MARICOPA ASSOCIATION of GOVERNMENTS

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May 6, 2008

TO: Members of the MAG Management Committee

FROM: Charlie McClendon, Avondale, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Wednesday, May 14, 2008- 12:00 noon
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
May 14, 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 April 9, 2008 Meeting Minutes	5A. Review and approval of the April 9, 2008 meeting minutes.

TRANSPORTATION ITEMS

*5B. Pedestrian Design Assistance and Bicycle Design Assistance Projects for 2008 Funding - Phase II

The FY 2008 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2007, includes $200,000 for the Pedestrian Design Assistance Program and $300,000 for the Bicycle/Shared-Use Design Assistance Program. Four project applications were approved in Phase I. On March 18, 2008, the Pedestrian Working Group and the Regional Bicycle Task Force reviewed and ranked applications for project funding for the Design Assistance Programs. The Committee received five applications requesting $373,000 in funding from the $125,000 funding available from the Pedestrian Design Assistance Program. The Committee also received two applications requesting $70,000 in funding from the $30,000 in funding available from the Bicycle Design Assistance Program. The committee unanimously recommended approval of the following projects for funding from the Design Assistance Program: Avondale: Garden Lakes Sidewalk ($60,000); City of Phoenix: Third Street Promenade ($65,000); and City of Mesa: Adobe Road Complete Streets ($30,000). On April 24, 2008, the Transportation Review Committee concurred with the recommendation. Please refer to the enclosed material.

5B. Recommend approval of the following projects for funding from the Design Assistance Program: Avondale: Garden Lakes Sidewalk ($60,000); City of Phoenix: Third Street Promenade ($65,000); and City of Mesa: Adobe Road Complete Streets ($30,000).

*5C. Interim Closeout of the Federal Fiscal Year 2008 MAG Federally Funded Program

The federal fiscal year (FFY) 2008 Interim Closeout established that member agencies submitted requests to defer or delete federal funds from projects for approximately $36.4 million. As a result, the amount of funds available during the interim closeout is approximately $4.2 million. The amount available for the FFY 2008 Closeout may change due to the future project deferrals. Any changes will be provided to the Committee in the upcoming months. The deadline for FFY 2008 Closeout project submittal and initial deferral

5C. Recommend approval of a list of projects to be carried forward from FFY 2008 to FFY 2009 or later and approval of a list of projects requesting removal of federal funds.

notification was April 18, 2008. Please refer to the enclosed material.

*5D. Arterial Life Cycle Program Status Report

A status report on the Arterial Life Cycle Program (ALCP) is provided for the period between October 2007 and March 2008 and includes an update on ALCP Project work, the remaining FY 2008 ALCP schedule, and ALCP revenues and finances. Please refer to the enclosed material.

5D. Information.

AIR QUALITY ITEMS

*5E. Consultation on Proposed Transportation Conformity Processes for the 2008 MAG Conformity Analysis

Federal and state conformity regulations require that MAG consult with federal, state, and local air quality and transportation agencies on proposed processes for conformity analyses on the Transportation Improvement Program and the Regional Transportation Plan. MAG is distributing for comment the proposed processes to be applied beginning with the upcoming conformity analysis for an amendment to the FY 2008-2012 MAG Transportation Improvement Program and the Regional Transportation Plan 2007 Update. Comments regarding this material are requested by May 23, 2008. Please refer to the enclosed material.

5E. Consultation.

GENERAL ITEMS

*5F. Social Services Block Grant Revised Allocation Recommendations

Under a planning contract with the Arizona Department of Economic Security (DES), the MAG Human Services planning program annually recommends allocations for locally planned Social Services Block Grant (SSBG) dollars to meet human services needs in the MAG region. On March 14, 2008, DES notified MAG that the U.S. Department of Health and Human Services is requiring revised allocation recommendations for

5F. Recommend approval of the revised FY 2009 Social Services Block Grant allocation recommendations reflecting the proposed funding reduction at the federal level.

SSBG funding reflecting a 19.722 percent budget cut proposed at the federal level. While it is hoped that the proposed budget cut will not be approved, a revised plan needs to be submitted to DES by the end of May.

ITEMS PROPOSED TO BE HEARD

TRANSPORTATION ITEMS

6. Transportation Planning Update

In December, the Regional Council amended the Unified Planning Work Program and Annual Budget for a statewide study to measure public attitudes regarding transportation. In February 2008, the Regional Council approved the selection of a consultant and statewide focus groups were conducted. Following the focus groups, a questionnaire was developed for a statewide survey. It is anticipated the general findings from the survey will be available for the May 21, 2008 Transportation Policy Committee meeting. On April 23, 2008, a joint meeting was held of the Regional Council and the Transportation Policy Committee. Representatives from the Arizona Department of Transportation discussed the Preliminary Critical Needs Definition document, and representatives from the TIME Coalition discussed an initiative that is being proposed for the November 2008 General Election. An update will be provided on these activities.

6. Information and discussion.

7. Fiscal Year 2008 - Arterial Life Cycle Program Regional Area Road Fund Closeout

MAG staff will provide an overview of the Arterial Life Cycle Program (ALCP) Regional Area Road Fund (RARF) Closeout process as established in the December 19, 2007 ALCP Policies and Procedures. An update on the fiscal analysis of ALCP revenues and expenditures and a list of eligible projects for ALCP RARF Closeout will be presented. Please refer to the enclosed material.

7. Recommend advancing reimbursements from 2012, 2013, 2014 to 2008 for the FY 2008 Arterial Life Cycle Program (ALCP) Regional Area Road Fund (RARF) Closeout for ALCP Projects: Lake Pleasant Parkway, Arizona Avenue at Chandler Boulevard, and Val Vista: Warner to Pecos, totaling $14.978 million, and amend the FY 2008 ALCP and 2007 RTP Update as necessary.

GENERAL ITEMS

8. Update on the Arizona Lottery

The Executive Director of the Arizona Lottery will provide a brief overview of the Arizona Lottery, specifically, the status of revenue that flows directly to cities in Maricopa County and generated by the Arizona Lottery.

8. Information.

9. Approval of the Draft FY 2009 MAG Unified Planning Work Program and Annual Budget

Each year MAG develops a Unified Planning Work Program and Annual Budget. This year, draft budget presentations were held and incremental information on the budget was presented beginning in January 2008 through April 2008. The total dues and assessments for FY 2009 were kept at the same level as FY 2008 due to the current uncertain economic conditions facing our members. The Work Program and Annual Budget was discussed by State and Federal agencies at the April 2, 2008 Intermodal Planning Group meeting. As adjustments to the budget were made, the draft budget document was updated and presented to the Management Committee, Regional Council Executive Committee, and Regional Council. The Draft FY 2009 MAG Unified Planning Work Program and Annual Budget is being presented for approval. Please refer to the enclosed material.

9. Recommend approval of the resolution adopting the Draft FY 2009 MAG Unified Planning Work Program and Annual Budget and the member dues and assessments.

10. Recommendation for a Member of the Management Committee to Serve as Co-Chair of the MAG Enhancement Funds Working Group

In April 1993, the Regional Council established the Enhancement Funds Working Group. The purpose of the Working Group is to make recommendations to the Arizona Department of Transportation Enhancement Fund Review Committee for the expenditure of federal Enhancement funds. The Working Group composition approved by the Regional Council included that the Committee be co-chaired by a member from the Regional Development Policy

10. Information, discussion and possible recommendation of a member of the Management Committee to serve as the Co-Chair of the MAG Enhancement Funds Working Group.

Committee (no longer a MAG committee), and a member of the Management Committee. Historically, the co-chair representative from the Management Committee has been the Vice Chair or Chair of the Management Committee. The other representatives on the Enhancement Fund Working Group included interests such as the MAG Bicycle Committee, Street Committee, Pedestrian Committee, etc. The appointments to the Committee are made by the Chair of the Regional Council. Recently, vacancies have occurred on the Working Group and new appointments are necessary. The Management Committee may wish to make a recommendation to the Chair of the Regional Council regarding a representative to serve as the Co-Chair from the Management Committee.

11. Legislative Update

An update will be provided on legislative issues of interest.

11. Information, discussion and possible action.

12. 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.

12. Information.

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
April 9, 2008
MAG Office Building - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

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
Ed Beasley, Glendale
Mark Brown for Brian Dalke, Goodyear
Mark Johnson, Guadalupe
Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
Jim Bacon, Paradise Valley
Carl Swenson for Terry Ellis, Peoria
Karen Peters for Frank Fairbanks, Phoenix
John Kross, Queen Creek
Bryan Meyers, Salt River Pima-Maricopa Indian Community
Brad Lundahl for John Little, Scottsdale
Prisila Ferreira, Surprise
Amber Wakeman for Charlie Meyer, Tempe
Chris Hagen for Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
* Lloyce Robinson, Youngtown
* Victor Mendez, ADOT
Kenny Harris for 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. Kate Zanon and Lynn Farmer joined the meeting by teleconference.

Vice Chair McClendon noted that the material for agenda items #8 and #9 were at each place. Vice Chair McClendon stated that parking garage validation and 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 recognized public comment from Dianne Barker, who said that she had come to the meeting by bus and bicycle and expressed her thanks for the transit ticket. Ms. Barker stated that at the last Management Committee meeting, Mr. Fairbanks spoke about the critical need for street funding. Ms. Barker stated that direction was given to have this on the next agenda, but it is not on this agenda. She commented on the $42 billion TIME coalition transportation initiative reported by the newspaper to have a sales tax of one cent per dollar over thirty years. She advised that people need to know what they are getting, and assurances, such as bonding, that projects will be built. Ms. Barker added that people will not just accept words. She stated that she attended the MAG Housing Transportation Stakeholders forum the day before. Ms. Barker expressed that Amy St. Peter was fantastic and the event showed how welcoming MAG can be to stakeholders. She commented that one table focused on the sharing of vans and noted that sharing the resources we already have is the right direction. Vice Chair McClendon thanked Ms. Barker for her comments.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, reported that the MAG Housing and Transportation Human Services Coordination Conference was held April 8, 2008. He said that more than 300 people registered for the conference. Mr. Smith stated that national experts discussed liveable communities at the conference. He added that staff will prepare a blueprint of best practices.

Mr. Smith stated that good news has been received in regard to the CMAQ Provisions of Energy Independence Act. He advised that the Federal Highway Administration Chief Counsel has concluded that provisions of the Act do not override existing provisions where states retain the flexibility allowing contributing in excess of the non federal share. Mr. Smith stated that this means that CMAQ projects in the planning or implementation states that are programmed for less than the standard 80 percent federal share can move forward. He expressed his appreciation to Congressman Harry Mitchell and his staff for their efforts on this.

Mr. Smith stated that the Chairs of MAG, Regional Public Transportation Authority (RPTA), Valley Metro Rail (METRO) and Arizona Municipal Water Users Association (AMWUA) held a joint meeting on April 7, 2008 regarding the Regional Office Center. He noted that the agencies are proposing to move forward in obtaining the guaranteed maximum price of the building using one-half of the First Avenue and McKinley site and reducing the scope of the project; identifying the amount of funds that would be spent in the next 15 years on leasing; and identifying buildings to buy or other development projects that might accommodate the agencies.

Mr. Smith stated that this information is expected to be compiled by the summer, and then a decision could be made.

Vice Chair McClendon thanked Mr. Smith for his report. No questions for Mr. Smith were noted.

5. Approval of Consent Agenda

Vice Chair McClendon stated that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, and #5I 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. Pettit moved to recommend approval of consent agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, and #5I. Mr. Hoffman seconded, and the motion carried unanimously.

5A. Approval of March 14, 2008 Meeting Minutes

The Management Committee, by consent, approved the March 14, 2008 meeting minutes.

5B. Consultant Selection for the MAG External Travel Study

The Management Committee, by consent, recommended 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. 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.

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

The Management Committee, by consent, recommended 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. 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.

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. 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. This item was on the agenda for information and discussion.

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

The Management Committee, by consent, recommended 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. ADOT has requested that a small change in the funding from the Statewide 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.

5F. MAG Commuter Rail Strategic Plan

The Management Committee, by consent, recommended acceptance 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. 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 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.

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 were requested by April 18, 2008. This item was on the agenda for consultation.

5H. Discussion and Update on the Draft 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. 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 was 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. This item was on the agenda for information.

5I. Revision to the Social Services Block Grant Allocation Recommendations

The Management Committee, by consent, recommended approval that the revised Social Services Block Grant allocation recommendations for FY 2008-2009 to be forwarded to the Arizona Department of Economic Security. 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.

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

This agenda item was taken out of order.

Vice Chair McClendon stated that there would be a staff report, five minute presentations by the applicant, the Fort McDowell Yavapai Nation, and the Salt River Pima-Maricopa Indian Community, followed by public comment and committee questions and answers.

Julie Hoffman, MAG staff, stated that the Maricopa Association of Governments serves as the designated Regional Water Quality Management Planning Agency for the Maricopa County area. In this capacity, MAG developed the 208 Water Quality Management Plan in accordance with section 208 of the Clean Water Act. The 208 Plan includes the point source element that describes the desired wastewater treatment configuration in the Maricopa County area. The purpose of the 208 Plan is to plan for the wastewater treatment needs of the region over a 20-year period. Ms. Hoffman noted that the MAG Water Quality Advisory Committee uses the 208 Plan and the Small Plant Review and Approval process to evaluate small wastewater treatment plants. Ms. Hoffman stated that before the Committee today was the Draft Small Plant Review and Approval for the proposed Preserve at Goldfield Ranch Water Reclamation Facility.

Ms. Hoffman stated that Maricopa County has requested that MAG review the proposed facility at Goldfield Ranch through the Small Plant Review and Approval process of the MAG 208 Plan. She stated that 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. Ms. Hoffman noted that 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. Ms. Hoffman advised that 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. Ms. Hoffman stated that the Committee also 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. The Indian Communities indicated at this meeting the issues were still not resolved and citizens also expressed concern at this meeting. 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.

Wendy Riddell, Berry and Damore, representing the Preserve at Goldfield Ranch, displayed a map of the property area. She stated that the Goldfield Preserve is within a 5,000 acre area in unincorporated Maricopa County. Ms. Riddell stated that it is a true county island, with no opportunity to annex in to a city or town. She stated that they have to grow the infrastructure organically out of the ground. Ms. Riddell stated that there is no other existing facility that can service this site, which is one of the criteria MAG uses in reviewing applications. She noted there are significant geographic impediments and sensitive areas. Ms. Riddell stated that developing this facility demonstrates they are taking as many properties off septic service as possible, which is environmentally responsible.

Ms. Riddell stated that the Goldfield Preserve endeavored to take the most responsible approach possible. When her client purchased the property in 2005, there was a development master plan which contemplated 2,032 dwelling units, 90 acres for commercial development, 190 acres for a golf course, a 2,127 acre feet per year water budget, and a huge traffic impact. Ms. Riddell stated that they amended the development master plan and reduced the density in half, eliminated the commercial development and golf course, and reduced the water budget and traffic impact. She noted that Maricopa County approved the development master plan. Ms. Riddell stated that they respected the fact that the tribal communities were their neighbors and the first stakeholder they met with was the Fort McDowell Yavapai Nation. She noted that there have been extensive dialogue and meetings, and three public meetings of the MAG Water Quality Advisory Committee before a recommendation for approval was made. Ms. Riddell stated that during that process they amended their 208 application in response to comments by Fort McDowell.

Ms. Riddell stated that the key concern has been water quality. She said that Goldfield Preserve is reusing to the maximum extent feasible and then recharging. Ms. Riddell noted that effluent will be treated to A+ standards. She stated that they will be using and incorporating the best available demonstrated control technology. Ms. Riddell stated that MAG is one process and more processes are yet to come through the Aquifer Protection Permit at the Arizona Department of Environmental Quality (ADEQ) and the Underground Storage Facility Permit at the Arizona Department of Water Resources (ADWR). Ms. Riddell stated that they have the review and

comment of any municipality or tribal community within the three-mile area, do not impact the operation or financial structure of existing or proposed wastewater treatment plants, are consistent with state and county regulations, consistent with the 208 Plan, and have the sponsorship of Maricopa County. Vice Chair McClendon thanked Ms. Riddell for her presentation.

Phil Dorchester offered Fort McDowell's concerns with the Preserve at Goldfield Ranch project. He stated that the MAG 208 Water Quality Management Plan and Small Plant Review process requires considering the comments of the nearby Municipal Planning Areas within three miles of the proposed development, which includes Fort McDowell. Mr. Dorchester stated that Fort McDowell is not opposed to growth and has benefitted from development, but surrounding communities could be threatened without assurances that there will be proper infrastructure. He asked who will be called on to resolve issues if the plan lacks foresight and turns out to be inadequate? Mr. Dorchester stated that Fort McDowell and the surrounding communities oppose the application in its present form. He stated that there is not enough information to conclude that the Preserve will avoid becoming a burden on its neighbors due to lack of planning.

Mr. Dorchester stated that the Fort McDowell Yavapai Nation, the Salt River Pima-Maricopa Indian Community, and others have raised significant concerns during the evaluation process, including how the applicant plans to address wastewater management and treatment, sludge management, recharge, and financial matters. He added that these concerns are within the purview of MAG. Mr. Dorchester reviewed the list of questions provided to the applicant. He said that what is missing is a commitment to a specific treatment plant that will allow surrounding communities to determine the impacts of the treatment process. He said that the applicant has not yet determined the type of plant needed. Mr. Dorchester commented that without specifics, this plant could generate obnoxious smells. He added that they need to know the specifics of the treatment plant before approval in order to evaluate the impacts.

Mr. Dorchester stated that another item missing is a plan for sludge processing–how and where undigested sludge will be handled. He said that what is stated is only that the developer understands that due to potential odor generation, site space constraints, and population sensitivities, they will not dewater on site. However, transporting thousands of gallons of biosolids per day off site is unrealistic. Mr. Dorchester stated that due to no explanation regarding the facility to treat the sludge, they can only assume the applicant may be forced to dewater on site and the construction and operations and maintenance cost would be changed. Mr. Dorchester stated that there may not be enough room for needed expansion. He mentioned a scientifically valid study. He stated that it appears that a single injection well and one backup well will not be adequate for the size of the proposed development. Mr. Dorchester stated that there are injection wells in the Valley, but in the East Valley, feasibility is a big concern. He noted that biological plugging, carcinogens and mounding have been problems. Mr. Dorchester asked where will the effluent go without these studies? He commented that this treatment alternative will not work.

Mr. Dorchester stated that without knowing the financial structure or treatment plant design, or whether the hydrology will safeguard the water supply, it is virtually impossible to know the true range of construction cost. Mr. Dorchester stated that having adequate planning in place is a MAG issue, not an ADEQ, ADWR, or state issue. He said that MAG cannot fulfill its duty to

evaluate this application without that information. Mr. Dorchester stated that the developer says they will take care of the issues down the road and deal with them when the time comes, however, these are MAG issues. Mr. Dorchester stated that inadequate financing will cause financial implications for all MAG members.

Mr. Dorchester stated that Fort McDowell is opposed to the application and said that their concerns are: (1) Demonstrate the sustainability and feasibility of the project; (2) Demonstrate that the Preserve will not diminish the water quality of the existing aquifer and Verde River; (3) Determine the anticipated extent of wastewater recharge; (4) Answer the questions of wastewater management, including, but not limited to, the siting of the sewage treatment facility, process, feasibility of recharge site, and sludge management; (5) Determine if the wastewater treatment facility will include an effluent management plan within the local area; (6) Establish that the development has the financial assurances required by Maricopa County Environmental Services for the first phase of development. Vice Chair McClendon thanked Mr. Dorchester for his presentation.

President Diane Enos, Salt River Pima-Maricopa Indian Community, stated that her Community was not included in the initial phase of the developer's application process. She stated that her Community appreciates the opportunity to understand and participate in the MAG 208 process. President Enos stated that the area of development includes a delicate ecosystem, unlike other areas where applications have been approved. The Salt and Verde Rivers flow through the Community and they are concerned about the water quality impacts and water supply. President Enos stated that the Desert Nesting Bald Eagle was recently placed again on the Endangered Species List. She expressed concern that wastewater treatment contamination could have a detrimental effect on the fish fed on by the eagle and also on the water used for human consumption. President Enos stated that these are both cultural and spiritual concerns.

President Enos stated that the Community's concerns were included in the material provided. She said that the Community does not have enough data from the developer to substantiate the extent and integrity of the confining clay layer. President Enos stated that the cross-section provided by the developer shows eight wells, with five wells penetrating the clay layer. She stated that this does not provide the adequate data to verify the extent of the clay layer that may impact the Verde River. President Enos stated that this information is critical; without evidence of a clay layer confining the aquifer, water quality and quantity are at risk. She noted that this includes the Verde River and Fountain Hills Sub-basin. President Enos stated that there are three wells on the Goldfield property, but they used logs from wells off their property to develop their cross-section. She noted that the letter from Salt River Project included in the material provided identifies these same concerns.

President Enos stated the Salt River Pima-Maricopa Indian Community is concerned with the unproven track record and uncertain future of the company chosen to manage the facility. She stated it is not a perpetual corporation and is due to dissolve on December 31, 2010; its home and business address is in Williams, Arizona; and it does not provide these services to any other community in the metro Phoenix area.

President Enos stated there is no backup plan for disaster or emergency, nor the cost of an emergency backup plan. She mentioned that recent concern with local municipal reaction to

drinking water contamination is a serious issue that must be addressed. President Enos stated that the application cannot be compared with previous MAG approvals, because the development area has a delicate ecosystem. President Enos referred to the list included in the material she provided. She noted that the location and sponsorship by a major city and the future decommissioning are among the major differences between other 208 applications and the Goldfield application. President Enos expressed that Salt River Pima-Maricopa Indian Community opposes approval of this 208 application, and urged that the Management Committee deny its approval. Vice Chair McClendon thanked President Enos for her presentation.

Vice Chair McClendon noted that statements of support had been submitted by nine individuals: Bill Greenslade, Don Kile, Meredith Madsen, Toni Bonar, Kevin Kammerzell, Sheila Logan, Asha D'Souza, Lee Storey, and Garry Hays. The individuals agreed to enter their statements of support on the record rather than providing individual public comment.

Vice Chair McClendon stated that two cards had been submitted in opposition. He provided five minutes to Randy Haines, a resident of Goldfield Ranch. Mr. Haines stated that before a sewage treatment plan can be approved through the MAG process, an analysis of whether nearby areas can lend themselves to being included in the service area needs to be done. He stated that this analysis has not been done. Mr. Haines stated that no analysis has been done of nearby large undeveloped parcels, some of which have development plans that would require sewer systems, not septic systems. He noted these parcels on a map of the area, which include 80 acres owned by Grayhawk Development (up to two homes per acre), 600 acres owned by Fort McDowell Yavapai Nation in fee (which could be sold to a developer in the future), and part of the Preserve development south of the Beeline Highway. Mr. Haines noted that these are not included in the sewage treatment plant. He stated that 13 years ago, Maricopa County determined that it was feasible for the land on the south side of Beeline Highway be included in a sewer system with a plant located in the Preserve one-half mile from the proposed facility, to handle 1.2 million gallons of sewage. Mr. Haines stated that an analysis would show that the plant would need to more than double to handle the development that could occur in those large parcels in the next 20 years. Mr. Haines stated that the MAG 208 Water Quality Management Plan requires this analysis to prevent an uncontrolled proliferation of small plants. He stated that a plant has to be designed to be capable of enlargement to serve the needs of the region for the next 20 years, but there has been no analysis. Mr. Haines stated that the application does not address the future needs of the large parcels, nor the commercial development. He stated that Ms. Riddell misspoke when she said the amendment eliminated 18 acres of commercial on the south side of the Beeline Highway–it preserved it. Mr. Haines stated that the developer did not provide an analysis for future expansion. The site sits on a peninsula surrounded by dropoffs and washes and is not large enough for expansion nor to accommodate the doubled capacity. Mr. Haines stated that the analysis needs to be done before approval can be given. Vice Chair McClendon thanked Mr. Haines for his presentation.

Vice Chair McClendon recognized public comment from Kathleen Haines, who stated that the community of Goldfield Ranch does not want a facility that cannot be expanded or whose future needs are unanalyzed. She stated that the residents of Goldfield Ranch would love to have a sufficient facility. Ms. Haines stated that every developer wants to build a facility for its needs only; profits must be maximized. She stated that this is reason why there is a county plan that

requires an analysis of future needs and regional impacts. Ms. Haines stated that MAG's purpose is regional planning, not just to determine if a plant is OK for this particular development, but also for future needs. She stated that the proposed facility's capacity may be sufficient to serve the Preserve and a few other parcels, but no others. Ms. Haines stated there is no land available for safety measures or future needs. She commented that the MAG 208 process aims to prevent the uncontrolled proliferation of small plants that could cause problems. The Goldfield plan with insufficient capacity and no enlargement possible is not in conformance with the MAG Plan. Ms. Haines noted that adopting this plant could necessitate three plants total within three miles. She stated that this facility cannot be approved without conforming to MAG's criteria. Ms. Haines requested that the Management Committee not support the proliferation of small plants in undeveloped desert communities. Vice Chair McClendon thanked Ms. Haines for her comments.

Vice Chair McClendon asked Ms. Hoffman if the criteria shown in the presentation were the criteria the MAG Water Quality Advisory Committee used in evaluating the application. Ms. Hoffman replied that the Committee uses the MAG 208 Plan and Small Plant Review and Approval process to evaluate small wastewater treatment plants. She noted that the criteria for small plants from the MAG 208 Plan were included in the material provided in the agenda packet. Vice Chair McClendon asked if the recommendation before the Management Committee came from the Water Quality Advisory Committee. Ms. Hoffman replied that was correct.

Kenny Harris explained the reasons Maricopa County supports the application. He stated that the MAG 208 process is a planning process, it is not a detailed design process. Mr. Harris noted that the Water Quality Advisory Committee evaluated this application over many days and hours in making its decision to recommend approval. He commented that it is incumbent upon the owner to get design approval.

