, Chair
* Mayor Mary Manross, Scottsdale, Vice Chair
# Councilmember Robin Barker, Apache Junction
Mayor Marie Lopez Rogers, Avondale
Councilmember Elaine May for Mayor Bobby Bryant, Buckeye
Mayor Wayne Fulcher, Carefree
Vice Mayor Gilbert Lopez for Councilmember Dick Esser, Cave Creek
Mayor Boyd Dunn, Chandler
Mayor Fred Waterman, El Mirage
* President Raphael Bear, Fort McDowell Yavapai Nation
Councilmember Jay Schlum for Mayor Wally Nichols, Fountain Hills
Mayor Fred Hull, Gila Bend
* Governor William Rhodes, Gila River Indian Community
Mayor Steven Berman, Gilbert
* Mayor Elaine Scruggs, Glendale
* Mayor Rebecca Jimenez, Guadalupe
* Mayor Thomas Schoaf, Litchfield Park

Supervisor Max W. Wilson, Maricopa County
Mayor Keno Hawker, Mesa
Councilmember Brian Cooney for Mayor Ed Winkler, Paradise Valley
Mayor Bob Barrett, Peoria
* Vice Mayor Peggy Neely, Phoenix
Mayor Art Sanders, Queen Creek
Vice President Martin Harvier for 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
Felipe Zubia, State Transportation Board
* Vacant, State Transportation Board
* Vacant, Citizens Transportation Oversight Committee

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

This item was on the February 19, 2008 Regional Council Executive Committee agenda.

MEMBERS ATTENDING

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

* Not present # Participated by video or telephone conference call

Management Committee: This item was on the February 13, 2008 Management Committee agenda.

MEMBERS ATTENDING

Jan Dolan, Scottsdale, Chair
Charlie McClendon, Avondale, Vice Chair
Matthew Busby for George Hoffman, Apache Junction
Jeanine Guy, Buckeye
Jon Pearson, Carefree
* Usama Abujbarah, Cave Creek
Mark Pentz, Chandler
Dr. Spencer Isom for B.J. Cornwall, El Mirage
Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
* Kate Zanon, Fountain Hills
* Lynn Farmer, Gila Bend
Joseph Manuel, Gila River Indian Community
George Pettit, Gilbert
Jessica Blazina for Ed Beasley, Glendale
Brian Dalke, Goodyear
Mark Johnson, Guadalupe
Darryl Crossman, Litchfield Park
Scott Butler for Christopher Brady, Mesa
* Jim Bacon, Paradise Valley
Carl Swenson for Terry Ellis, Peoria
* Frank Fairbanks, Phoenix
# Patrick Flynn for John Kross, Queen Creek
Bryan Meyers, Salt River Pima-Maricopa Indian Community
Jim Rumpeltes, Surprise
Charlie Meyer, Tempe
* Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
Lloyce Robinson, Youngtown
Kwi-Sung Kang for Victor Mendez, ADOT
Kenny Harris for David Smith, Maricopa Co.
Bryan Jungwirth for David Boggs, Valley Metro/RPTA

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

Regional Council: This item was on the January 28, 2008 Regional Council agenda.

MEMBERS ATTENDING

Mayor James M. Cavanaugh, Goodyear, Chair
* Mayor Mary Manross, Scottsdale, Vice Chair
# Councilmember Robin Barker, Apache Junction
Mayor Marie Lopez Rogers, Avondale
Councilmember Elaine May for Mayor
Bobby Bryant, Buckeye
Mayor Wayne Fulcher, Carefree
Vice Mayor Gilbert Lopez for Councilmember Dick Esser, Cave Creek
Mayor Boyd Dunn, Chandler

Mayor Fred Waterman, El Mirage
* President Raphael Bear, Fort McDowell Yavapai Nation
Councilmember Jay Schlum for Mayor Wally Nichols, Fountain Hills
Mayor Fred Hull, Gila Bend
* Governor William Rhodes, Gila River Indian Community
Mayor Steven Berman, Gilbert
* Mayor Elaine Scruggs, Glendale
* Mayor Rebecca Jimenez, Guadalupe
* Mayor Thomas Schoaf, Litchfield Park
Supervisor Max W. Wilson, Maricopa County
Mayor Keno Hawker, Mesa
Councilmember Brian Cooney for Mayor Ed Winkler, Paradise Valley
Mayor Bob Barrett, Peoria
* Vice Mayor Peggy Neely, Phoenix
Mayor Art Sanders, Queen Creek
Vice President Martin Harvier for 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
Felipe Zubia, State Transportation Board
* Vacant, State Transportation Board
* Vacant, Citizens Transportation Oversight Committee

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

Executive Committee: This item was on the January 14, 2008 MAG Regional Council Executive Committee agenda.

MEMBERS ATTENDING

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

* Not present # Participated by video or telephone conference call

Management Committee: This item was on the January 9, 2008 Management Committee agenda.

MEMBERS ATTENDING

Jan Dolan, Scottsdale, Chair
Charlie McClendon, Avondale, Vice Chair
Matthew Busby for George Hoffman, Apache Junction
Jeanine Guy, Buckeye
* Jon Pearson, Carefree
* Usama Abujbarah, Cave Creek
# Mark Pentz, Chandler
Dr. Spencer Isom for B.J. Cornwall, El Mirage
Alfonso Rodriguez, Fort McDowell Yavapai Nation
Kate Zanon, Fountain Hills
* Lynn Farmer, Gila Bend
Joseph Manuel, Gila River Indian Community
George Pettit, Gilbert
* Ed Beasley, Glendale
# Brian Dalke, Goodyear
# Mark Johnson, Guadalupe
Darryl Crossman, Litchfield Park
Scott Butler for Christopher Brady, Mesa
Jim Bacon, Paradise Valley
Terry Ellis, Peoria
Frank Fairbanks, Phoenix
John Kross, Queen Creek
Bryan Meyers, Salt River Pima-Maricopa Indian Community
Michelle Lehman for Jim Rumpeltes, Surprise
Charlie Meyer, Tempe
* Reyes Medrano, Tolleson
# Gary Edwards, Wickenburg
# Mark Hannah for Lloyce Robinson, Youngtown
# Dale Buskirk for Victor Mendez, ADOT
# Kenny Harris for David Smith, Maricopa County
Chris Curcio for Dave Boggs, Valley Metro/RPTA

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

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

MAG Programs in Brief

Draft FY 2008-2009
Unified Planning Work Program and Annual Budget

302 North 1st Avenue, Suite 300
Phoenix, AZ 85003

Budget Highlights

The MAG annual budget process begins eight months before the final budget is adopted, however, budget management activities at MAG continue throughout the year. To begin preparing the budget, each division is asked to submit new project and/or staffing requests. These requests are initiated by MAG committee project needs and other request and guidance from our members. The requests are brought to the Regional Council, Management Committee, Regional Council Executive Committee and Intergovernmental Representatives for review and discussion during January and February.

New Projects for FY 2009

Environmental Programs

Air Quality Technical Assistance On Call **$280,000**
As the designated Regional Air Quality Planning Agency for the Maricopa area, MAG conducts air quality modeling and prepares air quality plans to attain and maintain the National Ambient Air Quality Standards. MAG will also be conducting an inventory of dirt roads and the estimated traffic counts by jurisdiction to measure the progress in eliminating dirt roads each year. In addition, MAG may need to provide supplemental analysis and information for the Five Percent Plan for PM-10 to the Environmental Protection Agency. Consultant expertise will be needed in the following technical air quality areas: air quality modeling; air quality monitoring and meteorology; traffic surveys and emissions inventories; dirt road inventories and tracking progress made to pave dirt roads; statistical analysis of data; analysis of control measures; implementation of control measures; tracking implementation of committed control measures; air quality plan preparation; CMAQ evaluation methodologies; and transportation conformity.

MAG Air Quality Associate **$130,000**
Technical assistance from one MAG Associate will be needed. The associate is budgeted for $130,000. Expertise is needed in the following technical air quality areas: air quality modeling and model validation; air quality monitoring and meteorology; emissions inventories; statistical analysis of data; analysis of control measures; air quality plan preparation including the technical support document; CMAQ evaluation methodologies and project evaluation process; and transportation conformity.

Human Services Program

Ambassador Program Support **$5,000**
This volunteer program will increase the capacity of transportation programs to conduct community outreach and increase ridership. This will also help to coordinate transportation programs, particularly for older adults, people with disabilities, and people with low incomes. Ambassadors will be recruited from all around the region and various communities. The requested funds will cover costs associated with the annual meeting and incentives such as bus passes for the volunteers.

HUD Application Support **$4,000**
An associate is needed for technical assistance in completing the HUD application. This program helps the agencies providing the homeless assistance programs and will keep the region competitive in the national competition for funds.

Continuum of Care Support **$10,000**
Continuum of Care support includes an annual luncheon and award ceremony which occurs in the second quarter for homeless advocates, champions, and service providers in order to increase motivation and collaboration.

Communications Program

Litter Prevention and Education **$300,000**
This consultant project will provide assistance for an array of communication services – including public education, advertising, community partnerships, and other outreach efforts – that will increase awareness of the freeway litter problem in the MAG Region and lead to measurable changes in behavior among offenders.

Video Outreach Associate **$24,000**
A Freelance writer/producer Associate is needed to assist in the video outreach program through project management. An Associate would help with pre-production; shot-sheeting and writing scripts; and overseeing post-production.

MAG Web Site Support **$20,000**
An extensive update of the MAG Web site in both graphic presentation and functionality is needed. The new interface and functions would be based on both internal and external user input, and recommendations from outside consultants.

Transportation Programs

2009 Regional Bike Safety Education Campaign **$174,000**
The Bicycle Education project will be carried out by Valley Metro and will include strategic marketing, community outreach, education and communications plan for a bicycle safety education campaign in Maricopa County.

Traffic Signal Optimization Program (TSOP) On-Call **$300,000**
The MAG Traffic Signal Optimization Program (TSOP) has successfully completed 22 projects in eleven MAG jurisdictions. Projects launched through this program provide technical assistance to member agencies for improving traffic signal coordination, optimization, and review of operations through simulation modeling. Assistance is provided by consultants hired by MAG through an on-call services contract.

Transportation Planning Workshop Series **$20,000**
The Transportation Division will host a Transportation Planning Workshop Series, consisting of three workshops over the year for member agencies and stakeholders on transportation planning topics. This workshop series will provide an opportunity for member agencies to explore different transportation planning activities that could benefit their community and the MAG region.

Assessment of Access Management Practices **$35,000**
The implementation of effective access management can reduce congestion, improve public safety, facilitate the use of alternate modes of transportation, and reduce commute times, fuel consumption, and vehicular emissions. An assessment of the region's access management practices is required to determine the current management policies and practices.

MAG Traffic Interchange (TI) Spacing Policy Study **$75,000**
Recent studies by the Federal Highway Administration suggest that increasing the distance between traffic interchanges along a freeway considerably improves safety and capacity. Data from these studies show that a freeway corridor with two-mile TI spacing at two miles has up to 2½ times fewer crashes over a freeway corridor with one-mile spacing, and a greater throughput in capacity. The primary purpose for the project will be to establish consent among member agencies for greater TI spacing on future regional freeway corridors; especially those recommended in the Hassayampa Valley and Hidden Valley Transportation Framework Study.

MAG Regional Bicycle and Pedestrian Facilities Integration Study **$75,000**
This project will produce a set of guidelines that review the practices of other states on the cutting edge of transportation integration, and develop a range of applications for our region.

2009 Bicycle Design Assistance Program **$250,000**
The intent of the 2009 Bicycle Design Assistance Program is to design crossings for on-street and off-street facilities with an emphasis on creating an interconnected network. There are hundreds of miles of canals that can potentially be connected to create an amazing green belt throughout the region, similar to Scottsdale's Indian Bend Wash.

2009 Pedestrian Design Assistance Program **$150,000**
The Pedestrian Design Assistance program was initiated in 1996 to encourage the development of designs for pedestrian facilities according to the *MAG Pedestrian Policies and Design Guidelines.* The intent of the program is to stimulate integration of pedestrian facilities into the planning and design of all types of infrastructure and development. Three to five projects submitted by MAG member agencies will be designed by professional consultants using the *MAG Pedestrian Policies and Design Guidelines.*

Valley Metro/RPTA Planning Support **$224,720**
This project provides funding from MAG to Valley Metro/RPTA to provide ongoing planning support and coordination to ensure the future bus transit network program areas: Four areas of planning are addressed: 1) long range transit planning; 2) short range transit planning; 3) capital planning; and 4) planning program administration.

Non-recurring Congestion Study **$300,000**
The goal of this project would be to gain a better understanding of the role played by various traffic and weather events that lead to non-recurring traffic congestion on freeways and arterials. Such an understanding could lead to effective operational countermeasures that would help regain lost capacity due to NRC, thus reducing the immediate and very costly demand for construction of new road capacity.

Non-Engineering Strategies for Improving Road Safety On-Call **$50,000**
The goal of this study is to develop metrics on the effectiveness of non-engineering road safety countermeasures. The study findings could be used in Safety Planning to determine resource needs to address Enforcement, Education, and Emergency Medical Services areas of a comprehensive safety improvement strategy.

Evaluation of Roundabout Signage On-Call **$50,000**
In recent years, a number of roundabouts have been constructed in the Phoenix metropolitan area. The first few roundabout were mostly on local road systems. Local agencies have begun to build roundabouts at higher volume arterial intersections. Roundabouts generally eliminate the need for traffic signals at intersections, unless the traffic volumes on the approaches are very high. Roundabout operations eliminate more severe intersection crashes, such as angle crashes or crashes due to red-light-running. The goal of this project is to study the effectiveness of roundabout signage currently in use in the MAG region.

Transportation Software Development and Support On-Call **$250,000**
Provide on-going support for model-related software development tasks. Areas of expertise will include FORTRAN, C, C#, Java, ArcGIS and GISDK and possibly dynamic traffic assignment software (this will depend on the outcomes of the on-going work.) This on-call service will ensure that development, maintenance and support of the existing MAG transportation modeling software is uninterrupted.

Development of the MAG Regional Activity-Based Model – Phase II **$500,000**
This is Phase II of a multi-phase, multi-year effort to transition the MAG Travel Demand forecasting model to an Activity Based Model, which is state-of-art for the industry. Activity based models are thought to best replicate trip making behavior compared to the traditional four-step modeling process that MAG currently uses. This project ensures continuity in the activity-based model development. Activity-based model developments takes three to five years to fully implement. MAG has structured the development in a way that provides clear benefits and deliverables upon completion of each development stage. This project is planned to continue through FY 2010.

Texas Transportation Institute (TTI) Research of Archived Traffic Data **$95,000**
The study will evaluate traffic mobility on MAG freeway and arterial networks through new ground truth data sources. TTI researchers will investigate archived ground truth traffic data provided by leading traffic information companies. This information will assist MAG in establishing a state-of-the-practice methodology to evaluate MAG region's traffic conditions, especially on arterial streets that are currently not monitored.

TTI Urban Transportation Performance Measure Research **$25,000**
The Texas Transportation Institute is the leading research group for providing analysis of urban mobility in the U.S. This research will focus on congestion measurements in the region based on the FHWA metropolitan traffic mobility database, and will provide continuous research on freight mobility at a state-wide level and arterial mobility data collection practices.

Public Involvement Disability Outreach Associate **$20,000**
Federal transportation law requires that environmental justice be part of any transportation plan to prevent discrimination and to ensure the full and fair participation of minority populations and low-income populations in the transportation decision-making process. This Associate, as part of the Regional Transportation Plan, assists in a public outreach

program that ensures the full and fair participation of all potentially affected communities in the transportation decision-making process.

Transportation Public Involvement Support **$30,000**
In order to ensure meaningful public input into the statewide transportation planning efforts, it will be crucial to actively involve members of the public, business, and professional organizations. MAG proposes setting aside funding for public involvement and community outreach events specifically designed to collect input on the Building a Quality Arizona project.

Valley Metro Rail Planning Support **$500,000**
This request will help fund Valley Metro Rail's staffing needs during FY 2009, providing ongoing planning support and coordination for the future light rail system.

Safety Evaluation of the MAG Elderly Mobility Sign Project On Call **$50,000**
The MAG Transportation Safety Committee and the MAG Elderly Mobility Stakeholders Group initiated a Sign Project in which sixteen jurisdictions are installing street name signs with larger font sizes, advanced street name signs, and internal illumination signs based on the FHWA Guidelines and Recommendations to Accommodate Older Drivers and Pedestrians. One component of this sign installation program is a safety evaluation element.

Travel Demand Forecasting Model-Pinal County Review **$80,000**
The MAG Travel Demand model extends far into Pinal County and the travel demand in Maricopa County also reflects the population and economic activity in Pinal County. As input, the model uses socioeconomic projections and the road network in Pinal County. Using the planning resources and data that has been collected by CAAG, CAAG will provide the review and changes necessary to accurately portray the projections and transportation network in Pinal County.

Information Services Program

Digital Aerial Photography **$80,000**
MAG and MAG member agencies use digital aerial photography for a variety of planning and GIS purposes. In this rapidly developing area, it is important to have up-to-date imagery to track development and land use, and to plan for future growth. This project also provides the digital aerial photography to member agencies at no additional cost to the member agency.

Building and Employment Database **$100,000**
This contract will ensure that MAG has a building database with appropriate links to employers and with an easy method for updating the information on a regular basis. An added benefit will be to provide the shape and location of the buildings in a Geographic Information System (GIS). In that manner, users will be able to represent buildings three-dimensionally in visualization software. This project will focus on collecting building and employment data from existing sources and generate new data where none currently exists, developing and building the appropriate database and identifying sources and procedures for ongoing maintenance. This data will provide a unified employment and building database to allow for effective socioeconomic modeling and transportation model inputs.

MAGIC Assistance **$25,000**
This position will allow Information Services staff to provide a greater level of GIS support to MAG staff and MAG member agencies by assisting in the maintenance of MAG core GIS datasets.

MAG GIS Assistance **$25,000**
This position will allow Information Services staff to provide a greater level of GIS support to MAG staff and MAG member agencies by assisting in the maintenance of MAG core GIS datasets.

Activity Based Socioeconomic Modeling Sub-models **$100,000**
The future direction of socioeconomic and transportation modeling centers around activity-based models, where the behavior of each person in an area is modeled. The MAG socioeconomic models are headed in this direction and there are plans to update the MAG transportation models using activity based modeling methods. In order to support the enhanced modeling efforts of both models, current base and projected socioeconomic data sets must be developed. A

consultant project is needed to continue to identify, develop, and implement activity based sub-models using the AZ-SMART framework. Such models include school enrollment, temporal dimensions of employment, and detailed household characteristics.

AZ-SMART Enhancements–Employment, Classification, and Redevelopment **$150,0000**
MAG is in the process of developing a statewide socioeconomic model, Arizona Socioeconomic Modeling Analysis and Reporting Toolbox (AZ-SMART). The objective of the AZ-SMART Enhancements Project is to incorporate a sub-regional model, database design, calibration, interface, and applications to tie in with current AZ-SMART work. Specific additional tasks that have been identified include: Modeling employment by industry and occupational classification; and, methods for modeling redevelopment and infill development.

AZ-SMART Consultant Support for MAG **$45,000**
MAG is in the process of developing a statewide socioeconomic model, Arizona Socioeconomic Modeling Analysis and Reporting Toolbox (AZ-SMART). The AZ-SMART socioeconomic modeling suite will primarily support socioeconomic activities at MAG. AZ-SMART will build upon a model that MAG currently uses, the Subarea Allocation Model (SAM). The support provided by the consultant will ensure that the state-of-the-art components of SAM are replicated in AZ-SMART in order to support the MAG transportation model, and better enable member agencies to determine demands on infrastructure and services.

MAG Associate, Census 2010 **$50,000**
MAG staff may need assistance in preparation for Census 2010. It is critical that MAG not only have adequate staff to continue to support existing and planned services and programs, but also be able to adequately address the needs that will be presented by Census 2010. It is possible that additional resources may be needed to provide this level of support in the coming year.

MAG FTE by Division

Summary of Authorized Positions and Full-time Equivalents by Program Area Comparison for 3 Years

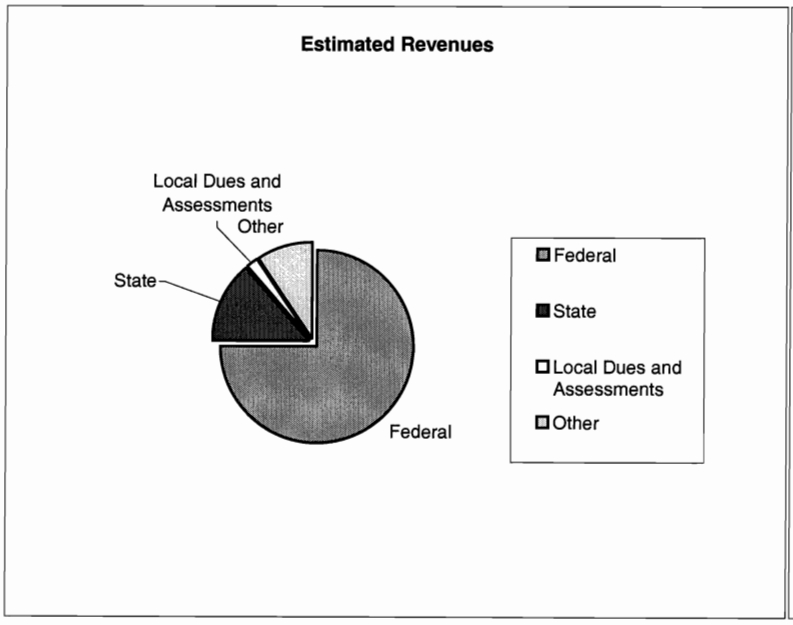
	FY 2007	FY 2008	FY 2009
Administration	4	4	4
Financial Services	6	6	7
Environmental	11	11	11
Human Services	4	4	4
Transportation	23.5	23.5	23
Communications	5	5	5
Information Services	15	16	16
Office Services	5.75	5.75	5.25
TOTAL FTE	73.25	74.25	75.25

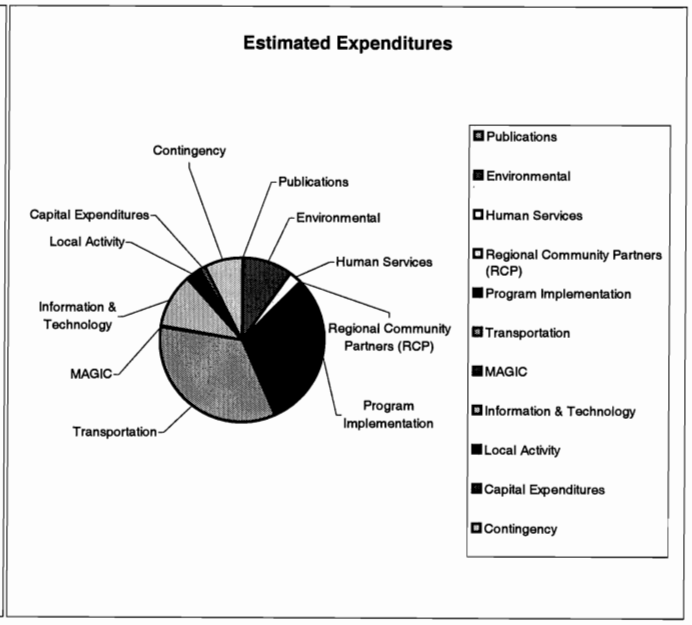
EARLY DRAFT

DRAFT MAG PROGRAMS IN BRIEF 2009

FY 2008 Budget Compared to FY 2009 Budget

Revenues By Source	2007 Actual	2008 Revised Budget	2009 Proposed Budget	$ Change FY 08-FY 09	% Change FY 08-FY 09
Federal	$11,094,061	$13,107,645	$23,902,991	$10,795,346	82.36%
State	4,174,165	4,206,630	4,331,791	$125,161	2.98%
Local Dues and Assessments	557,207	606,550	606,550	$0	0.00%
Other	1,282,655	2,552,503	3,016,746	$464,243	18.19%
Less: Restricted Reserves	-	(1,042,217)	(12,825,689)	($11,783,472)	1130.62%
Total Estimated Revenues Without Carryforward	$17,108,088	$19,431,111	$19,032,389	($398,722)	-2.05%
Total Estimated Revenue Carryforward		16,408,385	13,892,656	(2,515,729)	-15.33%
Total Estimated Revenue		$35,839,496	$32,925,045	($2,914,451)	-8.13%
Expenditures By Division/Function					
Publications	$150,059	$49,567	$35,700	($13,867)	-27.98%
Environmental	1,950,823	1,358,059	1,889,027	$530,968	39.10%
Human Services	658,509	1,009,461	471,091	($538,370)	-53.33%
Regional Community Partners (RCP)	3,415	10,000	10,000	$0	0.00%
Program Implementation	4,788,301	4,632,624	5,854,636	$1,222,012	26.38%
Transportation	6,941,032	8,448,663	6,465,262	($1,983,401)	-23.48%
MAGIC	88,599	253,972	72,852	($181,120)	-71.31%
Information & Technology	2,138,198	1,715,612	1,989,996	$274,384	15.99%
Local Activity	12,316	606,549	606,549	$0	0.00%
Capital Expenditures	170,197	401,000	214,000	($187,000)	-46.63%
Contingency		945,604	1,423,276	$477,672	50.52%
Total Estimated Expenditures Without Carryforward	$16,901,449	$19,431,111	$19,032,389	($398,722)	-2.05%
Total Estimated Expenditures With Carryforward		16,408,385	13,892,656	($2,515,729)	-15.33%
Total Estimated Expenditures		35,839,496	$32,925,045	($2,914,451)	-8.13%





Agenda Item #5I

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

DATE:
April 1, 2008

SUBJECT:
Revision to the Social Services Block Grant Allocation Recommendations

SUMMARY:
Under a planning contract with the Arizona Department of Economic Security (DES), MAG annually researches and solicits input on human services needs in the region. The MAG Human Services Coordinating Committee develops recommendations for services to meet these needs through the locally planned dollars under the Social Services Block Grant (SSBG). Services funded by SSBG include assistance to the most vulnerable people in the region, including very low-income children and families, elderly people, victims of domestic violence, homeless people and persons with disabilities.

On February 27, 2008, the MAG Regional Council approved the allocation recommendations for the locally planned Social Services Block Grant dollars be forwarded to the Arizona Department of Economic Security (DES). On March 13, 2008, the MAG Human Services Technical Committee recommended approval of moving $55,693 from the pregnant/parenting youth category to the basic needs category in the same target group. This revision will allow the agency that receives the funding, the City of Phoenix, to better utilize these funds while continuing to offer services to pregnant teens through other programs. The City of Phoenix program that has historically received these funds has been eliminated. This revision will leave $38,283 in the pregnant/parenting youth category for use by other agencies.

PUBLIC INPUT:
An opportunity for public input was provided at the March 13, 2008 MAG Human Services Technical Committee meeting. No input was offered at that time.

PROS & CONS:
PROS: DES allows MAG to identify, at the most local level, priority needs to be funded and contracted by DES in local communities. The Social Services Block Grant is one of the most flexible funding sources, and as such, is a critical funding source to meet human services needs. This revision allows the agency to fully utilize the funds in an appropriate manner through a different program.

CONS: The need exceeds the funds available. The funding base at the federal level has not kept pace with this increased need, causing significant funding shortages at the local level. Recent fiscal constraints have made service delivery even more difficult at a time when the need for services is increasing.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: The movement of funds from one service to another occurs within the same target group. This means that the people who were receiving services supported by this funding, pregnant teens, will continue to receive services through the basic needs case management services supported by the movement of funds. The clients will continue to receive services despite the pregnant teen parenting needing to be eliminated as a result of budget reductions at the local level.

POLICY: The basic needs category which will receive the funding is ranked higher than the pregnant teen category that the funding is being moved from. The ranking was determined by the MAG Human Services Technical and Coordinating Committees. The movement of funds from a lower ranked service to a higher

ranked service category is consistent with the priorities of the two Committees. This revision also supports the priority that these funds should be flexible in order to most appropriately meet the needs and best leverage the resources that exist within the region.

ACTION NEEDED:
Recommend approval that the revised SSBG allocation recommendations for FY 2008-2009 to be forwarded to the Arizona Department of Economic Security.

PRIOR COMMITTEE ACTIONS:
The MAG Human Services Technical Committee voted to recommend approval of the revision to the FY 2009 Social Services Block Grant allocation recommendations on March 13, 2008.

MEMBERS ATTENDING

Carl Harris-Morgan, Gilbert, Chair
+ Bob Baratko, Surprise
Kathy Berzins, Tempe
+ Paige Garrett, Quality of Life Community Services, Inc
* Joyce Gross, Buckeye
Tim Cole for Jeffery Jamison, Phoenix
Deanna Jonovich, City of Phoenix
C.J. O'Conner for Jim Knaut, Area Agency on Aging
Frances Delgado for Margarita Leyvas, Maricopa County
Joyce Lopez-Powell, Valley of the Sun United Way
Steven MacFarlane, Phoenix
Doris Marshall, Phoenix
Jayson Matthews, Tempe Community Council
+ Joy McClain, Tolleson
Kyle Moore, DES/ACYF
Sylvia Sheffield, Avondale, Vice Chair
Carol Sherer, DES/DDD
Linda Dillard for Connie Stepnitz, Goodyear
* Patrick Tyrrell, Chandler

+Those members present by audio/videoconferencing.
*Those members neither present nor represented by proxy.

CONTACT PERSON:
Amy St. Peter, MAG, (602) 254-6300

DISTRICT 1: MARICOPA COUNTY -- ***2008-2009 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS***

TARGET GROUP: ADULTS, FAMILIES and CHILDREN

2008-2009 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS	SERVICE INTENT(S)	FY2009 Funding	Revised FY2009 Funding
#1 Adults, families and children are unable to meet basic needs and to attain a level of self-sufficiency.	SHELTER - (1) Homeless Families and Individuals (7) Transitional Housing for the Homeless who are Elderly and Disabled	SHELTER - Provide homeless families with shelter at an emergency homeless shelter and supportive services to decrease future emergency housing needs. Provide transitional housing for homeless individuals who are elderly or have physical disabilities.	$165,479 [$82,739.5] [$82,739.5]	$165,479 [$82,739.5] [$82,739.5]
	CASE MANAGEMENT - (5) Basic Needs	Assist individuals and families in dealing with a variety of crisis situations (financial, housing, nutrition, abuse, stress, family functioning) by providing support, identifying appropriate resources, assisting in the development of a plan to resolve the immediate problem(s) presented, and assisting the client in developing a plan to achieve self-sufficiency.	$920,979	**$976,672**
	CASE MANAGEMENT (8) Homeless, Emergency Shelter	Provide a broad array of support and services to homeless individuals in emergency shelter to develop a service plan and secure appropriate resources.	$173,059	$173,059
#1 - continued	CASE MANAGEMENT (9) Homeless, Transitional Housing	Assist homeless individuals/families, including victims of domestic violence, in a transitional housing program to develop a service plan, provide support and secure appropriate resources.	$64,376	$64,376
	TRANSPORTATION (14)Homeless/Unemployed	Assist homeless or unemployed individuals with transportation.	$15,736	$15,736
#2. Individuals Experience Abuse and Neglect	CRISIS SHELTER SERVICES (3) Domestic Violence	Provide short-term counseling and shelter to adults and families experiencing crisis situations, which may include domestic violence, neglect, exploitation and abuse (physical/mental).	$334,136	$334,136
	CRISIS SHELTER SERVICES	Assist children who have run away from home or who are	$69,217	$69,217

DISTRICT 1: MARICOPA COUNTY -- ***2008-2009 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS***

TARGET GROUP: ADULTS, FAMILIES and CHILDREN

2008-2009 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS	SERVICE INTENT(S)	FY2009 Funding	Revised FY2009 Funding
	(6) Children and Runaway Children	experiencing serious family disruption. The service is intended for children referred from a variety of sources, not only Child Protective Services (CPS) referrals.		
	SUPPORTIVE INTERVENTION/GUIDANCE COUNSELING (18) Outpatient Domestic Violence Victims	This service is intended to be provided countywide and first priority should be given to referrals for service that come from the domestic violence shelters in Maricopa County. This service focuses on providing short-term support and identification of community resources. The goals of this service are to improve the emotional and mental well being of eligible individuals; to increase or maintain safety and self-sufficiency of the eligible individuals; and to ensure the availability of information about and access to appropriate human services and community resources.	$40,332	$40,332
#2 Continued	SUPPORTIVE INTERVENTION/GUIDANCE COUNSELING (19) High Risk Children	Provide counseling directly to a "high risk= child to prevent the child=s lack of self-esteem, poor school performance, illiteracy, or functional limitations. The service may secondarily address impacts upon the child resulting from inadequate parenting, inadequate role modeling, poverty, or family stresses. Assistance may be provided in a community or school setting. The intent is not to supplant other funding sources, but to expand the availability of this type of service.	$47,021	$47,021
	CASE MANAGEMENT (28) Pregnant/Parenting Youth	Assist pregnant and parenting youth to resolve immediate problems and secure necessary resources to achieve self-sufficiency.	$93,976	**$38,283**
	(37) PARENTING SKILLS TRAINING	Train parents to prevent abuse and neglect of children. This service also targets pregnant teenagers to prevent potential child abuses.	No SSBG funds recommended.	No SSBG funds recommended.
#3 Affordable housing is not available for all individuals.			No SSBG funds recommended.	No SSBG funds recommended.
#4 Individuals need encouragement, education and support to enable them to find and maintain jobs with adequate wages and relevant job training.			No SSBG funds recommended.	No SSBG funds recommended.