Mr. Brady stated that communities usually work out their issues on these applications. He asked the vote on this item by the Water Quality Advisory Committee. Ms. Hoffman replied that the vote was nine yes and seven no. Mr. Brady expressed concern that it did not seem there is a consensus of support for the application. He indicated that he was impressed with the developer's attempts to reduce density and make a more manageable development. Mr. Brady commented that it did not appear there was an issue whether the area would be developed or not. He expressed concern over the issue of sustainability and who will oversee the small plant. Mr. Brady commented that the communities will be there for a long time. He commented that sometimes the responsibilities for HOAs and pools not being maintained fall to the municipalities after developers leave. Mr. Brady asked if there were any small plants not sponsored by municipalities that have been successful. Ms. Hoffman replied that the Goldfield Preserve will be overseen by the County Improvement District. She noted the County sponsored a small plant for a school in Tonopah a few years ago, and added that the facility is owned and operated by the school. Mr. Brady expressed concern for the statement that information would be provided later in the permitting process. He stated there are elements of concern to the City of Mesa, who looks to the Verde River flows. Mr. Brady commented that it is important to recognize the concerns of the Native American communities. He said if anyone should understand the environment, they should, and he would defer to them. Mr. Brady stated that he could support that more time be given to finding agreement.

Dr. Isom said he had done his due diligence and met with the tribe and Ellman representatives. After this, he narrowed down the issue to water quality. Dr. Isom stated that he understood that in the technical review process, MAG historically has relied on the state permitting process to determine the technical soundness of an application, especially in regard to effluent. He stated that if MAG takes a not-in-my-backyard approach, MAG would be moved to look at four important parameters regarding effluent, and not say ADEQ will handle this down the line. Dr. Isom listed the parameters and state requirements: (1) What is the goal for total suspended solids? 30 milligrams per liter. (2) What is the goal for biochemical oxygen demand? 30 milligrams per liter. (3) How much nitrogen will remain in the effluent? They only grade treatment for nitrogen at A+. (4) What is the target removal efficiency for phosphorus content? The state has no requirement. Dr. Isom stated that the state standards are not enough for these parameters. He pointed out Chino Valley where 3,500 homes were impacted, or Bullhead City, where more than 4,000 homes were impacted and 11 small plants were taken offline and the flows now go to one super plant. Dr. Isom stated that he would not want a plant in his backyard that met just state standards.

Dr. Isom stated that the tribe was reasonable to ask what kind of water would be put back into the ground. He said that he spoke with Mr. Kile who was forthcoming about their plan for treating effluent to a suspended solid level of 10 milligrams on a 30-day average, a biochemical oxygen demand level of 10 milligrams on a 30-day average, a nitrate treatment at five milligrams, and a target phosphorous content of one milligram and removal efficiency of 85 percent. Dr. Isom stated that the technology is there and added that Mr. Ellman said they will use it. He stated that the City of El Mirage has a plant and they treat to those levels. Dr. Isom asked if the applicant would state for the record their intent to treat to those levels. Ms. Riddell referred to a slide in her presentation and stated that they commit that it is their plan to treat to the levels that Dr. Isom laid out. Dr. Isom stated that he thought it was extremely important MAG recognize the applicant's willingness by noting in the motion their commitment to treat at these levels.

Dr. Isom stated that it was a close vote at the Water Quality Advisory Committee. He noted that the El Mirage representative voted no, but through due diligence, they are open. Dr. Isom expressed his hope that the levels as he stated would provide assurance that the proposed plant will exceed the state's requirements for the treatment of effluent, and that the developer and tribes will choose to work through the issues. Dr. Isom suggested that perhaps MAG could develop a position paper to send to ADEQ to adjust the state standards, because technology has advanced.

Mr. Manuel stated that questions have been asked and not been answered. If there is an opportunity to have time to work out the issues, it would be in the best interest of all. Mr. Manuel commented that sometimes acting in haste results in future lawsuits due to damages. He stated that being reasonable is best; move forward and have the parties meet and reach a decision that will be in the best interest of their communities.

Vice Chair McClendon stated that typically, these issues are worked out. He asked if there was any value to continuing this item for 30 days. Ms. Riddell replied that they have been in a very long dialogue with both Indian Communities. She said she was confident these issues could not

be resolved at this level or today, and did not believe that delay was warranted or would be productive.

With no further discussion, Mr. Harris moved to recommend approval of the proposed Preserve at Goldfield Ranch Water Reclamation Facility as part of the MAG 208 Water Quality Management Plan. Mr. Abujbarah seconded.

Dr. Isom requested that the Committee consider recognizing the commitment volunteered by the developer to treat the effluent at a level higher than required by the state: 10 milligrams per liter (mg/l) for total suspended solids, 10 mg/l for biochemical oxygen demand, 5 mg/l for total nitrogen, and 1 mg/l (85 percent efficiency) for total phosphorus, by adding this as part of the motion. Mr. Harris, as maker of the motion, agreed. Mr. Abujbarah, as second, agreed.

Mr. Smith noted that RPTA and ADOT do not vote on issues other than transportation.

A roll call vote on the motion passed by a vote of 15 to 13, with Mr. McClendon, Mr. Pearson, Mr. Abujbarah, Mr. Pentz, Dr. Isom, Ms. Zanon, Mr. Farmer, Mr. Beasley, Mr. Brown, Mr. Crossman, Mr. Bacon, Ms. Ferreira, Ms. Hagen, Mr. Edwards, and Mr. Harris voting yes; Mr. Hoffman, Ms. Guy, Mr. Dorchester, Mr. Manuel, Mr. Pettit, Mr. Johnson, Mr. Brady, Mr. Swenson, Ms. Peters, Mr. Kross, Mr. Meyers, Mr. Lundahl, and Ms. Wakeman voting no, and Mr. Boggs abstaining.

6. Transportation Planning Update

Eric Anderson, MAG Transportation Director, provided an update on recent transportation planning activities, which includes the Statewide Intrastate Mobility Reconnaissance Study, the overall approach for a statewide transportation plan, and the ballot initiative proposed for fall 2008.

Mr. Anderson stated that a *Business Journal* survey of business leaders showed that they indicated the most significant event of the past 25 years was the completion of the freeway system. He noted that Arizona is a high-growth state. This potential growth in population will place great demands, not only on the transportation system, but also on water, wastewater, schools and health care. Mr. Anderson displayed a chart of states that border Arizona. It showed the American Southwest may be home to 80 million people by 2030. Mr. Anderson noted that California's economy is ranked fifth or sixth in the world economy.

Mr. Anderson stated that the state's Councils of Governments and Metropolitan Planning Organizations have been working cooperatively with the Arizona Department of Transportation (ADOT) on the Statewide Intrastate Mobility Reconnaissance Study. One of the tools developed out of the study was the statewide sketch planning transportation tool, which provides a glimpse of the potential impacts of growth on the state's systems.

Mr. Anderson displayed a map of the traffic counts in Arizona in 2005. The second map he displayed showed the demand estimates using the sketch planning tool. As an example of the traffic increase, he noted the 2005 traffic count on the segment on I-10 west of SR-51 and Loop 202 was 303,000 vehicles per day; in the 2050 estimate, the same segment is projected at

750,000 vehicles per day. He noted that this segment cannot handle that volume, but shows the unconstrained need.

Mr. Anderson displayed two maps that showed the volume and the capacity side by side. He pointed out that the area of major congestion in Central Arizona from Yavapai County to Tucson is one of the ten megapolitan areas in the United States. Mr. Anderson then displayed data of statewide travel trends. The chart showed the number of trips from Phoenix to Flagstaff, Flagstaff to central Yavapai County, Phoenix to central Yavapai County, Yuma to Phoenix, and Phoenix to Tucson for the years 2005 and 2050. He stated that the in 2005, daily trips between Phoenix and Tucson were approximately 11,000 and this number is projected to grow to 37,000 in 2050. Mr. Anderson noted that the traffic volume of Phoenix and Tucson is expected to be similar to the traffic volumes of Phoenix to Flagstaff and Phoenix to Central Yavapai.

Mr. Anderson stated ADOT has assumed the task of developing the statewide plan. He said that the Statewide Intrastrate Mobility Reconnaissance Study set the stage for the individual framework studies currently underway. He noted that the framework studies will be wrapped up into the statewide plan and the update of the MoveAZ transportation plan.

Mr. Anderson reviewed major MAG work activities and how MAG fits into the statewide activities. The Hassayampa Valley Roadway Framework Study was just accepted by the Regional Council and the I-8 and I-10 Hidden Valley Roadway Framework Study is underway. Mr. Anderson stated that the consultant and project team are in place on the Transit Framework Study. It is anticipated that a draft recommendation will be forthcoming at the end of 2008, with a final report in early 2009. Mr. Anderson stated that MAG has been working with ADOT since October 2007 on an update of costs of the freeway component of Proposition 400. He advised that there are major cost issues due to the rapid increase in construction and right-of-way costs.

Mr. Anderson spoke about the needs assessment for the existing freeway system. He said that there are two projects in Proposition 400 that they feel were not funded at the level necessary. The first is to add capacity to the lower half of I-17, funded at $1 billion. Mr. Anderson noted that this was one of the first interstate segments built in the 1950s, and it needs improvement, along with the section of I-17 at the Durango Curve. Mr. Anderson stated that the second project is the I-10 Collector/Distributor System (Broadway Curve), funded at $550 million. He noted that costs to build improvements to the ultimate configuration are close to $1.5 billion. Mr. Anderson also noted that keeping I-10 moving is an important objective because it is a freight corridor.

Mr. Anderson stated that information provided by member agencies, along with the loss of HURF purchasing power, have resulted in determining there is approximately a deficit of $9 billion for local streets in this region.

Mr. Anderson spoke about the critical needs package developed by the state. He said that staff has seen the package, but hard copies are not available because the document is being held under executive privilege. Mr. Anderson stated that MAG has compiled some information from various sources, and advised that these numbers could change: Highway, 64.4 percent; Transit, 20.6 percent; Streets, 10 percent, and Enhancements, five percent. Mr. Anderson noted that it

is difficult to estimate what the MAG region will receive, and from the list he saw it looked like the $4 billion to $5 billion range.

Mr. Anderson stated that the four dimensions of equity could be useful in evaluating a plan. He noted that the first meetings of the TPC were dedicated to discussion of policy issues, such as, would the tax be one-half cent or one cent; would it be a permanent tax or 20-year tax, or in which modes would there be investment? Mr. Anderson stated that the first dimension of equity is funding: What is the funding source and who pays? The second dimension of equity is participation: Is there broad ownership of the plan? Mr. Anderson stated that the third dimension of equity is long-term impacts: What problems are being addressed–congestion, mobility options, connectivity? The fourth dimension of equity is access: What is the return on investment (donor/donee)? Mr. Anderson noted that it is expected that Maricopa County realizes it would be a donor because its citizens use and enjoy the statewide system. In addition, the economic viability of Maricopa County depends on getting freight in and out. The question is how much should the residents of Maricopa County be donors? Mr. Smith commented that no one is saying that Maricopa County will require a return of one for one, but it needs to measure up to what its residents are providing, since the most significant source of revenue will be taken off the table for 30 years.

Mr. Pentz asked MAG's role in developing this plan. Mr. Smith replied that a statewide plan has been discussed twice at the Transportation Policy Committee and twice at Regional Council meetings. He noted that Section 176 of the Clean Air Act says MAG cannot approve any plan, program, or project that has not undergone a conformity analysis. Mr. Smith stated that because the member agencies could not be requested to approve new projects without that analysis, but wanted to cooperate with the Governor and ADOT, the Regional Council requested that staff share the Regional Transportation Plan and cost deficits with the ADOT consultant. Mr. Anderson stated that staff spent time with the ADOT consultant going over a number of issues. He said that the number one issue was to fill the cost gap in the current freeway program. The number two issue is to put more funding into I-10 and I-17. Issue number three is to accelerate freeway projects in Proposition 400. Mr. Anderson noted that on the transit side, the information collected last year as part of the Executive Order was used. He stated that it included significant increases in bus service and funding, increases for paratransit, additional miles of light rail in anticipation of increased demand after its opening, and funding to get commuter rail operational. Mr. Anderson stated that staff also conveyed to the consultant that the $9 billion shortfall for local streets in this region was a reasonable amount.

7. Maricopa County Clean Air Initiative

Holly Ward, on behalf of the Maricopa County Board of Supervisors, addressed the Committee on the County's new clean air campaign called Running Out of Air. Ms. Ward explained that the majority of what is causing the haze in the air is particulate matter. She noted the health issues associated with particulate matter, which triggers asthma. Ms. Ward stated that the Running Out of Air campaign includes television, radio, print ads, a website, and media and community outreach and partnerships. She noted that the concept for the television commercial was developed with the assistance of an ad agency. It shows a woman holding her breath as she leaves her house, rolling down her car window, and going to work.

Ms. Ward stated that during February to mid-March people were asked to make the commitment to clean up the air on the www.runningoutofair.com website. She said that Toyota donated a vehicle that was given away as a prize. Ms. Ward noted that the Phoenix Suns were also partners in the campaign. She stated that presentations on the campaign have been given to city and town councils, business and community organizations, and employers. Ms. Ward noted that everyone pollutes and everyone can help out by taking steps to help clean up the air. She requested that members spread the message by adding a link to the runningoutofair.com website to their websites, including information in their newsletters, and being a Running Out of Air ambassador. Vice Chair McClendon thanked Ms. Ward for her presentation.

Mr. Kross stated that media, particularly the East Valley Tribune, has been critical of the clean air efforts. He asked what they were doing to change that. Ms. Ward stated that County staff has been reaching out to reporters. She said that she felt the challenge is getting people to care. Ms. Ward stated that they approach the newspapers to get media opportunities to better inform people, but it needs to become a public issue.

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

This agenda item was taken out of order.

Mr. Smith stated that the Chair and Vice Chair are elected for one year terms. Traditionally they serve for two one-year terms. Mr. Smith noted that on June 13, 2007, the Management Committee elected Jan Dolan, Scottsdale, as Chair, and Charlie McClendon, Avondale, as Vice Chair. With the departure of Ms. Dolan, the Chair position is vacant and needs to be filled. He said that if the Committee follows tradition to move up the Vice Chair to Chair, then the Vice Chair position would be open. Mr. Smith stated that the appointments made today would be to fill the unexpired term to June 2008, when the Management Committee would have a regular election.

Upon a motion by Mr. Crossman and a second by Mr. Swenson, Vice Chair McClendon was appointed Chair to serve the remainder of the term to June 30, 2008.

Upon a motion by Mr. Crossman and a second by Mr. Manuel, Mr. Pentz was appointed Vice Chair to serve the remainder of the term to June 30, 2008.

9. Legislative Update

Nathan Pryor provided an update will be provided on legislative issues of interest. He said that Senate Bill (SB) 1041, which allows hybrid vehicles to use HOV lanes, will be heard in the House Transportation Committee on April 10, 2008. Mr. Pryor noted that MAG opposes this bill.

Mr. Pryor stated that SB 1027 is a strike everything amendment that authorizes the establishment of a Public Highways Authority to construct, finance, operate, and maintain public highways and tollways. Mr. Pryor noted that MAG is monitoring this bill.

Mr. Pryor stated that House Bill 2381, which is the bill that increases the percentage paid out of the Emergency Telecommunications Services Fund for administrative costs from three percent to five percent, will be heard on April 10, 2008, by the Public Safety and Human Services Committee. Mr. Pryor also noted that good news had been received regarding funding for the region's Community Emergency Notification System. He reported that the Arizona Department of Administration has agreed to fund the system in the amount of $651,000 for FY 2009. Vice Chair McClendon that this was an important development and very good news.

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.

No comments from the Committee were noted.

There being no further business, the meeting adjourned at 1:40 p.m.

Chairman

Secretary

Agenda Item #5B

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

DATE:
May 6, 2008

SUBJECT:
Pedestrian Design Assistance and Bicycle Design Assistance Projects for 2008 Funding - Phase II

SUMMARY:
The FY 2008 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2007, includes $200,000 for the Pedestrian Design Assistance Program and $300,000 for the Bicycle/Shared-Use Design Assistance Program. The design programs allow MAG member agencies to apply for funding for the design portion of a bicycle or pedestrian project. On December 19, 2007, the MAG Regional Council approved the following projects in the first round of Design Assistance projects:

- City of Scottsdale: 70th Street Pedestrian and Bicycle Connection ($55,000)
- Town of Gilbert: Pedestrian Safety & Traffic Calming Demonstration Project ($75,000)
- Town of Gilbert: Bicycle Crossing Safety and Improvement Demonstration Phase II Project ($90,000)
- City of Peoria: New River Underpass at Olive Avenue ($125,000)

On January 14, 2008, MAG received the second round of application requests for Design Assistance. The Pedestrian Working Group and the Regional Bicycle Task Force reviewed and ranked applications for project funding from the Pedestrian Design Assistance and Bicycle Design Assistance Programs at the March 18, 2008 committee meeting. The Committee received five applications requesting $373,000 in funding for the $125,000 funding available from the Pedestrian Design Assistance Program. The Committee also received two applications requesting $70,000 in funding for the $30,000 in funding available from the Bicycle Design Assistance Program. The Committee voted to recommend approval for two projects for $125,000 from the Pedestrian Design Assistance Program:

- City of Avondale: Garden Lakes Sidewalk ($60,000)
- City of Phoenix: Third Street Promenade ($65,000)

The Committee voted to recommend approval for one project for $30,000 from the Bicycle Design Assistance Program:

- City of Mesa: Adobe Road Complete Streets ($30,000).

On April 24, 2008 the Transportation Review Committee unanimously recommended approval of the following projects for funding from the Design Assistance Program: Avondale: Garden Lakes Sidewalk ($60,000), City of Phoenix: Third Street Promenade ($65,000), and City of Mesa: Adobe Road Complete Streets ($30,000).

PUBLIC INPUT:
None.

PROS & CONS:
PROS: This program assists MAG member agencies by offering professional design assistance to develop bicycle and pedestrian facilities that help reduce congestion and improve air quality.

CONS: According to federal law, any project which is not constructed after being designed with federal transportation funds could be required to return the funds used for design to the Federal Highway Administration.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: The Pedestrian Design Assistance Program encourages implementation of the adopted MAG Pedestrian Area Policies and Design Guidelines, and provides demonstration projects for "best practice"

pedestrian area policies and facilities. The Bicycle Design Assistance program uses nationally accepted practices.

POLICY: These programs encourage the development of facilities to encourage walking and bicycling.

ACTION NEEDED:
Recommend approval of the following projects for funding from the Design Assistance Program: Avondale: Garden Lakes Sidewalk ($60,000), City of Phoenix: Third Street Promenade ($65,000), and City of Mesa: Adobe Road Complete Streets ($30,000).

PRIOR COMMITTEE ACTIONS:
On April 24, 2008, the Transportation Review Committee unanimously recommended approval of the following projects for funding from the Design Assistance Program: Avondale: Garden Lakes Sidewalk ($60,000), City of Phoenix: Third Street Promenade ($65,000), and City of Mesa: Adobe Road Complete Streets ($30,000).

MEMBERS ATTENDING

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

EX-OFFICIO MEMBERS ATTENDING

* Regional Bicycle Task Force: Jim Hash
* Street Committee: Darryl Crossman
* ITS Committee: Mike Mah
* Pedestrian Working Group: Brandon Forrey
Transportation Safety Committee: Kerry Wilcox

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

On March 18, 2008, the MAG Pedestrian Working Group and the MAG Bicycle Task Force unanimously recommended approval of the following projects for funding from the Design Assistance Program: Avondale: Garden Lakes Sidewalk ($60,000), City of Phoenix: Third Street Promenade ($65,000), and City of Mesa: Adobe Road Complete Streets ($30,000).

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

Agenda Item #5C

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

DATE:
May 6, 2008

SUBJECT:
Interim Closeout of the Federal Fiscal Year 2008 MAG Federally Funded Program

SUMMARY:
By May 6, 2008, member agencies submitted requests to defer or delete federal funds from a project for approximately $36.4 million. With the requested deferred federal funds, the amount of federal funds remaining to be obligated is $25.2 million. MAG is recommending that $21 million of the $25.2 million be preserved and carried forward to federal fiscal year (FFY) 2009 to fiscally balance the Arterial Life Cycle Program (ALCP). As a result, the amount of funds available during the interim closeout is approximately $4.2 million. The amount available for FFY 2008 Closeout may change since member agencies are still submitting deferral notification. Any changes will be provided to the Committee in the next few months. The deadline for member agencies to submit requests for projects that can utilize these funds by the end of the federal fiscal year was April 18, 2008. For additional information, please see the attached memorandum and table.

At the Transportation Review Committee (TRC) on April 24, 2008, there was extensive discussion about adopting additional guidelines for the FFY 2008 Closeout. Current guidelines for the year end closeout process were approved by the Regional Council in 1995 and were slightly revised in 1996 and 2001. In the past year, there have been three working group meetings regarding MAG Federal Fund Programming Principles, which includes the Closeout process and priorities. The TRC members did not recommend any additional guidelines for the FFY 2008 Closeout, but will continue to analyze the Draft MAG Federal Fund Programming Principles as they affect the Closeout process in the future.

PUBLIC INPUT:
There was no public comment at the April 24, 2008 Transportation Review Committee meeting.

PROS & CONS:
PROS: Approval of these recommendations will allow for additional and accelerated transportation projects to be funded in the MAG region.

CONS: There is no guarantee that sufficient funds will be available in the following fiscal year to cover any or all of the deferred projects. Uncertainty over the reauthorization of the federal legislation makes this problem more acute.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: Action to close out the FFY 2008 MAG federally funded program is needed to ensure that all MAG federal funds are fully used in a timely and equitable manner. These actions may include any necessary amendments or administrative adjustments to the FY 2008-2012 MAG TIP and the FY 2008 and FY 2009 MAG Unified Planning Work Programs and Annual Budgets to allow the projects to proceed.

POLICY: Previously adopted MAG policies on the allocation of uncommitted and redistributed federal funds to projects have been followed.

ACTION NEEDED:

Recommend approval of a list of projects to be carried forward from FFY 2008 to FFY 2009 or later and approval of a list of projects requesting removal of federal funds.

PRIOR COMMITTEE ACTIONS:

Transportation Review Committee: On April 24, 2008, the TRC unanimously recommended approval of the list of projects to be carried forward from FFY 2008 to FFY 2009 or later and approval of the list of projects requesting removal of federal funds.

MEMBERS ATTENDING

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

EX-OFFICIO MEMBERS ATTENDING

* Regional Bicycle Task Force: Jim Hash
* Street Committee: Darryl Crossman
* ITS Committee: Mike Mah
* Pedestrian Working Group: Brandon Forrey
Transportation Safety Committee: Kerry Wilcox

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

CONTACT PERSON:

Eileen Yazzie, (602) 254-6300.

MARICOPA ASSOCIATION of GOVERNMENTS

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E-mail: mag@mag.maricopa.gov ▲ Web site: www.mag.maricopa.gov

May 6, 2008

TO: Members of MAG Management Committee

FROM: Eileen O. Yazzie, Transportation Programming Manager

SUBJECT: FEDERAL FISCAL YEAR (FFY) 2008 INTERIM YEAR END CLOSEOUT

The amount of CMAQ and STP-MAG funds available for FFY08 is $123.6 million. This includes the carry forward from the FFY07.

The total amount of the projects programmed for FFY08 is $134.8 million, however, member agencies have submitted request to defer or delete federal funds from a project for approximately $36.4 million. This leaves an unobligated balance for FFY08 of $25.2 million. To balance the fiscally constrained Arterial Life Cycle Program (ALCP), $21 million in MAG-STP funds will be carried forward to FFY2009. This would leave a remaining balance of $4.2 million of unobligated funds for closeout.

The remaining balance of unobligated funds is subject to change since member agency deferral notifications are still being submitted.

BACKGROUND

The current guidelines for the federal fiscal year end closeout process are posted on the MAG website on the Transportation Improvement Program (TIP) webpage. Current guidelines for the year end closeout process were approved by the Regional Council in 1995 and were slightly revised in 1996 and 2001. In the past year, there have been three working group meetings regarding MAG Federal Fund Programming Principles, which includes the Closeout process and priorities.

DEFERRED PROJECTS

Member agencies need to notify MAG staff of projects that will not obligate this year. The first deadline for member agencies to notify MAG staff of project deferrals was April 18, 2008. MAG Staff recognizes that agencies may defer projects at a later time due to project delays between today and September 2008 and will work with member agencies until the end of the federal fiscal year for last minute deferrals.

SUBMITTAL OF PROJECTS

The deadline for member agencies to submit projects for use of Closeout funds was April 18, 2008. The primary criteria for the projects submitted for closeout funding is that they must be able to utilize funds by the end of the federal fiscal year. This means that the projects submitted must be sufficiently developed for ADOT Local Governments staff to recommend that be projects are ready to be authorized by the Federal authorities. MAG staff will review the projects submitted for Closeout funds with ADOT to ensure that the projects can be obligated before the

end of FFY08. It is expected that the TRC will review the funds available and may discuss preferences for how the funds available should be targeted.

The CMAQ analysis of projects submitted for Closeout will be completed by the Air Quality Technical Advisory Committees in May, and it is expected that TRC action on the interim list of closeout projects will occur at the May Committee meeting, with Management Committee, Transportation Policy Committee and Regional Council action taking place in June, 2008.

Information regarding the FFY2008 Closeout is available electronically on the MAG website http://www.mag.maricopa.gov/project.cms?item=413, at the Transportation Improvement Program (TIP) webpage. If there are any questions regarding the FFY08 year-end closeout process, or the submittal of projects, please call Eileen O. Yazzie at 602-254-6300.

MAG FFY08 Interim Closeout - Project Deferrals and Deletion of Federal Funds
MAG Management Committee

Defer or Delete	City	ID#	TRACS #	Location	Type of Work	Mode	Fed Fund Amount	Funding Type	Deferral Year	Has this been deferred before?	# of times deferred before	Total, including this year
DEFER												
Defer	Buckeye	BKY07-703		Various Locations: Yuma Rd, Miller Rd	Pave Dirt Roads	AQ or TDM	$ 42,350	CMAQ	2009	No	0	1
Defer	Buckeye	BKY07-704		Various Locations: MC-85/Monroe, Southern Ave, Apache Rd	Pave Dirt Shoulders	AQ or TDM	$ 113,000	CMAQ	2009	No	0	1
Defer	Cave Creek	CVK07-601	SS68601C	Townwide	Pave Dirt Road Program	AQ or TDM	$ 250,000	CMAQ	2009	Yes	1	2
Defer	Chandler	CHN06-214	SS62503D & 01C	Citywide	Install Chandler Fire/Police Department signal system integration and variable message signs	ITS	$ 377,200	CMAQ	2009	Yes	2	3
Defer	Chandler	CHN07-601		Commonwealth Ave: Hamilton St. to McQueen Rd	Pave dirt road	AQ or TDM	$ 325,000	CMAQ	2009	Yes	1	2
Defer	Chandler	CHN11-710		Western Canal, Bike path at Dobson Rd, Alma School Rd and Arizona Ave	Install three pedestrian actuated crossing signals	Bike & Ped	$ 271,000	CMAQ	2009	No	0	1
Defer	Fountain Hills	FTH07-301	SS64601C	Shea Boulevard: Palisades Blvd to Fountain Hills Blvd	Widen for third (westbound) climbing lane and bicycle lane	Street	$ 1,076,000	STP-MAG	2009	Yes	1	2
Defer	Ft. McDowell	FTM07-601C		Communitywide	Pave dirt roads program - Construction	AQ or TDM	$ 475,000	CMAQ	2009	Yes	1	2
Defer	Glendale	GLN06-201	SS69001C	Bell Road at Skunk Creek (between 67th and 75th Avenues)	Widen existing bridge to provide pedestrian and bicycle access across bridge.	Bike & Ped	$ 424,350	CMAQ	2010	Yes	1	2
Defer	Glendale	GLN07-779	SS69501C	Litchfield Road, Olive Avenue, Greenway Road, 83rd Avenue, 75th Avenue	Pave Dirt Shoulders	AQ or TDM	$ 133,035	CMAQ	2010	No	0	1
Defer	Glendale	GLN08-605	SS70001C	Glendale Ave: Loop 101 to Luke AFB	Pave Access points	AQ or TDM	$ 63,000	CMAQ	2010	No	0	1
Defer	Goodyear	GDY07-302	SS55701C	Various Locations (Goodyear Pave Dirt Road Program)	Pave dirt road	AQ or TDM	$ 449,600	CMAQ	2009	Yes	1	2
Defer	Guadalupe	GDL05-202		Guadalupe Rd: Highline Canal to Calle Bella Vista	Add left and right turn lanes, curb, gutter, sidewalks, frontage road, bus stops and cross walks	Street	$ 500,000	CMAQ	2009	Yes	3	4
Defer	Litchfield Park	LPK05-101C	SS 607 01C	Litchfield Road Bypass at Wigwam Boulevard	Construct Bicycle Underpass	Bicycle	$ 886,420	CMAQ	2009	yes	3	4
Defer	Maricopa County	MMA120-06D		Northern Pkwy: US-60 (Grand Ave) to SR-303	Pre-design and design of roadway widening	Street	$ 3,582,000	STP-MAG	2009	Yes	2	3
Defer	Maricopa County	MMA120-08RW1		Northern Pkwy: Dysart Rd to SR-303	Acquire right-of-way for roadway widening	Street	$ 16,084,000	STP-MAG	2009	Yes	1	2
Defer	Mesa	MES08-603		Longmore: Broadway Rd to Main Street (EVIT)	Design and construct bicycle path to connect Broadway Rd. with the Light Rail Station at Main Street and Sycamore	Bicycle	$ 1,157,739	CMAQ	2010	No	0	1
Defer	Mesa	MES08-604		Loop 202 (Red Mtn Fwy)	Design and instal fiber optic and devices and complete connections at network hubs	ITS	$ 838,700	CMAQ	2010	No	0	1
Defer	Mesa	MES08-807		ITS Signal Conversions-Phase 3 (Mesa Dr. and Main Street)	Expand fiber-optic network and link 11 traffic signals to the Mesa TMC	ITS	$ 646,773	CMAQ	2009	No	0	1
Defer	Peoria	PEO08-602	SS65701C	84th Ave: Peoria Ave to Monroe St	Design & Construct at grade pedestrian improvments	Ped	$ 1,164,057	CMAQ	2009	Yes	1	2
Defer	Phoenix	PHX07-317	SS45203D	Downtown Phoenix Parking Management System	Design Parking Management System (Phase 3	ITS	$ 400,000	CMAQ	2009	Yes	1	2
Defer	Phoenix	PHX07-740	SS694-03D	Various Locations	Pave Dirt Roads	AQ or TDM	$ 1,408,135	CMAQ	2009	No	1	2

Defer or Delete	City	ID#	TRACS #	Location	Type of Work	Mode	Fed Fund Amount	Funding Type	Deferral Year	Has this been deferred before?	# of times deferred before	Total, including this year
Defer	Phoenix	PHX07-741	SS696-03D	Various Locations	Pave Dirt Shoulders	AQ or TDM	$ 1,204,684	CMAQ	2009	No	0	1
Defer	Queen Creek	QNC07-746	QCR-0(203)	Hunt Highway: Power Rd to Ellsworth	Pave Dirt Shoulders	AQ or TDM	$ 204,893	CMAQ	2009	No	0	1
Defer	Queen Creek	QNC08-803	SS68001C	Queen Creek Town Center	Construct ITS Infrastructure and Traffic Management System	ITS	$ 550,221	CMAQ	2009	No	0	1
Defer	Queen Creek	QNC07-745	SS70201C	Chandler Heights Road: Power Road to Hawes Road	Pave Dirt Shoulders	AQ or TDM	$ 111,691	CMAQ	2009	No	0	1
Defer	Scottsdale	SCT07-606		Dynamite Blvd: Pima Rd to Alma School	Install vertical curb and gutter	AQ or TDM	$ 500,000	CMAQ	2009	No	0	1
Defer	Tempe	TMP08-602	SS64001C	College Avenue Pedestrian Improvements	Construct pedestrian improvements	Ped	$ 1,550,000	CMAQ	2009	No	0	1
DELETE FEDERAL FUNDS- Project will be completed with local funds												
Delete	Fountain Hills	FTH08-601	SS66001C	Saguaro Blvd: Colony Dr. to Desert Vista	Pave existing dirt alleys (east side)	AQ or TDM	$ 133,210	CMAQ	Delete	Project will be completed with local funds		
Delete	Goodyear	GDY07-304		Yuma Rd at Bullard Wash	Construct bridge and approaches	Street	$ 746,000	STP-MAG	Delete	Project will be completed with local funds		
Delete	Goodyear	GDY07-301		Bullard Ave: Yuma Rd to Van Buren St	Pave dirt road	AQ or TDM	$ 438,000	CMAQ	Delete	Project will be completed with local funds		
Delete	Queen Creek	QNC06-201		Ellsworth at Ocotillo Rd.	Reconstruct intersection to add left turn lanes, curb, gutter, sidewalk and traffic signals	Street	$ 300,000	CMAQ	Delete	This project is included in an Improvement District Project.		

Total FFY08 Project Deferrals and Deletion of Federal Funds	**$ 36,406,058**

Agenda Item #5D

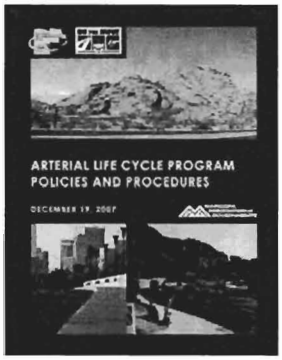
MARICOPA ASSOCIATION of GOVERNMENTS

TRANSPORTATION DIVISION

Arterial Life Cycle Program (ALCP) – *Status Report*

October 2007 – March 2008

Between October 2007 and March 2008, MAG Staff received approval of the revised ALCP Policies and Procedures, published the Arterial Life Cycle Program (ALCP) in book format, and revised the ALCP Project Overview and Project Reimbursement Request forms. MAG Staff collaborated with the ALCP Working Group to develop proposed revisions to the ALCP Policies and Procedures ("Policies"). Revisions to the Policies included the addition of a new section (Section 260) that established procedures for the Regional Area Road Fund (RARF) Closeout Process. The Policies were approved and enacted by the MAG Regional Council on December 19, 2007.



On February 27, 2008, the MAG Regional Council approved an update to the Arterial Life Cycle Program. Changes to the ALCP included administrative modifications and the reallocation of reimbursements for various projects. In early March, MAG Staff disseminated copies of the updated ALCP to the ALCP Working Group via email.

Copies of the forms and publication are available for download from the MAG – ALCP website at http://www.mag.maricopa.gov/project.cms?item=5034. Printed copies are also available. To receive printed of the publications and/or forms, please contact Christina Hopes at chopes@mag.maricopa.gov.

ALCP REVENUE AND FINANCE

The ALCP receives dedicated sales tax revenues (RARF) for transportation improvements to the arterial road network in Maricopa County. RARF revenues are deposited into the arterial account on a monthly basis. Although, $160.2 million was collected for the between October 2007 and February 2008, RARF revenues were noticeably lower than the $172.4 million forecasted.

Table 1 details the revenues collected by mode during the second and third quarters of FY08. Table 2 compares actual RARF revenues to estimated revenues during the same period. (March 2008 RARF revenue figures were not received by the time of publication.)

Table 1. RARF Collections (October 2007 - February 2008)

	Freeways	Arterial Streets	Transit	Prop. 400 (total)
October	$ 18,118,625	$ 3,385,152	$ 10,735,769	$ 32,239,546
November	$ 17,588,010	$ 3,286,016	$ 10,421,365	$ 31,295,391
December	$ 17,525,852	$ 3,274,403	$ 10,384,535	$ 31,184,790
January	$ 20,360,361	$ 3,803,982	$ 12,064,057	$ 36,228,400
February	$ 16,425,349	$ 3,068,793	$ 9,732,458	$ 29,226,600
Total	$ 90,018,197	$ 16,818,346	$ 53,338,184	$ 160,174,728

To date, more than $800 million has been generated through the RARF tax collection as a result of Proposition 400. Of that, $84.1 million in RARF revenues collected was dedicated to the Arterial Life Cycle Program for capacity and safety improvements

Table 2. RARF Collections Estimate v. Actual (October 2007 - February 2008)

	Estimated Total RARF	Actual Total RARF	Percentage Difference
October	$ 33,108,000	$ 32,239,546	-2.6%
November	$ 32,786,000	$ 31,295,391	-4.5%
December	$ 32,853,000	$ 31,184,790	-5.1%
January	$ 40,623,000	$ 36,228,400	-10.8%
February	$ 32,990,000	$ 29,226,600	-11.4%
Total	$ 172,360,000	$ 160,174,728	-7.1%

ALCP Project Status

The second and third quarters of FY2008 were extremely productive for member agencies with projects programmed in the ALCP. Over the last 6 months, MAG Staff received 9 Project Overviews from 5 Lead Agencies and initiated 9 Project Agreements with 6 Lead Agencies. In addition, MAG Staff received 6 Project Reimbursement Requests in the amount of $2.7 million. Table 3 provides detailed information on the status of current projects programmed for work and/or reimbursement in FY08.

Inflation and Rounding in the ALCP

Each year during the annual update process, an inflation factor is applied to the remaining ALCP project reimbursements programmed in the ALCP. Throughout the implementation of the Arterial Life Cycle Program, MAG Staff has recorded the inflated reimbursement amounts for each project down to the dollar. In the past, the ALCP report and project requirements have shown reimbursements to the nearest thousand of dollars.

In an effort to maximize reimbursement amounts, MAG Staff will start showing project reimbursement amounts to the dollar in the ALCP and project requirements, such as Project Agreements. This change will not impact any signed and effective Project Agreements or other project requirements submitted to date. Starting with the publication of the FY2009 Arterial Life Cycle Program, Lead Agencies will be able to view both the full reimbursement amount by project and rounded reimbursement amount as programmed by work phase. Please direct any questions about this change to Christina Hopes at chopes@mag.maricopa.gov or (602) 254-6300.

RARF Closeout Frequently Asked Questions

Question 1: If I have completed one work phase (ie. design), am I eligible for RARF Closeout Funds?

> No. In order to be eligible for RARF Closeout funds, the entire project must be completed (ALCP Policies and Procedures, Section 260(C)(2))

Question 2: My project is completed! Can I receive all of the available RARF Closeout Funds?

> No. Reimbursements are limited to the amount programmed in the ALCP or 70% of eligible project expenditures, whichever is less. The same rule applies to the RARF Closeout Process

Question 3: What do I, as the Lead Agency, need to do during the RARF Closeout Process?

> To be eligible for RARF Closeout funds, the project must be complete AND MAG Staff needs to receive and accept all three project requirements (Overview, Agreement, and Project Reimbursement Request) by June 1st.

TIP/ALCP Annual Update Process

December marked the beginning of the annual update process for the Transportation Improvement Program (TIP) and the Arterial Life Cycle Program. Each Lead Agency was asked to update information for projects programmed in the TIP and/or ALCP. To assist agencies with the update process, MAG Staff developed the TIP/ALCP Data Entry System, an Access-based application that allows agencies to request project changes and revise data on current and planned facilities.

This was the first year MAG Staff used the Data Entry System to update projects in the TIP and/or ALCP. For the most part, the Data Entry System was a success. However, MAG Staff is always interested in ways to improve on current processes and applications. Let us know if you experienced any difficulties with the Data

Entry System or if you have a suggestion on how to make it better. Please send all comments and suggestions on the TIP/ALCP Data Entry System to Steve Tate at state@mag.maricopa.gov.

TIPS FOR COMPLETING PROJECT REIMBURSEMENT REQUESTS

Under the ALCP Policies and Procedures, Project Reimbursement Requests (PRRs) must be submitted before a Lead Agency may be reimbursed for eligible project expenditures. On February 26, 2008, MAG Staff conducted a brief training on completing PRRs and introduced the revised PRR forms. An electronic version of the current PRR form is available for download from the MAG website at http://www.mag.maricopa.gov/project.cms?item=5034 under the heading Project Requirements and Forms.

Tip #1: Use the correct Project Id number as listed in the *currently approved* ALCP

Tip #2: The regional share in the budget summary table should equal 70% of the eligible Project Expenditures or the maximum amount listed in the ALCP, whichever is less.

Tip #3: Use the current version of the ALCP, TIP, and Project Reimbursement Request form.

Tip #4: Include summary tables for backup invoices. Summary table templates are included in the PRR form. MAG Staff will also provided sample summary tables upon request.

Fiscal Year 2007-2008 Arterial Life Cycle Program Schedule

Please Note: ALCP Administrative Adjustments and ALCP Amendments will go through the MAG Committee Process as necessary, as part of a transportation project change agenda item for required action.

April	**24**	Presentation to the Transportation Review Committee on the RARF Closeout Process and the ALCP Status Report for October 2007 – March 2008
May	**14**	Presentation to the Management Committee on the RARF Closeout Process
	21	Presentation to the Transportation Policy Committee on the RARF Closeout Process
	28	Presentation to the Regional Council on the RARF Closeout Process
	29	Draft FY2009 Arterial Life Cycle Program presented to the Transportation Review Committee
June	**11**	Deadline to submit Project Reimbursement Requests for reimbursement in FY2008
		Draft FY2009 Arterial Life Cycle Program presented to the Management Committee
	18	Draft FY2009 Arterial Life Cycle Program presented to the Transportation Policy Committee
	25	Draft FY2009 Arterial Life Cycle Program presented to the Regional Council for approval
July	**1**	Start of Fiscal Year 2009

* Dates are subject to change

This is the eighth Status Report for the Arterial Life Cycle Program (ALCP). Semi-annually, MAG staff will provide member agencies with an update on the projects in the ALCP. This report and all other ALCP information are available online at http://www.mag.maricopa.gov/project.cms?item=5034.

TABLE 3
ARTERIAL STREET LIFE CYCLE PROGRAM
October 2007 - March 2008, Project Status of Projects Underway
(2007 and Year of Expenditure, Dollars in Millions, Consistent with the FY08 - February 27, 2008 ALCP)

Lead Agency & Facility	Project Requirement Completed PO = Project Overview PA = Project Agreement	Status S=Study, P=Pre-Design, D=Design, R=ROW, C=Const, C/O=Closed out	Regional Funding Reimbursements			Total Expenditures (Exp.)		FY(s) for Reimb.	FY for Final Constr.	Other Project Information
			Programmed Reimb. FY08	Estimated Future Reimb. FY2009- 2026 (2007$)	Reimb. To Date	Exp. through FY 2008 (YOE$)	Estimated Future Exp. FY 2009-2026 (2007$)			
CHANDLER										
Chandler Blvd/Alma School: Intersection Improvements	PO	D	0.34	3.242				2008-2010	2010	
Chandler Blvd. at Dobson Rd.	PO, PA	C	3.565		0.017	0.428	7.669	2007-2008	2008	The study is 100% complete and design is underway.
Gilbert Rd: Loop 202 to Queen Creek Rd.	PO, PA	D, R		6.533			11.874	2021	2008	This segment has been advanced. Design and ROW will begin in FY07.
Queen Creek Rd: Arizona Ave. to McQueen Rd.	PO, PA	C		4.164			9.597	2012	2008	
Queen Creek Rd: McQueen Rd to Lindsay Rd		D		11.542				2011-2012	2010	
Ray at Alma School Rd.	PO, PA	D, R	2.144	1.438			9.709	2008-2009	2009	
FOUNTAIN HILLS										
Shea Blvd: Palisades Blvd to Saguaro Blvd		D	0.809	4.969				2008-2010	2010	
GILBERT										
Guadalupe/Power: Intersection Improvements		D		3.582				2010	2010	
Power Rd at Pecos: Intersection Improvement	PO	D, R	5.138			1.000	7.700	2008	2008	
Val Vista Rd: Warner Rd. to Pecos Rd.	PO, PA	C/O	3.582	3.351	7.046	15.271		2007-2008, 2014	2006	Project Complete
Warner Rd. at Cooper Rd.	PO, PA	R, C	3.582					2007-2008	2008	
MARICOPA COUNTY										
Dobson Rd, Gilbert Rd, McKellips Rd: Bridge over Salt River		S		44.261				2010-2011, 2015	2012	Three ALCP Bridge Projects are being studied together.
El Mirage Rd: Bell Rd to Beardsley		D, R		15.662				2016-2018	2011	
El Mirage Rd: Beardsley to Loop 303		D, R		2.945				2016	2012	
El Mirage Rd: Thunderbird Rd to Bell Rd	PO	D	0.414	19.925		0.591	70.948	2008-2015	2015	Administrative Modification reduced reimbursement by $1000
Northern Ave: Dysart Rd. to SR-303L (Phase 1)		P, D, R	19.666	38.116			104.400	2007-2011	2011	

TABLE 3 - Continued
ARTERIAL STREET LIFE CYCLE PROGRAM
October 2007 - March 2008, Project Status of Projects Underway
(2007 and Year of Expenditure, Dollars in Millions, Consistent with the FY08 - February 27, 2008 ALCP)

Lead Agency & Facility	Project Requirement Completed PO = Project Overview PA = Project Agreement	Status S=Study, P=Pre-Design, D=Design, R=ROW, C=Const, C/O=Closed out	Regional Funding Reimbursements			Total Expenditures (Exp.)		FY(s) for Reimb.	FY for Final Constr.	Other Project Information
			Programmed Reimb. FY08	Estimated Future Reimb. FY2009- 2026 (2007$)	Reimb. To Date	Exp. through FY 2008 (YOE$)	Estimated Future Exp. FY 2009-2026 (2007$)			
M.C./MESA										
Power Rd: East Maricopa Floodway (EMF) to Galveston		D, R	1.416	8.318				2008-2009	2009	
Power Rd: Baseline Rd to East Maricopa Floodway (EMF)	PO, PA	D,R,C	7.485				15.254	2008	2009	
MESA										
Broadway Rd: Dobson Rd. to Country Club Dr.	PO, PA	D	1.453	5.596	0.080	0.115	14.962	2008-2010	2010	Studies 100% Complete
Country Club Dr. at University Dr.	PO, PA	D, R		2.658			6.995	2017	2009	
Dobson Rd. at Guadalupe Rd.	PO, PA	D, R	0.144	2.514	0.106	0.152	5.760	2008-2009	2009	Design 60% Complete
Gilbert Rd at University Dr.	PO, PA	C		2.658			8.100	2021	2009	
Greenfield Rd: Baseline Rd. to Southern	PO, PA	R, C	1.050	3.941	0.455	0.650	7.165	2008-2009	2009	Design 90% Complete; ROW 30% Complete
McKellips Rd: McKellips/Lindsay Intersection Improvement	PO, PA	D	0.403	5.652	0.043	0.060	8.385	2008-2010	2010	Design 15% Complete
Mesa Dr: Southern to US 60	PO, PA	D	1.303	6.774	0.044	0.063	21.650	2008-2010	2010	Studies 75% Complete
McKellips/Greenfield, McKellips/Higley, and McKellips/Val Vista Intersection Improvements	PO, PA	P	0.119	8.215	0.119	0.170	11.347	2008, 2011-2013	2013	Studies 100% Complete; Design 10% Complete
Southern Ave: Country Club Dr at Stapley	PO, PA	P	0.119	12.037	0.119	0.170	16.630	2008-2011	2011	Studies 100% Complete
Thomas Rd: Gilbert Rd to Val Vista Dr		D	1.684	3.632			7.269	2008-2009	2009	
PEORIA										
Beardsley Road Project	PO, PA	C		22.073			30.700	2011-2012	2009	
Happy Valley Rd: Lake Pleasant Pkwy to Terramar Blvd	PO, PA	C		6.549			47.200	2021	2008	
PHOENIX										
Happy Valley Rd: I-17 to 35th Avenue	PO, PA	C/O		5.439		7.648		2022	2005	Project Complete
Happy Valley Rd: 35th Avenue to 43rd		D		4.045			2.738	2022	2011	

TABLE 3 - Continued
ARTERIAL STREET LIFE CYCLE PROGRAM
October 2007 - March 2008, Project Status of Projects Underway
(2007 and Year of Expenditure, Dollars in Millions, Consistent with the FY08 - February 27, 2008 ALCP)

Lead Agency & Facility	Project Requirement Completed PO = Project Overview PA = Project Agreement	Status S=Study, P=Pre-Design, D=Design, R=ROW, C=Const, C/O=Closed out	Regional Funding Reimbursements			Total Expenditures (Exp.)		FY(s) for Reimb.	FY for Final Constr.	Other Project Information
			Programmed Reimb. FY08	Estimated Future Reimb. FY2009- 2026 (2007$)	Reimb. To Date	Exp. through FY 2008 (YOE$)	Estimated Future Exp. FY 2009-2026 (2007$)			
SCOTTSDALE										
SR-101L North Frontage Rd: Hayden to Scottsdale Rd	PO, PA	C	6.707		1.972	2.817	5.912	2008	2008	Design 100% Complete; Construction 50% Complete
SR-101L North Frontage Rd: Pima Rd/Princess Dr to Hayden		P, D, R	1.233	14.135				2008-2009	2009	
SR-101L South Frontage Rd: Hayden to Pima		P, D	0.705	12.470				2008-2010	2010	
Pima Rd: McKellips to Via Linda		P		29.123				2009-2011	2011	
Pima Rd: Thompson Peak Parkway to Pinnacle Peak		C		12.959				2011	2008	
Shea at 90th/92nd/96th Intersection Improvements	PO	C/O		3.500				2021	2006	Project Complete; Project consolidated to include 3 previous intersection improvement projects
Shea at Via Linda (Phase I)	PO	C/O		0.945				2021-2022	2006	Project Complete
Shea at Mayo Blvd/134th St	PO	C/O		0.280				2021	2007	Project Complete

Agenda Item #5E

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

DATE:
May 6, 2008

SUBJECT:
Consultation on Proposed Transportation Conformity Processes for the 2008 MAG Conformity Analysis

SUMMARY:
Federal and State conformity regulations require that Metropolitan Planning Organizations consult with federal, state, and local air quality and transportation agencies on proposed processes for conformity analyses on the Transportation Improvement Program and Transportation Plan. On May 6, 2008, MAG distributed for interagency consultation the conformity processes on the selection of proposed models, associated methods, and assumptions, identification of exempt projects, and ensuring the expeditious implementation of transportation control measures. The proposed processes will be applied beginning with the upcoming conformity analysis for an amendment to the FY 2008-2012 MAG Transportation Improvement Program (TIP) and the MAG Regional Transportation Plan 2007 Update. Comments regarding this material are requested by May 23, 2008.

PUBLIC INPUT:
Copies of the attached processes were distributed for consultation purposes to the Federal Highway Administration, Federal Transit Administration, Arizona Department of Environmental Quality, Arizona Department of Transportation, Regional Public Transportation Authority, City of Phoenix Public Transit Department, Pinal County Air Quality Control District, Central Arizona Association of Governments, Maricopa County Air Quality Department, U.S. Environmental Protection Agency, and other interested parties.

PROS & CONS:
PROS: Interagency consultation on the transportation conformity processes provides required notification to the planning agencies.

CONS: The consultation on transportation conformity processes requires additional time for the amendment to the FY 2008-2012 MAG Transportation Improvement Program and the MAG Regional Transportation Plan 2007 Update.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: The 2008 MAG Conformity Analysis will be based upon the latest planning assumptions and EPA-approved emissions models.