DISTRICT 1: MARICOPA COUNTY -- ***2008-2009 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS***

TARGET GROUP: ADULTS, FAMILIES and CHILDREN

2008-2009 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS	SERVICE INTENT(S)	FY2009 Funding	Revised FY2009 Funding
#5 An adequate level of supervision, education and protection is needed for infants and children.			No SSBG funds recommended.	No SSBG funds recommended.
#6 There is a need to support community programs that create conditions and opportunities for children and youth that support positive development.	(39) PREVENTION [*AZ Dictionary definition: This service provides for planned efforts to prevent specific conditions, illnesses, injuries, or environmental hazards that could place an individual or community at risk for a negative social or health outcome.*]	• Community-based service which demonstrates and documents increased resiliency among youth at risk and demonstrates and documents the reduction of risk factors within a community or youths= living environment(s). • For purposes of this intent, *resiliency* is defined as *the capacity to spring back, rebound, successfully adapt in the face of adversity, and develop social competency despite exposure to severe stress. Youth* are defined as *young residents of Maricopa County generally described by (but not limited to) school grade/year levels Kindergarten through nine and/or ages five (5) years through sixteen (16) years--with emphasis on upper elementary through junior high age youth.* • Process and outcome evaluation methodology and reporting are required components of all proposals and awards. • Requires collaborative effort among agencies, documented by signed letters of commitment. Collaboration is defined as: Communities, agencies or local organizations joining together, through written agreements, to provide services, based on common goals and shared funding. Partners agree to pool resources, jointly plan, implement and evaluate new services and procedures and delegate individual responsibility for the outcomes of their joint efforts. (See RFP for more complete definitions.)	No SSBG funds recommended.	No SSBG funds recommended.
#7 Families with infants and children require support to develop and maintain a positive, stable atmosphere, which will nurture children, provide them with security and protection, and			No SSBG funds recommended.	No SSBG funds recommended.

DISTRICT 1: MARICOPA COUNTY -- ***2008-2009 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS***

TARGET GROUP: ADULTS, FAMILIES and CHILDREN

2008-2009 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS	SERVICE INTENT(S)	FY2009 Funding	Revised FY2009 Funding
prepare them for the future.				
#8 Individuals, families and children are unable to effectively cope with behavioral health (alcohol and drug abuse and mental health) problems. Lack of prevention and early intervention services increases the seriousness of these problems. The suicide rate for teenage Arizona youth continues to be one of the highest in the nation.			No SSBG funds recommended.	No SSBG funds recommended.
9 Minority youth are over represented in the criminal justice system and child protective services system and under represented in other systems.			No SSBG funds recommended.	No SSBG funds recommended.
#10 The increasing number and circumstances of teen pregnancies is alarming in terms of negative social consequences for the teen parents, their child, their families, and society in general. Teen pregnancy may be a symptom or an indicator of other serious problems. There appears to be no consensus regarding which strategy(ies) may prevent unnecessary teen pregnancies or their causes.			No SSBG funds recommended.	No SSBG funds recommended.
11 Individuals need opportunities for positive socialization.			No SSBG funds recommended.	No SSBG funds recommended.
#12 The service delivery system is fragmented and lacks a coordinated approach to meeting the community-identified needs of children and families.			No SSBG funds recommended.	No SSBG funds recommended.
TOTAL TARGET GROUP FUNDING RECOMMENDATION			**$1,924,311**	**$1,924,311**

Agenda Item #6

MARICOPA ASSOCIATION of GOVERNMENTS

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

April 1, 2008

TO: Members of the MAG Management Committee

FROM: Eric Anderson, Transportation Director

SUBJECT: TRANSPORTATION PLANNING UPDATE

For the past three years, MAG has been working collaboratively with the regional planning organizations throughout Arizona to address Arizona's growth and transportation issues. Concurrently, MAG has been working to address high growth areas in the MAG region with the Hassayampa Valley and Hidden Valley Transportation Framework Studies. MAG has also implemented a Transit Framework Study and will be initiating an update of the Regional Transportation Plan. These studies, along with the statewide Transportation Reconnaissance Study, have laid the foundation for a statewide transportation planning effort by the Arizona Department of Transportation. This effort has been named Building a Quality Arizona (BQAZ).

BACKGROUND

In early 2006, MAG initiated the Hassayampa Valley Transportation Framework Study to develop the plan for a transportation system that would support the projected build-out population in the area primarily west of the White Tank Mountains. The Hassayampa Valley Transportation Framework Study represented a new approach to transportation planning that emphasized consensus building around a transportation network that defines future roadway and high capacity transit corridors. A similar approach was launched in early 2007 for the Hidden Valley, which includes southwestern Maricopa County and western Pinal County.

In July 2007, the State Transportation Board provided $7 million to complete similar transportation framework studies for the rest of Arizona, following the overall approach used in the Hassayampa and Hidden Valley Transportation Framework Studies. The management of the BQAZ process was subsequently assumed by the Arizona Department of Transportation. Upon the completion of the framework studies, ADOT intends to develop a revised Move AZ Statewide Transportation Plan.

At the same time that the framework studies are being conducted, the Governor's Office and a coalition of business interests, the TIME Coalition, have been discussing the content and schedule for a statewide transportation ballot measure. These discussions have included the possibility of a measure on the November 2008 ballot or a possible special election in November of 2009. If a measure is to be on the 2008 ballot, a legislative referendum or an initiative petition is required to place the question on the ballot. The last day for filing an initiative petition, which requires 153, 365 signatures, must be submitted to the

Secretary of State by July 3, 2008. Referendums must be placed on a general election ballot, which are held in November of even years. For an off-year ballot measure, for example 2009, the ballot measure has to be in the form of an amendment to the Arizona constitution.

CURRENT STATUS

The Hassayampa VALLEY Transportation Framework was completed in February 2008 and the Hidden Valley Transportation Framework process is about 50 percent complete at this time. ADOT has initiated framework studies for four other regions that will complete the needed statewide frameworks. ADOT expects to have these four studies completed by the end of 2008. From January to April 2009, ADOT will use the information developed in the regional framework studies to create the Statewide Transportation Planning Framework, leading to a revised Move AZ Statewide Transportation Plan.

In addition to the framework studies, ADOT has been compiling a set of critical transportation needs from stakeholders around the state. This information is to be used to estimate the order of magnitude of needs for freeways and highways, transit, and local streets and to identify representative projects in different parts of the state. The information is intended to be used by the Governor and others to make the case for additional transportation funding. The outcomes of the transportation framework studies will supersede the critical needs data for the development of a statewide transportation plan.

The MAG region must comply with the provisions of Section 176 of the Clean Air Act that states that no project, plan or program can be approved in a nonattainment area unless the required air quality conformity analysis has been conducted. Only projects included in the MAG Transportation Improvement Program and the Regional Transportation Plan have been subjected to air quality conformity analysis. To meet the ADOT request for critical needs for the MAG region, the MAG Regional Council instructed MAG staff to work cooperatively with ADOT to provide information that describes the transportation challenges facing this region, including representative projects that are part of the approved Regional Transportation Plan. This input was provided to the ADOT consultant for inclusion in the analysis.

Transit Framework Study: MAG has initiated the Regional Transit Framework Study that will define the long range transit needs and then define the best transit system for the region. The study will look at the integration of the various transit modes into a seamless system that fosters connectivity between activity centers, move toward a more sustainable community, and enable mobility through a variety of transit models that relate to trip purpose and trip length. The study will also provide alternative multimodal scenarios for policy makers to consider. The outcome of the study will also serve as an important component of the statewide transportation planning framework. It is anticipated that the Regional Transit Framework Study will be complete in spring 2009.

Regional Transportation Plan (RTP) Update: ADOT is currently analyzing and documenting cost changes for the freeway component of Proposition 400. Preliminary results from the analysis indicate that freeway program costs have risen substantially from the baseline costs that were used for the RTP in 2003. Nationally, construction costs have risen more than 50 percent over the last three years as a result of global competition for construction materials like Portland cement and steel. Continued increases in oil prices have trickled through the economy, resulting in an increased cost of many other commodities. The

cost of diesel fuel, for example, has risen from an average of $1.48 in November 2003 when the RTP was approved, to $3.37 in February 2008. Currently, the average cost is $3.99. Large increases have also been seen in right-of-way costs, even with the current downturn in the housing market.

The revenue picture is also not very healthy. The latest two months of sales tax revenue collections, December and January, have shown decreases from last year's collections of 7.0 percent and 7.1 percent, respectively. Revenues for the eight months of the fiscal year are 1.9 percent lower than last year and 5.2 percent below the forecast. Given the economic downturn, which may stretch into 2009, the revised sales tax projections that will be made this fall may show substantially lower revenues for the remainder of the tax, which will put additional stress on both the freeway and transit Proposition 400 programs.

Local Street Needs: MAG staff is analyzing data from cities, towns and Maricopa County on the expenditures and sources of funding for local street needs. The Highway User Revenue Fund (HURF) is the primary source of funds to operate and maintain the local street system. The HURF has lost substantial purchasing power since the last fuel tax increase in 1991, which set the rate at 18 cents per gallon. In 1991, overall HURF collections were $275 per person, but by 2007 this had fallen to $218 per capita due to inflation and increasing fuel economy. Approximately one-half of HURF is distributed to cities, towns and counties. Since HURF funding has not kept pace, many local jurisdictions are providing general fund revenues to try to cover part of the shortfall. With the recent rapid increases in construction costs, many jurisdictions are now delaying or deleting needed projects because of the lack of adequate funding.

Public Opinion Survey: MAG has initiated a statewide public opinion survey to better understand how transportation issues rank with other public policy issues in Arizona and to gauge the public's sentiment on various options to deal with the shortage of transportation funds statewide. One aspect of the survey will be determining citizens' perspective on election timing for a transportation ballot question in light of the current economic downturn. This effort is beginning with three focus groups that will help shape the survey instrument. A stakeholder meeting with the Transportation Policy Committee is planned for April 16 to review and gather comments and suggestions on the draft survey instrument. This will be followed by the statewide telephone survey, with the results expected in mid-May.

QUESTIONS THAT REMAIN

With the objective of a possible statewide transportation ballot measure in the future, a number of core planning activities and policy questions have to be addressed. In the recent Proposition 400 election in the MAG region, a well-defined and specific plan was developed and presented to the voters. The plan included the description of specific highway, street and transit projects, with estimated budgets and an implementation schedule. In addition, a number of best management practices were incorporated into state law to ensure that priorities, plan changes, cost changes, and other important elements are handled in a transparent, public process. In Pima County, the successful Regional Transportation Authority election in 2006 followed a similar process.

With the successful elections in Maricopa and Pima Counties, a well developed plan with a broad consensus built with the business community and the public at the state level may also be successful. Before an election date is set, a number of questions should be addressed to ensure that the public understands the dimensions of the plan and how the funds will be effectively managed.

1) Economic Conditions: If voters are going to be asked to invest additional dollars for transportation, the economic environment at the time of the election is critical. Paying for additional road construction at a time when many are struggling to meet rising mortgage costs, decreasing housing values, rising gasoline prices, and lower job creation may result in voters rejecting the measure. The other side of the argument is that in times of economic distress, transportation projects might provide a needed economic stimulus.

2) Revenue Package: No definitive revenue source or funding package has been discussed publicly. Discussions have included a variety of possible sources, ranging from increasing the state sales tax, fees for new development, transfer taxes, and income taxes, among others. If a sales tax is contemplated, A Statewide policy consideration is that, with the combined sales tax rate for many areas already more than 10 percent, would these areas support increasing the sales tax to an even higher level? Discussions also have included allocating a portion of the future growth of certain revenue sources to transportation. With this approach, if the growth of a tax, such as income tax, is more than three percent for example, then a portion or all of the growth at about that level would be allocated to transportation. Arriving at an agreement of what revenues would be included in this concept and how much of the future revenue growth would be allocated to transportation may be difficult, with the current large budget deficits at the state level and with local governments struggling with lower than anticipated revenues. Furthermore, many of the current taxes are shared with local jurisdictions such as the state income tax, sales tax, and vehicle license tax.

3) Geographic Return: An important consideration is the geographic return to the different parts of the state. This policy question needs to consider how much of the new transportation revenue would be spent in the MAG region versus the remainder of the state. The MAG region depends on the statewide transportation system for commerce, tourism and recreation, and, therefore, a portion of statewide revenue generated from the MAG region will be used elsewhere to improve the statewide transportation network. Currently, approximately 67.6 percent of the sales tax in Arizona is generated in Maricopa County. What is a fair amount for Maricopa County to contribute for areas outside of Maricopa County?

4) Paying for Growth: Much of the demand for new and expanded transportation capacity in Arizona is a result of the rapid growth being experienced throughout the state, but especially in the central region. Although local governments levy substantial fees on new development to pay for local streets, water and waste capacity, parks, fire and other areas of public infrastructure, there is no mechanism for these types of fees to be levied for regional and statewide infrastructure. Often, private funding will be used to construct traffic interchanges that are key for accessibility to many

developments, however, no contributions are made for expanding the mainline capacity or to construct new highways and freeways.

The homebuilding community is concerned about the rising level of fees on new development, which are passed on to the home buyer. The Arizona Association of Realtors has initiated a campaign to amend the Arizona Constitution to prohibit the imposition of any real estate transfer tax. The results of various public opinion polls, however, indicate that voters want growth to pay for itself.

5) Fuel Taxes: With historically high fuel prices, which are expected to increase even more, is raising the fuel tax a viable option? The last increase in the gasoline tax in Arizona was in 1991. The current rate of 18 cents per gallon does not change with the price of fuel. Arizona now ranks near the bottom in fuel tax rates compared to other states. In 1991, the Arizona gasoline tax was about 18 percent of the cost of a gallon of fuel. Today, the tax represents about 6 percent of the cost. If the Arizona gasoline tax rate was allowed to change with the consumer price index, the current rate in Arizona would be about 28 cents per gallon, which would raise an additional $350 million annually. At this level, the fuel tax would represent about 8.5 percent of the cost per gallon.

In addition, the increasing fuel economy of the fleet has reduced the overall collections per vehicle mile of travel. Consequently, the dollars raised over time have lost significant purchasing power in terms of street construction and maintenance costs. Cities and counties largely depend on this revenue source for basic street maintenance. Rapidly rising material costs over the past four years, combined with the declining value of fuel taxes, have resulted in delayed street maintenance and an increasing use of local general fund revenues for street purposes. The results of various public opinion polls indicate that increasing the fuel tax is not very well supported by the voters.

6) Improvements to be Funded: There is no consensus on how the proceeds of a statewide transportation tax would be divided among the various modes of travel such as freeways, local streets, bus transit, rail transit, and nonmotorized forms of travel. Since this is a statewide tax, there are some who believe that the State would determine which projects should be funded. Others have mentioned that the funds should only be used for projects of statewide significance, with little discussion about the criteria that would be used.

How project priorities would be set is also unknown. From a statewide perspective, deciding the priority of projects should be based on a strategic plan for Arizona–including an economic development strategy that recognizes that transportation investments can be used to further the economic well-being of the state. For example, how can investments in transportation infrastructure be made to maximize the economic advantage to Arizona from many of the developments in Mexico including the expansion of the automobile assembly operations in Hermosillo and the proposed $4.0 billion seaport at Punta Colonet. Is Arizona only going to be a land bridge that only serves to move commerce through the state? Or are there opportunities

to position Arizona as a major logistically hub for staging activities and part manufacturers and suppliers? How do we take advantage of the growing freight congestion in Southern California to create opportunities in Arizona without suffering the same fate?

From the perspective of the MAG region, continued investment in all modes is critical. Rising construction and right-of-way costs will significantly impact ADOT's ability to deliver the full Proposition 400 freeway program without either additional funds or extending ~~to~~ THE program beyond 2025. Based on input received from a number of jurisdictions, the shortfall to build and maintain a quality local street system is large and may be in the order of magnitude of $9.0 billion.

The first segment of the light rail program is scheduled to open in December 2008. With the demonstrated success of light rail once it is operational, there may be increased public pressure to accelerate and expand the light rail program. MAG has also just initiated the Regional Transit Framework study that will result in additional regional transit needs being identified in early 2009. There is also great regional interest in implementing a commuter rail program. The Governor's Office has discussed implementing passenger rail service between Tucson and Phoenix. This would create the first piece of rail service that would connect the Southeast Valley to downtown Phoenix. This service could be expanded to the Southwest Valley in the Union Pacific corridor and the BNSF corridor to serve the Northwest Valley.

7) Program Management: In the MAG region, a number of best management practices have been adopted to ensure that the Proposition 400 program is managed in an effective manner. Many of the management practices were developed during the implementation of the 1985 Proposition 300. Additional elements were added as part of the 2004 Proposition 400. In 1992, the Arizona Legislature passed a bill that required that MAG approve material cost changes to the freeway program. This was expanded to include all components for the Proposition 400 program. The Transportation Policy Committee is now in state statute, with a defined role in the development of the RTP and the implementation of the Proposition 400 program. State law also includes the process of how major amendments to the RTP are handled. Importantly, the life cycle programs that are in place for the freeway, transit, and street components of Proposition 400 are required by state law.

For a statewide program, these types of management practices have not yet been discussed. Importantly, the overall question is: Who is going to be responsible for the management of the program at the state level, or will the funds be distributed to and managed at the regional or local level? This question is critical to address so that regional and local officials, the business community and, importantly, the public, understand how the program is managed and who is accountable for the delivery of the program.

Our region and the state of Arizona are facing tremendous growth challenges and opportunities. How and when we invest in transportation facilities will be essential to our future. Your input into the MAG process is important. If you have any questions, please contact me at the MAG office.

Agenda Item #8

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

DATE:
April 1, 2008

SUBJECT:
Draft MAG 208 Small Plant Review and Approval for the Proposed Preserve at Goldfield Ranch Water Reclamation Facility

SUMMARY:
On October 2, 2007, Maricopa County sent a letter to MAG requesting that MAG review the proposed Preserve at Goldfield Ranch Water Reclamation Facility through the Small Plant Review and Approval Process of the MAG 208 Water Quality Management Plan. Originally, the Draft Small Plant Review and Approval document indicated that the proposed facility would have an ultimate capacity of 400,000 gallons per day and reclaimed water would be disposed of through recharge. Based on comments received, the document has since been revised to also include reuse as a method of disposal. The Fort McDowell Yavapai Nation and Salt River-Pima-Maricopa Indian Community are within three miles of the project and both have expressed concern about the Draft Small Plant Review and Approval for the proposed facility. On March 20, 2008, following approximately two and one-half hours of presentations and discussion, the MAG Water Quality Advisory Committee recommended approval of the Draft Small Plant Review and Approval for the proposed facility.

Initially, the MAG Water Quality Advisory Committee reviewed the Draft Small Plant Review and Approval for the Preserve at Goldfield Ranch Water Reclamation Facility on October 22, 2007. At the meeting, the Committee tabled the Draft Small Plant Review and Approval for 60 days to allow the applicant to work cooperatively with the Fort McDowell Yavapai Nation to address the concerns raised by the Nation in its October 2, 2007 letter and to also work cooperatively with the Salt River Pima-Maricopa Indian Community. In addition, the MAG Water Quality Advisory Committee requested additional detail on the Preserve at Goldfield Ranch Water Reclamation Facility.

On December 21, 2007, the MAG Water Quality Advisory Committee reviewed the additional detail on the facility and received an update on the communication between the Goldfield Preserve and Indian Communities to resolve the issues. The Fort McDowell Yavapai Nation indicated that it had met with the Goldfield Preserve; however, its questions had not been addressed. The Salt River Pima-Maricopa Indian Community stated that it had requested and received documentation regarding the project; however, due to limited review time, the Community was not satisfied that the proposed development/facility would not impact its underground and surface water resources. At the meeting, the Committee continued the Draft Small Plant Review and Approval for 90 days with a goal of encouraging the parties to begin their first meeting within 30 days.

During the 90 day continuance, the Goldfield Preserve met with the Fort McDowell Yavapai Nation and the Salt River Pima-Maricopa Indian Community. On February 28, 2008, the Ellman Companies (Goldfield Preserve) sent a letter to the Fort McDowell Yavapai Nation responding to the issues raised by the Nation in their February 27, 2008 meeting. On February 29, 2008, Maricopa County sent a

letter to MAG indicating that the Draft Small Plant Review and Approval had been revised to address issues raised by the Fort McDowell Yavapai Nation. In response to comments received, the Goldfield Preserve revised the Draft Small Plant Review and Approval to reflect a higher range of operating and maintenance costs, include Parcel B and contiguous parcels within the service area for the facility, and add reuse as a method of effluent disposal to match the language in the Development Master Plan (DMP). In addition, the Draft Small Plant Review and Approval was revised to ensure consistency with other submittals, based on a comment received from the Nation. The revised document also includes the correspondence between the Goldfield Preserve and Indian Communities through February 28, 2008. According to the revised document, the proposed facility would continue to have an ultimate capacity of 400,000 gallons per day and reclaimed water would now be disposed of through reuse and recharge.

At the March 20, 2008 MAG Water Quality Advisory Committee meeting, presentations were given by the Preserve at Goldfield Ranch, the Fort McDowell Yavapai Nation, and the Salt River Pima-Maricopa Indian Community. At the meeting, the Indian Communities expressed their concerns about the project. A major concern of the Fort McDowell Yavapai Nation is that the effluent from the Preserve at Goldfield Ranch Water Reclamation Facility, when recharged, would harm the Nation's drinking water. Some additional concerns include: the lack of hydrogeologic information with regard to the confining layer; facility financing; not including the entire planning area in the calculations for the ultimate capacity of the facility; the Nation not being provided with a letter to determine if the proposed facility would adversely affect operation or financial structure of an existing facility; failure to include a backup and redundancy plan; a detailed site plan was not provided and the treatment process remains an open question; and the company proposed to operate and maintain the facility is set to be dissolved in 2010.

The Goldfield Preserve provided a response to concerns raised by the Fort McDowell Yavapai Nation at the March 20, 2008 MAG Water Quality Advisory Committee meeting. In terms of additional hydrogeologic information, the Goldfield Preserve has indicated that additional information will be provided when available pursuant to the Aquifer Protection Permit (APP) and Underground Storage Facility (USF) Permit, which are issued by the Arizona Department of Environmental Quality and Arizona Department of Water Resources, respectively. The Goldfield Preserve discussed the requirements for the permits and indicated that the questions raised will be addressed during the permitting process. For facility financing, the Goldfield Preserve has stated that the developer funds capital costs; a County Improvement District (Maricopa County Board of Supervisors) was established for ongoing operation and maintenance; user fees will be based on land ownership; and that a financial assurance letter, consolidated financial report and independent auditor's assessment of the report were provided. In addition, the Goldfield Preserve provided a comparison of financial documentation and operation and maintenance between the Small Plant Review and Approval for the Preserve at Goldfield Ranch Water Reclamation Facility and other approved Small Plants.

The Goldfield Preserve responded to the concern about not including the entire planning area in the calculations for the ultimate capacity of the facility by discussing the topographic/hydrologic constraints. The Goldfield Preserve also mentioned that the limited access to parcels does not coincide with the natural fall of the land, the existing five acre or larger lots to the east operate on septic systems, and it would be economically infeasibility. In response to the concern about the Nation not being provided with a letter to determine if the proposed facility would adversely affect operation or financial structure of an existing facility, the Goldfield Preserve indicated that a letter and the application were provided to the Nation on May 14, 2007. The Goldfield Preserve mentioned that the Nation had previously stated there was no desire to provide wastewater service to Goldfield. According to the Goldfield Preserve, connection to the existing Nation's facility is infeasible.

In response to the concern raised about failure to include a backup and redundancy plan, the Goldfield Preserve indicated that a contingency plan will be provided under the APP application and that redundancy will be factored into the engineering design. The Goldfield Preserve also responded to the concern about a detailed site plan not being provided. The Goldfield Preserve stated that a conceptual site plan was provided and that an engineered site plan will be provided at the time of the APP and USF Permit applications. With regard to the concern about the company proposed to operate and maintain the facility dissolving in 2010, the Goldfield Preserve indicated that the Arizona Corporation Commission filing will be rectified, the County Improvement District (Maricopa County Board of Supervisors) has oversight, and additional information will be provided at the time of the APP and USF Permits.

The Salt River Pima-Maricopa Indian Community indicated that its four major points of concern with the project include: the potential impacts to drinking water; hydrological connection of the aquifer to the Verde River (surface water quality); lower aquifer unit and the Community's groundwater; and the desert nesting bald eagles. At the March 20, 2008 MAG Water Quality Advisory Committee meeting, the Goldfield Preserve responded to these concerns. In terms of impacting drinking water, the Goldfield Preserve has indicated that the effluent will meet A+ water quality standards, be regulated under an APP Permit, and there will be a requirement for ongoing monitoring and reporting to safeguard down-gradient users.

Also, the Goldfield Preserve responded to the Salt River Pima-Maricopa Indian Community's concern about the hydrologic connection to the Verde River. The Community indicated that the extent of the confining layer (middle unit or clay layer) is not substantiated. The comments further stated that the upper unit is known to be hydrolgically connected and that nontreated water (stormwater, irrigation) may enter the river via subflow. In addition, pumping/recharge may impact the Verde River. The concerns of the Community also included the lower aquifer unit and the Community's groundwater and that effluent pumped into the lower unit will eventually end up in the same hydrogeologic unit in the northeastern part of the Community. The response from the Goldfield Preserve included that well tests performed onsite show the aquifer is confined, additional investigation is ongoing, and there are reference materials that support the presence of the confining clay layer. In terms of stormwater and irrigation water percolating into the upper/middle aquifer units and impacting the Verde River, the Goldfield Preserve responded that the issue does not pertain to the 208 application, drainage and irrigation system designs provide for retention of stormwater flows, and this is reviewed and approved through Maricopa County.

The Salt River Pima-Maricopa Indian Community's concerns also included the desert nesting bald eagle. The Community indicated that treated wastewater contains pharmaceuticals and other byproducts that could have a detrimental impact on fish that eagles depend on for forage. The Community stated that the bald eagles were placed back on the endangered species list for 12 months following a recent court case. The Goldfield Preserve has indicated that this issue does not pertain to the 208 application, there will be no discharges to the Verde River, and the facility will comply with all applicable regulations and standards.

The presentations provided by the Goldfield Preserve, Fort McDowell Yavapai Nation, and Salt River Pima-Maricopa Indian Community at the March 20, 2008 MAG Water Quality Advisory Committee meeting are attached. Also attached are supplemental material from the Salt River Pima-Maricopa Indian Community, written public comments, and Section 4.5, Small Plant Review and Approval Process, of the MAG 208 Water Quality Management Plan that were provided to the MAG Water Quality Advisory Committee at the March 20, 2008 meeting. In addition, a letter dated March 31, 2008 from the Goldfield Concerned Citizens' Association is attached. The Draft Small Plant Review and Approval for the Preserve at Goldfield Ranch Water Reclamation Facility document and a color copy of the Goldfield Preserve presentation from the March 20, 2008 MAG

Water Quality Advisory Committee meeting are located on the MAG website at the following link: http://www.mag.maricopa.gov/event.cms?item=8053.

PUBLIC INPUT:

Public comment was received at the March 20, 2008 MAG Water Quality Advisory Committee meeting by six individuals. In addition, two submittals of written comments were received.

Written comments were received from Robert and Judy Laughlin. The comments included: inputs were taken and concerns were raised and potentially addressed from the nearby Indian Communities, but they and other property owners are in closer proximity to the facility and have not been informed or consulted and the valid concerns they have are not addressed; there are significant concerns regarding the capacity of the facility and how the effluent will be handled; in the area, all current homeowners utilize private well water from aquifers and the risk/impact of mismanagement or incorrect assumptions regarding the aquifers would have a devastating and potentially life-threatening consequence; surprised that this request appears to be moving forward while concerns from the Indian Communities have not been addressed as well as no consultation or discussion with the other property owners in the area; this community is passionate and active in maintaining the special nature of the area and ensuring that their property is not ruined due to mistakes from a developer looking for quick profits; and hope that MAG will ensure the property owners in the area are heard in this matter.

Written comments were provided by the president and secretary of the Goldfield Concerned Citizens' Association in a letter addressed to Kevin Chadwick, Division Manager, Maricopa County Environmental Services Department, Water and Waste Management Division. Comments included: they had learned about the Draft Small Plant Review and Approval three days earlier; Mr. Chadwick has made the determination that the application is in technical compliance with the MAG 208 Areawide Water Quality Management Plan and the Small Plant Review and Approval Process; and asking that Mr. Chadwick reconsider that determination in light of facts not previously supplied to him that demonstrate technical noncompliance with the Small Plant Review and Approval Process. Additional written comments included: the application fails to consider all relevant adjacent parcels which is required in the feasibility criteria for small plant applications; and by addressing only why it is not feasible to include in the service area the neighboring five acre lots that already have septic systems, the application fails to address all of the nearby 40 and 80 acre parcels, and therefore fails to satisfy this technical requirement for a Small Plant Review and Approval.

Additional written comments from the Goldfield Concerned Citizens' Association included: Maricopa County has already determined that it is feasible to serve all of the south side of the Beeline Highway with the facility, when the Preserve Development Master Plan was originally approved in 1995; the 1995 DMP still calls for 18 acres of that land to be developed under commercial zoning which has to be sewered; the applicant opposed their efforts to have that commercial zoning eliminated from the DMP; the application is therefore required to provide an analysis whether those nearby 18 acres planned for commercial zoning should be sewered or otherwise join the proposed plant for water quality or economic reasons; the application failed to determine the reactions of nearby landowners which is required for Small Plant Review and Approvals; the statements made in the application are misleading because they were concerns expressed in reaction to a proposed development master plan that only had generic reference to a wastewater treatment plant prior to the MAG 208 application; nearby landowners' reactions have never been solicited or otherwise ascertained with respect to this MAG 208 application, and they have never been informed of an opportunity to express their reactions to it; and as far as they know, they are the only nearby landowner who has seen a copy of the MAG 208 application and that was obtained last week.

The written comments from the Goldfield Concerned Citizens' Association also indicated that nearby landowners have never had an opportunity to express their reactions to a wastewater plant that

disposes of effluent by injecting it into the groundwater aquifer; an injection plan that relies on a supposed confining playa deposit to prevent it from polluting either the Verde River or the residents' groundwater sources, which has never been proven to the satisfaction of the residents, Salt River Project, the Fort McDowell Yavapai Nation, or any regulatory authority; a wastewater plant that is not designed to handle development of nearby 40 and 80 acre parcels that are owned by developers, or the planned commercial zoning and uses on the south side; or a wastewater plant promised to be constructed by an entity that has no tangible assets other than raw land encumbered by a mortgage for more than it is worth.

Additional written comments from the Goldfield Concerned Citizens' Association included: the application fails to demonstrate no discharge to US Waters; the Small Plant Review and Approval Process is appropriate only for plants that have no discharge into Waters of the United States; the application makes the claim that it will not discharge into US Waters, however it has not provided any relevant evidence to support it; while technical pollution questions may properly be deferred to the ADEQ permitting process, there must first be a threshold demonstration of no discharge to regulated waters, and the MAG Water Quality Advisory Committee must so conclude, before this small plant can go forward; the sole basis for claiming no discharge rests on the claim that there are playa deposits forming a confining layer where they are present, which will prevent effluent injected into the lower fanconglomerate from discharging into the upper aquifer or the subflow of the Verde River; the only real evidence of a confining playa deposit, that is supposedly 400 feet thick, comes from a single test well drilled 23 years ago, which was located one mile to one and one-half miles north of the proposed plant; and the hydrology report provides no basis to conclude that it exists in the vicinity of the proposed plant or that it is sufficiently uniform and consistent throughout the two and one-half miles between the plant and the Verde River to prevent any discharge into its subflow.

The written comments from the Goldfield Concerned Citizens' Association also included: the hydrology report itself reveals the inconsistency of the supposed plays deposit; when the Preserve's hydrologist attempted to confirm its existence, the most he could conclude from his one test well in Parcel C was that it appeared to encounter a thin section of the playa deposit and therefore only guesstimates where the playa deposit may be found; this is no basis to conclude there is evidence a uniformly consistent 400 foot confining layer exists to keep the injected effluent from reaching the Verde River; there is not a single well that has been drilled anywhere within a mile of the proposed plant and there are no wells anywhere between the proposed plant and the Verde River; there is no evidence of a playa deposit in the vicinity of the proposed injection wells; the purpose of the hydrology report the developer relies on was to determine existence of adequate groundwater and the effect its pumping would have on available water resources; the hydrology report makes six conclusions, but it makes no conclusion about the existence, uniformity, consistency or thickness of a confining playa deposit, whether it would separate injected effluent from the Verde River subflow, or will not result in any discharges to the Waters of the United Sates; both Maricopa County and the MAG Water Quality Advisory Committee need much more than lawyer argument and extrapolation to determine that this injection well plant qualifies for the Small Plant Process because there is no possibility of a discharge to US Waters; at a minimum, there needs to be a hydrologic study designed and implemented specifically focused on answering that question, based on test wells surrounding and in the immediate vicinity of the proposed injection wells, as well as between them and the Verde River; and in light of these significant facts that were not previously brought to Mr. Chadwick's attention, they ask that he reconsider his determination that the Preserve's application is in technical compliance with the Small Plant Review and Approval Process.

Comments were provided by Kathy Haines who indicated that wastewater treatment plants should not be approved until input has been received from landowners in the entire Goldfield area and the treatment plant should be built to meet future needs of the entire area. Her comments included: Goldfield has serious infrastructure problems with public water and sewer being among the most crucial; groundwater and hauling are the only sources of water in the area; the developer has refused

to consider other water sources for the proposed development; serious and in depth review and method of prevention of contamination of the groundwater supply by the local area septic and water treatment system must be exhausted; since Goldfield Ranch is an isolated island, the 208 considerations of growth needs, constraints, and effects of the wastewater treatment system must be based on the area as a whole; the MAG 208 Plan is an initiative that protects the region; benefits to an area perspective are supported by statements made by Dr. Carole Klopatek which economically will reduce the need for other plants in the future; Chapter 4.6.2, Environmental Consequences of the Point Source Plan, of the MAG 208 Plan includes numerous benefits to the point source as compared to no action, septics, which would strongly support future planning for the whole Goldfield area; examples include with proper regulatory programs, surface water and groundwater quality would be benefitted, groundwater supplies would be improved through additional recharge, there would be significant targeted impact on public health, economic activity would increase, and the system would be available before it can be utilized saving the area substantial future land acquisition costs; MAG should consider the fact that the Goldfield development is reasonably new and broken down septic systems have not yet become a threat to the water supply and these systems will go bad; and MAG would be neglectful of its responsibilities if it does not consider the whole area.

Comments were received from Randy Haines who indicated that the primary purpose or the MAG 208 Small Plant Review and Approval Process is to avoid an uncontrolled proliferation of small plants that could cause problems in the future and should be prevented. Additionally, his comments included: to accomplish the goal of the Small Plant Process, the applicant is to evaluate whether the nearby area should be sewered and the feasibility of them joining the district; the application fails to evaluate the nearby areas; the only analysis in the application references the neighboring five acre parcels that already have septics and suggests these property owners do not want to join the district; the analysis fails to analyze that the 80 acre parcel immediately adjacent to the west of the Goldfield Preserve, which is owned by a developer who has filed in the land use planning process a plan to build two homes per acre; this development would exceed the capacity of the this wastewater treatment plant; the analysis fails to address a 40 acre parcel located immediately adjacent to the northeast boundary of this project; there is no analysis of another four 40 acre parcels on the north side of the Beeline Highway; there is no analysis of the three large parcels on the south side of the Beeline Highway, one of which is under the same DMP calling for 18 acres to be zoned commercial that would need to be sewered; the 80 acre parcel would have to be sewered since it would only be one-half acre per home; there is no analysis whether these areas should be sewered and connect to the facility; no analysis of the other large parcels owned by Ellman Companies, two of which are located north of the Beeline Highway and are not mentioned; Parcels C and D owned by Ellman Companies on the south side of the Beeline Highway are excluded with no explanation; and without this analysis, this plant cannot be approved since it has not satisfied that requirement and is not technically sufficient.

Comments were provided by Leslie Cantrell who indicated that she owns a lot in Goldfield Ranch and lives in Scottsdale. Her comments included: she is upset and was never notified; her lot is close to where the developer is building; she is not surprised since she has had to come downtown a couple times on last minute notices; she appreciates the opportunity to inform the Committee of her concerns over the possible contamination of the groundwater and Verde River; there is not adequate capacity or planning for the facility; and the welfare of existing and future homeowners need to be fully addressed honestly and openly.

Comments were received from Deborah Sedlmeyer who indicated that she is a neighbor to the project being developed. She indicated that she was not notified of the MAG Water Quality Advisory Committee meeting or the Small Plant Review and Approval Process. Her comments also included: she is in favor of responsible development and believes it enhances her property value; people move to Goldfield Ranch to live with their horses and enjoy the desert; she needs MAG to protect and defend her clean water and asked that the Committee stand tall and not give in to big business and developers; she relies on various government agencies to protect her and that was the reason for their

creation; government agencies were not created to improve the tax base for the county or the state; their feedback as property owners is necessary for the Small Plant Process; none of the neighbors she has spoken with were aware of the meeting and this is unacceptable; concern that the plan will have a treatment plant that is too small and no overflow protection; the facility will be a nonmunicipal treatment plant which historically have more accidental releases of raw sewage; they cannot afford to have their groundwater, the Verde River, and the Fort McDowell Yavapai Nation being contaminated; more studies need to be done and more test wells need to be drilled; an independent study needs to be completed to confirm or not confirm the presence of a confining layer; this application needs more research before granting it; more people need to be informed of their right to be heard on the subject; this issue is too important to be decided in haste or in secret; give the Committee, private landowners, the Nation, and Ellman time to get more information and studies; and she requested that the Committee stand to protect their water and air from the potential foulness that the developer purposes by a shortsighted plan and to say no.

Comments were provided by Dr. Steven Feyrer-Melk who indicated that he is a dad of a family that lives in Goldfield Ranch. His comments included: the inconsistencies he hears scare him; property owners are voicing their concerns to the Committee since that is all they can do; he keeps hearing it will be figured out at the next level; the concerns at some point need to be addressed; he hopes the Committee will address injectable wells and clay layers which scare him since his water is between the clay layers; if there is contamination, the first thing he will hear when someone tries to buy his house is if there is water and what is the quality; he needs some protection and he hopes the Committee has the foresight and the determination to give that assurance; when the DMP was approved in 1995, which included a treatment plant and golf courses, he sat in the Maricopa County Board of Supervisors meeting where they basically said it could never be built; we are basing what is happening today on a pipe dream; right now there is R-190 zoning, which is one house per five acres with septic tanks; everyone should be involved if there is a better way to keep the water clean; nobody wants to be polluting the air; he sees the bald eagles and his kids have names for them; it affects everyone and the future if the Verde River is polluted; he is against the approval of the plant; it is so far off from the reality of what it will be like in the area; and he does not see how months of planning and changing will make this any better for the residents of Goldfield Ranch.

Comments were received by Doug Reiner who indicated that he is a resident in Goldfield Ranch and a neighbor of the proposed development. His comments included: his confidence in this project has not grown; the most powerful recommendation has come from legal rather than technical aspects of the proposal; the technical questions being raised are substantial and the logic that supports failing to answer those questions is thin; and he respectfully requested that the project be denied at this time in favor of some sincere and in depth evaluation.

PROS & CONS:

PROS: Approval of the proposed Preserve at Goldfield Ranch Water Reclamation Facility as part of the MAG 208 Water Quality Management Plan would make the facility consistent with the MAG 208 Plan. The MAG 208 Water Quality Management Plan is the key guiding document used by Maricopa County and the Arizona Department of Environmental Quality in granting permits for wastewater treatment systems in the MAG region.

CONS: Currently, the Fort McDowell Yavapai Nation has expressed concern about the effluent from the proposed Preserve at Goldfield Ranch Water Reclamation Facility, when recharged, harming the Nation's drinking water. The Nation is also concern about the lack of hydrogeologic information, a backup and redundancy plan, a detailed site plan, and committed treatment process. Additional concerns included facility financing, not sizing the facility for the entire planning area, and the company proposed to operate and maintain the facility is set to dissolve in 2010. The Goldfield Preserve has indicated that the questions raised will be addressed during the permitting process. The facility will

be required to obtain an Aquifer Protection Permit from the Arizona Department of Environmental Quality and the Underground Storage Facility Permit from the Arizona Department of Water Resources. The Goldfield Preserve indicated that the facility was not sized for the entire planning area due to topographic/hydrologic constraints. In terms of the company proposed to operate and maintain the facility, the Goldfield Preserve has stated that the County Improvement District (Maricopa County Board of Supervisors) has oversight.

Currently, the Salt River Pima-Maricopa Indian Community also has concerns about the project including: the potential impacts to drinking water; hydrological connection of the aquifer to the Verde River (surface water quality); the lower aquifer unit and the Community's groundwater; and the desert nesting bald eagles. The Goldfield Preserve indicated that well tests performed onsite show the aquifer is confined. In addition, the Goldfield Preserve stated that the effluent from the facility will meet A+ water quality standards, be regulated under an APP Permit, and there will be a requirement for ongoing monitoring and reporting to safeguard down-gradient users. The Goldfield Preserve added that there will be no discharges to the Verde River and the facility will comply with all applicable regulations and standards.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The proposed Preserve at Goldfield Ranch Water Reclamation Facility is needed to accommodate the Preserve at Goldfield Ranch Development.

POLICY: The MAG 208 Water Quality Management Plan is the key guiding document used by Maricopa County and the Arizona Department of Environmental Quality in granting permits for wastewater treatment systems in the MAG region. Approval of the facility would enable the facility to be deemed consistent with the MAG 208 Plan. Consistency is necessary for permit approvals.

ACTION NEEDED:

Recommend approval of the proposed Preserve at Goldfield Ranch Water Reclamation Facility as part of the MAG 208 Water Quality Management Plan.

PRIOR COMMITTEE ACTIONS:

Water Quality Advisory Committee: On March 20, 2008, the MAG Water Quality Advisory Committee recommended approval of the proposed Preserve at Goldfield Ranch Water Reclamation Facility as part of the MAG 208 Water Quality Management Plan, with seven members voting no (*italics*).

MEMBERS ATTENDING

Roger Klingler, Scottsdale, Chair
Robin Stinnett for Marilyn DeRosa, Avondale
David Johnson for Lucky Roberts, Buckeye
Jacqueline Strong, Chandler
Dave Emon, El Mirage
Stephanie Prybyl for Lonnie Frost, Gilbert
Russell Fletcher for Chris Ochs, Glendale
David Iwanski, Goodyear
Bill Fick for Bill Haney, Mesa
Stephen Bontrager, Peoria
Robert Hollander, Phoenix
Jim Swanson for Rich Williams Sr., Surprise
David McNeil, Tempe
Dale Bodiya for Kevin Chadwick, Maricopa County
John Boyer, Pinnacle West Capital
* Ray Hedrick, Salt River Project
# Erin Taylor, U of A Cooperative Extension

*Those members neither present nor represented by proxy.
#Attended by telephone conference call.

Water Quality Advisory Committee: On December 21, 2007, the MAG Water Quality Advisory Committee continued the Draft Small Plant Review and Approval for 90 days with a goal of encouraging the parties to begin their first meeting within 30 days, with six members voting no (*italics*).

MEMBERS ATTENDING

Roger Klingler, Scottsdale, Chair
Robin Stinnett for Marilyn DeRosa, Avondale
Lucky Roberts, Buckeye
Jacqueline Strong, Chandler
Dennis Teller, El Mirage
Stephanie Prybyl for Lonnie Frost, Gilbert
Chris Ochs, Glendale
David Iwanski, Goodyear
Bill Haney, Mesa
Stephen Bontrager, Peoria
Robert Hollander, Phoenix
Rich Williams Sr., Surprise
David McNeil, Tempe
Kevin Chadwick, Maricopa County
* John Boyer, Pinnacle West Capital
Jim Kudlinski for Ray Hedrick, Salt River Project
Erin Taylor, U of A Cooperative Extension

*Those members neither present nor represented by proxy.
#Attended by telephone conference call.

Water Quality Advisory Committee: On October 22, 2007, the MAG Water Quality Advisory Committee tabled the Draft Small Plant Review and Approval for 60 days to allow the applicant to work cooperatively with the Fort McDowell Yavapai Nation to address the concerns raised by the Nation in its October 2, 2007 letter and to also work cooperatively with the Salt River Pima-Maricopa Indian Community, with three members voting no (*italics*).

MEMBERS ATTENDING

Roger Klingler, Scottsdale, Chair
* Marilyn DeRosa, Avondale
Lucky Roberts, Buckeye
Jacqueline Strong, Chandler
Dennis Teller, El Mirage
Lonnie Frost, Gilbert
Chris Ochs, Glendale
David Iwanski, Goodyear
Bill Haney, Mesa
Stephen Bontrager, Peoria
Robert Hollander, Phoenix
Jim Swanson for Rich Williams Sr., Surprise
David McNeil, Tempe
Kevin Chadwick, Maricopa County
John Boyer, Pinnacle West Capital
Jim Kudlinski for Ray Hedrick, Salt River Project
Erin Taylor, U of A Cooperative Extension

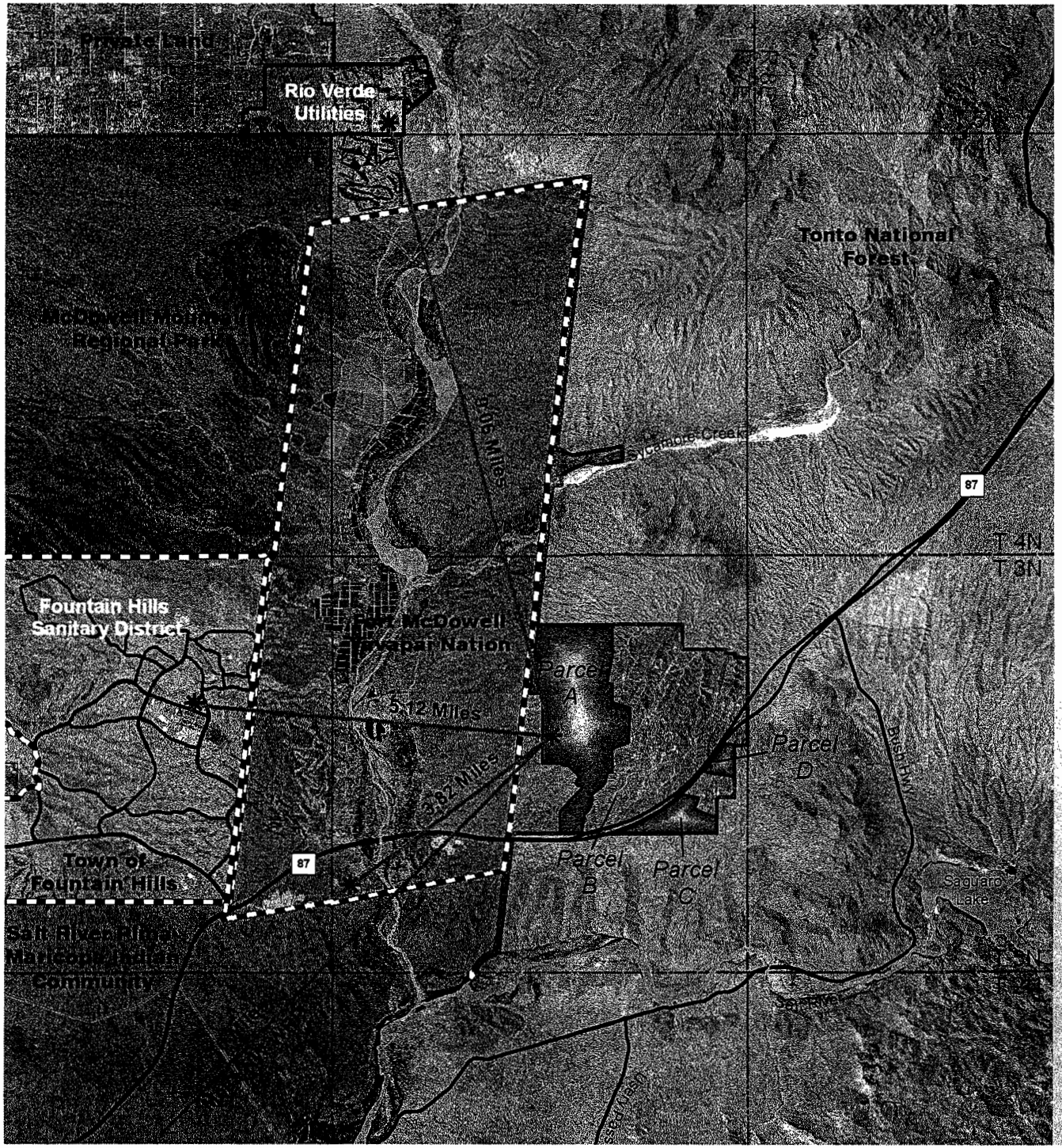
*Those members neither present nor represented by proxy.
#Attended by telephone conference call.

CONTACT PERSON:
Julie Hoffman, MAG, 602-254-6300

The Preserve at Goldfield Ranch

MAG 208 Water Quality Management Plan
Small Plant Review and Approval
for
The Preserve at Goldfield Ranch Water Reclamation Facility

March 20, 2008



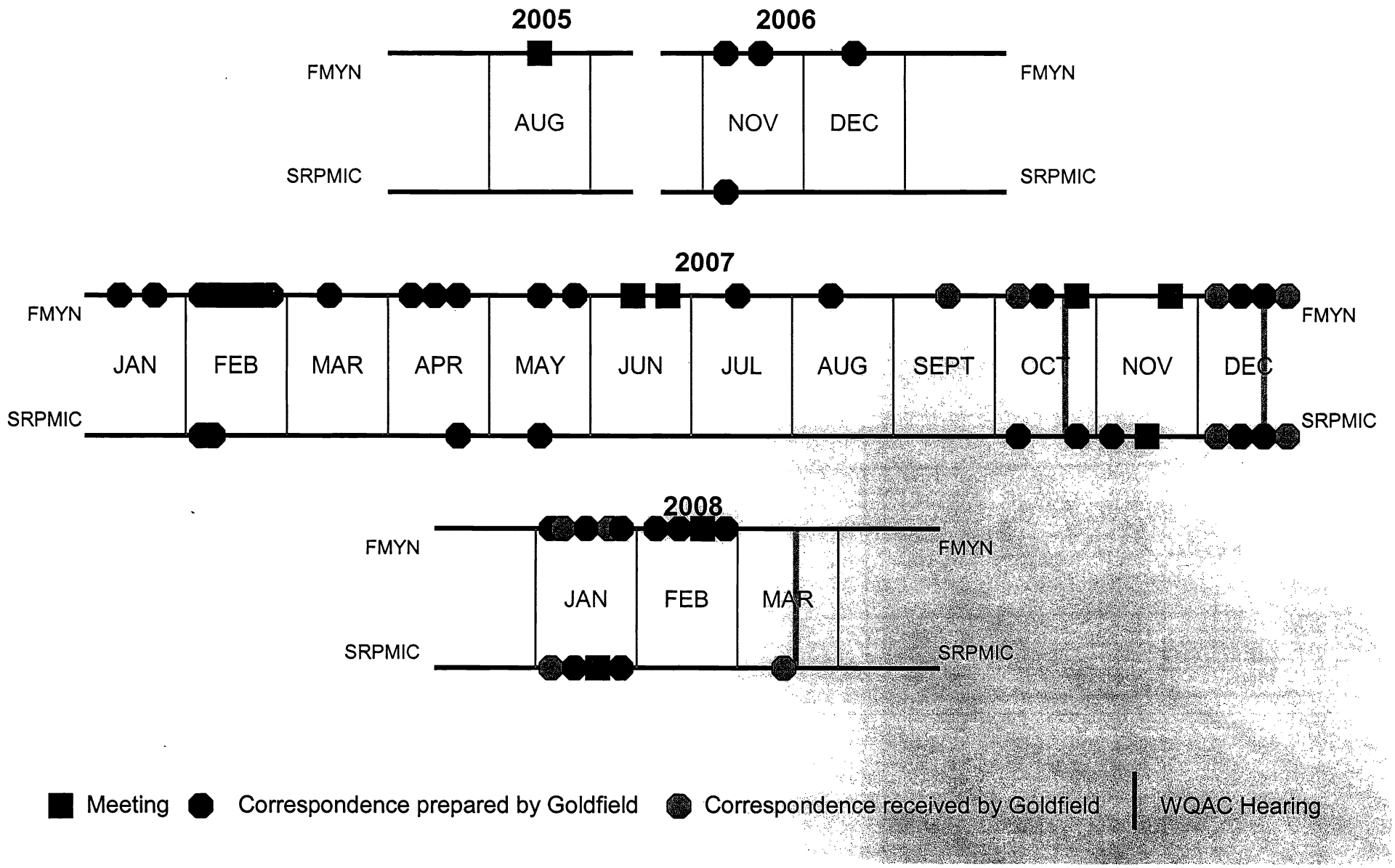
Proximity Map

DMP Comparison Chart

	1995	2007
Density	2,032 du 0.92 du/ac	1,000 du 0.5 du/ac
Commercial	90 acres	None
Golf Course	190 acres	None
Water Budget	2,127 acre-feet per year	732 acre-feet per year
Traffic	34,150 daily trips	6,912 daily trips

Responsible development

Timeline of Tribal Communication



Tribal Communication

2005 – 10/22/2007

Date	From	To	Description
8/19/2005	Goldfield	FMYN	Telephone conversation - request for meeting
8/25/2005			Meeting with FMYN
11/17/2006	Goldfield	FMYN/SRPMIC	DMP correspondence
11/21/2006	Goldfield	FMYN	Telephone conversation
11/22/2006	Goldfield	FMYN	Land use plan correspondence
12/5/2006	Goldfield	FMYN	Telephone conversation
12/6/2006	Goldfield	FMYN	DMP Amendment correspondence
1/26/2007	Goldfield	FMYN	Master Water Report correspondence
1/29/2007	Goldfield	FMYN	Master Water and Wastewater Master Plan correspondence
2/8/2007	Goldfield	FMYN/SRPMIC	Neighborhood open house invitation
2/10/2007	Goldfield	FMYN/SRPMIC	Goldfield monthly newsletter
2/21/2007	Goldfield	FMYN	Meeting with Dr. Carole Klopatek
2/21/2007	Goldfield		Goldfield Ranch Homeowner's Association meeting
2/26/2007	Goldfield	FMYN	Master Water Plan correspondence
2/28/2007	Goldfield		Neighborhood open house
3/1/2007	Goldfield	FMYN	Follow up telephone conference regarding Water Master Plan
3/8/2007	Goldfield	FMYN	Follow up telephone conference regarding Water Master Plan
3/16/2007	Goldfield		Goldfield monthly newsletter
4/4/2007	Goldfield	FMYN	DMP second submittal correspondence
4/9/2007	Goldfield	FMYN	Provided hard copy of second submittal of DMP
4/12/2007	Goldfield	FMYN/SRPMIC	Goldfield monthly newsletter

Tribal Communication

2005 – 10/22/2007 (continued)

Date	From	To	Description
5/14/2007	Goldfield	FMYN	Transmittal of Draft 208 Plan
5/29/2007	Goldfield	FMYN/SRPMIC	Neighborhood open house invitation
6/11/2007	Goldfield		Neighborhood open house
6/27/2007	Goldfield		Neighborhood open meeting
7/18/2007	Goldfield	FMYN	Transmittal of third submittal of DMP
8/15/2007	Goldfield	FMYN	Transmittal of archaeological report
9/25/2007	FMYN	Goldfield	Letter indicating no comments at this time
10/2/2007	FMYN	MCESD	Comments from FMYN
10/8/2007	Goldfield	FMYN	Response to comments
10/9/2007	Goldfield	SRPMIC	Transmittal of Draft 208 Plan to SRPMIC
10/10/2007			Meeting with FMYN
10/22/2007			**WQAC Meeting**

Tribal Communication

10/23/2007 – 12/21/2007

Date	From	To	Description
10/30/2007	Goldfield	SRPMIC	Offer to meet
11/19/2007			Meeting w/ SRPMIC
11/20/2007	Goldfield	SRPMIC	Confirmation of 11/19/07 meeting
11/28/2007			Meeting with FMYN Tribal Council
12/4/2007	SRPMIC	MAG	Comments from SRPMIC (2 parts)
12/5/2007	FMYN	MAG	Report of 11/28/07 meeting
12/5/2007	Goldfield	FMYN	Transmittal of 12/4/07 CMX letter to MAG
12/4/2007	Goldfield	MAG	Supplemental materials requested
Undated	SRPMIC	Goldfield	Request for additional information
12/13/2007	Goldfield	MAG	Response to 12/4/07 SRPMIC comments
12/17/2007	FMYN	MAG	Comments from FMYN
12/20/2007	SRPMIC	MAG	Letter of concerns
12/21/2007			**Second WQAC Meeting**

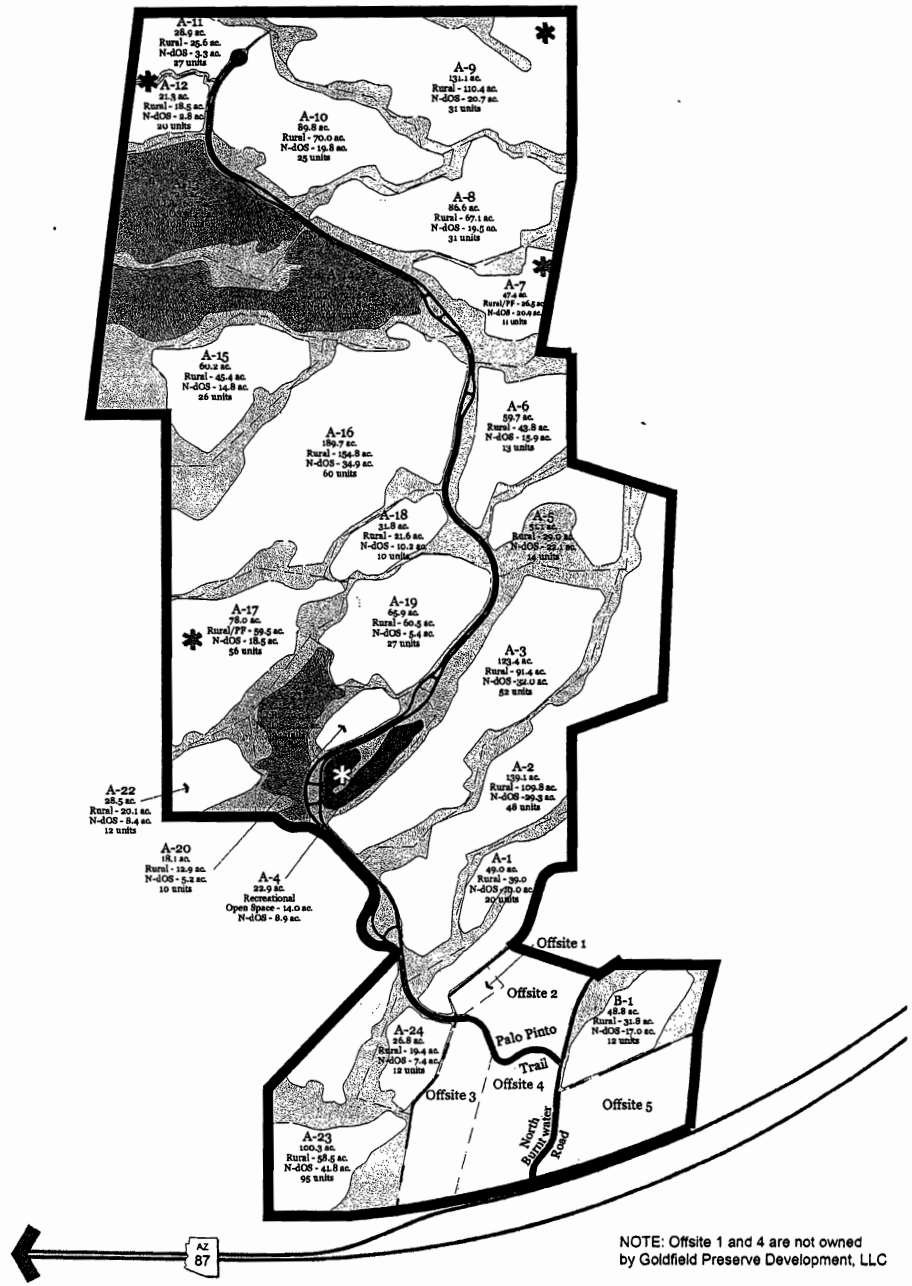
Tribal Communication

12/22/2007 – 3/20/2008

Date	From	To	Description
1/11/2008	SRPMIC	Goldfield	Preliminary comments from SRPMIC
1/15/2008	Goldfield	FMYN	Transmittal of zoning and pre-plat applications
1/17/2008	Goldfield	SRPMIC	Plan for January meeting
1/17/2008	FMYN	Goldfield	Request for meeting
1/18/2008	Goldfield	FMYN	Response to comments and request for meeting
1/28/2008	FMYN	Goldfield	Request for meeting
1/29/2008			Meeting with SRPMIC
1/30/2008	Goldfield	FMYN	Request for meeting
1/30/2008	Goldfield	SRPMIC	1/29/08 meeting summary
2/11/2008	Goldfield	FMYN	Request for meeting
2/13/2008	Goldfield	FMYN	Request for meeting and list of documents provided
2/27/2008			Meeting with FMYN
2/28/2008	Goldfield	FMYN	2/27/08 meeting summary and response to comments
3/10/2008	SRPMIC	MAG	Memorandum of concerns
3/17/2008	SRPMIC	Goldfield	Letter of concerns
3/20/2008			**Third WQAC Meeting**

Responsive Modifications

- Comment: Parcel B and additional offsite parcels should be included in service area
- Response:
  - Increase in service area from 1,680 acres to 1,902 acres
  - Population served of 3,283 persons
  - Maximum WRF capacity of 0.4 MGD sufficient



Responsive Modifications

- Comment: Reflect language provided in the DMP Amendment related to reuse, where feasible
- Response:
  - To the maximum extent feasible, irrigation water supplied for common and open space areas will be supplied by treated effluent by build out of the development
  - Reuse of treated effluent will be pursuant to the terms and conditions of an ADEQ Reuse Permit

Groundwater Management Act
Safe Yield by 2025

[A] groundwater management goal which attempts to achieve and thereafter maintain a long-term balance between the annual amount of groundwater withdrawn in an active management area and the annual amount of natural and artificial recharge in the active management area. ARS §45-561(12).