POLICY: The consultation for the conformity processes is being conducted in accordance with MAG Conformity Consultation Processes adopted by the Regional Council in February 1996. The latest conformity finding on the FY 2008-2012 MAG Transportation Improvement Program and MAG Regional Transportation Plan 2007 Update was made by the Federal Highway Administration and Federal Transit Administration on November 19, 2007.

ACTION NEEDED:
For consultation.

PRIOR COMMITTEE ACTIONS:
None.

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

MARICOPA ASSOCIATION of GOVERNMENTS

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May 6, 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
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 PROPOSED TRANSPORTATION CONFORMITY PROCESSES FOR THE 2008 MAG CONFORMITY ANALYSIS

The Maricopa Association of Governments is distributing for interagency consultation the proposed transportation conformity processes to be applied beginning with the upcoming conformity analysis for an amendment to the FY 2008-2012 MAG Transportation Improvement Program and MAG Regional Transportation Plan 2007 Update. Consultation on the proposed processes is required under MAG conformity consultation procedures that were developed to meet state and federal requirements. Please provide any comments regarding this material by May 23, 2008. Additional opportunities for comment on this consultation item are anticipated during the May 14, 2008 MAG Management Committee and May 28, 2008 MAG Regional Council meetings.

The following information is being transmitted for consultation:

- Attachment A documents the models, associated methods, and assumptions to be used in regional emissions analyses.
- Attachment B documents the process for ensuring expeditious implementation of transportation control measures.
- Attachment C documents the process for types of projects considered exempt from conformity requirements.

If you have any questions or comments, please contact me at (602) 254-6300.

Attachments

cc: Nancy Wrona, Arizona Department of Environmental Quality

ATTACHMENT A

DRAFT

MODELS, ASSOCIATED METHODS, AND ASSUMPTIONS FOR USE IN REGIONAL EMISSIONS ANALYSES

In accordance with the transportation conformity rule 40 CFR 93.105(c)(1)(i), the Maricopa Association of Governments (MAG) is conducting interagency consultation on the models, associated methods, and assumptions to be applied beginning with the regional emissions analysis for a conformity redetermination on a major amendment to the FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Program 2007 Update. Normally, MAG conducts consultation on the models, associated methods, and assumptions for use in regional emissions analyses at the outset of the process to prepare a conformity analysis for a new TIP or transportation plan. An update to the models, associated methods and assumptions documentation is necessary for this amendment.

In February 1996, the MAG Regional Council adopted conformity consultation processes in response to federal and state requirements (MAG, 1996a). The MAG process M-1 directly addresses the requirement for periodic consultation on models, associated methods, and assumptions to be used in hot-spot analyses and regional emissions analyses. The process indicates that regional emissions analyses are to use the latest United States Environmental Protection Agency (EPA) approved motor vehicle emissions models and that all model inputs use the latest planning assumptions as required in 40 CFR Sections 93.110-111.

Consultation on the 2008 Conformity Analysis is being conducted with 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, United States Environmental Protection Agency, and MAG member agencies (e.g. Maricopa County, cities, towns, and Indian communities).

The following sections describe the proposed approach for regional emissions analyses, including the methodology, latest planning assumptions, transportation modeling, and air quality modeling to be applied for the 2008 MAG Conformity Analysis.

I. PROPOSED METHODOLOGY FOR THE 2008 MAG CONFORMITY ANALYSIS

The criteria for determining conformity of transportation programs and plans under the federal conformity rule (40 CFR Parts 51 and 93) and the applicable conformity tests for the Maricopa County nonattainment and maintenance areas are summarized in this section. The 2008 MAG Conformity Analysis will be prepared based on these criteria and tests. Presented first is a review of the development of the applicable conformity rule and guidance procedures, followed by a

summary of conformity rule requirements, air quality designation status, conformity test requirements, and analysis years.

FEDERAL AND STATE CONFORMITY RULES

Clean Air Act Amendments

Section 176(c) of the Clean Air Act (CAA, 1990) requires that Federal agencies and Metropolitan Planning Organizations (MPOs) not approve any transportation project, program, or plan which does not conform with the approved State Implementation Plan (SIP). The 1990 amendments to the Clean Air Act expanded Section 176(c) to more explicitly define conformity to an implementation plan to mean:

> Conformity to the plan's purpose of eliminating or reducing the severity and number of violations of the national ambient air quality standards and achieving expeditious attainment of such standards; and that such activities will not (i) cause or contribute to any new violation of any standard in any area; (ii) increase the frequency or severity of any existing violation of any standard in any area; or (iii) delay timely attainment of any standard or any required interim emission reductions or other milestones in any area.

The expanded Section 176(c) also provided conditions for approval of transportation plans, programs, and projects; requirements that the Environmental Protection Agency promulgate conformity determination criteria and procedures no later than November 15, 1991; and a requirement that States submit their conformity procedures to EPA by November 15, 1992. The initial November 15, 1991 deadline for conformity criteria and procedures was not met by EPA.

Federal Rule

Supplemental interim conformity guidance was issued on June 7, 1991 (EPA/DOT, 1991a and 1991b) for carbon monoxide, ozone, and particulate matter less than or equal to ten microns in diameter. The applicable period of this guidance was designated as Phase 1 of the interim period. EPA subsequently promulgated the Conformity Final Rule, in the November 24, 1993 *Federal Register* (EPA, 1993). The Rule became effective on December 27, 1993. The federal Transportation Conformity Final Rule has been revised several times since its initial release. The first set of amendments, finalized on August 7, 1995, (EPA, 1995a) aligned the dates of conformity lapses due to SIP failures with the application of Clean Air Act highway sanctions for certain ozone areas and all areas with disapproved SIPs with a protective finding.

The second set of amendments was finalized on November 14, 1995 (EPA, 1995b). This set allowed any transportation control measure (TCM) from an approved SIP to proceed during a conformity lapse, and aligned the date of conformity lapses with the date of application of Clean Air Act highway sanctions for any failure to submit or submissions of an incomplete control strategy SIP.

The second set also corrected the nitrogen oxides provisions of the transportation conformity rule consistent with the Clean Air Act and previous commitments made by EPA. Finally, the amendments extended the grace period for areas to determine conformity to a submitted control strategy SIP, and established a grace period for determining conformity on transportation plans and programs in recently designated nonattainment areas. This grace period was later overturned in *Sierra Club v. EPA* in November 1997.

The third set of amendments was finalized August 15, 1997 (EPA, 1997a). These amendments streamlined the conformity process by eliminating the reliance on the classification system of "Phase II interim period," "transitional period," "control strategy period," and "maintenance period" to determine whether the budget test and/or emission reduction tests apply. The amendments also changed the time periods during which the budget test and the "Build/No Build" test are required.

To incorporate provisions from the *Sierra Club v. EPA* court decision, EPA promulgated an amendment to the transportation conformity rule on April 10, 2000 that eliminated a one-year grace period for new nonattainment areas before conformity applies (EPA, 2000). Then on August 6, 2002, the EPA promulgated an amendment to the transportation conformity rule which requires conformity to be determined within 18 months of the effective date of the EPA *Federal Register* notice on an budget adequacy finding in an initial SIP submission and established a one-year grace period before conformity is required in areas that are designated nonattainment for a given air quality standard for the first time (EPA, 2002b).

On July 1, 2004, EPA published the final rule, Transportation Conformity Rule Amendments for the New Eight-Hour Ozone and PM-2.5 National Ambient Air Quality Standards and Miscellaneous Revisions for Existing Areas; Transportation Conformity Rule Amendments - Response to Court Decision and Additional Rule Changes (EPA, 2004a). The rule describes transportation conformity requirements for the new eight-hour ozone and fine particulate matter (PM-2.5) standards. The rule also incorporates existing EPA and United States Department of Transportation (U.S. DOT) guidance that implements the March 2, 1999, court decision and provides revisions that clarify the existing regulation and improve its implementation. On July 20, 2004, EPA issued a *Federal Register* notice that corrects two errors in the preamble to the July 1, 2004 final rule.

On February 14, 2006, EPA and U.S. DOT jointly issued guidance on the implementation of the transportation conformity-related provisions from the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The new transportation bill, which became law on August 10, 2005, made several changes to the transportation conformity provisions in Section 176(c) of the Clean Air Act. On January 24, 2008, EPA issued a final rule on the transportation conformity amendments to implement the conformity provisions contained in SAFETEA-LU (EPA, 2008). A summary of the key conformity provisions are:

- Additional time is provided for areas to redetermine conformity of existing transportation plans and programs from 18 months to 2 years after the date that EPA finds a motor vehicle emissions budget to be adequate or approves an implementation plan that establishes a motor

vehicle emissions budget, or when EPA promulgates an implementation plan that establishes or revises a motor vehicle emissions budget.

- The requirement for frequency of conformity determinations on updated transportation plans and programs is changed from three to four years, except when the MPO elects to update a transportation plan or program more frequently, or when the MPO is required to determine conformity after EPA finds a motor vehicle emissions budget to be adequate or approves an implementation plan that establishes a motor vehicle emissions budget, or when EPA promulgates an implementation plan that establishes or revises a motor vehicle emissions budget.

- Conformity determinations for transportation plans shall include the final year of the transportation plan as a horizon year, or optionally, after consultation with the air pollution control agency and the public and consideration of comments, the MPO may elect the longest of the following periods: the first 10-year period of the transportation plan; the latest year in the implementation plan that contains a motor vehicle emissions budget; the year after the completion date of a regionally significant project if the project is included in the transportation improvement program or the project requires approval before the subsequent conformity determination.

  In addition, if the MPO elects to determine conformity for a period less than the last horizon year of the transportation plan, the conformity determination must include a regional emissions analysis for the last year of the transportation plan and for any year shown to exceed emission budgets from a previous conformity determination, for information only. The analysis years selected for the 2008 MAG Conformity Analysis are described later in this section, and include the last year of the MAG Regional Transportation Plan-2007 Update.

- Allows the substitution of transportation control measures in an implementation plan that achieve equivalent or greater emissions reductions than the control measure to be replaced and that are consistent with the schedule provided for control measures in the plan. The substitution or addition of a transportation control measure shall not require a new conformity determination for the transportation plan or a revision of the implementation plan.

- An additional 12 month grace period is provided after a missed deadline before conformity lapses on a transportation plan or program. This provision applies to two types of conformity determination deadlines: the deadline resulting from the requirement to determine conformity for the transportation plan and program at regular intervals and the deadlines resulting from the requirement for a conformity redetermination within two years of an EPA action approving or finding a motor vehicle emissions budget adequate.

- Requires a conformity SIP amendment addressing requirements from Title 40 CFR sections 93.105, 93.122(a)(4)(ii), and 93.125(c) of the federal transportation conformity regulations.

In addition, on April 5, 2006 EPA rules became effective for establishing criteria for determining which transportation projects must be analyzed for particulate emissions impacts in PM-2.5 and PM-10 nonattainment and maintenance areas.

State Rule

State rules for transportation conformity were adopted on April 12, 1995, by the Arizona Department of Environmental Quality (ADEQ), in response to requirements in Section 176(c)(4)(C) of the Clean Air Act as amended in 1990 (ADEQ, 1995). These rules became effective upon their certification by the Arizona Attorney General on June 15, 1995 and, as required by the federal conformity rule, were submitted to EPA as a revision to the State transportation conformity SIP.

To date, a State transportation conformity SIP has not received approval by EPA. Section 51.390(b) of the federal conformity rule states: "Following EPA approval of the State conformity provisions (or a portion thereof) in a revision to the applicable implementation plan, conformity determinations would be governed by the approved (or approved portion of the) State criteria and procedures." The federal transportation conformity rule therefore still governs, as a transportation conformity SIP has not yet been approved for this area.

The State rule specifies that MPOs (i.e., MAG, for this region) must develop specific conformity guidance and consultation procedures and processes. MAG has developed and adopted two conformity guidance documents to meet State requirements. MAG developed the "Transportation Conformity Guidance and Procedures" document, which was adopted initially on September 27, 1995 by the MAG Regional Council. The document was revised by the MAG Regional Council on March 27, 1996 (MAG, 1996b). This guidance document addresses both the determination of "regional significance" status for individual transportation projects, and the process by which regionally significant projects may be approved.

MAG also developed the "Conformity Consultation Processes" document, which was adopted on February 28, 1996 by the MAG Regional Council (MAG, 1996a). This guidance document details the public and interagency consultation processes to be used in the development of regional transportation plans, programs, and projects within the Maricopa County nonattainment area.

Case Law

On November 14, 1997, the U.S. Court of Appeals for the District of Columbia issued an opinion in *Sierra Club v. EPA* involving the 1995 transportation conformity amendment that allowed new nonattainment areas a one-year grace period. Under this ruling, conformity applied as soon as an area was designated nonattainment. The EPA issued a final rule on April 10, 2000 in the *Federal Register* deleting 40 CFR 93.102(d) that allowed the grace period for new nonattainment areas (EPA, 2000). Then, on October 27, 2000, the FY 2001 EPA Appropriations bill included an amendment to Section 176(c) of the Clean Air Act that adds the one-year grace period to the statutory language.

On March 2, 1999, the U.S. Court of Appeals for the District of Columbia issued an opinion in *Environmental Defense Fund v. EPA* involving the 1997 transportation conformity amendments. In general, the court struck down 40 CFR 93.120(a)(2) which permitted a 120-day grace period after disapproval of a SIP; determined that the EPA must approve a "safety margin" prior to its use for conformity in 40 CFR 93.124(b); concluded that a submitted SIP budget must be found by EPA to be adequate, based on criteria found in 40 CFR 93.118(e)(4) before it can be used in a conformity determination; and ended a provision that allowed "grandfathered" projects to proceed during a conformity lapse.

Following the court ruling, the EPA and U.S. DOT issued guidance to address implementation of conformity requirements based on the court findings. The EPA issued guidance contained in a May 14, 1999 memorandum (EPA, 1999b). In addition, the U.S. DOT issued guidance on June 18, 1999 that incorporates all U.S. DOT guidance in response to the court decision in a single document (U.S. DOT, 1999). On July 1, 2004, transportation conformity rule amendments were published in the *Federal Register* to incorporate provisions of the *Environmental Defense Fund v. EPA* court decision.

On October 20, 2006, the U.S. Court of Appeals for the District of Columbia filed an opinion vacating a provision of the transportation conformity rule at 40 CFR 93.109(e)(2)(v) that allowed areas to use the interim emission tests instead of the one-hour budgets. All other provisions regarding the use of the interim emissions tests remain unaffected by the court decision. Table A-1 summarizes the criteria for conformity determinations for transportation projects, programs, and plans, as specified in amendments to the federal conformity rule.

CONFORMITY RULE REQUIREMENTS

The federal regulations identify general criteria and procedures that apply to all transportation conformity determinations, regardless of pollutant and implementation plan status. These include:

1) *Conformity Tests* — Sections 93.118 and 93.119 specify emission tests (budget and interim emissions) that the TIP and RTP must satisfy in order for a determination of conformity to be found. The final transportation conformity rule issued on July 1, 2004, requires a submitted SIP motor vehicle emissions budget to be affirmed as adequate by EPA prior to use for making conformity determinations. The budget must be used on or after the effective date of EPA's finding of adequacy.

2) *Methods / Modeling:*

   Latest Planning Assumptions — Section 93.110 specifies that conformity determinations must be based upon the most recent planning assumptions in force at the time the conformity analysis begins, which is "the point at which the MPO begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions. New data that becomes

TABLE A-1
CONFORMITY CRITERIA FROM THE FINAL RULE

Applicability	Pollutant	Section	Requirement
All Actions at All Times	CO, Ozone, PM-10	93.110	Latest Planning Assumptions
		93.111	Latest Emissions Model
		93.112	Consultation
Transportation Plan (RTP)	CO, Ozone, PM-10	93.113(b)	TCMs
		93.118 and/or 93.119	Emissions Budget and/or Interim Emissions
TIP	CO, Ozone, PM-10	93.113(c)	TCMs
		93.118 and/or 93.119	Emissions Budget and/or Interim Emissions
Project (From a Conforming Plan and TIP)	CO, Ozone, PM-10	93.114	Currently Conforming Plan and TIP
		93.115	Project From a Conforming Plan and TIP
	CO and PM-10	93.116	CO, PM-10, and PM-2.5 Hot-Spots
	PM-10	93.117	PM-10 and PM-2.5 Control Measures
Project (Not From a Conforming Plan or TIP)	CO, Ozone, PM-10	93.113(d)	TCMs
		93.114	Currently Conforming Plan and TIP
	CO and PM-10	93.116	CO, PM-10, and PM-2.5 Hot-Spots
	PM-10	93.117	PM-10 and PM-2.5 Control Measures
	CO, Ozone, PM-10	93.118 and/or 93.119	Emissions Budget and/or Interim Emissions

Source: Adapted from (EPA, 1997a) and (EPA, 2004a), Section 93.109(b), "Table 1 - Conformity Criteria".

available after an analysis begins is required to be used in the conformity determination only if a significant delay in the analysis has occurred, as determined through interagency consultation." (EPA, 2004a) This section of the conformity rule also requires reasonable assumptions to be made with regard to transit service and changes in projected fares.

Latest Emissions Models — Section 93.111 requires that the latest emission estimation models specified for use in SIPs must be used for the conformity analysis.

3) *Timely Implementation of TCMs* — Section 93.113 provides a detailed description of the steps necessary to demonstrate that the TIP and RTP are providing for the timely implementation of TCMs, as well as demonstrate that the plan and/or program is not interfering with this implementation.

4) *Consultation* — Section 93.105 requires that the conformity determination be made in accordance with the consultation procedures outlined in the federal regulations. These include:

- MAG is required to provide reasonable opportunity for consultation with local air quality and transportation agencies, state air and transportation agencies, and the U.S. DOT and EPA (Section 93.105(b)(1)).

- MAG is required to establish a proactive public involvement process which provides opportunity for public review and comment prior to taking formal action on a conformity determination (Section 93.105(e)).

Under the interagency consultation procedures, the RTP is prepared by MAG staff with guidance from the MAG Transportation Policy Committee, the MAG Management Committee, and the MAG Regional Council. Copies of the final Draft are provided to MAG member agencies and others, including the Federal Transit Administration (FTA), Federal Highway Administration (FHWA), Arizona Department of Transportation (ADOT), ADEQ, Regional Public Transportation Authority (RPTA), City of Phoenix Public Transit Department, Pinal County Air Quality Control District (PCAQCD), Central Arizona Association of Governments (CAAG), Maricopa County Air Quality Department (MCAQD), and EPA. The RTP is required to be publicly available and an opportunity for public review and comment is provided.

The TIP is prepared by MAG staff with the assistance of the MAG modal committees, Transportation Review Committee, and Transportation Policy Committee. Copies of the Draft TIP are provided to MAG member agencies and others, including FTA, FHWA, ADOT, ADEQ, RPTA, City of Phoenix Public Transit Department, MCAQD, CAAG, PCAQCD, and EPA for review. As with the RTP, the TIP is required to be publicly available and an opportunity for public review and comment is provided.

AIR QUALITY DESIGNATIONS

Portions of Maricopa County are currently designated as nonattainment or maintenance for the National Ambient Air Quality Standards (NAAQS) for carbon monoxide (CO), eight-hour ozone, and particulate matter less than or equal to ten microns in diameter (PM-10). Air quality plans have been prepared to address carbon monoxide, one-hour ozone, eight-hour ozone, and PM-10:

- The Revised MAG 1999 Serious Area Carbon Monoxide Plan, reflecting the repeal of the remote sensing program by the Arizona Legislature in 2000, was submitted to EPA in March 2001 and approved by EPA effective April 8, 2005;

- The Carbon Monoxide Redesignation Request and Maintenance Plan for the Maricopa County Nonattainment Area was submitted to EPA in June 2003 and approved by EPA effective April 8, 2005;

- The EPA approved and promulgated a Revised 1998 15 Percent Rate of Progress Plan for Ozone (Revised ROP FIP) for the Maricopa County nonattainment area, effective August 5, 1999;

- The Serious Area Ozone State Implementation Plan for Maricopa County was prepared by ADEQ and submitted to EPA in December 2000 to meet the Serious Area requirements. No budget is contained in the Serious Area Ozone Plan. EPA approved the Serious Area Ozone Plan, effective June 14, 2005;

- The One-Hour Ozone Redesignation Request and Maintenance Plan for the Maricopa County Nonattainment Area was submitted to EPA in May 2004 and approved by EPA effective June 14, 2005;

- The MAG Eight-Hour Ozone Plan for the Maricopa Nonattainment Area was submitted to EPA by June 15, 2007;

- The Revised MAG 1999 Serious Area Particulate Plan for PM-10 was submitted to EPA in February 2000 and approved by EPA effective August 26, 2002; and

- The MAG 2007 Five Percent Plan for PM-10 for the Maricopa County Nonattainment Area was submitted to EPA by December 31, 2007.

The boundaries of the nonattainment and maintenance areas are identified below, followed by a summary of the attainment status for each pollutant for the Maricopa County region.

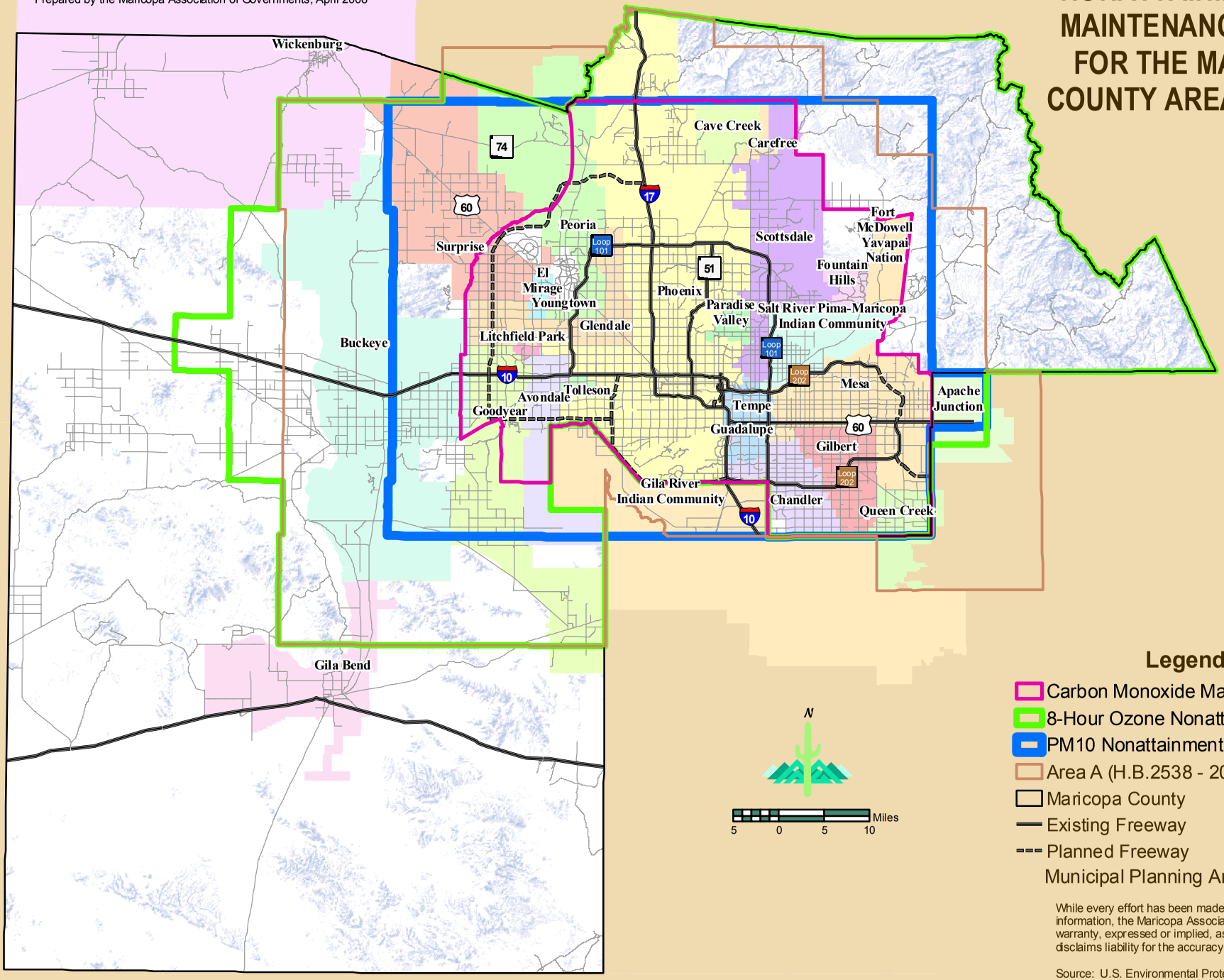
Nonattainment and Maintenance Boundaries

Nonattainment and maintenance areas in Maricopa County are shown in Figure A-1. The carbon monoxide maintenance boundary, encompasses 1,814 square miles (approximately 20 percent) of the county. This boundary was originally specified in 1974.

FIGURE A-1: AIR QUALITY NONATTAINMENT AND MAINTENANCE AREAS FOR THE MARICOPA COUNTY AREA, ARIZONA

MARICOPA ASSOCIATION of GOVERNMENTS

Prepared by the Maricopa Association of Governments, April 2008



Legend

- Carbon Monoxide Maintenance Area
- 8-Hour Ozone Nonattainment Area
- PM10 Nonattainment Area
- Area A (H.B.2538 - 2001)
- Maricopa County
- Existing Freeway
- Planned Freeway
- Municipal Planning Areas shaded

While every effort has been made to ensure the accuracy of this information, the Maricopa Association of Governments makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.

Source: U.S. Environmental Protection Agency,
g:/dev/maps/AQ/85x11/aq_bounds_with_AreaA_MPA.mxd

On March 9, 2005, EPA published a final rule redesignating portions of Maricopa County to attainment for carbon monoxide and also removed the Gila River Indian Community from the Maricopa County maintenance area, effective April 8, 2005 (EPA, 2005a).