Responsible development dictates recharge

Responsive Modifications

- Comment: Address inconsistencies between 208 Application and other submittals
- Response: Application modified to ensure consistency

Document	Gross Area (acres)	Dwelling Units	Population	Average Day Flow (MGD)
MAG 208 Plan Amendment (October 2007)	1,679.6 (Parcel A only)	983 (with potential spa/resort)	3,146	0.392 (based on 100 gpcd* and gross acreage)
Master Wastewater Report Amendment (January 2008)	1,902.1 (Parcels A & B and offsite areas)	1,026 (with potential spa/resort)	3,283	0.309 (based on 80 gpcd* and net acreage)
MAG 208 Plan Amendment (March 2008)	1,902.1 (Parcels A & B and offsite areas)	1,026 (with potential spa/resort)	3,283	0.367 (based on 100 gpcd* and net acreage)

* 80 gallons per capita per day (gpcd) used for pipeline design per AAC

* 100 gpcd used for treatment plant design per County requirements

Responsive Modifications

- Comment: Operation and maintenance costs are grossly underestimated
- Response:
  - Increased operation and maintenance cost range from $150,000 – $200,000 to $250,000 – $300,000 annually
  - Based on review with other operators and suppliers

208 Small Plant Criteria for Technical Sufficiency

Section 4.5.2(2) – Outside of Municipal Planning Area:

To be approved for construction, a small wastewater treatment plant (2.0 MGD ultimate capacity or less) not otherwise mentioned in the MAG 208 Plan and located outside a Municipal Small Plant Planning Area must:

1. *Have the review and comment of any municipality whose Small Plant Planning Area is within three miles of the proposed plant location or service area;*
2. *Not adversely affect the operation or financial structure of existing or proposed wastewater treatment plants;*
3. *Be consistent with State and County regulations and other requirements;*
4. *Be otherwise consistent with the MAG 208 Plan; and,*
5. *Be evaluated and approved, or modified by Maricopa County Environmental Services Department (MCESD).*

The Preserve at Goldfield Ranch

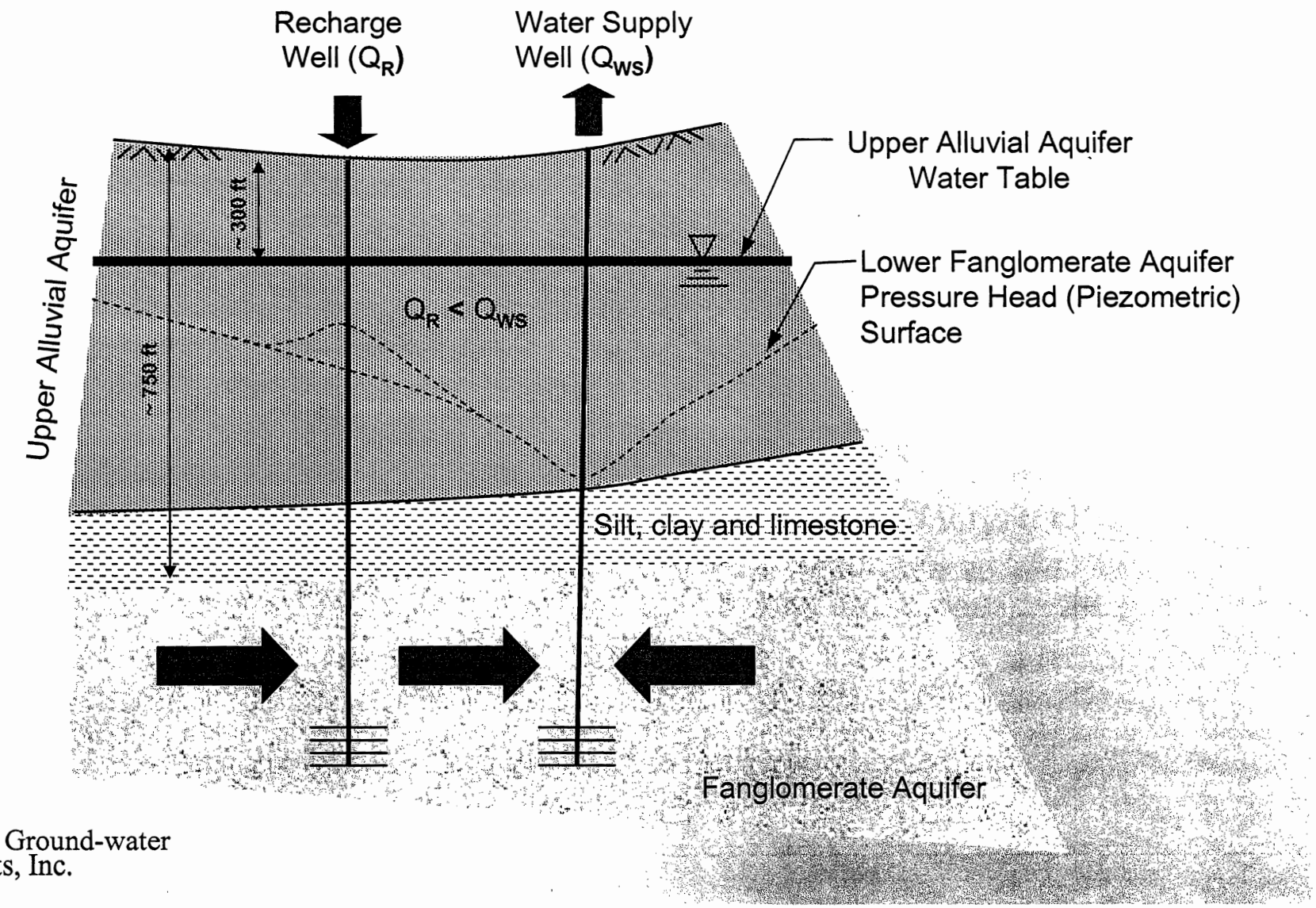
CMX

Southwest Ground-water Consultants, Inc.

Key Concern: Water Quality

- Pursuant to the Arizona Administrative Code, WRF will be required to meet:
  - Best available demonstrated control technology (R18-9-B204)
  - A+ reclaimed water standards (R18-11-303)
  - Narrative aquifer water quality standards:
    - *A discharge shall not cause a pollutant to be present in an aquifer classified for a drinking water protected use in a concentration which endangers human health* (AAC R18-11-405(A))
    - *A discharge shall not cause a pollutant to be present in an aquifer which impairs existing or reasonably foreseeable uses of water in an aquifer* (AAC R18-11-405(C))
  - Numeric aquifer water quality standards (AAC R18-11-406)

Recharge and Production Aquifer Cross-Section



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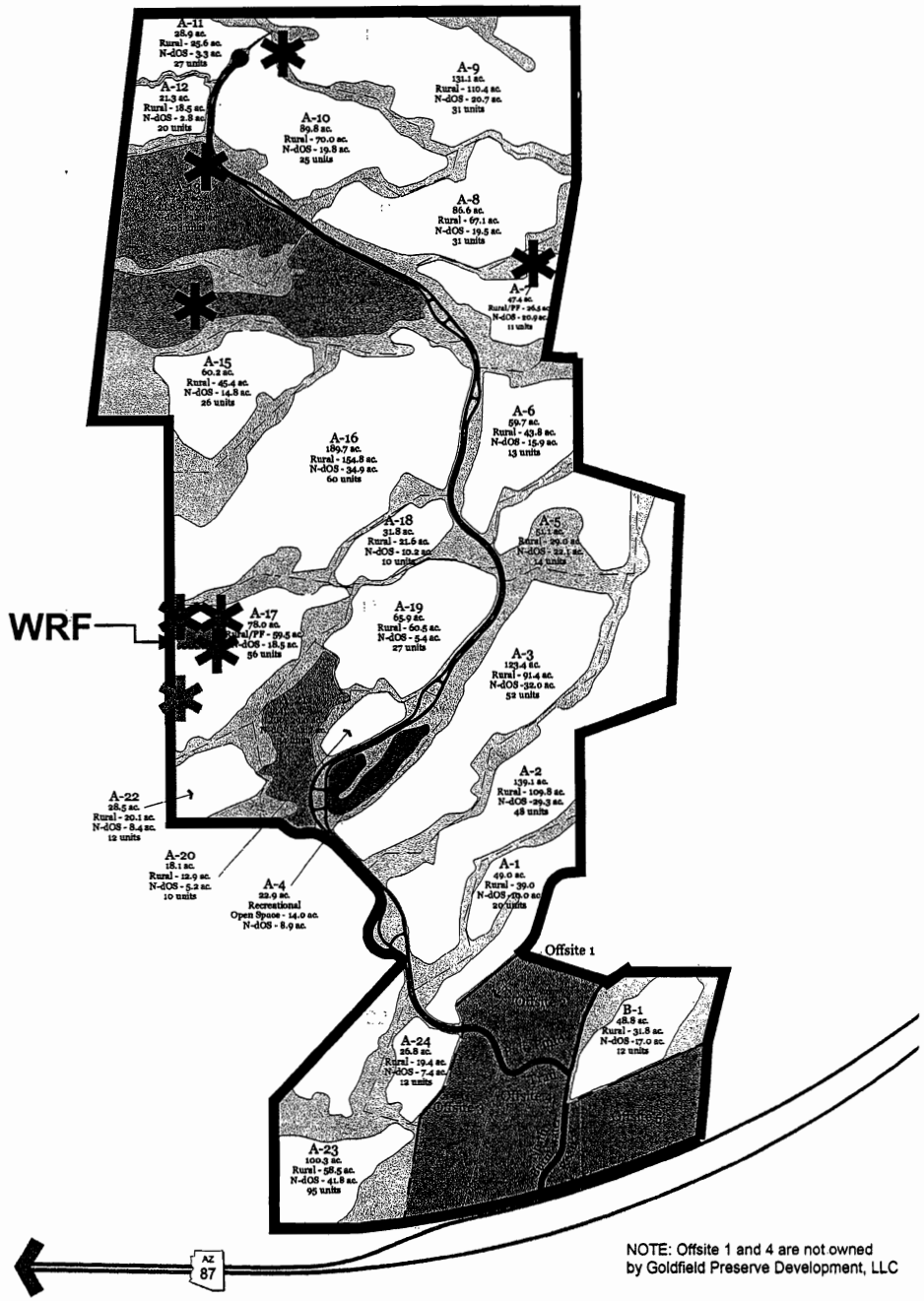
Well Locations

- Separation between recharge wells and water supply wells is approximately 1 mile
- A monitoring well will be installed down-gradient of the recharge wells

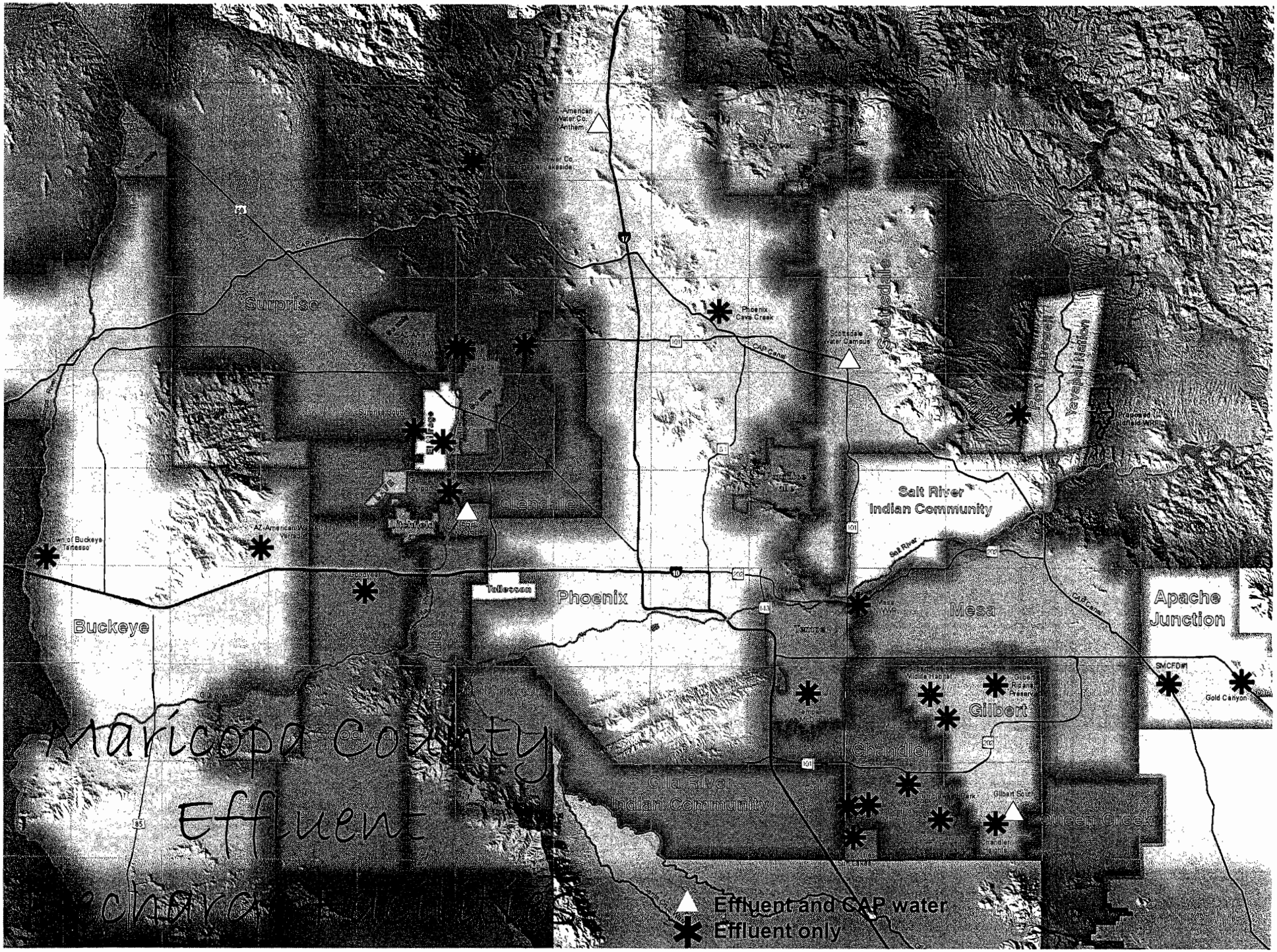


✱ Groundwater Well Site

✱ Monitoring Well Site

✱ Recharge Well Site

✱ Water Campus


Maricopa County
Effluent
Surprise
Glendale
Phoenix
Buckeye
Tolleson
Scottsdale
Salt River
Indian Community
Mesa
Apache
Junction
Gilbert
Chandler
Gila River
Indian Community
Queen Creek
Gold Canyon
Effluent and CAP water
Effluent only

Tribal Comment and Response

- Comment: Facility financing
- Response:
  - Developer funds capital costs
  - County Improvement District (Maricopa County Board of Supervisors) established for ongoing operation and maintenance
  - User fees based on land ownership
  - Financial assurance letter, Consolidated Financial Report and independent auditor's assessment of report provided

Comparison of Financial Documentation in Approved 208 Plan Amendments

		Financial Statement Provided	Financial Backing by Municipality	WWTP Constructio n Funding	WWTP Operation Funding
2002	**Quintero Golf and Country Club**	No – Text statement indicating developer funding construction	Yes	Developer	City of Peoria (user fees)
2003	**Desert Oasis**	Yes, but not for entity funding WWTP – Equity Assets $20,594,000	No	Developer	Arizona-American Water Company (user fees collected by City of Surprise)
2004	**Ruth Fisher School WWTP**	No – Letter from school indicating sufficient capital	No	Developer	Contracted Certified Operator
2006	**Estates at Lakeside**	Yes – Equity Assets $100,000	Yes	Developer	City of Peoria (user fees)
2007	**Scorpion Bay WWTP**	Yes – Letter from M&I Bank funding 80% of construction	No	Developer	Owner (user fees)
2008	**Preserve at Goldfield Ranch WRF**	Yes – Equity Assets $ 4,862,255	No	Developer	Contracted Certified Operator (user fees)

Comparison of Operation & Maintenance Costs in Approved 208 Plan Amendments

	MAG 208 Plan	WRF Capacity (MGD)	Annual Operation & Maintenance Cost	Cost per gallon
2002	Quintero Golf and Country Club	0.15	$210 (cited in report as $1.40/1,000 gallons)	$0.0014
2003	Desert Oasis	0.35	Not Provided	Unknown
2004	Ruth Fisher School WWTP	0.042	$93,260	$0.0061
2006	Estates at Lakeside	0.12	Not Provided	Unknown
2007	Scorpion Bay WWTP	0.035	$121,500 at Year 5 (buildout)	$0.0095
2008	Preserve at Goldfield Ranch WRF	0.40	$250,000-$300,000	$0.0017-$0.0021

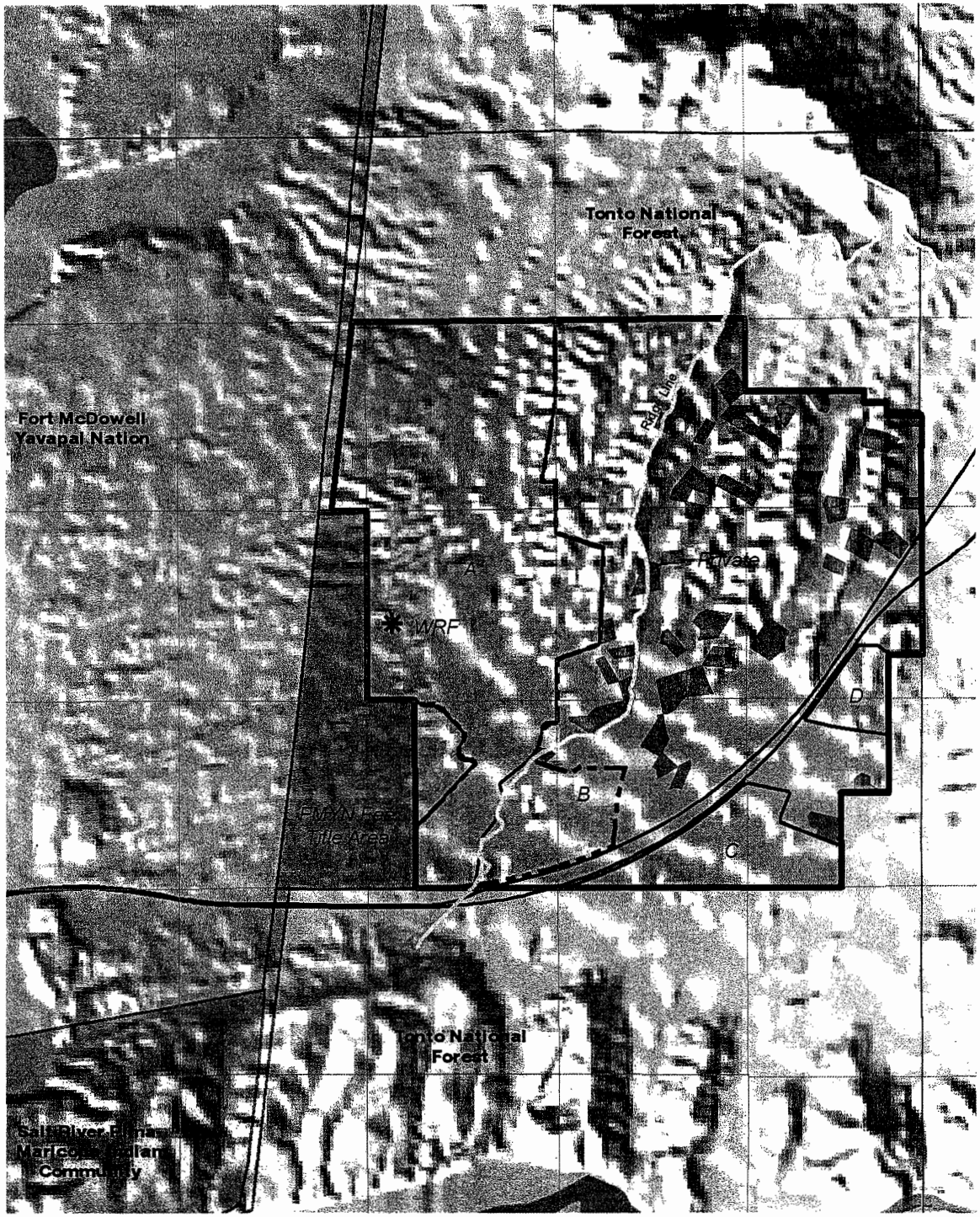
Note: The impact of different treatment technologies, location, terrain and presence of existing facilities are not factored into this comparison.

Tribal Comment and Response

- Comment: Include Parcels C and D
- Response:
  - Distance, topography, jurisdictional waters and State Route 87 constrain the feasibility of serving these parcels

Wastewater Service to Goldfield Ranch

- Topographic/ hydrologic constraints
- Limited access to parcels does not coincide with natural fall of land
- Existing 5 acre or larger lots to east operate on septic systems
- Economically infeasible – separate property owners



Tribal Comment and Response

- Comment: No letter provided to FMYN to determine if we will adversely affect the operation or financial structure of their existing facility as a neighboring jurisdiction
- Response:
  - Letter and Application provided to FMYN on May 14, 2007
  - FMYN previously stated there was no desire to provide wastewater service to Goldfield
  - Connection to existing FMYN facility infeasible due to: distance, topography, land ownership, existing State Route 87 and Verde River

Tribal Comment and Response

- Comment: Provide emergency plan and redundancy
- Response:
  - Contingency plan to be provided under APP application pursuant to AAC R18-9-A204
    - Stormwater management (SWPPP) and Best Management Practices, such as erosion control, dust control, sediment control, and good housekeeping/ materials management
    - Monitoring and sampling plan
    - Reporting requirements
    - Catastrophic failure contained onsite
  - Redundancy factored into engineering design
    - Design operating capacity will be two times the average day flow
    - Redundant recharge wells
    - Standby generator

Tribal Comment and Response

- Comment: Groundwater mounding and biological clogging
- Response:
  - Mounding
    - Premise of USF permit is demonstration of no unreasonable harm
    - USF permit application requires mounding analysis to estimate area of potential impact
    - Quarterly measurement and reporting of water levels including alert levels
    - Mounding is an issue when water levels approach within 10 to 20 feet of the ground surface
    - Depth to groundwater is approximately 300 feet
    - Recharge will be to lower, confined aquifer
  - Biological clogging
    - Minimized through filtration, disinfection and proper operation and maintenance (including backwash)
    - Common practice – Fountain Hills, Scottsdale, Chandler, et al. recharge

Tribal Comment and Response

- Comment: Provide detailed site plan
- Response:
  - Conceptual site plan provided
  - Engineered site plan to be provided at time of APP and USF permit applications

Tribal Comment and Response

- Comment: Apply for USF and APP permits
- Response:
  - Pre-application meetings are established with ADWR and ADEQ

Tribal Comment and Response

- Comment: Arizona Corporation Commission reports A Quality Water Company to be dissolved
- Response:
  - Arizona Corporation Commission filings will be rectified
  - County Improvement District (Maricopa County Board of Supervisors) has oversight

Tribal Comment and Response

- Comment: Provide additional hydrogeologic information
  - Additional information will be provided when available pursuant to the APP and USF

Tribal Comment and Response

- Comment: Clarify resort/spa accounted for in Anaylsis of Assured Water Supply application
- Response:
  - Greatest potential water use included (with resort/spa indicated as 120 multi-family units)

Analysis of Assured Water Supply approved June 12, 2007

Name of Subdivision: Goldfield Preserve

December 21, 2006	SUBDIVISION DEMAND CALCULATOR				
Enter the AMA the subdivision is located in*:	PHX	* Enter PHX for Phoenix, TUC for Tucson, PIN for Pinal, PRE for Prescott or SCR for Santa Cruz.			
If you are not sure if your are located inside or outside of an AMA, contact the Office of Assured and Adequate Water Supply at (602) 771-8585.					
Enter the COUNTY the subdivision is located in:	MARICOPA	* Enter either APACHE, COCHISE, COCONINO, GILA, GRAHAM, GREENLEE, LA PAZ, MARICOPA, MOHAVE, NAVAJO, PIMA, PINAL, SANTA CRUZ, YAVAPAI, or YUMA.			
Residential Usage*					
Category	PPHU	GPCD or per house/day	Demand/HU/YR (af/yr)	No. HU (Lots)	Residential Demand/Yr (af/yr)
Single Family (int)	2.69	57.00	0.17	968.00	166.50
Multi-Family (int)	2.69	57.00	0.17	120.00	20.61
Single Family Landscape (ext)	1.00	178.00	0.20	968.00	193.01
Multi-Family Landscape (ext)	1.00	77.00	0.09	120.00	10.35
Single family Demand/HU/YR			1.35		
Multifamily Demand/HU/YR			0.26		
	Square Feet	Acres	Demand Factor (af/yr)	No. HU (Lots)	Large Lot Adjustment Demand/Yr (af/yr)
Average Lot Size (sq. ft)**	8750.00	0.20			
TMP Model Lot Size (sq. ft)	7,500 - 10,000	0.17 - 0.23			
Large Lot Adjustment	0.00	0.00			
1/2 low water use	0.00	0.00	1.50	258.00	0.00
1/2 turf	0.00	0.00	4.90	258.00	0.00

Tribal Comment and Response

- Comment: Groundwater level decline will affect Community's water resources
- Response:
  - Issue does not pertain to the 208 Application
  - Regulated by ADWR under the Groundwater Management Act which precludes impacts to adjacent wells or users

Tribal Comment and Response

- Comment: Stormwater and irrigation water may percolate into the upper/middle aquifer units and impact the Verde River
- Response:
  - Issue does not pertain to the 208 Application
  - Drainage and irrigation system designs provide for retention of stormwater flows
  - Reviewed and approved through Maricopa County

Tribal Comment and Response

- Comment: Report fails to assess if connection exists between Fountain Hills subbasin and the adjacent subbasins within the Phoenix AMA which may impact water quality
  - SRPMIC correspondence acknowledges "research based on information in ADWR reports, indicates that there is no connection."
- Response:
  - Effluent to meet A+ water quality standards
  - Regulated under APP permit
  - Required ongoing monitoring and reporting to safeguard down-gradient users

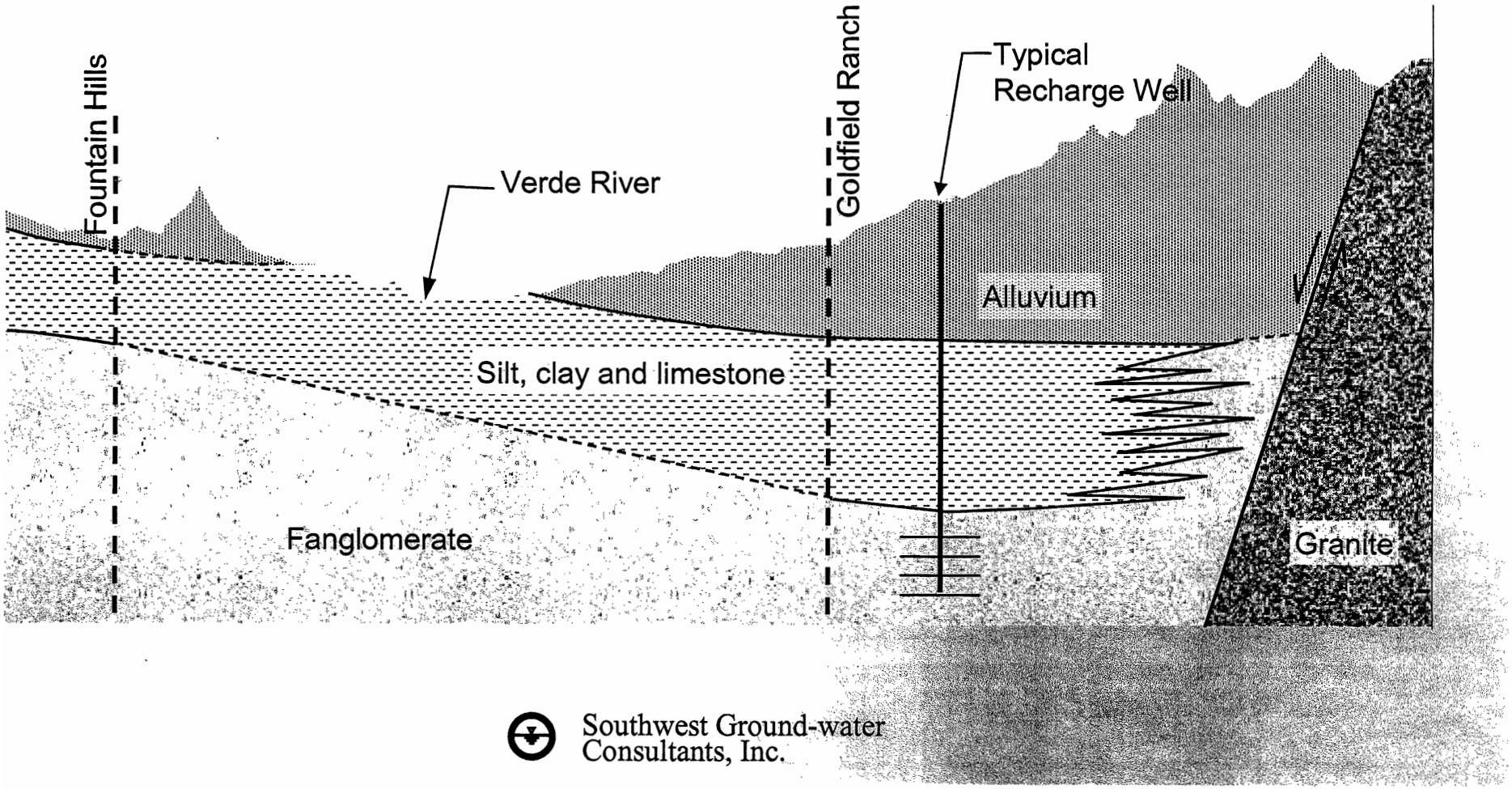
Tribal Comment and Response

- Comment: Desert nesting bald eagle may be impacted by micro-pharmaceuticals and other by-products in the Verde River
- Response:
  - Issue does not pertain to the 208 Application
  - No discharge to the Verde River
  - WRF will comply with all applicable regulations and standards

Tribal Comment and Response

- Comment: Clay layer does not confine the upper and lower aquifer and thins out at the edges
- Response:
  - Well tests performed on site show aquifer is confined
  - Additional investigation is ongoing
  - Reference materials supporting presence of confining clay layer (playa deposit)
    - Pope, Jr. C.W. 1974. *Geology of the Lower Verde River Valley, Maricopa County, Arizona*. M.S. thesis, Arizona State University (LD 179.151974P66)
    - Skotnicki, S.J., E. M. Young, T.C. Goode and G.L. Bushner 2003. *Subsurface Geologic Investigation of Fountain Hills and Lower Verde River Valley, Maricopa County, Arizona.* Arizona Geological Survey Contributed Report CR-03-B.
    - E.L. Montgomery & Associates, 2004. *Physical Availability Determination in Support of a Modification of Designation of Assured Water Supply for Chaparral City Water Company, Fountain Hills, Arizona.* Consultant's Report.

Hyrdogeologic Cross-Section



Southwest Ground-water
Consultants, Inc.