Portions of the Maricopa County area, including the Gila River Indian Community, were designated nonattainment for one-hour ozone in September 1979. On June 14, 2005, EPA redesignated the area to attainment for one-hour ozone. The associated designations and classifications for the one-hour standard were revoked on June 15, 2005. On November 10, 2005, EPA published a direct final rule to correct the boundary of the Phoenix metropolitan one-hour ozone nonattainment area to exclude a portion of the Gila River Indian Community, effective January 9, 2006.

On April 15, 2004, EPA designated an eight-hour ozone nonattainment area located mainly in Maricopa County and Apache Junction in Pinal County. On April 30, 2004, EPA published the air quality designations and classifications for the eight-hour ozone standard that includes T1N, R8E and sections 1 through 12 of T1S, R8E in Pinal County (EPA, 2004b). As shown in Figure A-1, the eight-hour boundary excludes the Gila River Indian Community. The eight-hour ozone nonattainment area covers approximately 4,880 square miles.

Following promulgation of the PM-10 standard in 1987, EPA identified a larger PM-10 nonattainment area in 1990. The PM-10 nonattainment area encompasses 2,916 square miles, consisting of a 48 by 60 mile rectangular grid encompassing eastern Maricopa County, plus a six by six mile section that includes a portion of the City of Apache Junction in Pinal County.

Attainment Status

Following the requirements of the 1990 Clean Air Act Amendments, EPA initially classified the MAG region as a "Moderate" nonattainment area for the eight-hour CO standard, with a design value of 12.6 parts per million (ppm), exceeding the current NAAQS of 9.0 ppm. The standard was not achieved by the Clean Air Act deadline of December 31, 1995. The area was reclassified to "Serious" by operation of law in July 1996, with an effective date of August 28, 1996 (EPA, 1996b). The new carbon monoxide attainment date was December 31, 2000. No violations of the carbon monoxide standard have occurred since 1996. The State, in a July 23, 1999 letter, requested a carbon monoxide attainment determination from the EPA.

In June 2003, the MAG Carbon Monoxide Redesignation Request and Maintenance Plan for the Maricopa County Nonattainment Area was submitted to EPA. The CO Maintenance Plan demonstrates that all Clean Air Act requirements have been met and requests that EPA redesignate the area to attainment for carbon monoxide. On September 22, 2003, EPA published a final attainment determination for the carbon monoxide standard (EPA, 2003). On March 9, 2005, EPA published the final rule in the *Federal Register* approving the Revised MAG 1999 Serious Area Carbon Monoxide Plan and the Carbon Monoxide Maintenance Plan, effective April 8, 2005 (EPA, 2005a).

Under the 1990 Clean Air Act Amendments, the Maricopa County nonattainment area was classified as "Moderate" for the one-hour ozone standard. The standard was not achieved by the deadline of November 19, 1996. On November 6, 1997, EPA reclassified the area to "Serious" for ozone (EPA, 1997b), effective February 13, 1998 (EPA, 1998). The new ozone attainment date was November 19, 1999. Prior to EPA's revocation of the one-hour ozone standard in 2005, no violations of the standard had occurred since 1996. The State, in a February 21, 2000 letter, requested an ozone attainment determination. On May 30, 2001, the Environmental Protection Agency published a final attainment determination for the one-hour ozone standard (EPA, 2001a).

The MAG One-Hour Ozone Redesignation Request and Maintenance Plan for the Maricopa County Nonattainment Area was submitted to EPA in May 2004. The MAG One-Hour Ozone Maintenance Plan demonstrated that all Clean Air Act requirements had been met and requested that EPA redesignate the area to attainment for one-hour ozone. On June 14, 2005, EPA published the final rule in the *Federal Register* approving the One-Hour Ozone Maintenance Plan and redesignating the one-hour ozone area to attainment (EPA, 2005b). EPA revoked the one-hour ozone standard on June 15, 2005.

On April 30, 2004, EPA published the final rule designating eight-hour ozone nonattainment areas, effective June 15, 2004. The eight-hour ozone nonattainment area in Maricopa and Pinal Counties is classified under Section D, Subpart 1, of the Clean Air Act referred to as "Basic" nonattainment, with an attainment date of June 15, 2009. The boundary of the eight-hour ozone nonattainment area is shown in Figure A-1. The MAG 2007 Eight-Hour Ozone Plan for the Maricopa Nonattainment Area was submitted to the EPA by June 15, 2007.

Under Section 107(d)(4) of the 1990 Clean Air Act Amendments, the PM-10 nonattainment area was initially classified as "Moderate," with an attainment deadline of December 31, 1994. The standard was not achieved by this date. EPA reclassified the region to "Serious" in May 1996, with an effective date of June 10, 1996 (EPA, 1996a). The new attainment date for PM-10 was December 31, 2001 for Serious areas; however the Revised MAG 1999 Serious Area Particulate Plan for PM-10 for the Maricopa County Nonattainment Area contained a request to extend the attainment date to December 31, 2006, as allowed in the Clean Air Act Amendments (MAG 2000a). In the July 25, 2002 *Federal Register*, the Environmental Protection Agency published the final approval of the Revised MAG 1999 Serious Area Particulate Plan for PM-10, including the request to extend the attainment date to December 31, 2006.

On May 25, 2007, EPA issued a final rule finding that the Maricopa County nonattainment area did not attain the PM-10 standard by December 31, 2006. In accordance with Section 189(d) of the Clean Air Act, MAG prepared a Five Percent Plan for PM-10 that was submitted to EPA by December 31, 2007 (MAG, 2007b).

In addition, on July 18, 1997 EPA promulgated federal air quality standards for PM-2.5. On January 5, 2005, EPA published a notice designating the region as an attainment area for PM-2.5, effective April 5, 2005.

CONFORMITY TEST REQUIREMENTS

Specific conformity test requirements established for the MAG nonattainment or maintenance areas for carbon monoxide, ozone, and PM-10, are summarized below. The Carbon Monoxide Redesignation Request and Maintenance Plan, submitted to EPA in June 2003, contained 2006 and 2015 emissions budgets for carbon monoxide. These carbon monoxide budgets were found to be adequate by EPA on September 29, 2003. On March 9, 2005, EPA published the final rule in the *Federal Register* approving the Carbon Monoxide Maintenance Plan, including the emissions budgets, effective April 8, 2005.

The MAG Eight-Hour Ozone Plan, submitted to EPA by June 15, 2007, contained 2008 conformity budgets for the ozone precursors, VOC and NOx. These emission budgets were found to be adequate by EPA, effective November 9, 2007.

The MAG 2007 Five Percent Plan for PM-10 was submitted to EPA by December 31, 2007. This plan established a PM-10 conformity budget for the attainment year of 2010. The conformity budget is currently under EPA adequacy review. It is anticipated that this 2010 budget will be found adequate by EPA for use in the 2008 MAG Conformity Analysis.

The descriptions of the conformity tests that will be performed for carbon monoxide, eight-hour ozone, and PM-10 as part of the 2008 MAG Conformity Analysis are provided below.

Carbon Monoxide

The MAG 1999 Serious Area Carbon Monoxide Plan for the Maricopa County Nonattainment Area was submitted to the EPA in July 1999 (MAG, 1999). The MAG 1999 Serious Area Carbon Monoxide Plan used the required EPA emissions model to assess the emission reduction measures required to demonstrate attainment and established a CO emissions budget of 411.6 metric tons per day for 2000 for the modeled area. The EPA issued a notice of adequacy effective December 14, 1999 in the *Federal Register* finding that the submitted CO motor vehicle emissions budget contained in the MAG 1999 Serious Area Carbon Monoxide Plan for the Maricopa County Nonattainment Area was adequate for transportation conformity purposes (EPA, 1999a).

The Revised MAG 1999 Serious Area Carbon Monoxide Plan for the Maricopa County Nonattainment Area was submitted to the EPA in March 2001 (MAG, 2001a). The Revised Plan reflected the repeal of the Random Onroad Testing Requirements (Remote Sensing Program) from the Vehicle Emissions Inspection Program by the Arizona Legislature in 2000. The Revised Plan used the required EPA emissions model to assess the emission reduction measures required to demonstrate attainment and established a CO emissions budget of 412.2 metric tons per day for 2000 for the modeled area. The EPA issued a notice of adequacy in the *Federal Register* on October 17, 2001, finding that the submitted CO motor vehicle emissions budget contained in the Revised MAG 1999 Serious Area Carbon Monoxide Plan for the Maricopa County Nonattainment Area was adequate for transportation conformity purposes (EPA, 2001b). The new conformity

budget for CO of 412.2 metric tons per day replaced the previous budget of 411.6 metric tons per day.

In June 2003, the Carbon Monoxide Redesignation Request and Maintenance Plan was submitted to EPA (MAG, 2003). The CO Maintenance Plan used the EPA-approved MOBILE6 emissions model to develop a 2006 emissions budget for carbon monoxide of 699.7 metric tons per day and a 2015 budget of 662.9 metric tons per day. EPA found the 2006 and 2015 budgets to be adequate for conformity purposes, effective October 14, 2003. The 2006 budget applies to horizon years from 2006 through 2014 and the 2015 budget, to horizon years after 2014. The regional emissions analysis projected for the amended TIP and RTP must be less than or equal to these budgets.

On September 22, 2003, EPA published a final attainment determination for the carbon monoxide standard (EPA, 2003). In addition, on March 9, 2005, EPA published the final rule in the *Federal Register* approving the Revised MAG 1999 Serious Area Carbon Monoxide Plan and the MAG Carbon Monoxide Redesignation Request and Maintenance Plan as part of the redesignation of Maricopa County to an attainment area for carbon monoxide, effective April 8, 2005 (EPA, 2005a).

Eight-Hour Ozone

This section discusses the conformity test requirements for the Maricopa nonattainment area for eight-hour ozone (EPA, 2004a). Ozone is a secondary pollutant, generated by chemical reactions in the atmosphere involving volatile organic compounds (VOC) and nitrogen oxides (NOx). The Eight-Hour Ozone Plan for the Maricopa Nonattainment Area (MAG, 2007a) establishes conformity budgets for VOC and NOx in the modeled attainment year of 2008. The 2008 emissions budgets for the eight-hour ozone nonattainment area are 67.9 metric tons per day for VOC and 138.2 metric tons per day for NOx. EPA published a *Federal Register* notice finding these budgets to be adequate, effective November 9, 2007.

PM-10

As required by Clean Air Act Section 189(d), the MAG 2007 Five Percent Plan for PM-10 was submitted to EPA by December 31, 2007. The Plan establishes a PM-10 emissions budget for onroad mobile sources in the modeled attainment year of 2010. The 2010 conformity budget for PM-10 in the Plan is 103.3 metric tons per day for the PM-10 nonattainment area. The conformity budget is currently under EPA adequacy review. It is anticipated that EPA will find this budget to be adequate for use in the 2008 MAG Conformity Analysis.

Section 93.122(e)(2) of the federal conformity rule requires that PM-10 from construction-related fugitive dust be included in the regional PM-10 emissions analysis, if it is identified as a contributor to the nonattainment problem in a PM-10 plan. The motor vehicle emissions budget established in the MAG 2007 Five Percent Plan for PM-10 includes vehicle exhaust, tire wear, brake wear, reentrained dust from travel on paved roads, travel on unpaved roads, and road construction.

Therefore, emissions from road construction will be included in the PM-10 estimates developed for this conformity analysis.

ANALYSIS YEARS

In selecting analysis years, the conformity rule requires that: (1) if the attainment year is in the time frame of the transportation plan, it must be modeled; (2) the last year forecast in the transportation plan must be an analysis year; and (3) analysis years may not be more than ten years apart. In addition, the first analysis year should be no more than ten years from the base year used to validate the transportation model.

For the 2008 MAG Conformity Analysis, onroad mobile source carbon monoxide emissions will be estimated for the analysis years 2010, 2015, 2018, and 2028. For the ozone precursors, volatile organic compounds and nitrogen oxides, the conformity analysis years will be 2008, 2018, and 2028. For PM-10, the conformity analysis years will be 2010, 2018, and 2028.

The year 2008 will be modeled for the ozone precursors, because it is the attainment year modeled in the Eight-Hour Ozone Plan. The year 2015 will be modeled for carbon monoxide, because an emissions budget has been approved for this maintenance year in the MAG Carbon Monoxide Redesignation Request and Maintenance Plan. Carbon monoxide will also be modeled in 2010, because 2015 is more than ten years beyond the 2002 base year used to validate the transportation model. The year 2010 will also be modeled for PM-10, because it is the attainment year in the MAG 2007 Five Percent Plan for PM-10. The year 2028 will be modeled for all pollutants, since it is the last year of the Regional Transportation Plan. The year 2018 is an intermediate year that meets the federal conformity rule requirement that horizon years be no more than ten years apart.

II. LATEST PLANNING ASSUMPTIONS

The Clean Air Act states that "the determination of conformity shall be based on the most recent estimates of emissions, and such estimates shall be determined from the most recent population, employment, travel, and congestion estimates as determined by the MPO or other agency authorized to make such estimates." On January 18, 2001, the U.S. DOT issued guidance developed jointly with EPA to provide additional clarification concerning the use of latest planning assumptions in conformity determinations (U.S. DOT, 2001).

Key elements of this guidance are identified below:

- Areas are strongly encouraged to review and strive towards regular five-year updates of planning assumptions, especially population, employment and vehicle registration assumptions.

- The latest planning assumptions must be derived from the population, employment, travel and congestion estimates that have been most recently developed by the MPO (or other agency authorized to make such estimates) and approved by the MPO.

- Conformity determinations that are based on information that is older than five years should include written justification for not using more recent information. For areas where updates are appropriate, the conformity determination should include an anticipated schedule for updating assumptions.

The latest planning assumptions proposed for use in the 2008 MAG Conformity Analysis are summarized in Table A-3. The methodology and scheduled updates for the planning assumptions are discussed below.

Amendments to the conformity rule (EPA, 2004a) indicate that "the conformity determination must satisfy the requirements...using the planning assumptions available at the time the conformity analysis begins as determined through the interagency consultation process." It is proposed that the "time that the conformity analysis begins" will be the day that the first traffic assignment (i.e., 2008, 2010, 2015, 2018, or 2028) for the 2008 MAG Conformity Analysis has been submitted for computer processing. It typically takes about 48 hours of computer time to complete each of these traffic assignments. The latest planning assumptions and emissions models to be used are described in Table A-3.

POPULATION AND EMPLOYMENT

In accordance with the Arizona Governor's Executive Order 95-2, the population projections used for all State agency planning purposes are updated every five years after a decennial or mid-decennial census. Following the release of 2005 Census Survey data in June 2006, the Arizona Department of Economic Security (DES) prepared a new set of Maricopa County population projections. MAG allocated the DES projections for Maricopa County to TAZs using the DRAM/EMPAL and Subarea Allocation Model-Information Manager (SAM-IM) land use models.

The travel and speed estimates for the analysis years in the 2008 MAG Conformity Analysis will be based on the Maricopa County subcounty population and employment projections consistent with the 2005 Census Survey data. The subcounty socioeconomic projections were approved by the MAG Regional Council in May 2007.

Methodology

DES prepared the official Arizona population projections by county, using census data as the base. MAG used official DES population projections consistent with the 2005 Census Survey for Maricopa County. These population and employment projections for Maricopa County were distributed to smaller geographic areas by MAG using the latest available data and state-of-the-art land use models. The nationally-recognized DRAM/EMPAL model was used to allocate county

TABLE A-3
LATEST PLANNING ASSUMPTIONS FOR MAG CONFORMITY DETERMINATIONS

Assumption	Source	MAG Models	Next Scheduled Update
Population	Under Governor's Executive Order 95-2, official County projections are updated every 5 years after a census. These official projections must be used by all agencies for planning purposes. Following the release of 2005 Census Survey data in June 2006, the Arizona Department of Economic Security (DES) prepared a new set of Maricopa County projections. The MAG Regional Council approved subcounty socioeconomic projections consistent with the 2005 Census Survey in May 2007.	DRAM/ EMPAL; SAM-IM	Official Maricopa County socioeconomic projections based on Arizona Department of Commerce (DOC) county projections may be approved by the MAG Regional Council after the 2010 U.S. Census.
Employment	Following the release of 2005 Census Survey data in June 2006, DES prepared a new set of Maricopa County population projections. MAG has also developed a set of employment projections for Maricopa County that are consistent with the DES population projections. The MAG Regional Council approved subcounty socioeconomic projections consistent with the 2005 Census Survey in May 2007.	DRAM/ EMPAL; SAM-IM	Official Maricopa County socioeconomic projections based on DOC county projections may be approved by the MAG Regional Council after the 2010 U.S. Census.
Traffic Counts	Transportation models were re-validated in 2006 using approximately 2,000 traffic counts collected in 2002.	TransCAD	Traffic counts are updated on an ongoing basis, as funds become available.
Vehicle Miles of Travel	Transportation models were re-calibrated in 2005/2006 based on a 2001 home interview survey and a 2001 on-board bus survey.	TransCAD	The FY 2008 Unified Planning Work Program contains $300,000 for an External Travel Survey.
Speeds	Transportation models were validated using survey data on peak and off-peak highway speeds collected in 2002-2003.	TransCAD	The FY 2007 Unified Planning Work Program contains $500,000 for a Regional Travel Speed Study.
Vehicle Registrations	January 2007 and July 2007 vehicle registrations were provided by ADOT.	MOBILE6.2	When newer data become available from ADOT in MOBILE6 model format.
Implementation Measures	Latest implementation status of commitments in prior SIPs.	N/A	Updated for every conformity analysis.

projections of households and employment to 148 regional analysis zones (RAZs) based upon the pre-existing location of these activities, land consumption, and transportation system accessibility. The allocation of population and employment from RAZs to one-acre grids was accomplished with a GIS-based model called SAM-IM which assesses the suitability of each grid for development based on measures such as adjacent land use, highway access, and proximity to other development.

Population and employment at the one-acre level is aggregated to TAZs using SAM-IM. The Maricopa County population and employment county control totals were approved by the MAG Regional Council in December 2006.

Next Scheduled Update

In December 2007, the DES Population Statistics Unit was transferred to the Arizona Department of Commerce. The next update of the TAZ population and employment projections will be based on the official Arizona Department of Commerce county-level projections, required by Executive Order 95-2. It is anticipated that the next set of DOC projections will occur after the 2010 U.S. Census.

TRAFFIC COUNTS

Enhancements to the MAG transportation models have recently been completed. The new models were re-validated in 2006, using approximately 2,000 traffic counts collected in 2002. The transportation conformity rule Section 93.122(b)(1)(i) specifies that network-based transportation models need to be validated against observed counts for a base year that is not more than ten years prior to the date of the conformity determination.

Methodology

MAG has recently converted from EMME/2 to TransCAD to perform transportation modeling. TransCAD provides a geographic information systems (GIS) interface that facilitates transportation modeling. The MAG transportation models are now being executed using TransCAD software. The MAG transportation models follow a traditional four-step process: trip generation, trip distribution, mode choice, and traffic/transit assignment. Trip generation determines the number of person trips produced and attracted by traffic analysis zone. Trip distribution links the productions and attractions by TAZ. The mode choice model determines the number of person trips allocated to automobile and transit modes. The mode choice model is sensitive to highway and transit travel times, as well as pricing variables such as automobile operating costs, parking costs, and transit fares. Highway and transit route choice is determined in the assignment step, based on operating costs, travel times, and distances. Capacity-restrained traffic assignments are performed for the AM peak period, midday, the PM peak period, and nighttime. A feedback loop between traffic assignment and trip distribution is utilized to achieve near-equilibrium highway speeds. A peak spreading model is applied to derive the AM and PM peak hour traffic volumes. The transportation models are documented in "Draft MAG Travel Demand Model Documentation" (MAG, 2006).

Next Scheduled Update

A comprehensive traffic count study was conducted by MAG in 2007. This data will be used to re-validate the transportation models.

VEHICLE MILES OF TRAVEL

The MAG transportation models were re-calibrated in 2005/2006 based on a 2001 household travel survey and a 2001 on-board bus survey. The MAG FY 2001 Unified Planning Work Program programmed $500,000 to conduct an activity diary-based travel survey of 4,000 households. The survey instruments were distributed to randomly-selected households during 2001. This survey data has been used to re-calibrate the MAG transportation models. The models, described above, simulate peak and daily traffic volumes on more than 30,000 highway links, as well as transit trips on bus and light rail routes. Transportation model estimates of vehicle miles of travel (VMT) are validated using actual traffic counts. In 2006, the MAG transportation models were validated against more than 2,000 traffic counts collected in 2002. Vehicle miles of travel by link, output by the highway assignment process, are input to the emissions models used in conformity. The methodology for reconciling modeled VMTs with the Highway Performance Monitoring System (HPMS) is described below.

Methodology for Reconciling Transportation Model VMT with HPMS

For nonattainment areas classified as Serious or above, with an urbanized area population exceeding 200,000, the transportation conformity regulations in Section 93.122(b)(3), as amended August 15, 1997, state that:

> *Highway Performance Monitoring System estimates of vehicle miles traveled shall be considered the primary measure of VMT within the portion of the nonattainment or maintenance area and for the functional classes of roadways included in HPMS, for urban areas which are sampled on a separate urban area basis. For areas with network-based travel models, a factor (or factors) may be developed to reconcile and calibrate the network-based travel model estimates of VMT in the base year of its validation to the HPMS estimates for the same period. These factors may then be applied to model estimates of future VMT. In this factoring process, consideration will be given to differences between HPMS and network-based travel models, such as differences in the facility coverage of the HPMS and the modeling network description.* (EPA, 1997a)

In conformity analyses prior to 2002, transportation model VMTs were not reconciled with HPMS, because the values were so similar. This similarity is evident in the annual VMT tracking reports submitted to EPA to satisfy a MAG commitment in the Revised MAG 1999 Serious Area Carbon Monoxide Plan. The final VMT tracking report was submitted to EPA in 2001 (MAG, 2001b). To ensure that the output of the updated MAG transportation models continues to track HPMS vehicle

miles of travel and comply with the conformity rule, MAG reconciles estimates of VMT from the transportation models with HPMS whenever a model re-validation is performed. The first set of HPMS reconciliation factors were developed for the 1998 transportation model validation year and were used in conformity analyses conducted in 2002 through 2004. MAG re-validated the transportation models in 2005 with 2002 traffic counts and a new set of HPMS reconciliation factors were developed and applied for the 2005 MAG Conformity Analyses. The transportation models were re-validated again in 2006; the results of the latest HPMS reconciliation are described below.

The reconciliation was performed by comparing 2002 HPMS VMT with 2002 VMT from the transportation models that has been validated against more than 2,000 traffic counts collected in 2002. The 2002 HPMS data was submitted to the Federal Highway Administration by the Arizona Department of Transportation (ADOT) in October, 2003. The Appendix provides the ADOT HPMS summary tables for urbanized and donut areas in 2002. Together, the Phoenix urbanized and donut areas represent the PM-10 nonattainment area in Maricopa and Pinal Counties. The 2002 HPMS VMT in the Appendix and 2002 VMT from the validated transportation models for the PM-10 nonattainment area are compared in Table A-4. The 2002 VMT from the transportation models is based on the validation run dated February 19, 2006.

After transportation model VMT is converted from average weekday traffic (AWDT) to annual average daily traffic (AADT), the total HPMS and modeled VMTs for the PM-10 nonattainment area are nearly identical. The arterial and collector facility types used in the transportation models are not consistent with the functional classifications used in HPMS. For example, some facilities functionally classified as collectors by HPMS are treated as arterials in the transportation models. Because of these inconsistencies, arterial and collector VMTs are summed in order to compare the transportation model output with HPMS. As Table A-4 indicates, modeled VMT on freeeways is 1.3 percent less than HPMS. Arterial and collector VMT from the models is 0.6 percent higher, and VMT on local streets is 1.4 percent higher, than HPMS.

Since there is no difference between the total modeled and HPMS VMTs for the PM-10 nonattainment area and the differences by facility type are only one percent, HPMS factors are no longer needed. Until the next transportation model re-validation, HPMS reconciliation factors will not be used in air quality planning and conformity analyses.

As indicated above, Section 93.122(b)(3) of the conformity rule requires only those nonattainment areas classified as Serious (and above) to reconcile modeled VMTs with HPMS. The PM-10 nonattainment area has been used to reconcile with HPMS VMTs, because this is the largest Serious nonattainment area in the region. The new eight-hour ozone nonattainment area is larger than the PM-10 area, but the nonattainment area is classified as Basic for eight-hour ozone, rather than Serious. A comparison of 2002 VMT for the eight-hour ozone and PM-10 nonattainment areas reveals that vehicle miles of travel in the PM-10 nonattainment area represent 98 percent of the vehicle miles of travel in the eight-hour ozone nonattainment area. Therefore, expansion to the new eight-hour ozone boundaries would have little impact on the HPMS reconciliation. It is

TABLE A-4
COMPARISON OF TRANSPORTATION MODEL AND HPMS VMT FOR 2002

2002 HPMS VMT
(in thousands per annual average day)

	Freeways	Other Principal + Minor Arterials	Collectors	Locals	Total
Urbanized Area	22,528	17,890+10,309= 28,199	5,636	6,975	63,338
Donut Area	1,830	972+965 = 1,937	2,384	543	6,694
Total PM-10 Non-attainment Area	24,358	18,862+11,274 = 30,136	8,020	7,518	70,032

Arterials + Collectors
38,156

2002 TRANSPORTATION MODEL VMT
(in thousands, adjusted from average weekday to annual average day)

	Freeways	Arterials	Collectors	Locals	Total
Total PM-10 Non-attainment Area	24,049	36,122	2,248	7,625	70,044

Arterials + Collectors
38,370

2002 TRANSPORTATION MODEL VS. HPMS VMT
(Percent Difference)

	Freeways	Arterials + Collectors	Locals	Total
Total PM-10 Non-attainment Area	-1.27%	+0.56%	+1.42%	+0.02%

important to note that the Apache Junction portion of Pinal County is included in the PM-10 nonattainment area and, as a result, VMT estimates for Apache Junction have been addressed in the HPMS reconciliation process.