Requirements of Aquifer Protection Permit – Individual Permits

- Technical (AAC R18-9-A202)
- Financial (AAC R18-9-A203)
- Contingency Plan (AAC R18-9-A204)
- Alert Levels, Discharge Limitations, and AQLs (AAC R18-9-A205)
- Monitoring Requirements (AAC R18-9-A206)
- Reporting Requirements (AAC R18-9-A207)
- Compliance Schedule (AAC R18-9-A208)
- Temporary Cessation, Closure, Post-closure (AAC R18-9-A209)

APP Technical Requirements

(AAC R18-9-A202)

- Topographic map
- Facility site plan
- Facility design documents
- Summary of known and proposed facility discharge activities
- Description of Best Available Demonstrated Control Technology (BADCT) proposed for facility
- Contingency plan that meets AAC R18-9-A204
- Hydrogeologic Study that defines discharge impact area
- Indicate alert levels, discharge limitations, monitoring requirements, compliance schedules and temporary cessation for facility
- Closure and post-closure strategies/plans
- Any further relevant information determined by ADEQ necessary for permit

APP Financial Requirements

(AAC R18-9-A203)

- Demonstration of financial capability to construct, operate, close and ensure proper post-closure care of facility in compliance with ARS Title 49 Chapter 2 Article 3
- Proof of financial assurance mechanism
- Permit amendment if financial assurance changes
- Maintain recordkeeping

APP Contingency Plan Requirements

(AAC R18-9-A204)

- Specify a contingency plan for possible violations of:
  - Aquifer Water Quality Standards or an Acceptable Quality Level
  - Discharge limitation
  - Permit conditions
  - Alert level
  - Endangerment to the public health or environment
- Contingency plan will include:
  - Actions to be taken if a discharge violation occurs
  - 24-hour emergency response measures
  - Provide name of emergency response coordinator
  - List of people to contact
  - Description of procedures, personnel and equipment proposed to mitigate unauthorized discharges

APP Alert Levels, Discharge Limitations and Acceptable Quality Levels

(AAC R18-9-A205)

- ADEQ prescribes:
  - Alert levels
  - Discharge limitations
  - Acceptable quality levels

APP Monitoring Requirements

(AAC R18-9-A206)

- Monitoring requirements to be determined by ADEQ
- In depth recordkeeping of each sample required by the individual permit
- Monitoring record for each measurement made required by the individual permit
- Maintain monitoring records for a minimum of 10 years after date of required monitoring

APP Reporting Requirements

(AAC R18-9-A207)

- Permittee to notify ADEQ within 5 days of becoming aware of any permit violation
- Written report to ADEQ required within 30 days after permit violation
- Permittee to notify ADEQ within 5 days of becoming bankrupt or other federal or state environmental violations not covered under the permit

APP Compliance Schedule Requirements

(AAC R18-9-A208)

- Permittee to follow compliance schedule established in the individual permit
- ADEQ to consider following factors when defining compliance schedule requirements
  - Character and impact of discharge
  - Nature of construction or activity required by permit
  - Number of persons affected or potentially affected by discharge
  - Current state of treatment facility
  - Age of the facility

APP Temporary Cessation, Closure and Post-closure Requirements

(AAC R18-9-A209)

- Temporary Cessation
  - Notify ADEQ before cessation of 60 days or more
  - Implement conditions specified in the individual permit
- Closure
  - Notify ADEQ of intent to cease operations without resuming
  - Provide extensive closure plan within 90 days following notification
- Post-Closure
  - Provide detailed post-closure monitoring and maintenance plan in application for permit

Requirements of Underground Storage Facility Permit

- USF Site and Facility Characteristics (Section III-B)
- Unreasonable Harm and Hydrologic Feasibility Analysis (Section III-C)
- Technical Capability (Section III-C)
- Financial Capability (Section III-E)
- Legal Access (Section III-F)

USF Site and Facility Characteristics

(Section III-B)

- USF site characteristics
  - Narrative description
  - Regional map
  - Location site map
- Facility characteristics
  - Description of wells
  - Description of recharge basins
  - Description of trenches
  - Description of managed and constructed in-channel recharge
  - Define multiple use project, if necessary
  - Description of source water and delivery system
  - Facility map
  - Description of design contingencies

USF Site and Facility Characteristics

(Section III-B) continued

- Geology
  - Description of geologic characteristics at the site and surrounding area
  - Description of subsurface geology
  - Summary of available geologic logs and well driller logs within 1 mile of the site
  - Copies of geophysical logs and boring logs that support the USF application
- Hydrogeology
  - Provide evidence that an aquifer underlying the recharge site exists
  - Description of the aquifer including vertical and horizontal extent, thickness and lithology
  - Description of the vadose zone including vertical and horizontal extent, thickness and lithology and identify potential perching units
  - Description and map of current water levels
  - Description of water level changes – current and historic

USF Unreasonable Harm and Hydrologic Feasibility Analysis

(Section III-C)

- Maximum area of impact and mounding analysis
  - Calculate the maximum area of impact of a one-foot rise in the maximum water level proposed by the USF
  - Perform a mounding analysis of the maximum water storage volume at the proposed USF and include a graph of the anticipated rate of groundwater rise of the duration of the permit
  - Map of one-foot water level rise
  - Narrative supporting maximum area of impact and mounding analysis
- Land and water use inventory
  - Inventory of wells within one mile of the proposed USF
  - Inventory of structures, land uses, conditions and facilities that are likely to be impacted by rising water levels within the maximum area of impact
- Water quality
  - Provide evidence of APP permit for project

USF Unreasonable Harm and Hydrologic Feasibility Analysis

(Section III-C) continued

- Unreasonable harm analysis
  - Explain how the USF will be designed, constructed and operated and demonstrate that the maximum amount of water that could be in storage at any one time will not cause unreasonable harm to the land or other water users
  - State that the water storage at the USF will be governed by an APP and will not cause or contribute to a violation of state aquifer water quality standards
- Hydrologic feasibility conclusions
  - Evidence that facility will be designed, maintained, monitored, and operated for optimal recharge efficiency
  - Demonstrate that there are no insurmountable barriers to recharge and that storage of the maximum amount of water that could be in storage at anyone time is hydraulically feasible.

USF Unreasonable Harm and Hydrologic Feasibility Analysis

(Section III-C) continued

- Monitoring plan
  - Provide sufficient number of monitor wells
  - Provide locations from which water levels and water quality (both source water and groundwater) will be measured from
  - Dictate the alert level which indicates that a quick response is required to avoid the potential for unreasonable harm
  - Dictate the operational prohibition limit which is a level above the alert level and indicates that recharge activity must stop
  - Provide action plan for alert level and operational prohibition limit water levels and water quality
  - Describe the water quality monitoring plan
- Operation and maintenance plan

USF Technical Capability

(Section III-D)

- Demonstration of technical expertise:
  - Identify persons who will be principally responsible for construction and operation of USF and their licenses/certifications and resume

USF Financial Capability

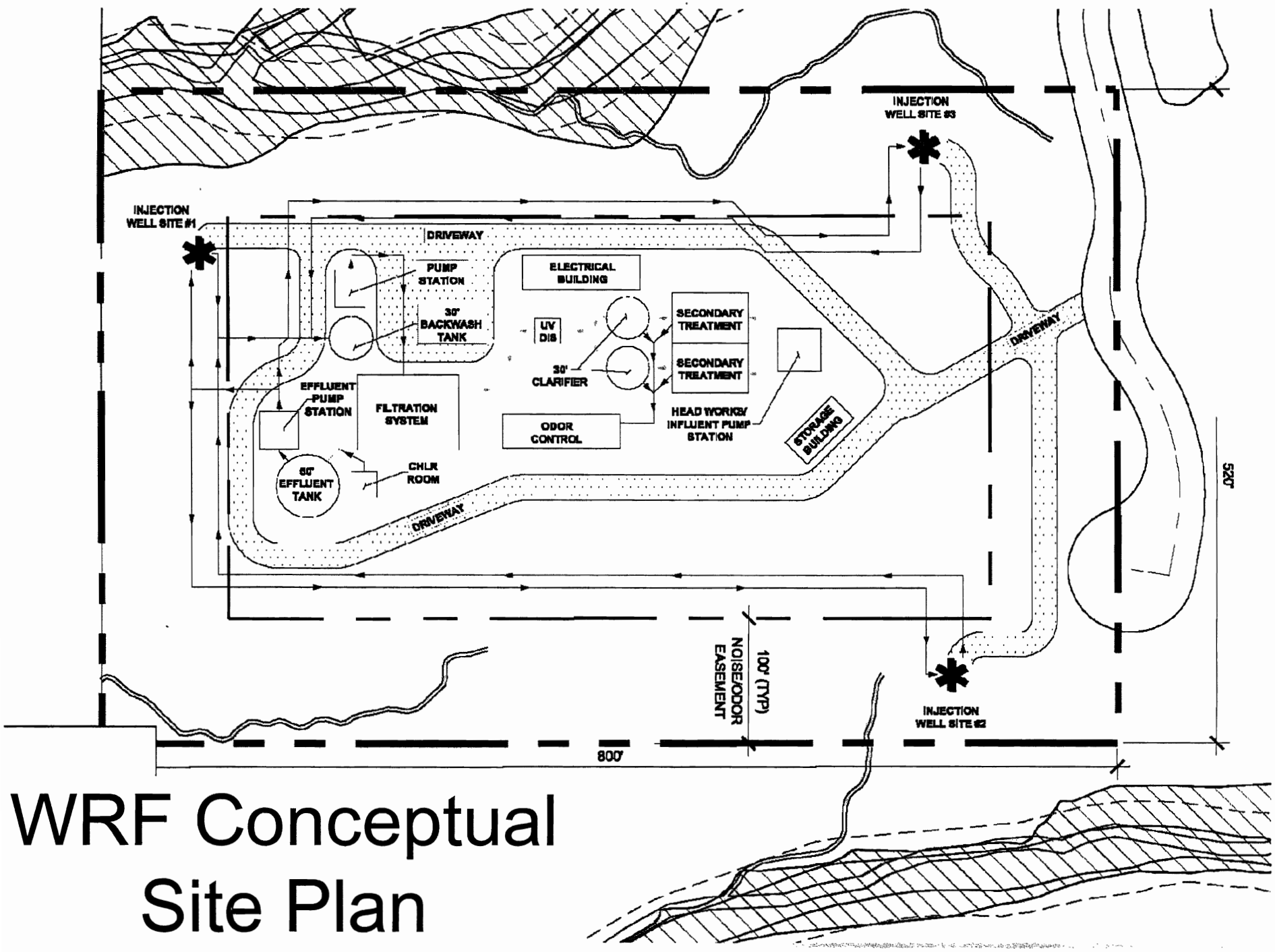
(Section III-E)

- Total cost estimate for the USF including construction, operational, regulatory compliance, and maintenance costs
- Certify that applicant posses adequate existing financial resources for construction and operation costs

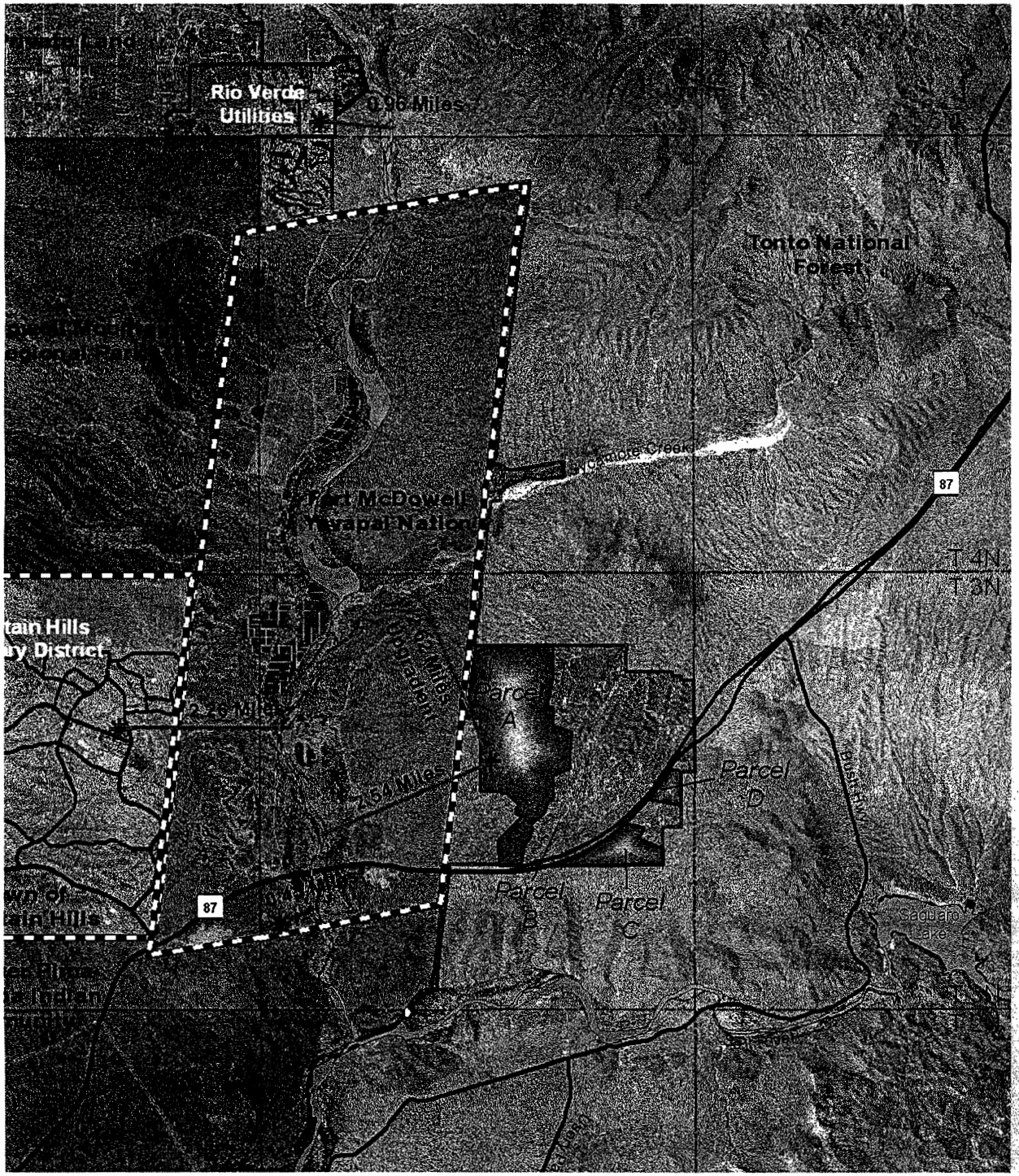
USF Legal Access

(Section III-F)

- Submit proof that applicant has legal access to the proposed site for purposed of constructing and operating at USF



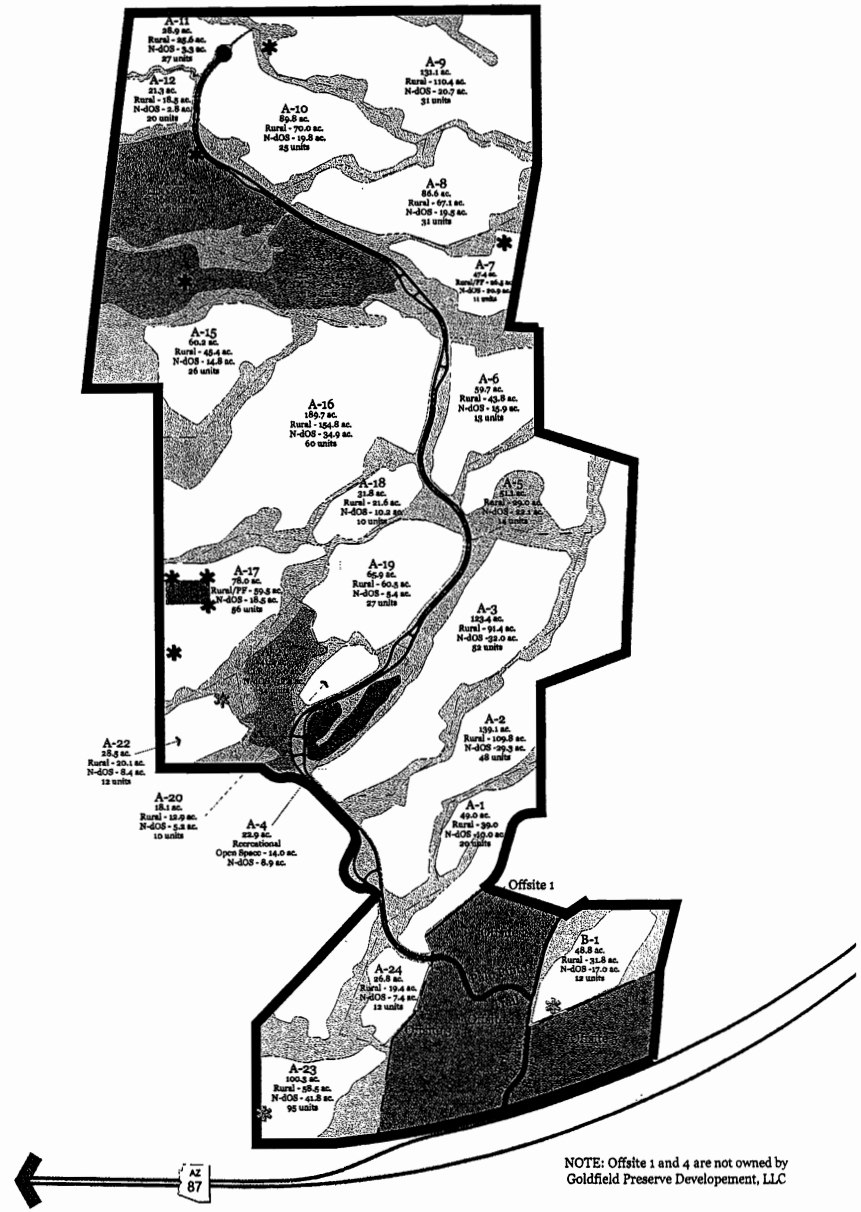
WRF Conceptual Site Plan



Proximity to Waterways

Site Facilities

- Groundwater Well Site
- Monitoring Well Site
- Recharge Well Site
- Water Campus
- Lift Station



NOTE: Offsite 1 and 4 are not owned by Goldfield Preserve Developement, LLC

Goldfield Preserve

MAG 208 Small Plant Overview

Unaddressed Concerns

Fort McDowell Yavapai Nation

The Small Plant Concept
(208 MAG Water Quality Management Plan. October 2002)

- Developed in the early 80's
- ***Reduce number of plants built by developers & handed over to HOA's***
- Ensure that small plants would be well designed, constructed & financed
- Avoid complaints between communities regarding small plant locations

The Small Plant Concept (continued)

- Goal of allowing maximum level of control to Cities and Towns in the approval process
- Avoid small plants being constructed close to an existing WWTP
- Engineering Report required to answer questions listed in the Criteria for Feasibility Report for Small Plants
- Affected parties can come to clear decision as to approve or disapprove the proposed small plant

Small Plant Outside of a Municipal Planning Area

- County must consider comments from any municipality/MPA whose small plant is within 3 miles
- Must not adversely affect the operation or financial structure of other facilities…
- Must be consistent with State and County regulations and other requirements
- Must be otherwise consistent with the MAG 208 Plan
- Must be approved by MCESD – ***to date, this is the only condition that the applicant had attempted***

Potential Impacts of this Project on FMYN

Water Quantity

Fort McDowell Yavapai Nation's long-standing dependence on the Verde River

- **Surface water for farming**
- **Subflow for potable water**
- **Cultural/Religious purposes**
- **Fishing**
- **Recreation**
- **Aesthetic Beauty**
- **Economy**
- **Etc.**

Potential Impacts of this project on FMYN (continued)

Water Quality

The applicant has not addressed our MAG 208 water quality concerns

Questions Left Unanswered

FMYN and Ellman Holdings met with the intention to discuss basic issues that any MAG member would want addressed before voicing approval.

However, the following questions are still unresolved and/or the applicant has not provided sufficient information.

Why is small plant desired?

"Connecting to an existing WWTP would require an extensive system through drastic topographic constraints. Additionally ... not feasible... "

No alternatives provided or "evaluated"

Topography is not a constraint

FMYN MPA is not mentioned in this section nor consulted

What is the anticipated quality of the wastewater?

"Influent WW quality will be consistent with WW generated from typical domestic uses."

This question is not adequately addressed, for example;

Commercial uses are proposed but not specifically addressed in the design criteria (grease, detergents & cleaning products)

The WW concentrations used are greater (2x) than those for "typical domestic uses"

Commercial is NOT a "typical domestic use"

How and why was small plant design and capacity selected?

The design capacity was based on only a portion of the overall planning area.

As a regional planning document, the entire planning area should be included in calculating the ultimate plant capacity. This would include all of Goldfield and the proposed septic areas.

Additional land area will change the plant capacity.

What criteria were used?

*"...the **process ultimately used** for the Goldfield WRF will be **finalized during the facility design**."*

At this time, there **must** be sufficient planning & design completed to **define & commit to** the treatment process, odor/noise controls & site setback requirements.

Thus, members can not evaluate this plant if very basic criteria are missing.

What alternatives were considered?

*"The Goldfield WRF is **anticipated** to be a complete mix system, although as further planning & design proceeds, the **alternative** treatment methodologies **considered...may be reevaluated & employed** at this facility"*

The question is: ***What exactly is being approved***?

At this time, MAG **requires** a treatment process to be identified and explained

What are benefits, problems of alternatives?

Developer only provided a very generic list & evaluation of four alternatives

The detail & evaluation of alternatives was very subjective & did not examine:

space needs, set backs, odor controls, capital costs, O&M costs & other critical features.

Thus, it is impossible to evaluate the impacts on the Nation and surrounding areas, including the Verde

Will there be problems meeting State or County regulations?

*"**If other treatment processes are considered,** the effluent produced...." "The planned effluent disposal...if an **alternative treatment process is used**."*

The treatment process remains an open question & major issues exist regarding feasibility of effluent injection wells, redundancy, etc.

What sludge management options were considered?

"Due to the potential for odor generation, site space requirements and population sensitivity issues, dewatering on site is not planned at this time."

Yet, there are no written agreements for hauling undigested sludge to another facility. Undigested sludge is not typically accepted by another municipal plant for further treatment. Thus, agreement is needed now.

Without agreement for undigested sludge - solids handling on site would have to be designed within the WRF.

On-site solids handling will have a huge impact on design costs, overall O&M costs, odors, impacts to adjacent lands, more land will be required, etc.

Is proposed plant compatible with County adopted master plans, guidelines, etc., for the area?

"The Goldfield Area Plan proposes a wastewater treatment facility within the Preserve at Goldfield Ranch."

The application lacks sufficient detail to evaluate or answer this question.

For example, it is contrary to area planning for a treatment facility to serve only a portion of the area.

What guidelines or policies apply?

"...the Master Wastewater Report for The Preserve at Goldfield Ranch (CMX 2007) provides further details on flow generation and wastewater collection system design."

For example:

WW flow estimates for development components are inconsistent.

The report lacks information for lift station locations & controls for odors, noise, and maintenance.

Can the proposed plant be expanded to serve the growing population?

"Limited expansions of the Goldfield service area...may be allowed based on individual property owners."

The Developer has failed to address major portions of the planning area for the WRF, including existing & proposed septic systems.

What population is projected for the service area?

The Goldfield development lies within Regional Analysis Zones (RAZs) 336 & 337. "...the projected population for RAZs 336 & 337 is anticipated to reach 5951...."

But, the unanswered question is what is the relationship between the RAZ service area and the Goldfield planning area?

For example, as a regional facility, should the WRF site be capable of treating waste for up to 6,000 people with mixed use?

Would certain areas lend themselves, topographically or hydrologically, by planned use or density to being included in the service area?

"Very limited adjacent properties...." "The feasibility and potential for such expansions are limited to very few individual properties...."

There is still no back up analysis for the "very limited" properties that the applicant plans to serve or whether it is feasible.

Will proposed plant adversely impact existing or approved nearby land uses?

"The Goldfield development resides within an island of private land ...." (National Forest on three sides & Ft. McDowell Nation on the west)

The applicant provides no answer to this question.

FMYN existing land uses are not even mentioned, and impacts on adjacent private land owners are not addressed.

Will proposed plant adversely impact existing or approved nearby land uses? (continued)

Other impacts to residences

FMYN will be hurt financially:

Existing water treatment facility

Impacts to enterprises (e.g., golf courses, adventures outdoor facility, RV park, casino, hotel, etc.) if odor and noise controls are not put in place.

What are reactions of nearby landowners to proposed facility?

"Landowners in the project vicinity (in the Goldfield Ranch community) have expressed concerns over noise and odor control."

Limited information has been provided to specifically address FMYN & private owner concerns, including, but not limited to, property set-backs, covers/enclosures, odor control, etc.

Will there be a net water saving from effluent reuse?

"A water savings is experienced by replenishing the waters withdrawn from the aquifer through groundwater recharge."

To state that recharge is a "savings" when the initial water supply is pumped groundwater is a mischaracterization.

How will effluent be disposed of?

"Groundwater injection wells are preliminarily planned within the setbacks of the WRF site."

Feasibility obviously requires the applicant to first demonstrate that the recharge well will work over the long-term, without causing undue financial harm or environmental damage to surrounding areas.

If left unaddressed, system failures would generate costly repair and maintenance as seen in other IW throughout the state, region, and local area.

How will effluent be disposed of? (continued)

Backup-redundancy not planned in the design. Cost factors?

The description of hydrogeologic conditions is grossly inaccurate.

Based on citations provided to FMYN on Feb 13, the clay layers in these reports are not as expansive as the applicant have claimed in their own reports as well as to MAG WQC.

Do nearby existing or proposed land uses indicate a need for a larger capacity sewage plant than that proposed?

"The majority of the adjacent subdivided properties utilize septic systems to treat generated wastewater."

If septic is the alternative for additional capacity, the applicant has not answered questions such as:

How many existing septic systems are in the planning area and what is their existing condition and operating status?

How many additional septic systems will be part of the development?

Will septic jeopardize the groundwater and other water supplies (migration rates etc.)

Should nearby areas be sewered or otherwise join the proposed plant for water quality or economic reasons?

"Limited adjoining parcels have potential to be included into the Goldfield WRF service area...."

Application still fails to evaluate the potential for inclusion. Without an explanation of how it is logistically feasible does not give MAG members information to evaluate this criteria. It appears no overall wastewater planning was addressed for the entire Goldfield Ranch development area.

Do these areas wish to join the proposed plant?

"At the present time, requests for service have not been received from neighboring adjacent parcels to join the Goldfield WRF service area."

The applicant has not provided any record of anyone being contacted and notified of the proposed plant to determine if request for service will be forthcoming.

Additional properties have also been purchased, raising the question of the need to expand immediately. If so, the applicant needs to provide another small plant review and if it exceeds 2.0 mgd a formal analysis is required.

Who will fund construction?

"Goldfield Preserve Development, LLC will be responsible for financing the wastewater infrastructure and the proposed WRF."

The provided documentation does not substantiate financial capability.

There has be no interim financial statement provided since 2006. Without such documentation, members must assume there is no cash on hand or that other financing have been secured.

Who will fund operation and maintenance costs?

"The Goldfield Preserve Improvement District will fund the operation and maintenance costs associated with the WRF as a CID."

Since the treatment system isn't defined the corresponding O&M costs can not be defined.

Who is the entity that actually funds & manages the O&M in the short- & long-term?

Is the CID ultimately the same as the HOA?

Is there adequate financial security to assure continual and proper operation and maintenance?

*"The Goldfield Preserve Improvement District **will have** the financial security for the continual and proper operation and maintenance... and will be supplemented if needed by the developer."*

Who is the existing financial entity?
What is the basis for financial security?
Where is the assurance of long-term developer involvement? Etc.

Who will operate and maintain the plant and system?

"The facility and wastewater collection system will be operated and maintained by A Quality Water Company."

There is no contract for operations & no contract for solids disposal.
Will the company have local operators?
Who will contract with and supervise the operating company?
Will the proposed company dissolve in 2010 as ACC records indicate?
Where is the info on the required site engineer?

What are anticipated capital and operation and maintenance costs?

"The capital cost of the WRF may range from $5 million to $10 million. The operation and maintenance costs are site specific, but may range from $250,000 to $300,000...."

While the applicant has provided ranges, MAG members cannot determine whether they are reasonable because the proposed treatment facility is not specifically defined.

Cost for injection well O&M alone could approach the total estimates.

Maricopa County Letter

"The proposed WRF does not conflict with Maricopa County plans for the area."

This statement is misleading because the letter does not address any of the MAG Small Plant Review questions including, but not limited to, area planning.

Does not address the relationship between the proposed WRF and existing/proposed septic systems in the planning area.

FMYN issues were not addressed.

County Improvement District Issues

*"The Goldfield Preserve Improvement District **will have** the financial security for the continual and proper operation and maintenance... and will be supplemented if needed by the developer."*

No other small plants within a CID have ever gone before MAG.

The CID material submitted to the County does not establish financial capability.

At build-out (?), the applicant must convey the facilities at no cost. As proposed, the property owners will need to petition the BOS to convert CID to DWID with their own B of D (i.e., HOA).

CID Issues (continued)

But recall the Small Plant Concept and MAG goals

- **Reduce number of plants built by developers & handed over to HOA's**

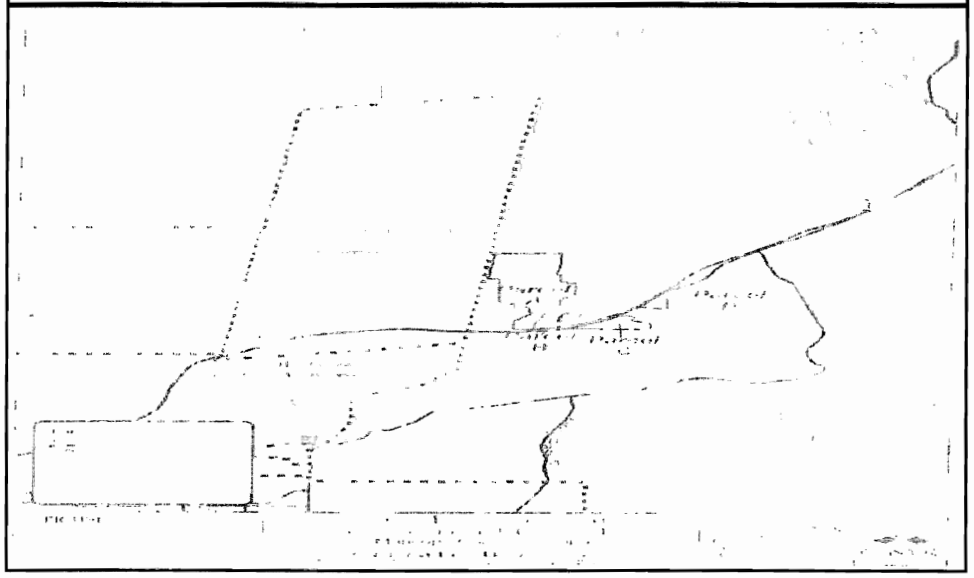
The MAG Small Plant Review process was specifically established to avoid this exact scenario – handing over developer WRFs to undefined, "future" HOA's.

Salt River Pima Maricopa Indian Community

Presentation to MAG Water Quality Advisory Committee

March 20, 2008

Salt River Pima-Maricopa Indian Community



Salt River Pima-Maricopa Indian Community

Scope for MAG Water Quality Advisory Committee

The federal water pollution control act amendments of 1972, 1977, and 1987 (clean Water act) require, under section 208, that states develop and implement areawide water quality management plans for pollution control. Plans prepared to meet the requirements of section 208 must: a) identify the treatment works needed to meet anticipated municipal and Industrial waste treatment needs of the area over a 20-year period, Including construction Priorities and schedules; B) establish a regulatory program to implement the plan; C) identify an Implementation plan; D) identify non-point sources of pollution; E) identify mine-related Sources of pollution, construction activity-related sources of pollution, and salt water intrusion Into fresh waters; F) identify a process to control residual waste disposal; and g) identify a Process to control disposal of pollutants on land or in subsurface excavations.

The "208 planning process" provides an opportunity for a designated area to identify its Specific areawide waste treatment and water quality management problems and set forth a Management program to alleviate those problems. The Maricopa association of Governments (MAG) has been designated as the areawide water quality management planning Agency for the Maricopa county area.