Next Scheduled Update

MAG is in the process of re-validating the transportation models with the traffic counts that were collected in 2007. New traffic counts are typically collected by MAG on an ongoing basis.

SPEEDS

Speeds obtained from the capacity-restrained traffic assignments are "fed-back" in the travel demand modeling chain. The trip distribution, mode choice, and traffic assignment steps of the chain are executed until AM peak period trip tables and link volumes are in equilibrium (root mean square error of five percent or less). A minimum of five iterations is required to achieve equilibrium. In addition to vehicle miles of travel, the MAG transportation models calculate system performance measures such as vehicle hours of travel and volume to capacity ratios. AM peak, midday, PM peak, nighttime, and daily speeds by highway link are derived from the volume to capacity ratios estimated by the MAG transportation models.

Periodically, MAG conducts speed studies to compare model-estimated speeds with empirical data. The MAG FY 2002 Unified Planning Work Program programmed $300,000 for a MAG Travel Speed Study. This study was conducted in 2002-2003 (MAG, 2004b). About 6,500 speed observations were collected during this study. The new speeds were used to validate speeds input to and output by the MAG transportation models.

Methodology

A comparison of 2002 transportation model-estimated and observed vehicle hours of travel (VHT) for the PM peak period (3-6 PM) is provided in Table A-5. The observed VHTs were derived from the 2002-2003 Travel Speed Study.

Table A-5 indicates that the total model-estimated VHT is 1.3 percent higher than the VHT observed in the 2002-2003 speed study. Since average speed is derived by dividing vehicle miles of travel by vehicle hours of travel, the values in Table A-5 are inversely-proportional to average PM peak speeds. In other words, for the transportation modeling area, model-estimated speeds are, on average, about one percent less than the observed speeds. The weighted average vehicle travel speeds for the PM peak period estimated by the transportation models are summarized in Table A-6.

Next Scheduled Update

The FY 2007 Unified Planning Work Program contained $500,000 for a Regional Travel Speed Study. The results of this study will be used to re-validate the speeds in the transportation models.

TABLE A-5
RATIO OF ESTIMATED/OBSERVED VEHICLE HOURS OF TRAVEL[1]
2002 PM PEAK PERIOD

	Area Type[2]					
Facility Type	1	2	3	4	5	All
Freeway	0.919	1.112	1.097	1.030	0.942	1.060
Expressway	----	1.013	1.336	0.997	1.066	1.036
Collector	----	0.922	1.196	1.396	----	1.225
6-Leg Arterial	0.754	1.040	0.931	1.434	----	1.005
Arterial	0.848	0.985	0.989	1.108	1.217	1.012
HOV Lanes	0.877	0.812	0.959	----	----	0.846
Total	0.847	0.992	0.996	1.096	1.145	1.013

TABLE A-6
AVERAGE ESTIMATED VEHICLE TRAVEL SPEEDS (MPH)
2002 PM PEAK PERIOD

	Area Type[2]					
Facility Type	1	2	3	4	5	All
Freeway	47.6	41.4	55.8	62.8	51.7	50.6
Expressway	----	28.5	41.2	44.7	49.8	46.5
Collector	----	34.8	18.3	20.0	----	18.8
6-Leg Arterial	20.0	16.5	18.4	22.7	----	17.3
Arterial	27.3	28.0	30.9	32.2	32.8	30.1
HOV Lanes	65.3	67.7	68.0	----	----	67.6
Total	29.8	29.7	32.6	35.4	38.3	32.4

[1]Average Speed = Vehicle Miles of Travel (VMT)/Vehicle Hours of Travel (VHT)
[2]Area Types: 1 = CBD, 2 = Outlying, 3 = Mixed Urban, 4 = Suburban, 5 = Rural

VEHICLE REGISTRATIONS

Vehicle registrations for January 2007 and July 2007 are the latest provided to MAG by the Arizona Department of Transportation, Motor Vehicle Division. In the 2008 MAG Conformity Analysis, the July 2007 registrations will be used to estimate VOC, NOx, and PM-10 emissions, while the January 2007 registrations will be used to estimate CO emissions. The vehicle registration distributions provided by ADOT have been converted to MOBILE6 format. MAG will use newer vehicle registration data when provided by ADOT in the format required by the MOBILE6 emissions model.

IMPLEMENTATION MEASURES

In the 2008 MAG Conformity Analysis, emission reduction credit will be assumed for the committed measures in the applicable SIPs, including the measures shown in Table A-7. The emission reductions assumed for these committed measures will reflect the latest implementation status of all measures for which emission reduction credits were assumed in the applicable SIPs.

TABLE A-7
COMMITTED MEASURES TO BE ASSUMED IN THE 2008 CONFORMITY ANALYSIS

Measure	Reference	Measure Description	Pollutant(s)
1	CO Maintenance Plan[1]	CARB Phase 2 with 3.5% Oxygenate in Winter	CO
1	Eight-Hour Ozone Plan[2]	Summer Fuel Reformulation with 7 psi from May 1 through September 30	VOC, NOx
2	CO Maintenance Plan[1] Eight-Hour Ozone Plan[2]	Phased-In Emission Test Cutpoints	CO, VOC, NOx
3	CO Maintenance Plan[1] Eight-Hour Ozone Plan[2]	One-Time Waiver from Vehicle Emissions Test	CO, VOC, NOx
5 4	CO Maintenance Plan[1] Eight-Hour Ozone Plan[2]	Coordinate Traffic Signal Systems	CO, VOC, NOx
6 5	CO Maintenance Plan[1] Eight-Hour Ozone Plan[2]	Develop Intelligent Transportation Systems	CO, VOC, NOx
7 6	CO Maintenance Plan[1] Eight-Hour Ozone Plan[2]	Tougher Enforcement of Vehicle Registration and Emission Test Compliance	CO, VOC, NOx
1C	CO Maintenance Plan[1] Eight-Hour Ozone Plan[2]	Expansion of Area A Boundaries (HB 2538)	CO, VOC, NOx
2C	CO Maintenance Plan[1] Eight-Hour Ozone Plan[2]	Gross Polluter Option for I/M Program Waivers	CO, VOC, NOx
3C	CO Maintenance Plan[1] Eight-Hour Ozone Plan[2]	Increase Waiver Repair Limit Options	CO, VOC, NOx
4C	Eight-Hour Ozone Plan[2]	Federal Heavy Duty Diesel Vehicle Emissions Standards	VOC, NOx

5C	Eight-Hour Ozone Plan[2]	Federal Nonroad Equipment Emissions Standards	VOC, NOx
1C	Five Percent Plan for PM-10[3]	Public Education and Outreach	PM-10
2	Five Percent Plan for PM-10[3]	Extensive Dust Control Training Program	PM-10
3,16	Five Percent Plan for PM-10[3]	Dust Managers at Construction Sites of 50 Acres and Greater; Require Dust Coordinators at Earthmoving Sites of 5-50 Acres	PM-10
5C	Five Percent Plan for PM-10[3]	Certification Program for Dust Free Developments	PM-10
8	Five Percent Plan for PM-10[3]	Conduct Nighttime and Weekend Inspections	PM-10
9,10,44	Five Percent Plan for PM-10[3]	Increase the Number of Proactive Rule 310 and Rule 316 Inspections	PM-10
24C	Five Percent Plan for PM-10[3]	Sweep Streets with PM-10 Certified Street Sweepers	PM-10
26C	Five Percent Plan for PM-10[3]	Pave or Stabilize Existing Public Dirt Roads and Alleys	PM-10
27C	Five Percent Plan for PM-10[3]	Limit Speeds to 15 mph on High Traffic Dirt Roads	PM-10
28	Five Percent Plan for PM-10[3]	Pave or Stabilize Unpaved Shoulders	PM-10
36, 37, 38	Five Percent Plan for PM-10[3]	Strengthen Rule 310 to Promote Continuous Compliance	PM-10
43C	Five Percent Plan for PM-10[3]	Additional $5M in FY07 MAG TIP for Paving Roads and Shoulders	PM-10
53	Five Percent Plan for PM-10[3]	Repave or Overlay Paved Roads with Rubberized Asphalt	PM-10

Sources:

[1]*Carbon Monoxide Redesignation Request and Maintenance Plan for the Maricopa County Nonattainment Area*, May 2003 (MAG, 2003).

[2]*Eight-Hour Ozone Plan for the Maricopa Nonattainment Area*, June 2007 (MAG, 2007a).

[3]*MAG 2007Five Percent Plan for PM-10 for the Maricopa County Nonattainment Area,* December 2007 (MAG, 2007b).

Notes:

(1) The Carbon Monoxide Redesignation Request and Maintenance Plan and the Eight-Hour Ozone Plan rely on commitments to implement control measures in the Revised MAG 1999 Serious Area Carbon Monoxide Plan (MAG, 2001a).

(2) The C next to a Measure number indicates that it was a Contingency Measure in the applicable Plan. Like the other measures in Table A-7, the contingency measures are legally-binding commitments that have already been implemented. Therefore, credit for these measures is assumed in the conformity analysis.

III. TRANSPORTATION MODELING

MAG regional transportation modeling is performed using TransCAD software for both highway and transit network assignments. The transportation models forecast AM peak period, midday, PM peak period, and nighttime vehicle traffic, as well as daily transit ridership, for the MAG transportation modeling area. The transportation modeling area currently contains 1,995 traffic analysis zones and covers an area of approximately 6,500 square miles. The latest calibration of the transportation models was completed in 2005, using data from the 2001 household travel survey and the 2001 on-board bus survey. The latest validation of the transportation models was completed in 2006 using 2002 traffic counts.

The MAG transportation models exhibit the following characteristics, which are consistent with requirements identified in the federal transportation conformity rule (Section 93.122(b)):

- The 2002 traffic volumes simulated by the MAG transportation models have been validated against approximately 2,000 traffic counts. This validation demonstrated a good statistical fit between actual and estimated 24-hour 2002 traffic volumes, as measured by a percent root mean square error of 36.3 percent. The MAG transportation models are documented in "Draft MAG Travel Demand Model Documentation" (MAG, 2006).

- The population, households, and employment inputs to the travel demand models are based on DES population projections consistent with the 2005 Census Survey. Official Maricopa County socioeconomic projections based on DES county projections were approved by the MAG Regional Council in May 2007. These projections were prepared using the DRAM/EMPAL land use model and the MAG Subarea Allocation Model-Information Manager (SAM-IM).

- The population and employment projections to be used in the conformity analysis are consistent with the transportation system alternatives considered. In the MAG land use models, transportation system accessibility influences the allocation of population and employment to smaller geographic areas. The DRAM/EMPAL model distributes County-level projections of households and employment to 148 regional analysis zones (RAZs) based upon the pre-existing location of these activities, land use consumption rates, and transportation system accessibility, expressed in terms of PM peak travel times. These congested travel times are derived from an appropriate capacity-restrained traffic assignment for each forecast year. The allocation of population, households and employment from RAZs to one-acre grid cells is accomplished with SAM-IM. SAM-IM uses transportation system accessibility measures, such as proximity to the closest highway, in determining the likelihood that a one-acre grid will develop during a given forecast interval. SAM also aggregates population, households, and employment projections by one-acre grid to the TAZ-level for input to the transportation models. Congested travel times output by the transportation models are "fed-back" into the land use models to ensure that there is consistency between the transportation system assumptions and the land use projections.

- The transportation models perform capacity-restrained traffic assignments. Restrained assignments are produced for the AM peak period, midday, PM peak period, and nighttime, with volumes and congestion estimated for each period. A peak spreading model is used to derive AM and PM peak hour traffic volumes.

- Speeds obtained from the capacity-restrained traffic assignments are "fed-back" in the travel demand modeling chain. The trip distribution, mode choice, and traffic assignment steps of the chain are executed until AM peak period trip tables and link volumes are in equilibrium (root mean square error of five percent or less). The travel impedances used in the mode choice model include travel times and costs associated with each of the following modes: auto-drivers, carpools (2 and 3+ persons), and transit (i.e. express bus, local bus, and rail).

- The travel impedances used in the trip distribution and traffic assignment steps of the MAG travel demand models are a composite function of highway travel times and costs. The MAG nested logit mode choice model is sensitive to highway and transit travel times, as well as pricing variables, such as automobile operating costs, parking costs, and transit fares.

- As a result of the feedback loop in the MAG travel demand modeling process, the final peak and off-peak speeds are sensitive to the capacity-restrained volumes on each highway segment represented in the network. MAG conducted a new speed study in 2002-2003 in order to validate the vehicle hours of travel, speeds, and other performance measures output by the latest transportation models. The transportation models were re-calibrated and validated using this new speed data. Data from this new Travel Speed Study has been used to ensure that the capacity-restrained speeds and delays output by the transportation models are consistent with empirical data. Table A-5 provides a comparison of model-estimated and observed vehicle hours of travel (VHT) for the same period. Overall, the estimated VHT for 2002 is within one percent of the VHT derived from the 2002-2003 speed survey. This indicates that assigned speeds used in conformity analysis are in reasonable agreement with speed data collected in the 2002-2003 MAG Travel Speed Study (MAG, 2004b).

- The MAG travel demand models estimate average *weekday* traffic, while the Arizona Highway Performance Monitoring System (HPMS) reports *annual average daily* traffic. In addition, HPMS VMT is reported for the PM-10 nonattainment area, which is smaller than the transportation modeling area. In accordance with conformity guidance in Section 93.122(b)(3), MAG has compared transportation model VMT by facility type with HPMS VMT by functional class. For the 3,000 square mile PM-10 nonattainment area, total modeled and HPMS VMTs for 2002, the latest transportation model validation year, are virtually identical. In addition, the differences by facility type are no more than one percent. Therefore, HPMS reconciliation factors will not be used in the 2008 MAG Conformity Analysis.

SOCIOECONOMIC PROJECTIONS

Section 93.110 of the federal conformity rule requires that the population and employment projections used in the conformity analysis be the most recent estimates that have been officially approved by the Metropolitan Planning Organization (i.e., MAG for this region). The 2008 MAG Conformity Analysis will be based on population projections that were approved by the MAG Regional Council in May 2007.

In accordance with the Arizona Governor's Executive Order 95-2, the population projections used for all State agency planning purposes were updated by the Arizona Department of Economic Security (DES) consistent with the 2005 Census Survey for Maricopa County. MAG has prepared socioeconomic projections by traffic analysis zone (TAZ), based on the DES population projections. MAG allocated the projections for Maricopa County to TAZs using the DRAM/EMPAL and Subarea Allocation Model - Information Manager (SAM-IM) land use models. Official Maricopa County socioeconomic projections based on DES county projections were approved by the MAG Regional Council in May 2007.

The TAZ population, households and employment projections take into account the transportation improvements contained in the conforming TIP (FY 2007-2011) and RTP (2006 Update) in effect at the time the projections are approved. For the 2008 MAG Conformity Analysis, the projections of population, households, and employment by TAZ will be input to the MAG transportation models to estimate auto and transit trips, VMT, and congestion for each analysis year.

TRANSPORTATION NETWORK ASSUMPTIONS

This section describes the development of the highway and transit networks which are used to perform the 2008 MAG Conformity Analysis for the amended FY 2008-2012 Transportation Improvement Program and Regional Transportation Plan. Criteria for identification of "qualifying" projects are defined below. The choice of analysis years is reviewed in Section I, *Proposed Methodology for the 2008 MAG Conformity Analysis*.

Qualifying Projects. Not all of the street and freeway projects included in the TIP will qualify for inclusion in the highway network. Projects which call for study, design, right-of-way acquisition, or non-capacity improvements will not be included in the networks. When these projects result in actual facility construction projects, the associated capacity changes will be coded into the network, as appropriate. Since the networks define capacity in terms of number of through traffic lanes, only construction projects that increase the lane-miles of through traffic will be included. Generally, MAG highway networks will include only the one-mile grid system of streets, plus freeways. This includes all streets classified as arterials, as well as some collectors.

Traffic on collectors and local streets not explicitly coded on the highway network will be simulated in the models by use of abstract links called "centroid connectors". These represent collectors, local

streets and driveways which connect a neighborhood to a regionally-significant roadway. Centroid connectors will also include travel occurring on public and private unpaved roads.

Highway Networks. The highway networks for the conformity analysis will be developed using the year preceding the first year of the applicable TIP as a base (i.e., 2007, for the FY 2008-2012 TIP). The base highway network will include all qualifying facilities, including freeways, which are open to traffic on December 31 of the base year. The 2008 network will include all qualifying projects in FY 2008 of the FY 2008-2012 TIP, the first twenty miles of the light rail system minimum operating segment scheduled to open in December 2008, and freeways scheduled to be open to traffic by December 31, 2008. The 2010 network will include all qualifying projects in FY 2008 through FY 2010 of the TIP and freeways scheduled to be open to traffic by December 31, 2010. The 2015 and 2018 networks will assume implementation of qualifying highway and transit projects scheduled in the MAG Regional Transportation Plan, through the year 2015 and 2018, respectively, as well as all qualifying projects scheduled in the FY 2008-2012 TIP. The 2028 network will assume implementation of the entire MAG Regional Transportation Plan, as well as all qualifying projects scheduled in the TIP. It is important to note that regionally significant projects in the Apache Junction portion of Pinal County are included in the MAG TIP.

Coding Conventions. Specific coding conventions or criteria will be applied to determine whether a project qualifies for highway network coding. This will result in coding of all arterial streets and some collectors. The coding conventions will be:

(1) Capacity-related projects on existing links or extensions of existing links on the base highway network will be coded in future networks. This will include projects on freeways, the mile-street grid, and half-mile streets already on the base network.

(2) Capacity-related projects which are not on links or extensions of links in the base network will be coded, if the street is considered a logical part of the one-mile street grid system. If the project is on a half-mile street, it will be considered for inclusion on a case-by-case basis. The key factors to be considered in making this assessment will include:
   - the density of current and future development and travel in the area of the project;
   - whether the change may be accommodated without increasing the number of zones; and
   - whether the change is consistent with standard network coding practices.

Transit Networks. Transit networks will be input to the mode choice step of the MAG transportation models to determine the number of person trips made by transit (bus and rail) and, concurrently, the number of auto trips removed from the highway. For all analysis years, the bus service and rail networks will reflect the latest planning assumptions provided by the Regional Public Transportation Authority.

EMISSIONS MODEL INPUT

The MAG transportation models and the highway and transit networks described above will be utilized to estimate daily vehicle travel and transit ridership in the MAG transportation modeling

area. The primary input to the air quality modeling process will be transportation model estimates of vehicle traffic and speeds for four time periods (AM peak, midday, PM peak, and nighttime) on each highway link, along with the attendant link lengths and coordinate data. A detailed description of the MAG emissions models is provided below in Section IV, *Air Quality Modeling*.

IV. AIR QUALITY MODELING

The models which will be used to estimate emissions for the 2008 MAG Conformity Analysis are (1) the latest version of MOBILE6.2, to derive motor vehicle emission factors for CO, VOC, NOx, and PM-10 (non-reentrainment) and (2) M6Link, to add PM-10 reentrainment emissions from AP-42, and calculate spatially and temporally allocated onroad mobile emissions using the emission factors from MOBILE6.2 and travel data from the transportation model. A brief description of each model is provided below, along with a summary of the principal input and output data. For the 2008 MAG Conformity Analysis, model inputs not dependent on the TIP or RTP are generally derived from the Carbon Monoxide Maintenance Plan (MAG, 2003) for CO; the Eight-Hour Ozone Plan (MAG, 2007a) for VOC and NOx; and the MAG 2007 Five Percent Plan (MAG, 2007b) for PM-10.

MOBILE6

Description. MOBILE6 is a model developed by EPA for the purpose of estimating motor vehicle emission factors, in units of grams per mile, for specified vehicle fleet, fuel, temperature, and speed conditions. This model estimates carbon monoxide, ozone precursor, and PM-10 (excluding reentrained dust) motor vehicle emission factors.

On January 18, 2002, the EPA issued policy guidance on the use of MOBILE6 for transportation conformity, indicating that there would be a two-year grace period before MOBILE6 would be required for new conformity determinations (EPA, 2002a). In the January 29, 2002 *Federal Register,* EPA announced the release of MOBILE6, which triggered the start of a grace period that ended on January 29, 2004. On May 19, 2004, EPA issued a *Federal Register* notice recommending the use of MOBILE6.2 in SIPs and conformity determinations (EPA, 2004c). MOBILE 6.2 will be used in the 2008 MAG Conformity Analysis, because it is the latest emissions model available from EPA.

Inputs. There are a variety of inputs to MOBILE6. The use of a locally-derived motor vehicle registration distribution (by model year) of 25 years is recommended. For the conformity analysis, July 2007 vehicle registration data obtained from the Arizona Department of Transportation (ADOT) will be used as input to MOBILE6 for VOC, NOx, and PM-10. January 2007 data will be used to obtain wintertime emissions rates for CO. This data represents the most recent registrations that have been transmitted to MAG by ADOT.

In addition, each modeled scenario may require several runs to reflect an I/M program and no I/M program. The results from these runs are weighted to reflect the fraction of vehicles participating in the I/M program. Fuel parameters, which include fuel volatility and the use of oxygenated fuels

(market share and oxygen content), are also input. The model is executed with hourly domain temperatures and an array of speeds by link as estimated by the transportation model. The detailed temperatures and speed data are more accurate than average values, since the relationship between emission factors and temperature/speed is not linear.

Output. The output from the MOBILE6 model includes emission factors by hour, roadway facility type, pollutant, and area type. These emission factors will be utilized by the M6Link program in estimating motor vehicle emissions for the MAG region. The emission factors for the 2008 MAG Conformity Analysis will include the pollutants CO, VOC, NOx, and PM-10.

AP-42

Description. PM-10 emission factors for reentrained dust for paved and unpaved roads will be calculated using equations found in Sections 13.2.1.3 and 13.2.2, respectively, of AP-42, November 2006. AP-42 is the common name for the EPA Compilation of Air Pollutant Emission Factors.

Inputs. The AP-42 equations require three inputs to calculate PM-10 emission factors for reentrained paved road dust: the fleet average vehicle weight (i.e., 3.18 tons), the number of days with at least .01 inch of precipitation (i.e., 36), and the road surface silt loading. For the silt loadings, paved roads are split into three classes: freeways, with a silt loading of 0.02 grams per square meter, high traffic arterials, i.e., non-freeways carrying 10,000 vehicles or more per average weekday, with a silt loading of 0.067 grams per square meter, and low traffic arterials, i.e., non-freeways carrying less than 10,000 vehicles per average weekday, with a silt loading of 0.23 grams per square meter. These silt loadings and other input assumptions to the AP-42 equations for estimating paved road fugitive dust emissions are consistent with the MAG 2007 Five Percent Plan for PM-10.

The calculation of PM-10 emission factors for unpaved road fugitive dust emissions requires road surface material silt content (i.e., 11.9%), soil moisture content (0.5%), fleet average vehicle weight (3 tons), and mean vehicle speed (25 mph). These inputs to the AP-42 equations for unpaved roads are also consistent with the MAG 2007 Five Percent Plan for PM-10.

Output. The output from the AP-42 equations for paved and unpaved roads provide PM-10 emission factors in grams per vehicle mile. PM-10 emission factors are calculated for four facility types: freeways, paved high traffic arterials, paved low traffic arterials, and unpaved roads. The PM-10 emission factors are input to M6Link to calculate PM-10 fugitive dust emissions on paved and unpaved roads. The M6Link program merges the paved road PM-10 emissions with the exhaust, tire wear, and brake wear PM-10 emissions output by MOBILE6.2.

M6Link

The M6Link system processes emissions for all pollutants in the conformity analysis. M6Link multiplies emission factors by the traffic volumes and the length of each link to produce onroad vehicle emission totals. If required, M6Link also performs the HPMS factoring discussed previously.

Description. M6Link is a series of computer programs developed to process link data files output by the MAG transportation model, in this case, TransCAD. These programs calculate emissions for roadway links in the MAG transportation networks. Traffic volumes for four times of day (AM peak, midday, PM peak, and nighttime) for each link are converted into hourly volumes based upon local survey data (MAG, 2000b). Hourly emission factors are developed by running MOBILE6.2 for each facility type, area type, and vehicle class using link speeds by time of day. Emissions for each hour are distributed geographically in the modeling domain based on the grid in which each link is located.

Transportation models are designed to model "average weekday" traffic patterns, which do not necessarily correspond to episodic time periods for which vehicle emissions are modeled. As a result, day of the week and month of the year factors consistent with the methodologies used in the CO Maintenance Plan, Eight-hour Ozone Plan, and the Five Percent Plan for PM-10 are included in the M6Link pre-processor.

Inputs. The transportation data input to the M6Link programs consist of database formatted files that contain link-specific data and a node coordinate definitions file. M6Link also requires as input:

- An adjustment factor table containing factors used to allocate period traffic volumes into hourly traffic volumes.
- Fugitive dust emission factors for paved and unpaved roads (generated by the AP-42 model).
- A matrix of emission factors for a range of hours, facility types, area types, vehicle classes, and vehicle ages (generated by the MOBILE6.2 model).
- Factors for the appropriate weighting of vehicles that do and do not participate in the inspection/maintenance program.
- The year being modeled.
- The ratio of vehicles participating in the I/M program.

Outputs. The outputs from M6Link include an hourly, gridded onroad mobile source emissions file and several summary files containing emissions and traffic data in the modeling domain.

IMPLEMENTATION MEASURES

Emissions model input files are adjusted, as necessary, to reflect implementation of committed control measures in the applicable SIPs. Control measures from the air quality plans for which emissions reduction credit will be taken in the 2008 MAG Conformity Analysis are presented in Table A-7, located in Section II, *Latest Planning Assumptions*.

For the conformity analysis, emission reduction credit will be applied for committed control measures and committed contingency measures contained in the air quality plans. Credit may also be taken for Congestion Mitigation and Air Quality Improvement (CMAQ) projects in the MAG Transportation Improvement Programs, if credit for these measures was not quantified in the air

quality plans. The equations, methods, and assumptions to be used in calculating emission reductions attributable to CMAQ projects are described in Methodologies for Evaluating Congestion Mitigation and Air Quality Improvement Projects (MAG, 2005). In addition, emission reduction credit for the strengthening of existing control measures or implementation of new control measures, as identified in the TIP and RTP, will be incorporated into the analysis, where appropriate.

CALCULATION OF PM-10 EMISSIONS FROM ROAD CONSTRUCTION

As required by 93.122(e), PM-10 emissions from road construction will be estimated for each conformity analysis year. The estimate of road construction emissions will be derived from the MAG 2007 Five Percent Plan for PM-10. In the Five Percent Plan, future road construction emissions were estimated on the basis of earthmoving permits issued by Maricopa County for road construction in 2004-2007. The average annual permitted acreage for road construction over this four year period was divided by the 2005 permitted acreage for road construction to obtain the growth factor to project 2005 road construction emissions (from the Maricopa County Periodic Emissions Inventory for PM-10) to 2007. Because the growth factor was based on average permitted acreage over a four year period, the 2007 base case road construction emissions were held constant through 2010. Implementation of the committed control measures in the Five Percent Plan is expected to reduce the base case road construction emissions by 48.2 percent in 2010. Since the four years used to develop the road construction emissions growth factor represent a period of peak construction activity in the PM-10 nonattainment area, the 2010 road construction emissions with the committed control measures will be held constant for all conformity analysis years after 2010.

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APPENDIX

2002 HPMS SYSTEM LENGTH AND DAILY VEHICLE TRAVEL SUMMARIES SUBMITTED TO FHWA BY ADOT IN OCTOBER, 2003

HPMS
ARIZONA
02-01
CY 2002

SYSTEM LENGTH AND DAILY VEHICLE TRAVEL

INDIVIDUAL URBANIZED AREAS WITH GREATER THAN 50,000 POPULATION

(Aggregate length and travel information covering all public highways by class of road for each urbanized area)

Areawide
Table 4-2

URBANIZED AREA NAME	POPULATION (1,000)	NET LAND AREA (SQ MILES)	DATA TYPE	FUNCTIONAL SYSTEM						
				PRINCIPAL ARTERIALS			MINOR ARTERIAL	COLLECTOR	LOCAL	TOTAL
				INTERSTATE	OTHER FREEWAYS & EXPRESSWAYS	OTHER				
PHOENIX	2,949	1,054	LENGTH	53	136	601	599	662	8,633	10,684
			TRAVEL (1,000)	8,998	13,530	17,890	10,309	5,636	6,975	63,338
TUCSON	709	312	LENGTH	20	15	172	309	195	2,384	3,095
			TRAVEL (1,000)	1,828	532	5,354	4,310	864	1,681	14,569
YUMA	88	34	LENGTH	4	-	22	24	19	249	318
			TRAVEL (1,000)	78	-	460	274	109	176	1,095
FLAGSTAFF	67	73	LENGTH	17	-	12	26	45	177	277
			TRAVEL (1,000)	468	-	298	151	153	132	1,202
			LENGTH							-
			TRAVEL (1,000)							-
TOTAL	3,813	1,473	LENGTH	94	151	807	958	921	11,443	14,374
			TRAVEL (1,000)	11,370	14,062	24,002	15,044	6,762	8,964	80,204

Units for defining length and travel in this report are miles and vehicle-miles (in thousands), respectively
Figures shown originally submitted to Federal Highway Administration in October, 2003
Figures may not add up to totals due to numerical rounding

HPMS
ARIZONA
03-2
CY 2002

SYSTEM LENGTH AND DAILY VEHICLE TRAVEL
FOR "DONUT" PORTION OF URBAN AREAS DESIGNATED AS NAAQS NON-ATTAINMENT AREAS
(Aggregate length and travel information covering all public roadways by class of road for each urban (donut) area)

Areawide
Table # 3

DONUT AREA NAME	POPULATION (1,000)	NET LAND AREA (SQ MILES)	DATA TYPE	FUNCTIONAL SYSTEM						
				ARTERIALS			COLLECTORS		LOCAL	TOTAL
				INTERSTATE / URBAN FRWY	OTHER PRINCIPAL	MINOR	RURAL MAJ / MIN	URBAN		
PHOENIX	2,949	1,054	LENGTH	39	83	84	443	196	2,371	3,216
			TRAVEL (1,000)	1,830	972	965	1,753	631	543	6,694
TUCSON	709	312	LENGTH	37	17	21	257		1	333
			TRAVEL (1,000)	1,524	160	243	705		16	2,648
			LENGTH		-					-
			TRAVEL (1,000)		-					-
			LENGTH		-					-
			TRAVEL (1,000)		-					-
			LENGTH							-
			TRAVEL (1,000)							-
TOTAL	3,658	1,366	LENGTH	76	100	105	700	196	2,372	3,549
			TRAVEL (1,000)	3,354	1,132	1,208	2,458	631	559	9,342

Units for defining length and travel in this report are miles and vehicle-miles (in thousands), respectively
Figures shown originally submitted to Federal Highway Administration in August, 2000
Figures may not add up to totals due to numerical rounding

ATTACHMENT B

DRAFT

PROCESS FOR ENSURING EXPEDITIOUS IMPLEMENTATION OF TRANSPORTATION CONTROL MEASURES

Section 93.105(c)(1)(iv) of the federal conformity rule requires a consultation process to be established for making a determination of whether past obstacles to implementation of transportation control measures which are behind the schedule established in the applicable air quality plan have been identified and are being overcome. A determination also is required as to whether State and local agencies with influence over approvals or funding for transportation control measures (TCMs) are giving maximum priority to approval or funding for TCMs. In addition, the process is required to consider whether delays in transportation control measure implementation necessitate revisions to the air quality plan to remove or substitute TCMs or other emission reduction measures.

In February 1996, the MAG Regional Council adopted conformity consultation processes (MAG 1996b) in response to federal and state requirements. The following text from the process M-6 directly addresses the requirement for consultation on the expeditious implementation of TCMs:

> "A consultation process is required for the determination of whether past obstacles to implementation of transportation control measures which are behind schedule have been identified and are being overcome. Also, a determination is required whether State and local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding of TCMs. These determinations are part of the criteria for TIP conformity determinations, specified in the federal conformity regulation 40 CFR 51.418(c)(2) *(now 93.113(c)(2))*."

For the 2008 MAG Conformity Analysis, the anticipated approach will be to conduct a review of projects and funds allocated in the TIP which implement adopted pollution control measures. This will be used together with any TCM implementation annual reports described above that are available, as the basis for assessing whether or not implementing agencies are giving maximum priority to approval or funding of transportation control measures.

The TCM findings required under federal conformity regulations will be incorporated as part of the 2008 MAG Conformity Analysis, which will be made available for interagency and public review, including a public hearing, prior to a Finding of Conformity by the MAG Regional Council.

DRAFT

TYPES OF PROJECTS CONSIDERED EXEMPT FROM CONFORMITY REQUIREMENTS

Under Environmental Protection Agency regulations, a conformity determination is required before a regionally significant road or transit project (regardless of funding source) can be approved by any agency which is a recipient of federal road or transit funds. As part of this conformity determination, regional emissions analyses are required. However, the regulations also identify various types of projects which are exempted from the analytical requirements due to their presumed negligible air quality impacts. Interagency consultation is required to determine whether any of these normally exempted projects "should be treated as nonexempt in cases where potential adverse emissions impacts may exist for any reason."

In February 1996, the MAG Regional Council adopted conformity consultation processes (MAG, 1996b) in response to federal and state requirements. The following text from the process M-5 directly addresses the requirement for consultation on exempt projects:

> "...the Metropolitan Planning Organization (i.e. MAG, for this region) shall initiate consultation for evaluating whether projects listed as exempt from conformity in the conformity regulation should be treated as nonexempt projects where potential adverse emission impacts may exist for any reason. In this consultation process, MAG provides for the participation of the transportation and air quality agencies, as well as the public."

MAG consults on the designation of exempt status for a specific project proposal at the time the project in question is proposed for addition to the TIP and RTP. This consultation process is described in MAG process M-8.

For the 2008 MAG Conformity Analysis, the anticipated approach includes the exempt projects which are contained in the EPA conformity regulations, as listed in the three tables which follow. In Table C-1, 23 CFR 710.503 is the citation for emergency or hardship advance land acquisitions from the July 1, 2004 EPA transportation conformity rule amendments. Table C-1 identifies the specific types of projects which require no conformity determination of any kind, by any agency. These project types include specific actions involving safety, mass transit, air quality, and other actions likely to have no adverse air quality impacts. Table C-2 lists projects for which a regional emissions analysis is not required. These projects are, however, <u>not</u> exempt from other conformity requirements. In addition, Table C-3 lists traffic signal synchronization projects which are exempt from conformity determinations prior to being funded, approved, or implemented.

TABLE C-1.
PROJECTS NORMALLY EXEMPT FROM CONFORMITY DETERMINATIONS
(From 40 CFR 93.126)

Safety

Railroad/highway crossing.
Projects that correct, improve, or eliminate a hazardous location or feature.
Safer non-Federal-aid system roads.
Shoulder improvements.
Increasing sight distance.
Highway Safety Improvement Program implementation.
Traffic control devices and operating assistance other than signalization projects.
Railroad/highway crossing warning devices.
Guardrails, median barriers, crash cushions.
Pavement resurfacing and/or rehabilitation.
Pavement marking.
Emergency relief (23 U.S.C. 125).
Fencing.
Skid treatments.
Safety roadside rest areas.
Adding medians.
Truck climbing lanes outside the urbanized area.
Lighting improvements.
Widening narrow pavements or reconstructing bridges (no additional travel lanes).
Emergency truck pullovers.

Mass Transit

Operating assistance to transit agencies.
Purchase of support vehicles.
*Rehabilitation of transit vehicles.
Purchase of office, shop, and operating equipment for existing facilities.
Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).
Construction or renovation of power, signal, and communications systems.
Construction of small passenger shelters and information kiosks.
Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way.

*Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet. Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771.

TABLE C-1. (continued)
PROJECTS NORMALLY EXEMPT FROM CONFORMITY DETERMINATIONS
(From 40 CFR 93.126)

Air Quality

Continuation of ride-sharing and van-pooling promotion activities at current levels.
Bicycle and pedestrian facilities.

Other

Specific activities which do not involve or lead directly to construction, such as:
- Planning and technical studies.
- Grants for training and research programs.
- Planning activities conducted pursuant to titles 23 and 49 U.S.C.
- Federal-aid systems revisions.

Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.
Noise attenuation.
Emergency or hardship advance land acquisitions (23 CFR 710.503).
Acquisition of scenic easements.
Plantings, landscaping, etc.
Sign removal.
Directional and informational signs.
Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities).
Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes.

* In PM-10 nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.

TABLE C-2.
PROJECTS NORMALLY EXEMPT FROM REGIONAL EMISSIONS ANALYSIS, BUT NOT FROM OTHER CONFORMITY REQUIREMENTS
(From 40 CFR 93.127)

Intersection channelization projects.
Intersection signalization projects at individual intersections.
Interchange reconfiguration projects.
Changes in vertical and horizontal alignment.
Truck size and weight inspection stations.
Bus terminals and transfer points.

TABLE C-3
TRAFFIC SIGNAL SYNCHRONIZATION PROJECTS
(From 40 CFR 93.128)

Traffic signal synchronization projects may be approved, funded, and implemented without satisfying the requirements of this subpart. However, all subsequent regional emissions analyses required by sections 93.118 and 93.119 for transportation plans, TIPs, or projects not from a conforming plan and TIP must include such regionally significant traffic signal synchronization projects.

Agenda Item #5F

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

DATE:
May 6, 2008

SUBJECT:
Social Service Block Grant Revised Allocation Recommendations

SUMMARY:
Under a planning contract with the Arizona Department of Economic Security (DES), the MAG Human Services planning program annually recommends allocations for locally planned Social Services Block Grant (SSBG) dollars to meet human services needs in the MAG region. On February 27, 2008, the MAG Regional Council approved the allocation recommendations for the Social Services Block Grant at the FY2008 funding level. On March 14, 2008, DES notified MAG that the U.S. Department of Health and Human Services is requiring revised allocation recommendations for SSBG funding reflecting a 19.722 percent budget cut proposed at the federal level. While it is hoped that the proposed budget cut will not be approved, a revised plan needs to be submitted to DES by the end of May.

In response to this request, the MAG Human Services Technical Committee (HSTC) met on April 10, 2008, and voted to implement the proposed cut evenly across the four target groups: Adults, Families and Children; Elderly, Persons with Disabilities; and Persons with Developmental Disabilities. HSTC also recommended that the proposed cut should be applied evenly to the services within the four target groups with one exception. The Committee recommended that service funding for persons with developmental disabilities would be allocated exclusively for extended employment services instead of funding other services as well. This was done under advisement from DES that the limited funding would have the most impact in this area. A report showing the new allocation recommendations is attached. The MAG HSTC voted to recommend the revised allocations for approval. The MAG Human Services Coordinating Committee recommended the revised allocations for approval on April 15, 2008.

PUBLIC INPUT:
Opportunities for public input were given at the April 10, 2008 HSTC meeting and the April 15, 2008, MAG Human Services Coordinating Committee meeting. No public input was received.

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. This flexibility allows the funding to be directed at the most critical needs based on assessment by people in the community.

CONS: The needs exceed the funds available. The funding base continues to decrease at the federal level and state transferred Temporary Assistance to Needy Families (TANF) funds are no longer available – causing significant cuts at the local level. This proposed further reduction in funding could eliminate some services as the programs may not be able to withstand the reduction in dollars. This will place a greater strain on the municipalities.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: The shortfall in state revenue funds negatively impacted the amount of funds that have been made available to compensate for federal reductions in SSBG suffered over the past seven years. In addition, since 1996, it has been a challenge to have midyear changes to funding levels that often include retroactive effective dates. The flexibility of the funds and the MAG process allow the region to respond appropriately to the changes.

POLICY: Since the advent of welfare reform in 1996, Congress has reduced the federal allocation of SSBG by 15 percent. This has forced the states to backfill losses to SSBG with TANF savings accumulated from the reduction in the welfare case loads. Since the federal SSBG allocation has diminished, and the state TANF replacement funds are not available, the region continues to maintain allocations which have reduced locally planned SSBG services. The futures of both the locally and state planned SSBG services depend on the recognition of the importance of these dollars at the federal level and a restoration of SSBG to its original $2.38 billion level.

ACTION NEEDED:

Recommend approval of the revised FY 2009 Social Services Block Grant allocation recommendations reflecting the proposed funding reduction at the federal level.

PRIOR COMMITTEE ACTIONS:

On April 15, 2008, he MAG Human Services Coordinating Committee met and recommended approval of the revised FY 2009 Social Services Block Grant allocation recommendations reflecting the proposed funding reduction at the federal level.

MEMBERS ATTENDING

Mayor Marie Lopez Rogers, Avondale, Chair
* Vice Mayor Rob Antoniak, Goodyear
* Councilmember Dave Crozier, Gilbert
* Councilmember Roy Delgado, El Mirage
+ Councilmember Trinity Donovan, Chandler
+ Leslie Evans, Tempe Community Council
Laura Guild for Susan Hallett, Arizona Department of Economic Security
+ Councilmember Kyle Jones, Mesa, Vice Chair
* Vice Mayor Manuel Martinez, Glendale
* Carol McCormack, Mesa United Way
Donna Reid, Chair of the City of Scottsdale Human Services Commission
+ Councilmember Onnie Shekerjian, Tempe
* Supervisor Mary Rose Wilcox, Maricopa County

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

MAG Human Services Technical Committee met on April 10, 2008 and voted to recommend approval of the revised FY2009 Social Services Block Grant allocation recommendations reflecting the proposed funding reduction at the federal level.

MEMBERS ATTENDING

Carl Harris-Morgan, Town of Gilbert, Chairman
+ Bob Baratko, City of Surprise
* Kathy Berzins, City of Tempe
Kyle Bogdon, DES/ACYF
* Paige Garrett, Quality of Life Community Services, Inc.
Joyce Gross, Town of Buckeye
Jeffery Jamison, City of Phoenix
Deanna Jonovich, City of Phoenix
Jim Knaut, Area Agency on Aging
Frances Delgado for Margarita Leyvas, Maricopa County
Nanette Lubin for Joyce Lopez-Powell, Valley of the Sun United Way
Steven MacFarlane, City of Phoenix
Doris Marshall, City of Phoenix
Jayson Matthews, Tempe Community Council
Joy McClain, City of Tolleson
Sandra Mendez, DES/CSA
Sylvia Sheffield, City of Avondale, Vice Chair
Martha Finnegan for Carol Sherer, DES/DDD
Connie Stepnitz, City of Goodyear

+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: PERSONS WITH DISABILITIES

2008-2009 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS	SERVICE INTENT(S)	FY2009 Funding	Revised FY2008 Funding	Revised FY2009 Funding
#1 Many individuals with disabilities need assistance and access to a more coordinated and greater array of resources and services such as employment, training, transportation, affordable and accessible housing, attendant and personal care and dental care to achieve independent living.	(10) HOME DELIVERED MEALS	Provide and deliver nutritious meals to non-elderly persons with disabilities to enable them to remain as independent as possible. Persons with physical disabilities should be given first consideration.	$19,104	15,336.31	15,336.31
	(13) HOME CARE: • Housekeeping/Homemaker, Chore, Home Health Aid, Personal Care, Respite, and Nursing Services	Provide a program of services to enable non-elderly persons with disabilities to remain in their own homes. Persons with physical disabilities should be given first consideration.	$37,318	29,958.14	29,958.14
	(17) SUPPORTED EMPLOYMENT, EXTENDED	Provide a continuum of specialized employment related services for persons with severe disabilities to enable them to maintain employment in the least restrictive environment possible for the individual.	$239,452	192,227.28	192,227.28
	(20) CONGREGATE MEALS	Provide nutritious meals to persons with disabilities in a congregate setting.	$13,425	10,777.32	10,777.32
	(22) ADULT DAY CARE/ADULT DAY HEALTH CARE • Non elderly	Provide services to non-elderly persons with disabilities utilizing existing community programs wherever possible. Persons with physical disabilities should be given first consideration.	$13,425	10,777.32	10,777.32
	(26) SUPPORTIVE INTERVENTION/GUIDANCE COUNSELING • Employment Related	Assist persons with disabilities in recognizing strengths and limitations, needs and opportunities, to enable the individual to become employable.	$22,540	18,094.66	18,094.66

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

TARGET GROUP: PERSONS WITH DISABILITIES

2008-2009 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS	SERVICE INTENT(S)	FY2009 Funding	Revised FY2008 Funding	Revised FY2009 Funding
#1 Continued	(29) ADAPTIVE AIDS AND DEVICES	Provide aids or devices to assist persons with disabilities to become as self-sufficient as possible.	$19,692	15,808.34	15,808.34
	(30) REHABILITATION INSTRUCTIONAL SERVICES	Provide a program of services to enable individual persons with disabilities to remain as independent as possible.	$21,040	16,890.49	16,890.49
	(34) INTERPRETER --access community services	Provide interpreter service to assist individual persons with disabilities in accessing community services.	No SSBG funds recommended.	No SSBG funds recommended.	No SSBG funds recommended.
#2 Lack of transportation is the greatest barrier and frustration to accessing programs that are available to persons with disabilities.			No SSBG funds recommended.	No SSBG funds recommended.	No SSBG funds recommended.
#3 Many individuals with disabilities, including those who are homeless and those who are from diverse and/or non-English speaking cultures, lack the information, training, skills or assistance to effectively access services and benefit programs.	SUPPORTIVE INTERVENTION/GUIDANCE COUNSELING (31) Access to Benefits (41) People with disabilities who are homeless (35) Coping with Stress of a Disability	a. Provide information and assistance to persons with disabilities to access services and benefit programs. Persons with physical disabilities should be given first consideration. b. Provide information and assistance to homeless persons with disabilities to access services and benefit programs. Persons with physical disabilities should be given first consideration. 3. Assist persons with disabilities in coping with stress and the effects of their disability to enable them to be as independent as possible.	No SSBG funds recommended. No SSBG funds recommended. No SSBG funds recommended.	No SSBG funds recommended. No SSBG funds recommended. No SSBG funds recommended.	No SSBG funds recommended. No SSBG funds recommended. No SSBG funds recommended.
#4 Many individuals with disabilities have limited access to social and recreational programs in the community.	(42) VOLUNTEER MANAGEMENT • Socialization and Recreation	Provide a coordinator of volunteers for a recreation/socialization program for persons with	No SSBG funds recommended.	No SSBG funds recommended.	No SSBG funds recommended.

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

TARGET GROUP: PERSONS WITH DISABILITIES

2008-2009 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS	SERVICE INTENT(S)	FY2009 Funding	Revised FY2008 Funding	Revised FY2009 Funding
	Services	severe disabilities.			
#5 Early information is needed for people with disabilities to attain an optimal functional level.			No SSBG funds recommended.	No SSBG funds recommended.	No SSBG funds recommended.
#6 Many individuals with disabilities have limited access to public buildings.			No SSBG funds recommended.	No SSBG funds recommended.	No SSBG funds recommended.
#7 A lack of sensitivity awareness or peer mentoring by employers of people who have disabilities often exists. A good employer of people with disabilities is needed to mentor other employers who may potentially hire persons with disabilities.			No SSBG funds recommended.	No SSBG funds recommended.	No SSBG funds recommended.
TARGET GROUP TOTAL FUNDING RECOMMENDATION			**$385,996**	**309,869.87**	**309,869.87**

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

2007-2008 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS	SERVICE INTENT(S)	FY2009 Funding	Revised FY2008 Funding	Revised FY2009 Funding
#1 Elderly persons with physical or mental limitations and economic barriers increasingly are unable to provide for their nutritional needs. Collaboration, coordination and/or cooperation in delivering services are of prime importance to resolving this problem. There is increased concern about the possible loss of federal programs that have met this need in the recent past.	(2) HOME DELIVERED MEALS	Assist persons who cannot prepare their meals, are without other resources to assist them in this function, and who would be at risk of institutionalization were it not offered.	$411,214	330,114.37	330,114.37
#2 Elderly persons with physical or mental limitations and economic barriers may be institutionalized prematurely because of a lack of home and community based services.	(4) HOME CARE: Housekeeping/Homemaker, Chore, Home Health Aid, Personal Care, Respite, and Nursing Services	Provide in-home care (Housekeeping/Homemaker, Chore, Home Health Aid, Personal Care, Respite, and Nursing Services) to persons who are unable to perform activities of daily living and thus are at risk of institutionalization.	$159,604	128,126.90	128,126.90
	(11) ADULT DAY CARE/ADULT DAY HEALTH CARE	Provide care and supervision, a noon meal, socialization, structured activities, personal care and physical/intellectual stimulation in a community setting to frail elderly who are at risk of institutionalization because they are unable to be alone for long periods of time due to their condition.	$203,322	163,222.84	163,222.84
#3 Specialized transportation is a major problem for elderly because (a) their physical and economic conditions often limit their ability to use available transportation and (b) transportation is unavailable in some areas of the county and unavailable at needed times in those areas of the county where there is available transportation. Because of these limitations, elderly persons are unable to access available services. This is especially critical for the growing number of elderly individuals with chronic medical conditions, such	(12) TRANSPORTATION	Transport and/or escort elderly people who are without other resources to needed services.	$34,581	27,760.94	27,760.94

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

2007-2008 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS	SERVICE INTENT(S)	FY2009 Funding	Revised FY2008 Funding	Revised FY2009 Funding
as the need for dialysis and chemotherapy.					
#4 Elderly living on fixed incomes experience difficulty meeting their housing costs including rent, utilities, maintenance, repairs, taxes and insurance. There is concern about potential funding cuts in federal utility assistance programs.			No SSBG funds recommended.	No SSBG funds recommended.	No SSBG funds recommended.
#5 Elderly people often have difficulty obtaining medical, dental, housing, social or recreational services. Programs such as Medicaid (AHCCCS or ALTCS), energy assistance, food stamps, housing, and others are inadequate to meet the needs of elderly people. As a result of the delays and denials encountered, they experience economic hardships and emotional stress.	(24) SUPPORTIVE INTERVENTION/GUIDANCE COUNSELING	Assist elderly who are in crisis or in an unsatisfactory living situation to enable them to live as independently as possible.	$177,775	142,714.21	142,714.21
#6 Elderly are subjected to physical, emotional and financial abuse, neglect and exploitation.			No SSBG funds recommended.	No SSBG funds recommended.	No SSBG funds recommended.
#7 Limited behavioral health resources do not provide adequate prevention and treatment services to this population. Elderly living in Arizona experience the highest suicide rate in the nation.			No SSBG funds recommended.	No SSBG funds recommended.	No SSBG funds recommended.
#8 Community outreach to the elderly generally is not inclusive nor responsive to cultural and language diversity, and some elderly do not perceive themselves as being eligible or needing services.			No SSBG funds recommended.	No SSBG funds recommended.	No SSBG funds recommended.
#9 Care giving responsibilities often			No SSBG funds	No SSBG funds	No SSBG funds

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

2007-2008 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS	SERVICE INTENT(S)	FY2009 Funding	Revised FY2008 Funding	Revised FY2009 Funding
produce physical, emotional and financial stress for a family.			recommended.	recommended.	recommended.
#10 Elderly often need to work due to economic conditions and changing family structures. They often experience age discrimination in employment and need education, retraining and support to help them find and retain jobs with adequate wages.			No SSBG funds recommended.	No SSBG funds recommended.	No SSBG funds recommended.
#11 Elderly often need assistance with legal issues, including guardianship, living wills, durable powers of attorney, and medical and property issues.			No SSBG funds recommended.	No SSBG funds recommended.	No SSBG funds recommended.
		TARGET GROUP TOTAL FUNDING RECOMMENDATION	**$986,496**	**791,939.26**	**791,939.26**