Executive summary of 208 water quality management plan for Maricopa county association of governments. October 2002 page ES-1

Salt River Pima-Maricopa Indian Community

Concern: Groundwater and surface water quality and quantity

1. Potential impacts to drinking water
2. Hydrological connection of aquifer to Verde River (surface water quality)
3. Lower aquifer unit and SRPMIC groundwater
4. Desert nesting bald eagles

Salt River Pima-Maricopa Indian Community

Issue 1: Potential Impacts to Drinking Water

- Impacts to groundwater may affect drinking water.
  - Fountain Hills Subbasin – common aquifer
- Impacts to surface water may also affect drinking water.
  - City of Phoenix Verde Treatment Plant on the Verde/Salt River confluence.
    - 10-30 million gallons/day to Phoenix
    - 250,000 gallons/day to SRPMIC

Salt River Pima-Maricopa Indian Community

Issue 2: Hydrologic Connection to Verde River

- Extent of confining layer (Middle unit or clay layer) not substantiated.
- Upper unit known to be hydrologically connected – non treated water (stormwater, irrigation) may enter river via subflow.
- Pumping/recharge may impact Verde.

Salt River Pima-Maricopa Indian Community

Issue 3: Lower Aquifer Unit and SRPMIC Groundwater

- Effluent pumped into Lower unit will eventually end up in the same hydrogeologic unit in the northeastern part of the Community.
  - General direction of the groundwater flow (north to south).

Salt River Pima-Maricopa Indian Community

Issue 4: Desert Nesting Bald Eagle

- Treated wastewater contains pharmaceuticals and other byproducts.
- These could have a detrimental impact on fish that eagles depend on for forage.
- Bald eagles were placed back on the endangered species list for 12 months following a recent court case.

Salt River Pima-Maricopa Indian Community

- **Conclusion & Position**
  - SRPMIC believes there is a lack of information to adequately address these concerns.
  - SRPMIC believes there is a high potential for negative impacts to its water resources.
  - SRPMIC does not support the Preserve at Goldfield Ranch 208 Application.

Salt River Pima-Maricopa Indian Community

- **Aquifer Units**
  - Hydrologic connection between the 3 units outlined in developer's hydrogeologic report not adequately assessed.
  - Arizona Department of Water Resources (ADWR) data show that at least Upper unit is hydraulically connected to the Verde River.
  - Irrigation water, stormwater, etc. not treated by wastewater treatment plant may percolate into Upper unit and may end up into the Verde River.
    - Especially during wet season.

Salt River Pima-Maricopa Indian Community

- **Upper/Middle Aquifer Unit and the Verde River**
  - Arizona Department of Water Resources (ADWR) data show that at least Upper unit is hydraulically connected to the Verde River.
  - Irrigation water, stormwater, etc. not treated by wastewater treatment plant may percolate into Upper unit and may end up into the Verde River.
    - Especially during wet season.

Salt River Pima-Maricopa Indian Community

- **Clay layer/Middle unit**
  - Lack of evidence in the hydrogeological report prepared by the developer.
  - Existence of the a continuous and extensive clay layer that separates the lower and upper aquifer units not substantiated.

Salt River Pima-Maricopa Indian Community

- **Lower Aquifer Unit and the Verde River**
  - Full extent of the Middle unit is not well-defined in developer's hydrogeologic report.
  - Available information does not mention this unit for the Fountain Hills Subbasin.
  - Developer's 208 Application claims that the Middle unit confines the Lower unit from the Upper unit
  - The claim that the developer has made that there is no hydrologic connection from the Lower unit to the Verde River is not strengthened by their report.

U.S. Fish and Wildlife Service

News Release

Arizona Ecological Services Field Office
2321 W. Royal Palm Road, Suite 103
Phoenix, Arizona 85021
602/242-0210
602/242-2513 (Fax)

Arizona Ecological Services Field Office **www.fws.gov/southwest/es/arizona/**

March 18, 2008

Contact: Jeff Humphrey, 602.242.0210 x222
Elizabeth Slown, 505.248.6909

U.S. Fish and Wildlife Lists the Desert Bald Eagle As Threatened Under the Endangered Species Act

Due to a recent court order, bald eagles in the Sonoran Desert of central Arizona are again protected as "threatened" under the Endangered Species Act. The U.S. Fish and Wildlife Service will soon publish an emergency interim rule in the Federal Register to comply with the court order.

On October 6, 2004, the Service received a petition to reclassify the Sonoran Desert population of bald eagles in central Arizona and northwestern Mexico as a distinct population segment, to list that DPS as an endangered species, and designate critical habitat. A distinct population segment (DPS) must be geographically discrete from other populations and also be significant to the survival of the species. Discrete refers to the isolation of a population from other members of the species and is evaluated based on specific criteria. On August 30, 2006, the Service announced a 90-day finding stating that the petition did not present substantial scientific or commercial information indicating the petitioned action may be warranted. On January 5, 2007, the petitioners filed a legal challenge against the Service's 90-day finding decision.

As a result of that lawsuit, on March 6, 2008, the U.S. District Court for the District of Arizona ordered the Service to: 1) conduct a status review of the "bald eagle population of the Sonoran Desert region of the American Southwest" (Desert bald eagle) to determine whether recognizing the Desert bald eagle population as a DPS is warranted, and if so, whether listing the DPS as threatened or endangered pursuant to the Endangered Species Act is warranted; and 2) issue a 12-month finding on whether recognizing the Desert bald eagle population as a DPS is warranted, and if so, whether listing the DPS as threatened or endangered is warranted. The court ordered the Service to issue this finding by December 5, 2008.

Based on the court order and the description of the bald eagle population in the original petition, the Desert bald eagle population is defined as those eagles in the Sonoran Desert residing in central Arizona and northwestern Mexico. Since bald eagles in northwestern Mexico were never protected under the Endangered Species Act, only those bald eagles found in the Sonoran Desert of central Arizona are reinstated to federal protection under the Endangered Species Act. The remainder of formerly listed bald eagles will not be placed back on the list of threatened and endangered species.

The Service first listed the bald eagle as endangered in 43 States and threatened in 5 others on February 14, 1978. Bald eagles were never listed in Alaska where they are abundant and are not found in Hawaii. On July 12, 1995, the Service reclassified the bald eagle from endangered to threatened in the lower or contiguous 48 States. The Service published the final rule to delist the bald eagle in the lower 48 states on July 9, 2007. This action was based on a thorough review of the best available data, which indicated that the threats to the species have been eliminated or reduced to the point at which the species had recovered and no longer met the definition of threatened or endangered.

In order to ensure the public is notified of the effects of the recent court order, the Service will soon publish an emergency interim rule amending the regulations for the Federal List of Endangered and Threatened species at 50 CFR 17.11 to designate the Desert bald eagle as threatened in accordance with the Endangered Species Act. The emergency interim rule will be effective until the Service makes a new final determination as to the appropriate status of the Sonoran Desert bald eagle, or until the March 6, 2008, court order is either stayed or reversed in any subsequent judicial proceedings. No decision has been made as to whether the government will appeal that order.

The map below illustrates the area within which the Desert bald eagle is identified as a threatened species under the Endangered Species Act.

For more information on this court order and bald eagle recovery in the U.S. please visit http://www.fws.gov/migratorybirds/baldeagle.htm for further information.

The mission of the U.S. Fish and Wildlife Service is working with others to conserve, protect and enhance fish, wildlife, plants and their habitats for the continuing benefit of the American people. We are both a leader and trusted partner in fish and wildlife conservation, known for our scientific excellence, stewardship of lands and natural resources, dedicated professionals and commitment to public service. For more information on our work and the people who make it happen, visit **www.fws.gov**.

SALT RIVER
PIMA-MARICOPA INDIAN COMMUNITY
10,005 E. OSBORN RD./SCOTTSDALE, AZ 85256
PHONE (480) 362-7400

March 17, 2008

Mr. Roger Klingler
MAG Water Chairman
c/o City of Scottsdale
3939 N. Drinkwater Blvd.
Scottsdale, Arizona 85251

Dear Mr. Klingler:

On behalf of the Salt River Pima-Maricopa Indian Community (SRPMIC), I am writing to update you on the outcome of our meeting on January 29, 2008 with Mr. Don Kile, and associates regarding the Preserve at Goldfield Ranch 208 application.

At the conclusion of the meeting I communicated with Mr. Kile and to your representatives at a separate meeting that there would still be several next steps for the Community to take including updating the SRPMIC Council, President and Vice President and continue with our internal research.

On January 11, 2008 I sent Mr. Garry Hays a letter outlining our preliminary concerns regarding the proposed Water Reclamation Facility. The issues I outlined are as follows:

1. Possible detrimental impacts to the Verde and/or Salt Rivers through connectivity to the aquifer receiving effluent recharge from the proposed Water Reclamation Facility.
2. Possible impacts to the SRPMIC groundwater resource through connectivity of the underground aquifers below the Preserve at Goldfield Ranch and the SRPMIC.
3. Possible Water Reclamation Facility failure resulting in groundwater contamination and lack of sufficient contingency plan to address such a failure.

We were advised that a contingency plan would be included in the next step involving ADWR and ADEQ.

As of today, we are still concerned about the detrimental effect to drinking water, groundwater decline, Upper and Middle aquifer units and the Verde River, Lower aquifer unit and SRPMIC groundwater, Lower aquifer unit and the Verde River and impacts to the Desert Nesting Bald Eagle, which has been placed back on the Endangered Species List. Finally, we have concerns with the clay layer and the lack of evidence to reflect that the extensive clay layer adequately separates the lower and upper aquifer.

While Mr. Kile did forward graphs for the reference materials previously provided, the information provided thus far does not adequately answer the questions we've raised. Nor was he willing to provide additional data to support his claims or address our concerns.

Based upon our research and the lack of supporting evidence and documentation concerning the issues we have raised, we cannot support Goldfield's 208 application.

Sincerely,

Vivian Saunders/pb

Vivian Saunders
Special Assistant
On Congressional & Legislative Affairs

SALT RIVER
PIMA-MARICOPA INDIAN COMMUNITY
10,005 E. OSBORN RD./SCOTTSDALE, AZ 85256
PHONE (480) 362-7400

March 17, 2008

Mr. Don Kile, President
The Ellman Companies
2850 East Camelback, Ste. 110
Phoenix, Arizona 85016

Dear Mr. Kile:

Thank you for taking time to meet with representatives of the Salt River Pima-Maricopa Indian Community (SRPMIC) on January 29, 2008 at our Administration building.

As I communicated to you and your representatives, there would still be several next steps for the Community including updating the SRPMIC Council, President and Vice President and to continuing with our internal research.

On January 11, 2008 I sent to Mr. Garry Hays, a letter outlining our preliminary concerns regarding the proposed Water Reclamation Facility. The issues I outlined are as follows:

1. Possible detrimental impacts to the Verde and/or Salt Rivers through connectivity to the aquifer receiving effluent recharge from the proposed Water Reclamation Facility.
2. Possible impacts to the SRPMIC groundwater resource through connectivity of the underground aquifers below the Preserve at Goldfield Ranch and the SRPMIC.
3. Possible Water Reclamation Facility failure resulting in groundwater contamination and lack of sufficient contingency plan to address such a failure.

At that time you indicated that the contingency plan would be included in the next step involving ADWR and ADEQ.

As of today, we are still concerned about the groundwater decline, Upper and Middle aquifer units and the Verde River, Lower aquifer unit and SRPMIC groundwater, Lower aquifer unit and the Verde River and impacts to the Desert Nesting Bald Eagle, which has been placed back on the Endangered Species List. Finally, we have concerns with the clay layer and the lack of evidence to reflect that the extensive clay layer separates the lower and upper aquifer.

While you did forward graphs for the reference materials you previously provided the information you've provided thus far does not adequately answer the questions we've raised. Nor are you willing to provide additional data to support your claims or address our concerns.

Based upon our research and the lack of supporting evidence and documentation from your Company concerning the issues we have raised, we cannot support your 208 application.

Thank you for meeting with the SRPMIC and we look forward to addressing the MAG Water Quality Advisory Committee.

Sincerely,

Vivian Saunders/pb

Vivian Saunders
Special Assistant
On Congressional & Legislative Affairs

Salt River Pima-Maricopa Indian Community

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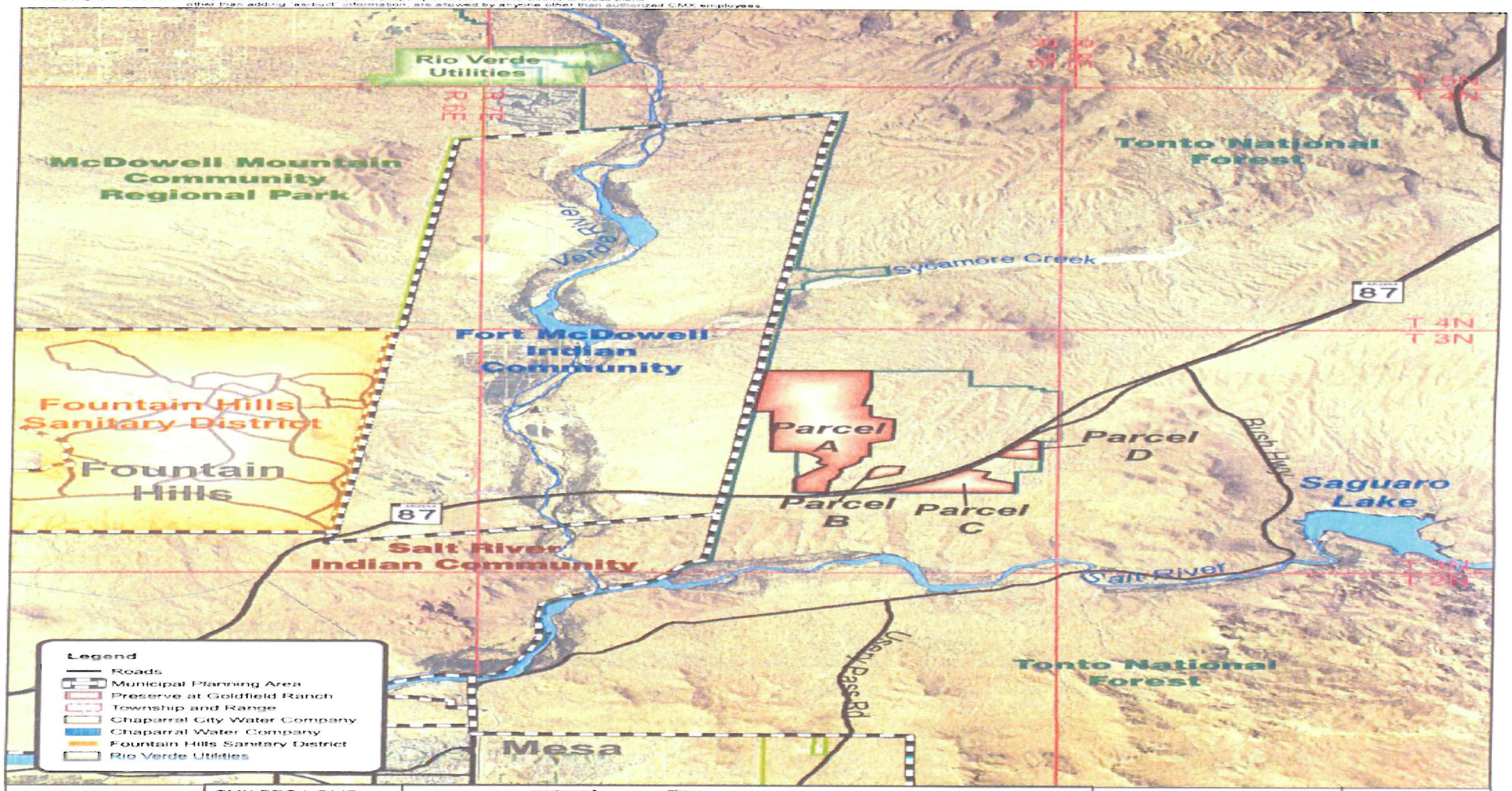

FIGURE 3	CMX PROJ: 7147 DATE: 03/28/07 SCALE: NTS DRAWN: MEN APPROVED: SAL	The Preserve at Goldfield Ranch Maricopa County, Arizona Private Utilities	PHOENIX OFFICE 7740 N. 16TH ST. STE. 100 PHOENIX, AZ 85020 PHONE: (602) 567-1900 FAX: (602) 567-1901 www.cmxengineering.com	CMX

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Julie Hoffman

From: robertclaughlin@ieee.org [robertclaughlin@comcast.net]
Sent: Wednesday, March 19, 2008 12:02 PM
To: Julie Hoffman
Subject: Goldfield Ranch Water Reclamation Facility

Hello

I am not sure if I should be addressing this to you or to Roger Klingler, Chairman of the Water Quality Advisory Committee.

I just found out that this committee has been reviewing and potentially approving a water reclamation facility for the Goldfield Ranch area. Well actually the application only appears to be for part of the area.

We noticed that there was inputs taken and concerns raised and potentially addressed from the nearby Indian communities. But, we and other property owners are actually in closer proximity to this proposed treatment facility. We have not been informed or consulted on this and the valid concerns we have are by no means addressed.

There are significant concerns regarding the capacity of the facility as well as how the effluent will be handled. In this area where all current homeowners utilize private well water from aquifers, the risk/impact of mismanagement or incorrect assumptions regarding the aquifers would have a devastating and potentially life-threating consequences.

I am surprised that this request appears to be moving forward while concerns from the Indian communities has not been addressed as well as no consultation or discussions with the other property owners in the area. This community is passionate and active in maintaining the special nature of the area and ensuring that our property is not ruined due to mistakes from a developer looking for quick profits.

Unfortunately, due to business reasons, will not be able to personally attend the meeting for the committee on the 20th of March. I hope you will forward this as appropriate and ensure the property owners in the area are heard in this matter. If there are other actions I should take, please let me know.

Thank you for your assistance.

Sincerely

Robert & Judy Laughlin
robertclaughlin@ieee.org

GOLDFIELD CONCERNED CITIZENS' ASSOCIATION

Kathy Haines, President, Phone: 480 980 4661
12140 N. Sin Vacas Trail, Ft. McDowell AZ 85264

March 20, 2008

Mr. Kevin Chadwick, P.E., Division Manager
Environmental Services, Water and Waste Management Division
1001 N. Central Ave., Suite 150
Phoenix, Az. 85004

Re: Preserve at Goldfield Ranch, MAG 208 Small Projects Review

Dear Mr. Chadwick:

Three days ago we learned about the MAG 208 Small Projects Review for the wastewater treatment plant being proposed for the Preserve at Goldfield Ranch. In reviewing your sponsorship letter of February 29, 2008, and the minutes of meetings of the MAG Water Quality Advisory Committee for October and December, 2007, we see that you have made the determination that the application is in technical compliance with the MAG 208 Areawide Water Quality Management Plan and, in particular, with Section 4.5.2, the Small Plant Review and Approval Process.

We ask you to reconsider that determination in light of facts not previously supplied to you that demonstrate technical noncompliance with the Small Plant Review and Approval Process, in at least three major respects.

1. The Application Fails to Consider All Relevant Adjacent Parcels.

The feasibility criteria set forth in Table 4.53 for a Small Plant Application outside of a municipality require the applicant to address whether certain areas lend themselves to being included in the service area, whether nearby areas should be sewered for water quality or economic reasons, and whether nearby areas wish to join the proposed plant. None of these three requirements has been satisfied by the Goldfield Preserve's application.

The application does state, in paragraph 3.2.2, that the development "is bordered **on the east** by the relatively small parcels of private land (1 to 5 acre lots) in the original Goldfield Ranch community," which "are already developed and operating individual septic systems" (emphasis added). It then goes on to state that it would not be feasible for most of those small lots to be sewered or included in the service area. But the underlying premise is both *incomplete* and *inaccurate*, and therefore the analysis fails to satisfy these technical requirements for a Small Plant Review and Approval.

Maricopa Association of Governments
Received
MAR 20 2008

The analysis is incomplete because it fails to address the 80 acre parcel lying immediately adjacent and **west** of Parcel A of the Preserve development. This parcel is owned by a developer who submitted comments in the Goldfield Area Plan process, at about the same time this MAG 208 Application was first drafted, stating that he intended to develop that acreage at a density of two homes per acre. We understand Maricopa County would require homes on ½ acre lots to be sewered. Those 160 homes would by themselves generate 51,200 gpd and exceed the capacity of the proposed plant designed to handle 0.4 mgd. Yet there is absolutely no analysis of whether that "nearby area [should] be sewered or otherwise join the proposed plant for water quality or economic reasons," as required the Planning Criteria of Table 4.5.3. The immediate adjacency of these 80 acres to the proposed wastewater plant, at relatively the same elevation on relatively flat land, and the proposed nature of the development all suggest it would be entirely feasible to join the plan. And it would also be good planning to avoid "an uncontrolled proliferation of small plants that could cause problems in the future [and that] should be prevented," as paragraph 4.5.1 of the MAG 208 Water Quality Plan provides.

The statement and analysis in the application is also contrary to the actual facts, because most of the nearby parcels to the east are *not* 1 to 5 acre lots already developed with septic systems. First, there are no 1, 2 or 3 acre lots in Goldfield Ranch. Under current zoning, the minimum lot size is 4.36 acres. Second, and much more importantly, the statement is inaccurate because most of the nearby lots are not 5 acre lots already developed with septic systems. There are approximately 30 undeveloped parcels, raging in size from 5 to 40 acres, that are immediately adjacent to Parcels A and B and are not "already developed and operating individual septic systems" as the application maintains. Just these immediately adjacent parcels could generate around 50 homes and another 16,000 gpd. In addition, there are another 9 large parcels of 40 acres or more in the immediate vicinity, many of which are owned by developers, including some by this same developer, Ellman Companies.

By addressing only why it is not feasible to include in the service area the neighboring 5 acre lot that already have septic systems, the application fails to address all of the nearby 40 and 80 acre parcels, and therefore fails to satisfy this technical requirement for a Small Plant Review and Approval.

Finally, it should be noted that Maricopa County has already determined that it is feasible to serve all of the south side of the Beeline with this wastewater plant, when the Preserve DMP was originally approved in 1995. Nothing in the current application demonstrates why that determination was wrong. And, most importantly, that 1995 DMP still calls for 18 acres of that land to be developed under commercial zoning, which **has** to be sewered. This applicant opposed our efforts to have that commercial zoning eliminated from the DMP, and was successful in keeping it in the plan. The application is therefore required to provide an analysis whether those nearby 18 acres planned for commercial zoning should "be sewered or otherwise join the proposed plant for water quality or economic reasons."

2. **The Application Failed to Determine the Reactions of Nearby Landowners.**

Table 4.53(2) requires the application to ascertain and identify the "reactions of nearby landowners to the proposed facility." This has not been done.

The application purports to satisfy that requirement by stating, in paragraph 3.3.3, that nearby landowners "have expressed concerns over noise and odor control." But that statement is misleading, at best, because it fails to indicate those concerns were expressed in reaction to a proposed development master plan that had only a generic reference to some kind of wastewater treatment, and long *before* this MAG 208 application was even drafted.

Nearby landowners' reactions have **never** been solicited or otherwise ascertained with respect to this MAG 208 application, and they have never even been informed of an opportunity to express their reactions to it. As far as we know, we are the <u>only</u> nearby landowner who has even seen a copy of the MAG 208 application, and that was obtained only this week.

In particular nearby landowners have never had an opportunity to express their reactions to:

1) A wastewater plant that disposes of effluent by injecting it into the groundwater aquifer;

2) An injection plan that relies on a supposed "confining" playa deposit to prevent it from polluting either the Verde River or the residents' groundwater source, which has never been proven to the satisfaction of the residents, Salt River Project, the Fort McDowell Yavapai Nation, or any regulatory authority;

3) A wastewater plant that is not designed to handle development of nearby 40 and 80 acre parcels that are owned by developers, or the planned commercial zoning and uses on the south side; or

4) A wastewater plant promised to be constructed by an entity that has no tangible assets other than raw land encumbered by a mortgage for more than it is worth, *i.e.*, no net worth, and no history or experience in building sewage plants.

3. **The Application Fails to Demonstrate No Discharge to US Waters.**

Finally, the MAG 208 Small Projects Review process is appropriate only for plants that have no discharge into waters of the United States. Although this application makes that claim (¶ 3.4.1), it has not provided any relevant evidence to support it. While technical pollution questions may properly be deferred to the ADEQ permitting process, there must first be a threshold demonstration of no discharge to regulated waters, and the MAG Water Quality Advisory Committee must so conclude, before this Small Projects Review process can even go forward.

The sole basis for claiming no discharge rests on the claim that there are "playa deposits forming a confining layer where they are present" (¶ 3.4.1) (emphasis added), which will prevent effluent injected into the lower fanconglomerate from discharging into the upper aquifer or the subflow of the Verde River. But the only real evidence of that confining playa deposit, that is supposedly 400 feet thick, comes from a single test well drilled 23 years ago (Hydrologic Study, App. G, at 7). Most importantly that test well was located a mile to a mile and a half north of the proposed wastewater plant (*compare* App. A, Fig. 2, with App. G, Fig. 3).

Even if the 1985 data show a playa deposit in the vicinity of that old test well located in the extreme northern part of Parcel A, the hydrology report provides no basis to conclude that it exists in the vicinity of the proposed wastewater plant, or that it is sufficiently uniform and consistent throughout the 2½ miles between the plant and the Verde River to prevent any discharge into its subflow.

First, the hydrology report itself reveals the inconsistency of the supposed playa deposit. The report notes that "the full extent of this formation is unknown as most wells in the basin do not penetrate it" (App. G at 5). The playa deposit is "thin or absent" "near the mountain fronts" (App. G at 8). When the Preserve's own hydrologist attempted to confirm its existence, the most he could conclude from his one test well in Parcel C was that it "**appeared** to encounter a **thin section** [of] the playa deposit" (App. G at 5) (emphasis added). Consequently he only guesstimates, by dotted lines, where the playa deposit may be found, in Figure 2. This is no basis to conclude that there is evidence a uniformly consistent 400 foot confining layer exists to keep the injected effluent from reaching the Verde River.

Second, there is not a single well, much less a test well, that has been drilled anywhere within a mile of the proposed sewage plant (*see* App. G, Fig. 3). And, more importantly, there are no wells anywhere between the proposed sewage plant and the Verde River (*id.*). Consequently there is absolutely no evidence of a playa deposit in the vicinity of the proposed injection wells.

Finally, the hydrology report the developer relies on was not done to determine whether a playa deposit would uniformly and consistently prevent injected effluent from reaching either the supposed upper aquifer or the subflow of the Verde. Its only purpose was to determine the existence of adequate groundwater and the effect its pumping would have on available water resources (App. G, at 1). And consequently, although the hydrology report makes six conclusions, it makes **no conclusion** about the existence, uniformity, consistency or thickness of a confining playa deposit, nor whether it would separate injected effluent from the Verde River subflow (see App. G, at 13). Nor is there any conclusion that it will not result in any discharges into the waters of the United States.

Both Maricopa County, as the sponsoring agency, and the MAG Water Quality Advisory Committee need much more than lawyer argument and extrapolation to determine that this injection well plant qualifies for the Small Plant Review Process because there is no possibility of a discharge into U.S. waters. At minimum, there needs to be a hydrologic study designed and implemented specifically focused on answering that question, based on test wells surrounding

and in the immediate vicinity of the proposed injection wells, as well as between them and the Verde River.

In light of these significant facts that were apparently not previously brought to your attention, we ask that you reconsider your determination that the Preserve's MAG 208 application is in technical compliance with the Small Plant Review Process.

Sincerely,

Kathy and Randy Haines
President and Secretary
Goldfield Concerned Citizens' Association

cc: Hon. Supervisor Don Stapley
Wesley A. Shonerd, P.E.
Dr. Carol Klopatek, FMYN
Julie Hoffman, MAG

the public hearing. The public hearing is conducted by MAG. A court reporter prepares an official transcript of the hearing. If written or verbal comments are received, a response to comments is prepared by the entity requesting the amendment.

The MAG Water Quality Advisory Committee reviews the response to comments and then makes a recommendation to the MAG Management Committee. The MAG Management Committee reviews the recommendation from the Water Quality Advisory Committee and then makes a recommendation to the MAG Regional Council. As the decision-making body of MAG, the Regional Council reviews the recommendation from the Management Committee and then takes official action to approve the 208 Plan amendment.

The State Water Quality Management Working Group reviews the 208 Plan amendment approved by the Regional Council and then makes a recommendation the Arizona Department of Environmental Quality (ADEQ). ADEQ submits the 208 Plan amendment to the U.S. Environmental Protection Agency (EPA) for approval and EPA approves the 208 Plan amendment and notifies the State of the approval action.

The Arizona Department of Environmental Quality maintains a 208 amendment checklist for use in preparing 208 Plan Amendments. Copies of the current checklist can be provided by ADEQ upon request.

4.5 SMALL PLANT REVIEW AND APPROVAL PROCESS

4.5.1 Introduction

In the 1982 MAG Point Source Plan Update an alternative to continue expansion of the 91st Avenue WWTP and other major treatment plants was the construction of small reclamation plants. Rather than amend the MAG 208 Plan to include every acceptable new small plant, the communities developed a small plant review and approval process.

Using this process, a small plant not specifically identified in the Point Source Plan can be approved as part of the 208 Plan if the plant goes through the approved Small Plant Review and Approval Process. By requiring proposed plants in the area to obtain approval using this formal process, an uncontrolled proliferation of small plants that could cause problems in the future should be prevented. The communities adopted a small plant process goal of allowing the Cities and Towns the maximum level of control in the approval of small plants. A Small Plants Technical Steering Committee was formed in 1982, composed of representatives from the cities, state, county, and homebuilders. This committee, in conjunction with consultants and MAG staff, developed the Small Plant Review and Approval Process.

4.5.1.1 Small Plant Definition

A small plant is a reclamation plant with an ultimate capacity of 2.0 mgd or less with no discharge requiring an National Pollutant Discharge Elimination System or Arizona Pollutant

Discharge Elimination System permit. Plants greater than 2.0 mgd and discharges requiring an National Pollutant Discharge Elimination System or Arizona Pollutant Discharge Elimination System permit which are not specifically identified in the MAG 208 Plan would be required to go through a formal 208 analysis and amendment.

Small plants that are specifically identified in the MAG 208 Plan are required to go through the Small Plant Review and Approval Process for an expansion of the facility, even when the expanded facility would still meet the small plant threshold of 2.0 mgd or less.

4.5.1.2 Municipal Small Plant Planning Area Boundaries

For the purposes of the 208 Plan, the Municipal Small Plant Planning Areas are the same as the MAG Municipal Planning Areas (MPAs). The 27 MPAs generally correspond to the jurisdictions for which they are named. Minimally, the planning area for each city or town includes all of its incorporated area plus portions of the County surrounded by strip annexation to allow municipalities to plan for those unincorporated areas.

4.5.1.3 Areas of Responsibility

Three areas of responsibility are defined. One is the Municipal Small Plant Planning Area. This is the area identified by the municipality within which the City or Town would have responsibility for the first review and approval of proposed wastewater facilities. The second area is the County Planning Area and within this area, the County would have the responsibility for deciding which wastewater facilities were constructed.

Between the two areas is a third area. This is the area in the County that is within three miles of a Municipal Small Plant Planning Area. Although this area is within the County's area of responsibility, the County must consider the comments of the nearby City or Town concerning proposed facilities in this three-mile area. Figure 4.31 schematically illustrates the relationship between the three areas of responsibility.

4.5.1.4 Review and Approval Process

In the process developed for a proposed facility within a Municipal Small Plant Planning Area, the City or Town would work with a developer to come up with a suitable small plant concept. When an acceptable concept has been worked out, the City would send a letter to MAG stating that the proposed small plant is in keeping with the City's wastewater plans for the area.

MAG would then review the proposal and send a letter to the Arizona Department of Environmental Quality (ADEQ) stating whether the small plant is compatible with the overall 208 Plan. The ADEQ has the legal authority to identify compliance with the 208 Plan. Therefore, the final 208 letter of compliance must come from ADEQ. This letter would go to the developer and the Maricopa County Environmental Services Department (MCESD). Upon receiving an approval letter, MCESD would review the plans and specifications for the construction of the wastewater system in the proposed development.