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

TARGET GROUP: PERSONS WITH DEVELOPMENTAL DISABILITIES

2008 - 2009 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS	SERVICE INTENT(S)	FY2009 Funding	Revised FY2008 Funding	FY2009 Funding
#1 Individuals who have developmental disabilities and their families lack access, resources and opportunities to year round community day programs, socialization services, recreation activities, respite services and transportation resources.	(25) RESPITE SERVICE	Trained and qualified staff provide supervision, short-term care, a safe living environment, support and relief to the caregivers of individuals who have developmental disabilities. Service priority is to caregivers, whose individuals are not eligible for ALTCS or AzEIP funded services.	$36,229	29,083.92	0
	(40) SOCIALIZATION AND RECREATION SERVICES	Trained and qualified staff provide opportunities and participation in integrated socialization, recreation and community day programs to individuals who have developmental disabilities. Service is not used by ALTCS eligible individuals for ALTCS funded services.	No SSBG Funds recommended.	No SSBG Funds recommend ed.	
	(16) TRANSPORTATION SERVICE	Trained and qualified staff provide transportation services to individuals of any age who have developmental disabilities. ALTCS eligible individuals may use SSBG funded transportation service to access non-ALTCS services described in their Individual Service Plan (ISP).	$25,350	20,350.47	0
#2 Many individuals who have developmental disabilities exit the school system and are unable to access meaningful community employment or specialized employment-related programs. MAG committee members agree mentoring/training of employers who hire individuals who have developmental disabilities are beneficial. Retraining employers is also critical so positions held by individuals who have developmental disabilities are retained in the event of a leadership change or staff turnover.	EXTENDED SUPPORTED EMPLOYMENT SERVICES (15)	Services are for individuals who have developmental disabilities and need work training opportunities or specialized employment services in individual job coaching, job support modifiers, supported employment, sheltered employment, specialized work programs and transportation. More than one type of service may be used simultaneously. The individual support plan (ISP) team determines the choice of service, duration, frequency and specific strategies used. Services are for non-ALTCS and ALTCS eligible individuals.	$336,435	270,083.29	436,532.50
	(23)	Services are for individuals who have developmental disabilities, reside in their family home and need work training opportunities or specialized employment services in individual job coaching, job support modifiers, supported employment, sheltered employment, specialized work programs and transportation. More than one type of service may be used simultaneously. The individual support plan (ISP) team determines the choice of service,	$74,761	60,016.64	0

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

TARGET GROUP: PERSONS WITH DEVELOPMENTAL DISABILITIES

2008 - 2009 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS	SERVICE INTENT(S)	FY2009 Funding	Revised FY2008 Funding	FY2009 Funding
		duration, frequency and specific strategies used. Services are for non-ALTCS eligible individuals.	($411,196)	($411,196)	0
#3 Individuals who have developmental disabilities have limited access to therapeutic services, instructional role models and community support systems, to minimize functional severity of their disabilities and to enhance necessary coping skills for daily life activities with their families and others in the community.	(32) OCCUPATIONAL THERAPY	Service is by medical prescription and under the supervision and/or delivered by a licensed or registered Occupational Therapist, to direct participation of individuals who have developmental disabilities in selected therapy activities to restore, maintain and improve functional skills. Service is for non-ALTCS eligible individuals and does not supplant or supplement AzEIP funded services.	No SSBG funds recommended.	No SSBG funds recommend ed.	No SSBG funds recommend ed.
	(36) SPEECH THERAPY	Service is by medical prescription and under supervision and/or delivered by a licensed or registered Speech Language Pathologist, to improve communication skills of individuals who have developmental disabilities, in the areas of receptive and expressive language, voice, articulation, fluency and aural habilitation, through therapy evaluations, programs, training and treatment modalities. Service is for non-ALTCS eligible individuals and does not supplant or supplement AzEIP funded services.	No SSBG funds recommended.	No SSBG funds recommend ed.	No SSBG funds recommend ed.
	(33) PHYSICAL THERAPY	Service is by medical prescription and under supervision and/or delivered by a licensed or registered Physical Therapist, to provide therapy treatment for individuals who have developmental disabilities and to maintain, improve or restore muscle tone, joint mobility or physical function. The service is for non-ALTCS eligible persons and does not supplant or supplement AzEIP funded services.	No SSBG funds recommended.	No SSBG funds recommend ed.	No SSBG funds recommend ed.
	(38) SUPPORTIVE INTERVENTION/ GUIDANCE COUNSELING	Service is delivered by a licensed psychologist to provide support, intervention and counsel to an individual's caregiver, family member or individual who has developmental disabilities. Service is not limited by age or ALTCS eligibility.	No SSBG funds recommended.	No SSBG funds recommend ed.	No SSBG funds recommend ed.
#4 Many individuals who have developmental disabilities need skill development, training	(27) HABILITATION SERVICES	Trained and qualified staff provide individuals who have developmental disabilities with strategies, training and	$35,671	28,635.97	0

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

TARGET GROUP: PERSONS WITH DEVELOPMENTAL DISABILITIES

2008 - 2009 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS	SERVICE INTENT(S)	FY2009 Funding	Revised FY2008 Funding	FY2009 Funding
and assistance in their daily living activities and personal care needs, in one's home or in the community.	(21) ATTENDANT CARE SERVICE	assistance in the areas of habilitative therapies, special developmental skills, behavior intervention, sensory motor skills, daily living activities and personal care, to maximize one's functional skills and quality of life in the community. Service is for non-ALTCS eligible individuals. Trained and qualified staff provide individuals who have developmental disabilities the necessary services to remain in one's home, to maintain a safe and sanitary living environment, to participate in daily living activities, community resources and work activities. Service is for non-ALTCS eligible individuals.	$35,330	28,362.22	0
#5 Individuals who have developmental disabilities become parents and lack or have limited family support systems, appropriate community resources, family assistance benefits, varied levels of parenting skills and limited or no transportation resources, to be effective parents for their children and to function as a family unit in the community.	PARENT AIDE SERVICE	Qualified staff that are trained and skilled in parent aide services, provide to parents who have developmental disabilities, a range of long term, in-home support services, which include parent training in roles and responsibilities to their children, home management training and direct family assistance services, according to the family's service plan. Service is not limited by client age or ALTCS eligibility.	No SSBG funds recommended.	No SSBG funds recommend ed.	No SSBG funds recommend ed.
TARGET GROUP TOTAL FUNDING RECOMMENDATION			**$543,776**	**436,532.50**	**436,532.50**

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 FY2008 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]	132,843.23	132,843.23
	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.	**$976,672**	**739,343.52**	**784,053* * FY2009 amount is higher than FY08 amount because additional money was transferred during the year.**
	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	138,928.30	138,928.30
#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	51,679.77	51,679.77

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 FY2008 Funding	Revised FY2009 Funding
	TRANSPORTATION (14)Homeless/Unemployed	Assist homeless or unemployed individuals with transportation.	$15,736	12,632.55	12,632.55
#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	268,237.70	268,237.70
	CRISIS SHELTER SERVICES (6) Children and Runaway Children	Assist children who have run away from home or who are experiencing serious family disruption. The service is intended for children referred from a variety of sources, not only Child Protective Services (CPS) referrals.	$69,217	55,566.02	55,566.02
	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	32,377.72	32,377.72
#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	$47,021	37,747.52	37,747.52

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 FY2008 Funding	Revised FY2009 Funding
		service.			
	CASE MANAGEMENT (28) Pregnant/Parenting Youth	Assist pregnant and parenting youth to resolve immediate problems and secure necessary resources to achieve self-sufficiency.	***$38,283**	***75,442.05**	**30,732.83* *FY09 amount is lower than FY08 amount because money was moved during the year.**
	(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	No SSBG funds recommended
#3 Affordable housing is not available for all individuals.			No SSBG funds recommended.	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	No SSBG funds recommended
#5 An adequate level of supervision, education and protection is needed for infants and children.			No SSBG funds recommended.	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*	• 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).	No SSBG funds	No SSBG	No SSBG

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 FY2008 Funding	Revised FY2009 Funding
	individual or community at risk for a negative social or health outcome.]	• 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.)	recommended.	funds recommended	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 prepare them for the future.			No SSBG funds recommended.	No SSBG funds recommended	No SSBG funds recommended
#8 Individuals, families and children are			No SSBG funds	No SSBG	No SSBG

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 FY2008 Funding	Revised FY2009 Funding
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.			recommended.	funds recommended	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	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	No SSBG funds recommended
11 Individuals need opportunities for positive socialization.			No SSBG funds recommended.	No SSBG funds	No SSBG funds
#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	No SSBG funds recommended
TOTAL TARGET GROUP FUNDING RECOMMENDATION			**$1,924,311**	**1,544,798.38**	**1,544,798.38**

Agenda Item #6

MARICOPA ASSOCIATION of GOVERNMENTS

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May 6, 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. The TIME Coalition is about to launch an initiative campaign to ask the voters to approve a statewide, one cent sales tax for transportation for thirty years. 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.

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 non-attainment 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 multi-modal 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. Sales tax revenue collections have been lower for six of the nine months for the current fiscal year. Revenues for the nine months of the fiscal year are 1.8 percent

lower than last year and 5.5 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 remainder of the tax, which will put additional stress on both the freeway and transit Proposition 400 programs.

Local Street Needs: MAG staff analyzed 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 began with three focus groups in Maricopa, Pima, and Northern Arizona. A stakeholder meeting with the Transportation Policy Committee was held on April 16 to review and gather comments and suggestions on the draft survey instrument. The statewide telephone survey in currently being conducted, 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: The proposed ballot question is for a 30-year, one cent, statewide sales tax for transportation. 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? A few counties in Arizona already impose a sales tax for transportation. These include Maricopa, Pima, Pinal, Yavapai and Gila County. Five counties have a regional sales tax for transportation while 10 counties do not raises an issue of equity. Many regional and local jurisdictions use sale tax to fund local projects and services such as open space preservation, public safety, transportation, jails, among others. The imposition of a one cent sales tax may make it more difficult for local jurisdictions to use the sales tax mechanism in the future.

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? Although ADOT has released the preliminary critical needs list of projects, the list is still changing and the project costs are not included in the document, which makes it difficult to determine how much of the funding will be invested in the MAG region.

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 non-motorized 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. Although ADOT has released the preliminary critical needs list of projects, the list is still changing and the project costs are not included in the document.

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 #7

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

DATE:
May 6, 2008

SUBJECT:
Fiscal Year 2008 - Arterial Life Cycle Program Regional Area Road Fund Closeout

SUMMARY:
This is the first time the Arterial Life Cycle Program (ALCP) Regional Area Road Fund (RARF) Closeout has occurred. A revision to the ALCP Policies and Procedures was approved by Regional Council on December 19, 2007. This revision established Section 260, the RARF Closeout procedures, project eligibility, and the allocation process of available closeout funds. A copy of this section of the ALCP Policies and Procedures is in the attachment for this agenda item.

The ALCP RARF Closeout process begins with a fiscal analysis of the ALCP and proposed ALCP RARF Closeout options. The ALCP RARF Closeout options are connected to eligible completed projects and the priorities established in the ALCP Policies and Procedures. The allocation of ALCP RARF Closeout funds is prioritized by: projects scheduled for reimbursement in the next fiscal year, and all other projects according to the chronological order of the programmed reimbursement.

An important part of the Closeout process is the financial analysis done by MAG to determine the impact of proposed ALCP RARF Closeout options. This is explained in the memorandum for this agenda item.

PUBLIC INPUT:
There was no public comment at the April 24, 2008 Transportation Review Committee.

PROS & CONS:
PROS: Once the recommended projects are approved for reimbursements, $14.978 million of ALCP RARF funds can be reimbursed in FY 2008. In addition, the ALCP RARF Closeout aids in the fiscal management of the life cycle program by recognizing available funds for eligible projects

CONS: If not approved, reimbursements will not be made and the balance of ALCP RARF funds in the account would remain the same.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: MAG will modify the ALCP for the advancement of reimbursements.

POLICY: A.R.S. 28-6352 (B) required that MAG performs life cycle management for the arterial street component of the RTP.

ACTION NEEDED:
Recommend advancing reimbursements from 2012, 2013, 2014 to 2008 for the FY 2008 Arterial Life Cycle Program (ALCP) Regional Area Road Fund (RARF) Closeout for ALCP Projects: Lake Pleasant Parkway, Arizona Avenue at Chandler Boulevard, and Val Vista: Warner to Pecos, totaling $14.978 million, and amend the FY 2008 ALCP and 2007 RTP Update as necessary.

PRIOR COMMITTEE ACTIONS:

On April 24, 2008, the Transportation Review Committee voted to advance reimbursements from 2012, 2013, 2014 to 2008 for the FY 2008 ALCP RARF Closeout for ALCP Projects: Lake Pleasant Parkway, Arizona Avenue at Chandler Boulevard, and Val Vista: Warner to Pecos, totaling $14.978 million, and amend the FY 2008 ALCP, and 2007 RTP Update as necessary.

MEMBERS ATTENDING

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

EX-OFFICIO MEMBERS ATTENDING

* Regional Bicycle Task Force: Jim Hash
* Street Committee: Darryl Crossman
* ITS Committee: Mike Mah
* Pedestrian Working Group: Brandon Forrey
Transportation Safety Committee: Kerry Wilcox

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

CONTACT PERSON:

Eileen Yazzie, (602) 254-6300.

MARICOPA ASSOCIATION of GOVERNMENTS

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May 6, 2008

TO: Members of MAG Management Committee

FROM: Eileen O. Yazzie, Transportation Programming Manager

SUBJECT: ARTERIAL LIFE CYCLE PROGRAM - REGIONAL AREA ROAD FUND 2008 CLOSEOUT PROCESS

The *Arterial Life Cycle Program (ALCP) Policies and Procedures* establish the ALCP REGIONAL AREA ROAD FUND (RARF) Closeout process, which begins with a fiscal analysis of the ALCP and proposed ALCP RARF Closeout options. The ALCP RARF Closeout options are connected to eligible completed projects and the priorities established in the *ALCP Policies and Procedures*. The allocation of ALCP RARF Closeout funds is prioritized by projects scheduled for reimbursement in the next fiscal year, and all other projects according to the chronological order of the programmed reimbursement.

BACKGROUND

In October 2007, the Arterial Life Cycle Program (ALCP) Working Group met with MAG staff to collaborate on revisions to the *ALCP Policies and Procedures* (Policies). Through this process, the ALCP RARF Closeout procedures were incorporated into the Draft Policies. On December 19, 2007, the MAG Regional Council approved the updated Policies. Section 260 of the Policies establishes the RARF Closeout procedures, project eligibility, and the allocation process of available closeout funds. A copy of this section is attached.

MAG staff performed a detailed financial analysis to determine the impact of proposed ALCP RARF Closeout options. As part of the financial analysis, MAG Staff reviewed:

- Eligible projects for the ALCP RARF Closeout
- The FY2008 programmed vs. actual project expenditures
- Historical trends in RARF revenue collection
- The FY2008 and Draft FY2009 ALCP bonding program
- The impact of the various Closeout reimbursement scenarios on the Draft FY2009 life cycle budget and bonding program
- Programmed project expenditures for FY2009 in the Draft FY2009 ALCP

After reviewing the output of the financial analysis, MAG staff recommends that three eligible projects are reimbursed in the FY2008 ALCP Regional Area Road Funds (RARF) Closeout: Lake Pleasant Parkway from Union Hills Drive to Dynamite Road for $8.044 million, Arizona Avenue at Chandler Boulevard Intersection Improvements for $3.582 million, and Val Vista Dr from Warner to Pecos Rd for $3.352 million, for a total of $14.978 million. The attached table summarizes the list of eligible projects in chronological order of programmed reimbursements and completed fiscal year of work.

REGIONAL TRANSPORTATION PLAN

MARICOPA ASSOCIATION of GOVERNMENTS

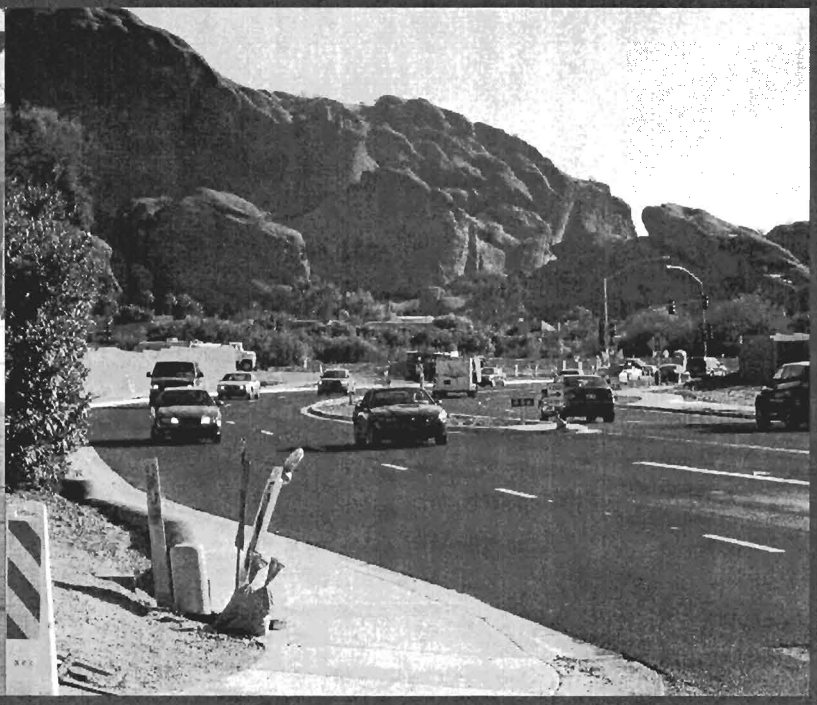
ON THE MOVE

PARTNERS IN PROGRESS

ARTERIAL LIFE CYCLE PROGRAM POLICIES AND PROCEDURES

DECEMBER 19, 2007

MARICOPA ASSOCIATION of GOVERNMENTS



1. Administrative adjustments do not require a Program or Project amendment because the adjustment does not qualify as a Project Update (Section 220) and does not cause a negative fiscal impact to the current fiscal year.
2. Regional reimbursement budgets cannot be moved from a later fiscal year to an earlier fiscal year in an administrative adjustment. This would require an amendment.

B. An administrative adjustment is needed when:

1. Project expenditures for a Project work phase or a Project segment are lower than the estimate, causing the 70% regional reimbursement to be less than the amount programmed in the current ALCP.
2. The remaining regional reimbursement funds may be moved within the original Project, to another work phase or a Project Segment that is programmed in that fiscal year or a later fiscal year.

C. At that time, the ALCP and Project budgets will be adjusted to reflect the remaining Project funds.

D. Administrative Adjustments may occur each fiscal quarter. Changes will be reported in the ALCP Status Report, and the ALCP will be reprinted.

SECTION 260: ALCP RARF CLOSEOUT

A. Annually, MAG Staff will determine the availability of RARF funds to be used for the ALCP RARF Closeout by April 15th.

1. MAG Staff will demonstrate the fiscal constraint of the ALCP with proposed ALCP RARF Closeout options.
2. A Project or Project segment in the ALCP may not be adversely impacted, delayed, reduced or removed as a result of the reimbursement of RARF funds in the Closeout process to another Project, portion or segment.
3. Lead Agencies and other agency(ies)/jurisdiction(s) listed in a Project Agreement that receive RARF Closeout funds will not be liable to reimburse the RARF funds to the Program if a Program deficit occurs in the future.

B. The ALCP RARF Closeout Process will begin at the April TRC and continue through the MAG Committee process in May, one month before the annual update of the ALCP.

C. To be considered for reimbursement with RARF Closeout funds, a Project must have completed the following Project Requirements: Project Overview, Project Agreement, and Project Reimbursement Request.

1. All three requirements must be completed and accepted by June 1st.
2. The Project or Project segment must be completed/closed out.

D. The determination and allocation of ALCP RARF Closeout funds for eligible completed projects will be made according to the following priorities (in sequential order):

1. Projects scheduled for reimbursement in the next fiscal year;
2. All other Projects according to the chronological order of the programmed reimbursements

SECTION 270: USE OF SURPLUS OR DEFICIT PROGRAM FUNDS

A. If a surplus Program funds occurs, existing Projects may be accelerated. Any acceleration will occur according to priority order of the ALCP.

1. For Projects to be accelerated, matching local funds must be committed.

FY2008 Regional Area Road Fund (RARF) Closeout Eligible Projects

Eligible projects are in consecutive order based on the fiscal year the project is programmed for reimbursement

Fiscal Year for Reimb.	RTP ID	Lead Agency	Project Name	Fiscal Year for Work	Amount 2007$ (millions)	Completed Project Requirements
2012	ACI-LKP-10-03-B	Peoria	Lake Pleasant Pkwy: Union Hills to Dynamite Rd	2006	4.022	PO, PA
2013	ACI-LKP-10-03-B	Peoria	Lake Pleasant Pkwy: Union Hills to Dynamite Rd	2006	4.022	PO, PA
2014	AII-ARZ-30-03	Chandler	Arizona Ave/Chandler Blvd: Intersection Improvements	2006	3.582	PO, PA, PRR
2014	ACI-VAL-20-03	Gilbert	Val Vista Dr: Warner Rd to Pecos Rd	2006	3.352	PO, PA, PRR
2021	AII-ARZ-10-03	Chandler	Arizona Ave/Elliot Rd Intersection Improvements	2006	3.582	PO, PA
2021	ACI-SHA-20-03-C	Scottsdale	Shea Blvd at Via Linda (Phase1)	2006	0.945	PO
2021	ACI-SHA-20-03-F	Scottsdale	Shea Blvd at Mayo/134th St	2006	0.280	PO
2021	ACI-SHA-20-03-A	Scottsdale	Shea Blvd at 90th/92nd/96th Streets	2007	3.500	PO
2022	ACI-HPV-20-03-A	Phoenix	Happy Valley: I-17 to 35th Ave	2005	5.439	PO, PA

LEGEND	
PA	Project Agreement
PO	Project Overview
PRR	Project Reimbursement Request
Reimb.	Reimbursement

Agenda Item #9

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

DATE:
May 6, 2008

SUBJECT:
Approval of 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 was presented incrementally and adjustments made as information was received.

The Management Committee reviewed the development of the Work Program and Annual Budget at its meetings on January 9, February 13, March 14, and April 9, 2008. The Regional Council reviewed the draft budget document at its meetings on January 30, February 27, March 26 and April 23, 2008.

Each year new projects are proposed for inclusion in the MAG planning efforts. The proposed new projects for FY 2009 were presented at the February 13, 2008 Management Committee meeting, the March 17, 2008 Executive Committee meeting, and the February 27, 2008 Regional Council meeting. Updates on new projects were presented at the March committee meetings. 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 review of the draft Work Program and Annual Budget for the Intermodal Planning Group meeting on April 2, 2008 did not result in any new recommendations for the FY 2009 Work Program and Annual Budget document. The recommendations from last year were implemented in the draft FY 2009 Work Program and include listing the Human Services Coordination Transportation Plan and adding an overview section to the budget document to assist in locating the current issues. A memorandum of understanding signed by the cooperating entities including MAG, the Regional Public Transportation Authority, Valley Metro Rail, and the City of Phoenix for cooperative planning between transit and transportation agencies was added in the appendix to the budget for FY 2008 and is included in the FY 2009 budget.

The capital budget has been revised adding $14,000 to include the purchase of computer equipment. The final draft budget is being transmitted to the Management Committee for review. The estimated total operating costs reflect a 5.04 percent increase from the current year. This increase is, for the most part, due to an increase in budgeted non-capital software. The software purchase was reclassified as an ongoing overhead expense from an allowable, below the line expense during FY 2008. Overall including carryforward totals, the final draft budget for FY 2009 reflects a decrease of 8.66 percent from the overall budgeted amount in the current year.

The MAG region, as a Transportation Management Area and as a Metropolitan Planning Organization, is required (by federal regulations 23 CFR 450.314) to describe all of the regional transportation-related activities within the planning area, regardless of funding sources or agencies conducting activities. The regional transportation projects received from other organizations are noted in the Work Program.

PUBLIC INPUT:
None.

PROS & CONS:
PROS: MAG is presenting the final draft FY 2009 budget, which provides for an incremental review of key budget details of the complete draft 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 as it is drafted. MAG is providing a budget summary, "MAG Programs In Brief," 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. The draft FY 2008 Unified Planning Work Program and Annual Budget is also provided.

ACTION NEEDED:
Recommend approval of the resolution adopting the Draft FY 2009 MAG Unified Planning Work Program and Annual Budget and the member dues and assessments.

PRIOR COMMITTEE ACTIONS:
This item was on the April 23, 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
* 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
Treasurer Pamela Mott for 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
Councilmember Paul Stucky for Mayor Thomas Schoaf, Litchfield Park
Supervisor Don Stapley for Supervisor Max W. Wilson, Maricopa Co.
Mayor Keno Hawker, Mesa
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
Victor Flores, 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.

This item was on the April 14, 2008 Regional Council Executive Committee agenda.

MEMBERS ATTENDING

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

* Not present
# Participated by video or telephone conference call

This item was on the April 9, 2008 MAG Management Committee agenda.

MEMBERS ATTENDING

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
Ed Beasley, Glendale
Mark Brown for Brian Dalke, Goodyear
Mark Johnson, Guadalupe
Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
Jim Bacon, Paradise Valley
Carl Swenson for Terry Ellis, Peoria
Karen Peters for Frank Fairbanks, Phoenix
John Kross, Queen Creek
Bryan Meyers, Salt River Pima-Maricopa Indian Community
Brad Lundahl for John Little, Scottsdale
Prisila Ferreira, Surprise
Amber Wakeman for Charlie Meyer, Tempe
Chris Hurley for Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
* Lloyce Robinson, Youngtown
* Victor Mendez, ADOT
Kenny Harris for David Smith, Maricopa Co.
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 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 May 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.

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 Co.
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