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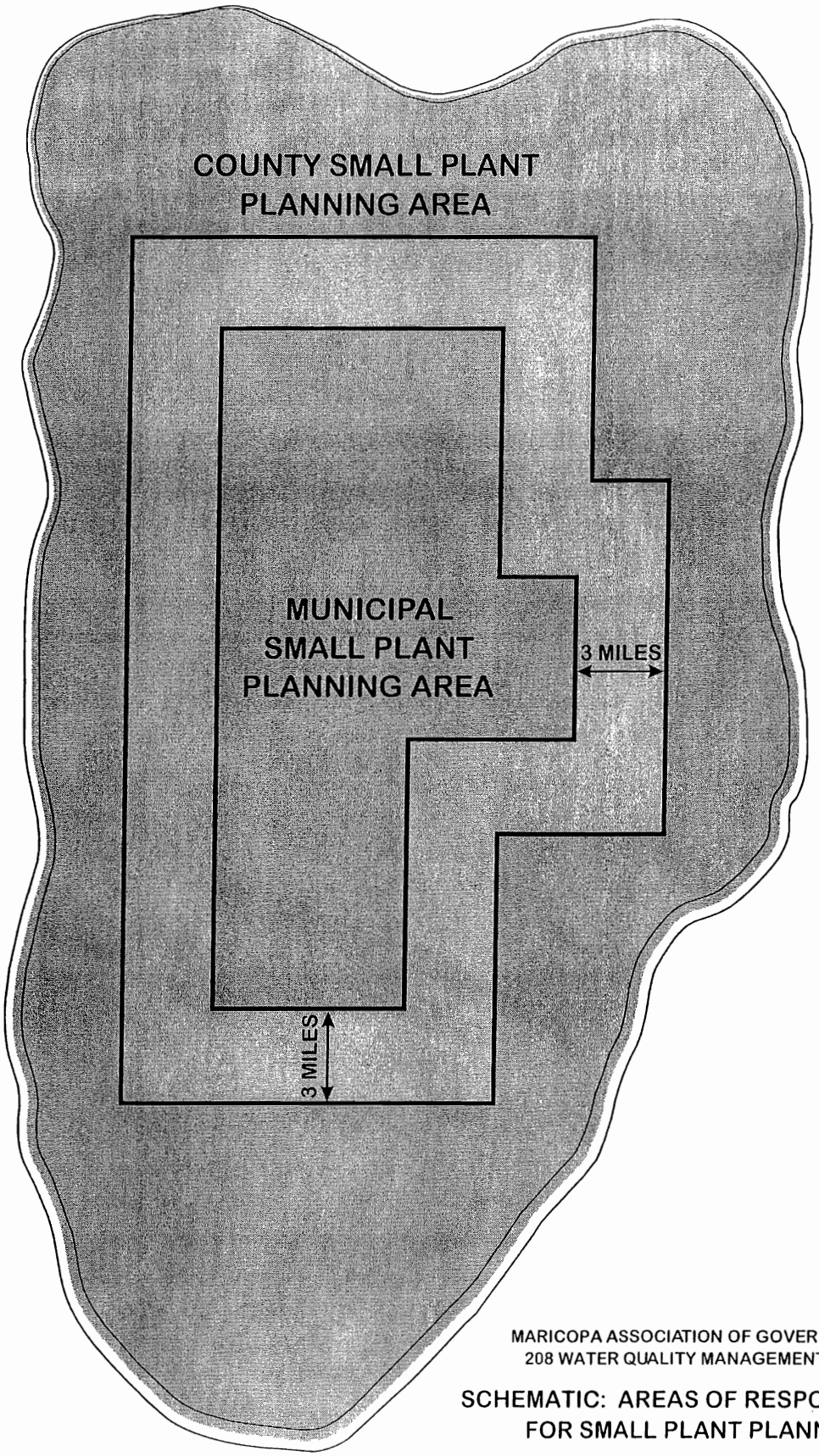

MARICOPA ASSOCIATION OF GOVERNMENTS
208 WATER QUALITY MANAGEMENT PLAN

SCHEMATIC: AREAS OF RESPONSIBILITY
FOR SMALL PLANT PLANNING

CAROLLO ENGINEERS
2001

N:\Client40\MAG\Reports\6006A.00\Graphics\Small Plant.cdr

FIGURE 4.31

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Should a developer not be able to work out the details of its proposed small plant with the particular City or Town, it would not be able to proceed. The County would not approve the plans and specifications without the compliance letter from the ADEQ. The state will not give a letter of compliance unless they receive the approval letters from the City and MAG. In accordance with R18-9-B201(H), the Arizona Department of Environmental Quality shall not publish a Notice of Preliminary Decision to issue an individual permit or amendment for a sewage treatment facility that is not in conformance with the Certified Areawide Water Quality Management Plan and the Facility Plan (see the Appendices). For a proposed project in the County, the County would play the same role as the City in the early project review and development. Projects within three miles of a Municipal Small Plant Planning Area would be reviewed and commented on by the affected City or Town. Projects with major problems to the City or Town which could not be resolved, would not receive compliance from ADEQ. The specific process adopted in the MAG 208 Plan in 1982 is set forth below.

4.5.2 MAG Small Plant Process

No wastewater treatment plant greater than 2.0 mgd ultimate capacity is considered to be in compliance with this plan unless it is specifically named in the Plan or added through 208 Plan Amendments.

Wastewater treatment plants with an ultimate capacity of 2.0 mgd or less are considered to be in compliance with this plan if they are approved using the following processes:

1. <u>Within Municipal Planning Area</u>

   To be approved for construction, a small wastewater treatment plant (2.0 mgd ultimate capacity or less) not otherwise mentioned in the MAG 208 Plan but located within a Municipal Small Plant Planning Area must:

   1. Have the approval of the municipality in whose planning area it will be located;
   2. Not adversely affect the operation or financial structure of existing or proposed wastewater treatment plants;
   3. Be consistent with State and County regulations and other requirements; and,
   4. Be otherwise consistent with the MAG 208 Plan.

   The process for approval of a small plant is as follows:

   1. Developer prepares an engineering report on the proposal and submits the report to the City.

2. City reviews the proposal based upon the guidelines in the attached list (Table 4.52) and any others depending upon the needs and desires of the specific City or Town. If the City or Town does not have the staff capability to perform this review, the review process used would be that for small plants outside a Municipal Planning Area. It is also recommended that the City or Town reviewing a proposed development contact any adjacent community if the proposed development is within three miles of boundary between the two communities.

Table 4.52 Guidelines for Small Plants Within Municipal Small Plant Planning Area MAG 208 Water Quality Management Plan Update
1) Plant Justification • Why Plant is Required - Limited capacity at existing plant or sewer - Too far from trunk sewer - Temporary plant - Soil limitations - Effluent reuse or water conservation - Sludge management options - Other
• Master Plan Compatibility - Is plant compatible with future plans for the area? - Will proposed plant impact existing or proposed plants? - Will proposed plant impact existing or proposed reuse plans in the region?
• Benefits of Plant - Net water saving - Delays major capital expenditures - Better scheduling and project control - Allows development
• Potential Problems - High capital and operational costs - Impacts on groundwater - Impacts on surface water - Inability to meet State regulations - Financial failure of operation - Poor operation and maintenance (O&M)

Table 4.52	Guidelines for Small Plants Within Municipal Small Plant Planning Area MAG 208 Water Quality Management Plan Update
•	Financial - Who will fund construction? - Who will fund O&M costs - short term? - Who will fund O&M costs - long term? - Financial security
•	Operation - Who will operate plant - short term? - Who will operate plant - long term?

3. If the proposal fits into the City's Master Plan, then the City sends a letter and a summary of the proposal to MAG (copy to the developer) stating the proposal is approved by the City and it is compatible with the 208 Plan covering the City's Planning Area.

4. MAG reviews the proposal for overall 208 Plan compliance to ensure that the Small Plant Process is followed, and to ensure that regional impacts are addressed. This evaluation will be coordinated by the MAG Water Quality Advisory Committee. Recommendations from the Water Quality Advisory Committee will be presented to the MAG Management Committee. Recommendations from the Management Committee will be presented to the Regional Council.

5. Based on Regional Council actions, MAG sends a letter to ADEQ and the proposal summary (copies to developer, City, and MCESD) stating whether the proposed project is compatible with the overall 208 Plan.

6. Upon receipt and review of the letter from MAG, ADEQ submits a letter and proposal summary to MCESD and developer stating whether the proposed project is in conformance with the MAG 208 Plan.

7. The developer, after receiving an approval letter from ADEQ, submits plans and specifications to MCESD for review together with a copy of the approved design concept.

8. MCESD reviews, based on ADEQ Bulletin #11 and County regulations, the plans and specifications and issues permit to construct.

For the purpose of this process, a Sanitary District is treated in the same fashion as a Municipality.

2. Outside of Municipal Planning Areas

To be approved for construction, a small wastewater treatment plant (2.0 mgd ultimate capacity or less) not otherwise mentioned in the MAG 208 Plan and located outside a Municipal Small Plant Planning Area must:

1. Have the review and comment of any municipality whose Small Plant Planning Area is within three miles of the proposed plant location or service area;
2. Not adversely affect the operation or financial structure of existing or proposed wastewater treatment plants;
3. Be consistent with State and County regulations and other requirements;
4. Be otherwise consistent with the MAG 208 Plan; and,
5. Be evaluated and approved, or modified by Maricopa County Environmental Services Department (MCESD).

The process for approval of a small plant is as follows:

1. Developer submits engineering report to Maricopa County and any cities whose Municipal Small Plant Planning Areas are within three miles of the proposed plant's service areas. This report would contain sufficient information for evaluation of the report based upon the attached guidelines as set forth in Table 4.53.

Table 4.53	**Criteria for Feasibility Report for Small Plants Outside of Municipal Small Plant Planning Area MAG 208 Water Quality Management Plan Update**
1)	Technical Criteria • Why is small plant desired? - Depth to groundwater less than _____ ft. - Soil limitations prevent use of septic tanks - Potential for reuse or water conservation - Lot size one acre or less - Area not planned for regional service for _____ years - Density of projected population - Will serve industrial or commercial area

Table 4.53 (con't.)	Criteria for Feasibility Report for Small Plants Outside of Municipal Small Plant Planning Area MAG 208 Water Quality Management Plan Update
	• What is the anticipated quality of the wastewater? - Domestic - Commercial and/or Industrial - If commercial and/or industrial wastes are anticipated, what provisions are being taken to ensure no toxic substances will be discharged?
	• How and why was small plant design and capacity selected? - What criteria were used? - What alternatives were considered? - What are benefits, problems of alternatives? - Will there be problems meeting State or County regulations? - What sludge management options were considered?
2)	Planning Criteria • Is proposed plant compatible with County adopted master plans, guidelines, etc., for the area? - What plans apply? - What guidelines or policies apply?
	• Can the proposed plant be expanded to serve growing population? - What population is projected for the service area? - Would certain areas lend themselves, topographically or hydrologically, by planned use or density to being included in the service area?
	• Will proposed plant adversely impact existing or approved nearby land uses? - What are land uses within _____ miles? - What is zoning for the surrounding area? - What are reactions of nearby landowners to proposed facility?
	• Will there be a net water saving from effluent reuse? - How will effluent be disposed of? - What is the estimated water saving?
	• Do nearby existing or proposed land uses indicate a need for a larger capacity sewage plant than that proposed? - Should nearby areas be sewered or otherwise join the proposed plant for water quality or economic reasons? - Do these areas wish to join the proposed plant?

Table 4.53 (con't.)	Criteria for Feasibility Report for Small Plants Outside of Municipal Small Plant Planning Area MAG 208 Water Quality Management Plan Update
3)	Development Criteria • Who will fund construction? • Who will fund operation and maintenance costs? • Is there adequate financial security to assure continual and proper operation and maintenance? • Who will operate and maintain the plant and system? • What are anticipated capital and operation and maintenance costs?

2. The involved Cities evaluate the report and send a letter containing their recommendations to Maricopa County (copies to MAG and developer).

3. Maricopa County incorporates City's concerns and sends a letter and summary of the proposal to MAG (with copies to involved Cities and developers), stating whether the proposal for wastewater is acceptable to the County.

4. MAG evaluates the proposed plant for overall MAG 208 Plan conformance to ensure that the Small Plant Process is followed and to ensure that regional impacts are addressed. This evaluation will be conducted by the MAG Water Quality Advisory Committee. Recommendations from the Water Quality Advisory Committee will be presented to the MAG Management Committee. Recommendations from the MAG Management Committee will be presented to the Regional Council. Based upon Regional Council action, MAG submits letter on 208 compliance to ADEQ (with copies to Maricopa County, the developer and any involved cities).

5. After review of the MAG Submittal, ADEQ submits letter to MCESD (with copy to the developer) indicating 208 Plan compliance.

6. After receipt of an approval letter from ADEQ, MCESD reviews and approves plans and specifications based upon Bulletin # 11 and issues permit to construct.

It should be noted that before a development proceeds, approval has to be obtained for the entire master plan. Approval by the State and County Departments only constitutes one part of the approval process.

GOLDFIELD CONCERNED CITIZENS' ASSOCIATION

Kathy Haines, President, Phone: 480 980 4661
12140 N. Sin Vacas Trail, Ft. McDowell AZ 85264

March 31, 2008

Maricopa Association of Governments
Received
APR 01 2008

Ms. Wendy R. Riddell, Esq.
Berry & Damore, LLC
6750 E. Camelback Road Suite 100
Scottsdale, Az. 85251

Re: MAG 208 Small Projects Review of The Preserve at Goldfield Ranch

Dear Ms. Riddell:

Arizona Ethical Rule 3.3 requires you to correct the false statements of material fact that you made to the MAG Water Quality Advisory Committee on March 20.

In response to a question from Committee Chairman Roger Klingler, you stated that you had no knowledge of any development plans for the large parcels located near the Preserve in Goldfield Ranch. That statement was materially false, and known by you to be false, in at least two significant respects.

1. **You Have Knowledge of Development Plans for Two Nearby Parcels.** First, you do have knowledge of the development plans of Grayhawk Development for its 80 acre parcel immediately adjacent to the Preserve. I enclose a letter to Maricopa County Planning and Development Department dated March 6, 2007, from Grayhawk Development. It describes Grahawk's "conceptual development plan" for those 80 acres, including residential development of up to two homes per acre. You had knowledge of that development plan because you are shown as a "cc via email" on that letter.

Second, you also have knowledge of the 1995 Development Master Plan that remains in effect for the 125 acres lying between Preserve Parcels C and D. Your own DMP Amendment for the Preserve dated July 2, 2007, specifically recognizes that "Included in the 1995 DMP are 125 acres of land within portions of Parcels 37, 39, 40, 42, and all of Parcels 38 and 41 located south of SR-87, consisting of mixed-use commercial and residential uses." DMP Amendment at 10. Your DMP Amendment also states that "the DMP Amendment does not amend any portion of these 125 acres," and "The 1995 DMP is valid and enforceable today." *Id.*

Indeed, you not only have knowledge of the commercial zoning under the 1995 DMP, but you argued to the Maricopa Planning and Zoning Commission that it should be maintained, and you *opposed* our efforts to terminate that plan in early 2007. Your efforts to preserve the commercial plans for those 17.6 acres as part of the 1995 DMP were successful.

Of course we recognize neither of these parcels is yet zoned for such development. But "development plan" is not a defined legal status, and both of these are undeniably development plans within the plain meaning of those words. Grayhawk's letter describes its plan as a "conceptual development plan," and the plan for the 125 acres between Parcels C and D is part of a "Development Master Plan." It was a false statement for you to tell the Committee that you had no knowledge of such development plans.

And the misleading effect of your false statement was exacerbated both by its timing and by another misleading statement you made. You made the claim to having no knowledge of any development plans only in your rebuttal comments, knowing that no one would have an opportunity to correct your misstatement. In such circumstances, a lawyer has a greater ethical duty to "inform the tribunal of all material facts . . . whether or not the facts are adverse." *Cf.* Ethical Rule 3.3(d). And you stated that the recently adopted Goldfield Area Plan helps ensure development will be limited to residential development no more dense than one house per 4.36 acres, despite knowing that the Grayhawk parcel was expressly excluded from the scope of that area plan because of Grayhawk's plans for much higher density.

2. Your Misstatements of Fact Were Very Material. The existence of both of these development plans is very material to the issues before the Committee. Table 4.53 of the MAG 208 Areawide Water Quality Management Plan requires the applicant for small plant approval to identify whether certain areas lend themselves to being included in the service area, whether nearby areas should be sewered for water quality or economic reasons, and whether nearby areas wish to join the proposed plant. We noted both in our letter of March 20 and in our oral presentation that your application failed to address any of those issues, except to reference 5-acre parcels already developed with septic systems. The point of the question, and your answer, was apparently to demonstrate that there was no need to address such issues because there were no nearby areas for which any development plans exist. Your denial of knowledge of any such plans was highly material to those issues.

More significantly, both of these large tracts of land would have to be sewered under the existing development plans. Grayhawk's plan calls to up to two homes per acre, and Maricopa County requires sewer for homes on ½ acre lots. The 1995 DMP calls for 17.6 acres to be developed for commercial uses, and Maricopa County requires commercial property to be sewered.

The existence of these development plans was also especially material because they would exceed the capacity of the water treatment plant that is being proposed. Just the 160 homes on Grayhawk's adjacent 80 acres would generate 51,200 gpd, which would exceed the 0.4 mgd capacity of the planned facility.

3. Ethical Rule 3.3 Requires Remediation.

Finally, the ethical rule makes clear that when a lawyer "has offered material evidence and comes to know of its falsity, the lawyer shall take reasonable remedial measures." Ethical Rule 3.3(a)(4). We believe this requires you to disclose to the Water Quality Advisory

Committee why you made the knowingly false statement to the Committee; all of the facts you or your client could ascertain by questioning the owners of the nearby parcels about their development plans; an analysis of whether such plans would require sewers; and an explanation of why it does or does not make economic or water quality sense to design your treatment plant to accommodate those plans.

Sincerely,

Randy Haines

Kathy and Randy Haines
Goldfield Concerned Citizens Association

cc: Mr. Kevin Chadwick, P.E.
Roger Klingler
Hon. Don Stapley
Dr. Carole Klopatek
Julie Hoffman, MAG

Grayhawk™
Development

March 6, 2007

Matt Holm
Principal Planner
Maricopa County Planning and Development Department
501 North 44th Street, Suite 200
Phoenix, AZ 85008

Re: Goldfield Ranch, Phase III, Lots 13 and 14

Dear Matt:

Grayhawk Development is the developer for Goldfield Ranch, Phase III, Lots 13 and 14, which are owned by Four Peaks Holdings, LLC. The site area is approximately 80 acres and is currently zoned Rural-190. Grayhawk is creating a conceptual development plan for this area. We request that our plan be incorporated into the Maricopa County Eye To The Future 2020 Goldfield Area Plan that is currently being updated by the County Planning and Development Department. We propose that the future land use for Lots 13 and 14 to be designated as 1-2 units per acre. Please reference the enclosed illustrative development plan.

- **Location**

Goldfield Ranch is located on State Route 87 approximately five miles east of Fountain Hills. Lots 13 and 14 of Phase III are each 40 acre parcels located on the western edge of the Goldfield Ranch community. The 600± acres adjacent to the west are privately owned by the Fort McDowell Yavapai Nation and were acquired in the 1990s through a land exchange with the United States Forest Service. The adjacent property to the north, east and southeast is approximately 1,600± acres known as The Preserve at Goldfield Ranch and is owned by Goldfield Preserve Development, LLC. This owner recently submitted a request to amend the Development Master Plan that was approved for this property in 1995. Please reference the attached location map.

- **History**

Since 1993, the mission of Grayhawk Development has been to create unique projects that enhance the quality of life for our residents while at the same time honoring the intrinsic value of the natural Sonoran Desert environment and the history of the land. With focus on this purpose, Grayhawk has developed master planned communities of uncompromising quality, beauty and sensitivity.

7377 East Doubletree Ranch Road • Suite 100 • Scottsdale, Arizona 85258-2038
Phone: (480) 998-2661 • Fax: (480) 998-4706
www.grayhawk.com

Grayhawk Scottsdale is a 1,600 acre master-planned community that embraces a broad mix of housing types, two championship golf courses, numerous neighborhood parks, 31 miles of multi-use trails, schools, retail shopping, dining, medical campus, office and commercial development with neighborhoods that people want to call home. The distinctive landscape and architectural palette of this community complements and respects the natural desert environment.

Whisper Rock Estates/Sevano Village is a 1,000 acre community in north Scottsdale comprising two golf courses and 400 units consisting of townhomes, villas, semi-custom homes and custom home sites ranging from one to almost five acres. This extreme low density environment offers timeless natural beauty and allows the neighborhoods to blend seamlessly with the desert surroundings.

Grayhawk Development is familiar with the Goldfield Ranch area. We became enticed with the rural character and charm of the area in 1997 when we first had the opportunity to purchase the Preserve at Goldfield Ranch. Grayhawk's planning and engineering team spent well over two years evaluating the Preserve property and is extremely familiar with the entire site. While Grayhawk was not successful in acquiring this property, we did purchase Lots 13 and 14 in 2000.

Since 1993, Grayhawk Development and their representatives have made it a priority to communicate with the local neighbors and neighborhood organizations regarding any of their development plans.

- **Request**

Our various development plans for the 80 acres in Lots 13 and 14 results in 1-2 units per acre with a minimum of 20 to 25 acres (30%) of open space. We request that our plan be incorporated into the current update for the Goldfield Area Plan and reflect the land use for Lots 13 and 14 as 1-2 units per acre. Access to the 80 acres will be via existing dedicated roadways shared with the Preserve development and other Goldfield Ranch property owners. We believe our plan is consistent with the goals, objectives and policies identified in the Goldfield Area Plan, Draft 1 dated January 2007. We are committed to an efficient land development plan that is compatible with adjacent land uses, sensitive to the natural desert environment and that sustains the rural character, charm and lifestyle of the area.

- **Environmental Conditions That Support Goldfield Area Plan Goals, Objectives and Policies**

Topography and Slope Conditions. The topography for the general Goldfield Ranch area slopes from the northeast to the southwest where Phase III, Lots 13 and 14 are located. The elevation ranges from a high of 1,800 + in the northwest to 1,500± feet in the southwest portion. The area is characterized as undulating terrain with short, steep slopes in the northeast and shallower slopes to the southwest. The flatter terrain and lower elevations of 1,550 – 1,600 in Lots 13 and 14 provide more land area to accommodate 1-2 units per acre. The adjacent properties

surrounding Lots 13 and 14 to the west, north, east and southeast have similar topography and would also support 1-2 units per acre.

Vegetation. The Goldfield Ranch site is typical of the Sonoran Desert environment. **However, approximately 75% of the Lot 13 and 14 property was badly burned in a fire in the 1990s.** The Sonoran Desert plant palette features a diverse mix of desert trees, shrubs, ground covers and cacti. The remaining native plants on Lots 13 and 14 consist of small trees including Palo Verde, Catclaw and Mesquite; shrubs such as Creosote, Bursage, and Saltbush; and cacti including Saguaro, Barrel, Hedgehog, Prickly Pear and Cholla. The smaller shrubs and cacti are growing back fairly well in the years since the fire, while the larger trees and cacti are still struggling. Our development plan of 1-2 units per acre allows for significant revegetation of natural area open spaces and wash corridor areas. Grayhawk Development has expertise in revegetation and restoration of the natural desert environment through the course of construction at both Whisper Rock/Sevano Village and Grayhawk Scottsdale and will use this knowledge to restore the burned areas with a native indigenous plant palette.

Open Space. The existing wash corridors through Lots 13 and 14 will remain as open space and will be enhanced with native desert landscaping to create a riparian habitat. Enhancing the wash corridor landscaping provides an opportunity to extend open space connections to the adjacent properties. The plan for 1-2 units per acre incorporates approximately 20-25 acres (30%) of meaningful open space on the property.

Major Washes. Grayhawk Development and their planning and engineering team have carefully mapped the 404 washes and flood planes through the 80 acre site. The 1-2 units per acre development will allow for storm water to be conveyed through the existing washes on the property.

Lighting. The development plan for Lots 13 and 14 will incorporate design standards that minimize lighting to respect and preserve the dark, night skies. Street lights are not proposed for the property. Lighting will be restricted to low landscape light and wall sconces to provide safety lighting at night.

We believe that the existing and proposed entitlements adjacent to the three sides of the property (The Preserve DMP) as well as the environmental conditions outlined above substantiate our proposed development of 1-2 units per acre on Goldfield Ranch, Parcel III, Lots 13 and 14. We ask that the County Planning and Development Department support the change in the land use designation on these parcels to 1-2 units per acre and include our request in the Goldfield Area Plan update report.

Thank you for your assistance in this matter. Please contact us if you have any questions.

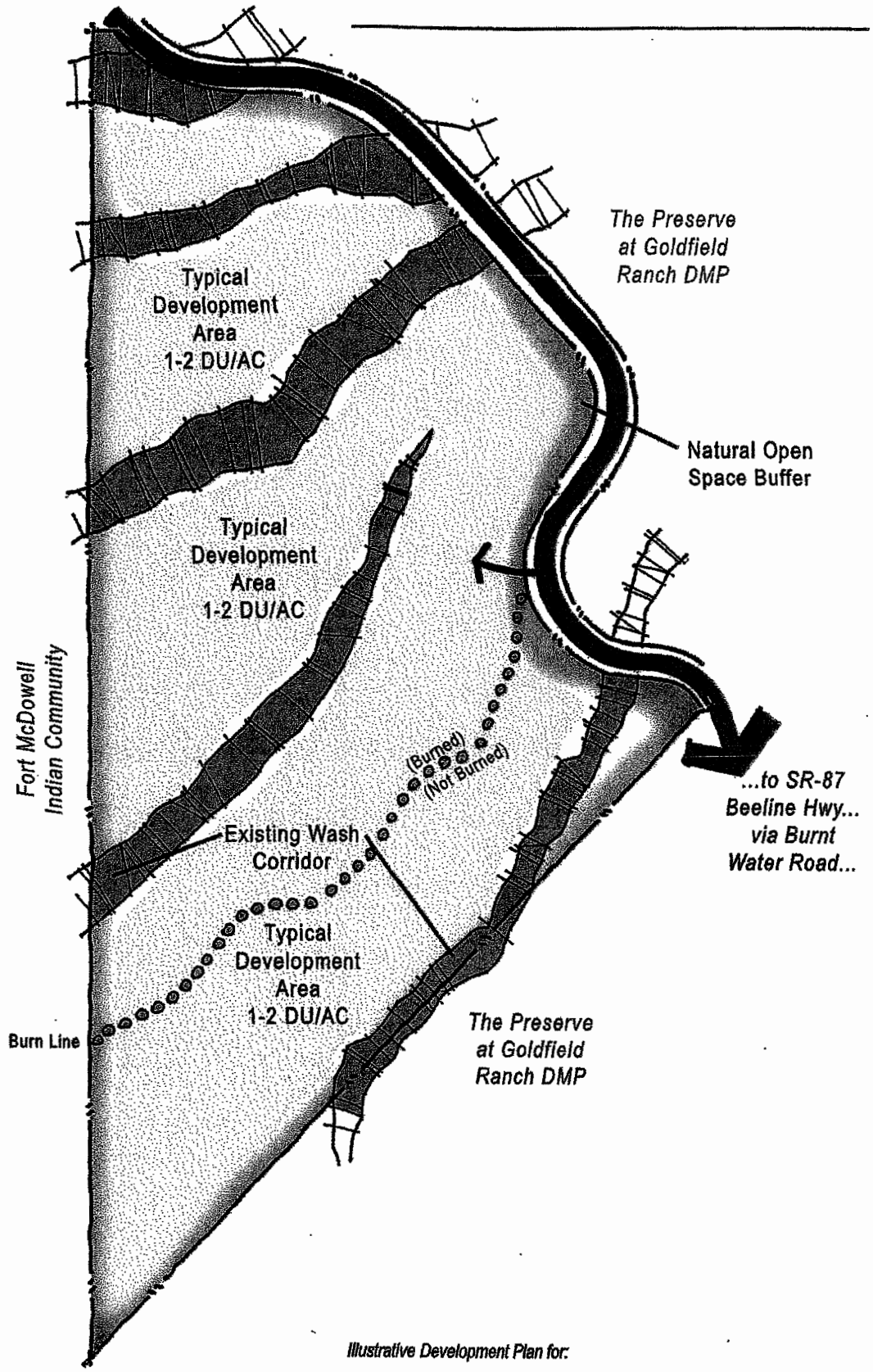
Sincerely,

GRAYHAWK DEVELOPMENT

Brian Baehr
Vice President

Enclosures

Cc via email: John Verdugo/Maricopa County Planning and Development, w/enclosures
Brian McCabe/Maricopa County Planning and Development, w/enclosures
Orlando Moreno/Fort McDowell Yavapai Nation, w/enclosures
Mark Horvath/Fort McDowell Yavapai Nation, w/enclosures
Randy Haines/Goldfield Ranch Concerned Citizens Group, w/enclosures
Tom Bruckman/Goldfield Ranch Homeowners Association, w/enclosures
Virgil Dutton/Goldfield Ranch Homeowners Association, w/enclosures
Tom Parsons/Goldfield Ranch Homeowners Association, w/enclosures
Joe Sedlmayer/Goldfield Ranch Homeowners Association, w/enclosures
Bob Waldo/Goldfield Ranch Homeowners Association, w/enclosures
Don Kile/Goldfield Preserve Development, LLC, w/enclosures
Wendy Riddell/Berry & Damore, LLC, w/enclosures



Illustrative Development Plan for:

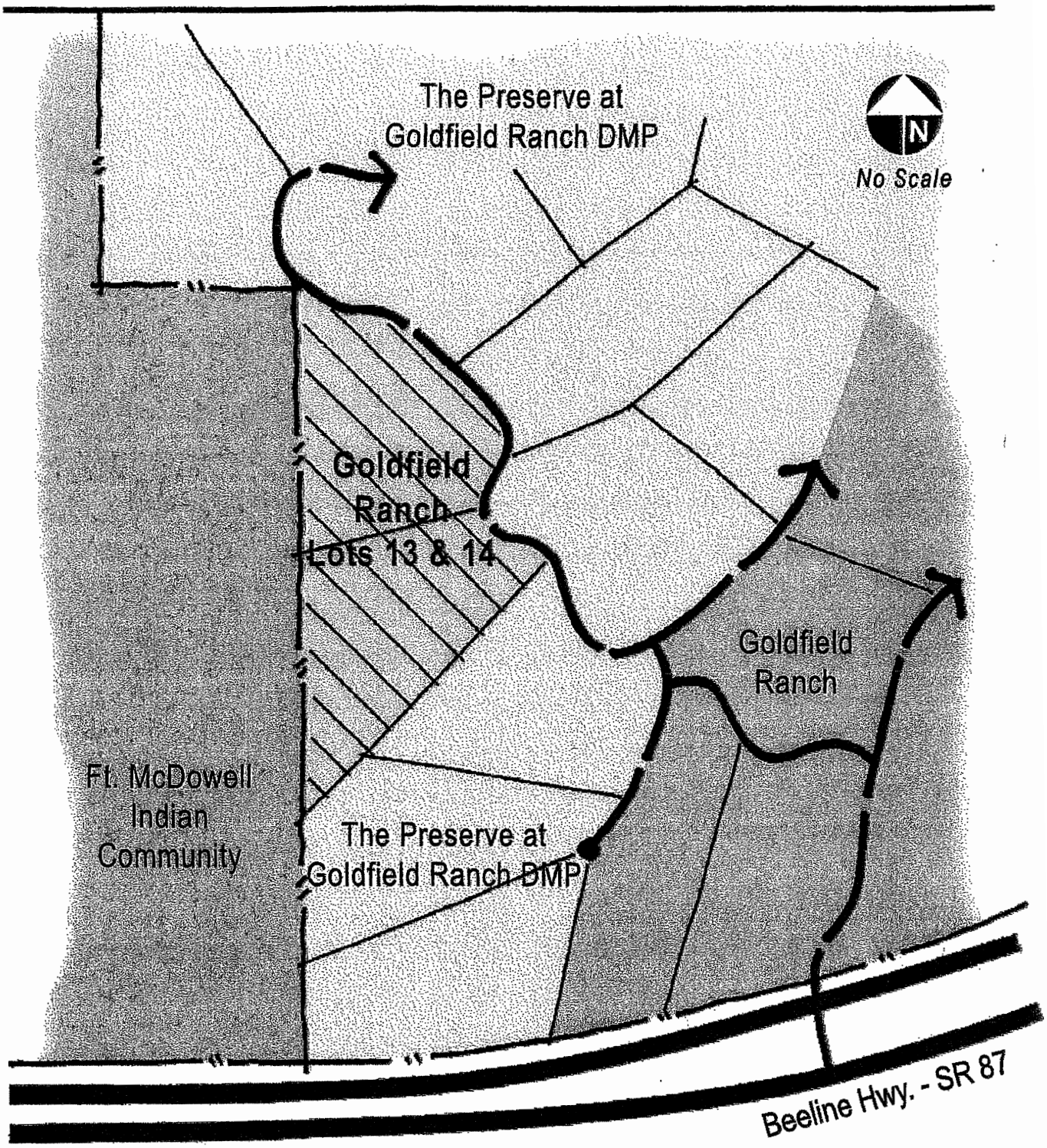
GOLDFIELD RANCH PHASE III - LOTS 13 & 14

TURNOW ASSOCIATES, P.C.
community planning
landscape architecture
www.turnowassociates.com

200' 100' 0 200'

Grayhawk Development
c/o Mr. Brian Bauhr
7377 E. Doubletree Ranch Rd., #100
Scottsdale, Arizona 85261
(480) 998-2661

www.grayhawkdevelopment.com



←to Scottsdale...

Location Map for

GOLDFIELD RANCH PHASE III - LOTS 13 & 14

Agenda Item #9

MAG Related Bills

BILL SUMMARY
(48th Legislature – 2nd Regular Session)
Updated April 1, 2008

New Bills Noted in **BOLD**

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
			TRANSPORTATION		
Transportation; HOV lanes; Hours	SB 1039	Sen. Harper	The times when the use of HOV lanes is restricted to vehicles of 2 or more persons become specified in statute as Monday through Friday, between 5am and 9am and between 3pm and 7pm. Current waivers for alt fuels are unchanged. [Effect is to extend the HOV lanes restriction by one hour in the morning. Current statute does not contain specific hours, leaving ADOT to establish restrictive hours by rule.]	Senate 1st Read: 1/14/08 2nd Read: 1/15/08 Committees Trans: 1/14/08 Rules: 1/14/08	Monitor/ Oppose
Transportation; HOV lanes; Hybrids	SB 1041	Sen. Harper	Hybrid vehicles may use the HOV lanes at any time if the vehicle has at least 45% fuel efficiency in combined city-highway fuel economy based on information provided by the federal government. Previously, hybrid vehicles could use the HOV lanes at any time if the federal government allowed it.	Senate 1st Read: 1/14/08 2nd Read: 1/15/08 Committees Trans: DP 2/26/08 Rules: PFC 3/10/08 3rd Read: Passed 3/13/08 House 1st Read: 3/18/08 2nd Read: 3/19/08 Committees: Env: 3/18/08 Trans: 3/18/08 Rules: 3/18/08	Oppose

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Toll Roads; ADOT; Private Entity	SB 1042	Sen. Harper	By December 31, 2009, the Arizona Department of Transportation (ADOT) must issue a request for proposals for a private entity to construct a toll road between the intersection of the Loop 303 and 75th Avenue, and Prescott. Proposals must be submitted by June 30, 2010, and ADOT must award the contract by December 31, 2010. Various restrictions on private toll roads, including the requirement for private roads to be constructed only where reasonable alternative public routes exist, are eliminated.	Senate 1st Read: 1/14/08 2nd Read: 1/15/08 Committees Trans: 1/14/08 Rules: 1/14/08	Monitor
Planned Communities; Authority Over Roadways	SB 1058	Sen. Gray C	An HOA has no authority over any roadway, easement or other area owned by, under the legal authority of or dedicated for use by a government entity (regardless of any provision in community documents).	Senate 1st Read: 1/14/08 2nd Read: 1/15/08 Committees Gov: 1/14/08 Rules: 1/14/08	Support
State Transportation Board	SB 1204	Sens. Hale, Arzberger, Blendu, Landrum Taylor, Miranda, O'Halleran, Rios, Reps. Ableser, Chabin, McClure:	Adds a representative of a tribal government to the state transportation board.	Senate 1st Read: 1/28/08 2nd Read: 1/29/08 Committees: Trans: 1/28/08 Rules: 1/28/08	Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Transportation Financing; Revenue Anticipation Bonds	SB 1276	Sen. Huppenthal	The State Transportation Board is authorized to issue revenue anticipation bonds. Issues may not carry maturity dates longer than five years. Of the proceeds, a maximum may be used for the following purposes: $3 billion for capital improvements in high traffic corridors; $3 billion for improvements to highways based on how the current traffic load compares with the vehicle capacity of the highway; $3 billion to municipalities for improvements to streets and intersections; and $3 billion to mass transit. A final $8 billion is reserved for grants to persons who submit bids for transportation projects; awards go to projects that anticipate the least cost per passenger mile in amounts capped at $160 million per project. A Transportation Finance Committee is created to recommend to the Transportation Board the source of taxation to be used to secure the revenue anticipation bonds.	Senate 1st Read: 1/30/08 2nd Read: 1/31/08 Committees: Trans: HELD 2/26/08 Fin: W/D 2/13/08 Rules: 1/31/08	Monitor
Transportation Districts; Board Membership	SB 1415	Sens. Rios, Hale, Landrum Taylor, Miranda, Pesquiera; Sens. Aboud, Arzberger	Adds 4 new transportation districts (to 10 from 6) in the state. The new districts are Coconino County, Pinal County, Yavapai County and Yuma County (7-10 respectively). Changes the number and qualifications for members of the Transportation Board.	Senate 1st Read: 2/05/08 2nd Read: 2/07/08 Committees: Trans: 2/07/08 Rules: 2/07/08	Monitor/ Oppose

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Toll Roads; Public Highway Authorities	SB 1420	Sen. Tibshraeny	Local governments are authorized to establish public highway authorities to construct toll roads. Authority revenue is not subject to taxation. Authorities may issues bonds and pledge revenues from the tolls to pay the bonds. Boards of directors govern the authorities, and make rules relating to toll collection and enforcement. Toll evasion is subject to a civil penalty of $10 to $150. Existing statutes relating to transportation project privatization (Title 28, Chapter 22) are repealed.	Senate 1st Read: 2/05/08 2nd Read: 2/07/08 Committees: Trans: DP 2/26/08 Fin: W/D 2/25/08 Rules: PFC 3/10/08 COW: DPA 3/18/08 3rd Read: Passed 3/20/08 House 1st Read: 3/25/08 2nd Read: 3/26/08 Committees: Trans: 3/25/08 Rules: 3/25/08	Monitor
Transportation; Innovation Partnerships Program	SB 1465	Sen. Gould; Sens. Harper, Huppenthal, Verschoor, Reps. Groe, Pearce	Makes several changes to statutes relating to transportation, including allowing for a motor vehicle fuel tax refund for motor vehicle fuel used in a motor vehicle operating on a transportation facility or toll road, repealing statutes relating to transportation project privatization are repealed and requiring the Dept of Transportation to establish the Innovative Partnerships Program for the planning, acquisition, financing, development, design, construction, reconstruction, replacement, improvement, maintenance, management, repair, leasing and operation of transportation projects.	Senate 1st Read: 2/05/08 2nd Read: 2/11/08 Committees: Trans: DPA 2/26/08 App: DP 3/04/08 Rules: PFC 3/10/08 COW: DPA 3/18/08 3rd Read: Failed 3/20/08	Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
ADOT Continuation; Five Years	SB 1468	Sen. Gould; Rep. Groe, Sen. Harper	Statutory life of the Department of Transportation is extended eight years to July 1, 2016. A purpose section states four missions of the department. Retroactive to July 1, 2008.	Senate 1st Read: 2/05/08 2nd Read: 2/11/08 Committees: Trans: DP 2/12/08 Rules: PFC 2/18/08 COW: DPA 3/03/08 3rd Read: Passed 3/13/08 House 1st Read: 3/20/08 2nd Read: 3/24/08 Committees: Trans: 3/20/08 Rules: 3/20/08	
Department of Transportation; Continuation	SB 1469	Sen. Gould; Rep. Groe	Statutory life of the Department of Transportation is extended ten years to July 1, 2018. A purpose section states four missions of the department. Retroactive to July 1, 2008.	Senate 1st Read: 2/05/08 2nd Read: 2/11/08 Committees: Trans: 2/11/08 Rules: 2/11/08	
HOV Lane Conversion; Toll Lane	SB 1471	Sen. Gould, Rep. Groe	By November 15, 2013, the Dept of Transportation shall issue a request for proposals for the conversion of the HOV lane on State Route 51 into a high occupancy toll lane and may issue a request for proposals for such conversion on any other highway in the state.	Senate 1st Read: 2/05/08 2nd Read: 2/11/08 Committees: Trans: DP 2/19/08 Rules: 2/11/08	Oppose

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Light Rail Performance Audit	SB 1495	Sen. Gorman; Sens. Blendu, Gould, Gray L, Johnson, Biggs, Kavanagh, Nichols, Pearce, Yarbrough	If the portion of the Phoenix Metro light rail system referred to as the "minimum operating segment" is not operational by January 1, 2009, a performance audit shall be ordered conducted by a nationally recognized auditor with expertise in evaluating light rail systems. The audit shall be conducted 12 months after the segment begins operations. The cost of the audit shall be paid from county transportation excise tax revenue.	Senate 1st Read: 2/05/08 2nd Read: 2/11/08 Committees: Trans: DP 2/19/08 Rules: PFC 3/05/08 3rd Read: Passed 3/13/08 House 1st Read: 3/20/08 2nd Read: 3/24/08 Committees: Trans: 3/20/08 Rules: 3/20/08	Oppose
Public-Private Partnerships in Transportation	SB 1498	Sen. Gorman; Sens. Blendu, Harper	The Dept of Transportation is authorized to use a variety of procurement methods to develop and operate "eligible facilities" (defined). Language exempting leases of facilities related to privatized transportation projects from the sales tax imposed on commercial leases is deleted. Requires 2/3 vote of each house for passage due to increase in state revenue.	Senate 1st Read: 2/05/08 2nd Read: 2/12/08 Committees: Trans: DP 2/26/08 Rules: PFCA 3/10/08 COW: DPA 3/19/08 3rd Read: Failed	Monitor
Transportation; F.A.S.T. Lanes	SB 1503	Sen. Gorman, Sen. Blendu, Rep. Nichols	By July 1, 2009, the Dept of Transportation must issue RFPs for a private entity to construct "freeway acceleration and sensible transportation lanes" for which single occupancy vehicle users will be charged a fee. A variable fee shall be charged to "ensure unrestricted access" to the lanes by eligible vehicles, including those with two or more people, buses, EPA certified vehicles, etc.	Senate 1st Read: 2/05/08 2nd Read: 2/12/08 Committees: Trans: DP 2/19/08 Rules: 2/12/08	Oppose/ Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
States; Withdrawal; Federal Highway System	SCM 1009	Sen. Gould, Rep. Groe; Sen. Harper	The Legislature represents that the current federal highway system allows the federal government to mandate that states adopt certain policies or risk losing federal highway money, it and further represents that the system is "nearly bankrupt" and monies from the program will "diminish drastically" after 2009. The Legislature therefore urges Congress to enact legislation ending the current federal highway system or allowing states to opt out of the program and maintain their own roads.	Senate 1st Read: 2/05/08 2nd Read: 2/12/08 Committees: Trans: DP 2/26/08 Rules: PFC 3/05/08 3rd Read: Passed 3/13/08 House 1st Read: 3/27/08 2nd Read: 3/31/08 Committees: Trans: 3/27/08 Rules: 3/27/08	Support/ Monitor
ADOT Rule Revisions	HB 2049	Rep. McClure	Removes the authority of the Department of Transportation to make certain rules, including rules regarding priority programs and revenue bonds. Removes the authority of the director to adopt rules for the expenditure of monies in the state fund.	House 1st Read: 1/14/08 2nd Read: 1/15/08 Committees Trans: DP 2/07/08 Rules: C&P 2/19/08 COW Calendar: DPA 2/28/08 3rd Read: Passed 3/03/08 Senate 1st Read: 3/04/08 2nd Read: 3/06/08 Committees: Trans: DP 3/18/08 Rules: PFC 3/24/08	Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Toll Road Companies; Headquarters in U.S.	HB 2087	Rep. Biggs: Rep. Murphy, Sen. Johnson	A company with which the Dept of Transportation may contract to build a privately-operated toll road must have its corporate headquarters in the United States.	House 1st Read: 1/16/08 2nd Read: 1/17/08 Committees Com: 1/16/08 Trans: 1/16/08 Rules: 1/16/08	Monitor
Transportation Plans; Ballot; Mode Delineation	HB 2092	Reps. Biggs, Murphy, Sen. Gorman: Reps. Barto, Clark, Crump, Groe, Kavanagh, Sen. Johnson	A strike everything amendment to **HB 2092** (formerly HB 2091) by inserting language from HB 2091 received DPA/SE from Judiciary on 2/07/08. State or county transportation plans that are submitted for voter approval must appear on the ballot which each mode of transportation and its costs clearly delineated. Voters must be allowed to vote yes or no on each transportation mode separately.	House 1st Read: 1/14/08 2nd Read: 1/15/08 Committees Trans: HELD 1/31/08 Jud: DPA/SE 2/07/08 Rules: C&P 2/26/08 COW Calendar: DPA 2/28/08 3rd Read: Failed 3/10/08 3rd Read (Reconsider): Failed 3/17/08	Oppose

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Highway Project Advancement Notes	HB 2094	Rep. Biggs	Definition of excise taxes is expanded to include taxes imposed by a county, city or town (formerly, limited to city or town). Definition of highway project is expanded to include a transportation improvement plan of a regional association of governments.	House1st Read: 1/22/08 2nd Read: 1/23/08 Committees Trans: DP 1/31/08 CMMA: DP 2/12/08 Rules: C&P 2/19/08 3rd Read: Passed 3/18/08 Senate 1st Read: 3/19/08 2nd Read: 3/20/08 Committees: Trans: 3/19/08 Rules: 3/19/08	Support
Transportation Districts	HB 2133	Rep. Rios	For the purposes of state transportation planning, if a county reaches 500,000 population, it becomes its own transportation district. [Capitol Reports note: currently of the six districts, only Maricopa and Pima counties are single-county districts; the other 13 counties are split among the remaining four districts.]	House 1st Read: 1/22/08 2nd Read: 1/23/08 Committees Trans: DP 2/28/08 WM: W/D 3/03/08 Rules: C&P 3/11/08 3rd Read: Passed 3/18/08 Senate 1st Read: 3/19/08 2nd Read: 3/20/08 Committees: Trans: 3/19/08 Rules: 3/19/08	Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Regional Transportation Authorities	HB 2164	Reps. Prezelski, Farley: Thrasher	A regional transportation authority may be established in any county that is a member of a regional council of governments (formerly, only a county with a population of 400,001- 1 million could establish a regional transportation authority). The executive director of the authority must reside in the geographic boundaries of the authority. If approved by the voters at a countywide election, the authority shall levy and the Dept of Revenue shall collect a transportation excise tax.	House 1st Read: 1/16/08 2nd Read: 1/17/08 Committees Trans: 1/16/08 CMMA: 1/16/08 Rules: 1/16/08	Monitor
Driving on Highways; Speed Limits	HB 2314	Reps. Sinema, Ableser: Reps. Campbell CH, Lopes, Meza	The presumed speed limit on highways outside urban areas (defined as an area with more than 50,000 persons) is reduced to 60 mph from 65 mph, for commercial vehicles, vehicle combinations weighing more than 26,000 pounds, and vehicles pulling a pole trailer that weighs 6,000 or more pounds.	House 1st Read: 1/22/08 2nd Read: 1/23/08 Committees Trans: 1/22/08 Rules: 1/22/08	Oppose/ Monitor
Motor Fuel Taxes; Annual Adjustment	HB 2593	Rep. Prezelski, Farley, Gallardo: Reps. Campbell CH, Lujan, Sinema, Thrasher	Beginning January 1, 2010, motor vehicle fuel taxes and use fuel taxes are adjusted annually by the percentage change in the gross domestic product index factor for Arizona. The fixed 13-cent use fuel tax for vehicles transporting forest products ends on Jan 1, 2010, and is replaced by the adjusted tax rate as provided in this act.	House 1st Read: 1/29/08 2nd Read: 1/30/08 Committees: Trans: 1/29/08 App: 1/29/08 Rules: 1/29/08	Support
Development Fees; Public Transportation	HB 2665	Rep. Farley, Prezelski, Sinema: Reps. Ableser, Gallardo, Ulmer, Sens. Aboud, Aguirre	A municipality or county may assess development fees to offset costs associated with providing public transportation.	House 1st Read: 2/04/08 2nd Read: 2/05/08 Committees: CMMA: 2/04/08 Trans: 2/04/08 Rules: 2/04/08	Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Highway User Revenue Fund Uses	HCR 2001	Rep. Campbell CH	The 2008 general election ballot is to carry the question of whether to amend the constitution expand the permitted uses of highway user revenues to include any transportation project (formally only highway and street projects were permitted).	House 1st Read: 1/14/08 2nd Read: 1/15/08 Committees Trans: 1/14/08 CMMA: 1/14/08 Rules: 1/14/08	Monitor
Statewide Transportation Plan; Recommendations	HCR 2016	Rep. Nelson	HCR 2016, pending voter approval, amends the Constitution of Arizona to require ADOT to make recommendations to the Governor and the Legislature for the implementation of a Statewide Transportation Plan. Provisions: - Requires ADOT to make recommendations by January 1, 2009 to the Governor and the Legislature for the implementation of a Statewide Transportation Plan using results from BQAZ. - Requires the Secretary of State to submit the proposition to the voters in the next general election.	House 1st Read: 2/06/08 2nd Read: 2/07/08 Committees: CMMA: DPA/SE 3/04/08 Rules: C&P 3/19/08 COW: DPA 3/24/08	

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
			AIR QUALITY		
Air Quality; Violation Reports	HB 2044	Rep. Robson	The annual date on which the county or special district officer in charge of enforcing air quality laws must submit a report to the governor and the Legislature regarding entities that have been issued an order of abatement or a renewal of an order is changed to October 1 from December 1.	House 1st Read: 1/14/08 2nd Read: 1/15/08 Committees Env: 1/14/08 Rules: 1/14/08	Monitor
Incinerators; Municipalities and Counties	HB 2135	Rep. Ableser	Counties and municipalities in air quality Area A (Phoenix metro) and Area B (Tucson metro) must limit the capacity of new incinerators in the jurisdiction and not increase the capacity of any existing incinerator within the jurisdiction.	House 1st Read: 1/22/08 2nd Read: 1/23/08 Committees Env: 1/22/08 CMMA: 1/22/08 Rules: 1/22/08	Monitor
Land Divisions; Water Requirements	HB 2144	Rep. Ableser	A county or municipality shall not allow land divisions of 5 or fewer lots, tracts, or parcels without a water supply as determined by statute.	House 1st Read: 1/22/08 2nd Read: 1/23/08 Committees WA: 1/22/08 CMMA: 1/22/08 Rules: 1/22/08	Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Emissions Testing; Motorcycles; Area A	HB 2280	Reps. Weiers JP: Reps. McLain, Nichols, Pancrazi	All motorcycles in the state are exempt from vehicle emissions inspection (formerly, only motorcycles in air quality area B – Tucson metro – were exempt). Does not become effective unless the EPA issues a vehicle emissions testing exemption for motorcycles in air quality area A (Phoenix metro) by July 1, 2010.	House 1st Read: 1/22/08 2nd Read: 1/23/08 Committees: Env: DP 1/30/08 Trans: DP 2/21/08 Rules: C&P 2/26/08 3rd Read: Passed 3/19/08 Senate 1st Read: 3/20/08 2nd Read: 3/24/08 Committees: NRRA: 3/24/08 Rules: 3/24/08	Monitor
Clean Car Standards; No Idling	HB 2308	Rep. Sinema, Ableser: Reps. Campbell CH, Gallardo, Lopes, Meza, Miranda B	Requires the director of ADEQ to adopt the California Motor Vehicle Emissions Standards for passenger cars, light duty trucks and medium duty passenger vehicles. The Dept may adopt the Zero Emission Vehicle Program Regulations contained in the California Code of Regulations only in air quality area A or B (Phoenix metro and Tucson metro) as necessary to meet applicable air quality standards. The rules shall apply to new vehicles sold in this state beginning in 2009. The director shall adopt by rule standards for commercial vehicles and government fleets designed for a reduction in vehicle idling time of 80% by 2011 and 100% by 2016.	House 1st Read: 1/22/08 2nd Read: 1/23/08 Committees Env: 1/22/08 Trans: 1/22/08 Com: 1/22/08 Rules: 1/22/08	Monitor
Air Quality; Cumulative Modeling	HB 2543	Rep. Sinema, Ableser, Chabin: Reps. Campbell CH, Lopes, Sen. Landrum Taylor	The Dept of Environmental Quality is authorized to require applicants for an air quality permit to include modeling that considers the cumulative impact of particulate matter emissions from sources in proximity to the applicant's source.	House 1st Read: 1/29/08 2nd Read: 1/30/08 Committees: Env: 1/29/08 Rules: 1/29/08	Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Vehicle Emissions Testing; Onboard Diagnostics	HB 2725	Rep. Nichols	On request of an owner or operator of a vehicle, a vehicle that would otherwise be subject to an onboard diagnostic check shall be permitted to take a tailpipe emissions test without receiving the onboard diagnostic, and any vehicle that fails an onboard diagnostic check shall immediately be subjected to a tailpipe emissions test.	House 1st Read: 2/06/08 2nd Read: 2/07/08 Committees: Env: DP 2/20/08 Rules: C&P 3/19/08 COW: Ret On Cal 3/24/08 Senate 1st Read: 3/31/08 Committees: NRRA: 3/31/08 Rules: 3/31/08	Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
			HUMAN SERVICES		
Deferred Presentment Transactions; Regulations	SB 1239	Sen. Blendu	Information in the annual license renewal application required to be submitted by payday loan companies (officially termed deferred presentment companies) is expanded to include (for the previous calendar year); the total number and dollar amount of loans, the annual average percentage rate, average dollar amount, average length of terms for loans, total dollar amount of fees collected, the total amount written off, and the total number of customers that entered into more than one loan transaction. The Dept of Financial Institutions is to aggregate the information and report to the Legislature and governor by November 1 every year. Laws authorizing payday loan transaction in the state, due to sunset on July 1, 2010 are extended two years to July 1, 2012. In session law, the Dept of Financial Institutions is to conduct a review by July 1, 2010, of information reported annually by the companies and of comparable loan rates and terms.	Senate 1st Read: 1/29/08 2nd Read: 1/30/08 Committees: FIIR: DP 2/18/08 Rules: PFC 3/10/08 Consent: Object 3/10/08	Monitor
Budget Reconciliation; Health and Welfare	SB 1304	Sen. Burns	An emergency measure resetting the Maricopa and Pima County contributions to the Arizona Long Term Care System (ALTCS) for FY 2007-2008. Suspends expenditures for the General Assistance (GA) Program in the Department of Economic Security (DES) for the remainder of FY 2007-2008 and requires Legislative Council staff to prepare legislation to eliminate the Program beginning FY 2008-2009.	Senate 1st Read: 1/30/08 2nd Read: 1/31/08 Committees: App: DPA/SE: 2/19/08 Rules: 1/31/08	Monitor
Domestic Violence; Definition	SB 1386	Sen. Gray L	Changes the statutory definition of "domestic violence" for purposes of the criminal code to exclude violence between persons residing together as roommates.	Senate 1st Read: 2/05/08 2nd Read: 2/06/08 Committees: PSHS: HELD 2/28/08 Jud: W/D 2/19/08 Rules: 2/05/08	Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Payday Loans; Repeal Termination Date	SB 1492	Sen. Gorman	Sunset of statutory provisions authorizing payday loans (officially called the deferred presentment licensing program) is repealed, make the authorization permanent.	Senate 1st Read: 2/05/08 2nd Read: 2/11/08 Committees: FIIR: HELD 2/25/08 Rules: 2/11/08	Monitor
Payday Loans; Regulations	HB 2148	Reps. Ableser, Farley: Sen. McCune Davis	Various changes in statute aimed at regulating the payday loan industry, including prohibiting loans of less than $3,000 unless done through chartered bank or thrift or otherwise permitted by law. Provides for various criminal and civil penalties.	House 1st Read: 1/22/08 2nd Read: 1/23/08 Committees: FII: 1/22/08 Com: 1/22/08 Rules: 1/22/08	Monitor
Domestic Violence; Dating Relationships	HB 2374	Rep. Hershberger, Sen. Rios	Expands definition of "domestic violence" to include current or previous significant romantic or sexual relationships between the victim and defendant.	House 1st Read: 1/24/08 2nd Read: 1/28/08 Committees Jud: 1/24/08 Rules: 1/24/08	Support
Strangulation & Suffocation; Study Committee	HB 2545	Reps. Sinema, Gallardo, Lujan, Schapira: Reps. Ableser, Tobin, Sen. Tibshraeny	The Strangulation and Suffocation Study Committee is established to research strangulation or suffocation in domestic violence situations and make recommendations to improve law enforcement and judicial responses. The committee must submit a report to the Governor and Legislature by December 31, 2008. Session law only; no change to statutes.	House 1st Read: 1/29/08 2nd Read: 1/30/08 Committees: Jud: 1/29/08 Rules: 1/29/08	Support
Budget Reconciliation; Health and Welfare	HB 2859	Rep. Boone	Dept of Economic Security expenditures for the general assistance program are suspended for the remainder of the fiscal year. Also Maricopa County's contribution to the Arizona Long Term Care System (ALTCS) is increased $5.5 million to $41 million. Emergency clause.	House 1st Read: 2/18/08 2nd Read: 2/19/08 Committees: App: DPA 2/20/08 Rules: 2/18/08	Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
			BUILDING CODES		
Solar Construction Permits	HB 2615	Reps. Mason, Ableser, Reagan	Counties and municipalities are required to adopt a set of prescribed standards for issuing permits for the use of certain solar energy devices. Also an 18-member (six are legislators) Local Government Solar Equipment Permit Process Improvement Study Committee is established to study best practices regarding permitting and removal of barriers to the permitting process. A report with recommendations is due to the Legislature and governor by Dec. 31, 2009.	House 1st Read: 2/13/08 2nd Read: 2/14/08 Committees: CMMA: DPA/SE 3/04/08 Rules: C&P 3/11/08 COW: DPA 3/13/08 3rd Read: Passed 3/20/08 Senate 1st Read: 3/24/08 2nd Read: 3/25/08 Committees: Gov: 3/24/08 Rules: 3/24/08	Monitor
Omnibus Energy Act of 2008	HB 2766	Rep. Mason; 16 others	Establishes energy efficiency goals for residential and commercial construction, schools and state buildings. The bill also addresses renewable energy goals for public utilities, engine idling, biofuels and other motor fuel emissions.	House 1st Read: 2/13/08 2nd Read: 2/14/08 Committees: WA: DPA 2/21/08 Env: W/D 3/12/08 Rules: C&P 3/19/08 COW: DPA 3/24/08 Senate 1st Read: 3/31/08 Committees: NRRA: 3/31/08 Rules: 3/31/08	Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
			MISCELLANEOUS		
Prisoners; Incarceration; County Jail	SB 1136	Sens. Cheuvront, Gray C	If the length of incarceration in the Dept of Corrections a person will actually serve (the sentence minus time served) is 1 year or less, the person shall serve it in a county jail. The Dept of Corrections shall provide, medical and health services and psychiatric care and treatment only to prisoners incarcerated in the Dept of Corrections.	Senate 1st Read: 1/23/08 2nd Read: 1/24/08 Committees: PSHS: 1/24/08 App: 1/24/08 Rules: 1/24/08	Monitor
Centennial Funding; Capitol Renovation	SB 1337	Sen. Flake; 60 others	Reallocates the $2.5 million appropriated in fiscal 2006-2007 to legislative council as follows: 1) $2,050,000 to the Historical Advisory Commission; and 2) $450,000 to legislative council. Emergency clause.	Senate 1st Read: 1/31/08 2nd Read: 2/04/08 Committees: App: DP 2/26/08 Rules: PFC 3/03/08 COW 1: Retained 3/11/08 COW 2: DP 3/13/08 3rd Read: Passed 3/18/08 House 1st Read: 3/20/08 2nd Read: 3/24/08 Committees: App: 3/20/08 Rules: 3/20/08	Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Public Private Partnerships; Written Agreements	SB 1398	Sens. Johnson, Blendu; Sens. Aboud, Gould, Gray C, Verschoor	Establishes regulations for partnerships between any state department or agency or any political subdivision of this state and a private entity.	Senate 1st Read: 2/05/08 2nd Read: 2/06/08 Committees: Gov: DP 2/18/08 Rules: 2/06/08	Monitor
Annexation; Cities and Towns	HB 2051	Rep. McClure	Authority of municipalities to annex territory in an adjacent county is expanded to include territory in more than one county.	House 1st Read: 1/14/08 2nd Read: 1/15/08 Committees CMMA: 1/14/08 Rules: 1/14/08	Monitor
Emergency Telecommunications Services	HB 2381	Reps. Weiers, Gray L	The amount permitted to be paid out of the Emergency Telecommunications Services Fund for administrative costs or fees for consultants' services is increased from 3% to 5% of the amount deposited into the fund annually.	House 1st Read: 1/24/08 2nd Read: 1/28/08 Committees NRPS: DP 2/06/08 Rules: C&P 3/13/08 3rd Read: Passed 3/19/08 Senate 1st Read: 3/20/08 2nd Read: 3/24/08 Committees: PSHS: 3/24/08 App: 3/24/08 Rules: 3/24/08	Support

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Census; Precinct Line Freeze	HB 2793	Rep. McComish; Rep. Clark	County boards of supervisors are prohibited from changing the boundaries of voting precincts between August 1, 2008 and Jan 1, 2011, except to split a precinct for "administrative purposes" or to provide for more than one polling place within a district.	House 1st Read: 2nd Read: 2/18/08 Committees: Jud: DP 3/06/08 Rules: C&P 3/11/08 Senate 1st Read: 3/19/08 2nd Read: 3/20/08 Committees: Jud: 3/19/08 Rules: 3/19/08	Monitor

Committee Legend:

APP	Appropriations
APP-	Appropriations -
APP-P	Appropriations – Pearce
CED	Commerce and Economic Development
CMA	Counties, Municipalities and Military Affairs
COM	Commerce
COW	Committee of the Whole
ED	K-12 Education
ENV	Environment
FII	Financial Institutions and Insurance
FIN	Finance
FMPR	Federal Mandates and Property Rights
FS	Family Services
GAR	Government Accountability and Reform
GOV	Government
GR	Government Reform and Govt Finance Accountability
HE	Higher Education

HEA	Health
HS	Human Services
JUD	Judiciary
NRA	Natural Resources and Agriculture
NRRA	Natural Resources and Rural Affairs
NRPS	Natural Resources and Public Safety
PIR	Public Institutions and Retirement
PSHS	Public Safety and Human Services
RULES	Rules
S/E	Strike Everything
TRANS	Transportation
UCCT	Universities, Community Colleges and Technology
WA	Water and Agriculture
WM	Ways and Means
W/D	Withdrawn