MARICOPA ASSOCIATION of GOVERNMENTS
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March 26, 2008

TO: Members of the MAG Regional Council

FROM: Mayor James M. Cavanaugh, Goodyear, Chair

SUBJECT: **REVISED** MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting - 5:00 p.m.
Wednesday, March 26, 2008
MAG Office, Suite 200 - Saguaro Room
302 North 1st Avenue, Phoenix

Dinner - 6:30 p.m.
MAG Office, Suite 200

The next Regional Council meeting will be held at the MAG offices at the time and place noted above. Members of the Regional Council may attend either in person, by videoconference or by telephone conference call. Members who wish to remove any items from the Consent Agenda are requested to contact the MAG office. MAG will host a dinner/reception for the Regional Council members following the meeting in the MAG Cholla Room on the 2nd floor. Supporting information is enclosed for your review.

The action for agenda item #5B was changed to clarify the motion as it relates to the MAG Highway Acceleration Policy.

Please park in the garage underneath the building. Parking places will be reserved for Regional Council members on the first and second levels of the garage. Bring your ticket to the meeting, parking will be validated. For those using transit, the Regional Public Transportation Authority will provide transit tickets for your trip. For those using bicycles, please lock your bicycle in the bike rack in the garage.

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

If you have any questions, please call the MAG office.

c: MAG Management Committee

MAG REGIONAL COUNCIL
REVISED TENTATIVE AGENDA
March 26, 2008

	COUNCIL ACTION REQUESTED
1. Call to Order	
2. Pledge of Allegiance	
3. Call to the Audience An opportunity will be provided to members of the public to address the Regional Council on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. 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 Regional Council 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 Regional Council on activities of general interest.	4. Information and discussion.
5. Approval of Consent Agenda Council members may request that an item be removed from the consent agenda. Prior to action on the consent agenda, members of the audience will be provided an opportunity to comment on consent items. Consent items are marked with an asterisk (*).	5. Approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

MINUTES

*5A. Approval of the February 27, 2008 Meeting Minutes	5A. Review and approval of the February 27, 2008 meeting minutes.

TRANSPORTATION ITEMS

*5B. Request to Accelerate the Union Hills/Loop 101 Traffic Interchange Widening

The City of Peoria is interested in accelerating the widening of the Union Hills Traffic Interchange (TI) bridge at the Loop 101 which is currently scheduled for construction by the Arizona Department of Transportation (ADOT) in FY 2012. An arterial street project to construct a Beardsley Road Connector with the Loop 101 is scheduled for construction in the fall of 2008. Given the proximity of the Beardsley Road Connector project to the Union Hills TI significant cost and convenience benefits accrue if both projects are constructed at the same time. ADOT concurs with the request to accelerate the Union Hills TI widening project. To facilitate the advancement of the Union Hills TI, Peoria has requested a HELP loan of $9.91 million to finance the acceleration. The ADOT Life Cycle Freeway Program has this project programmed for $18 million so substantial cost savings are expected. Peoria has requested that the interest expense be shared in accordance with the MAG Highway Acceleration Policy. The Management Committee recommended approval. Please refer to the enclosed material.

5B. Approval of the proposed acceleration of the Union Hills Traffic Interchange widening project contingent on MAG entering into the IGA with ADOT and the City of Peoria, and an amendment to the FY 2008 - FY 2012 Transportation Improvement Program and conformity determination.

*5C. Section 5310 Elderly and Individuals with Disabilities Transportation Program Applications

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

5C. Approval to forward the priority listing of applicants for FTA Elderly and Persons with Disabilities Transportation Program to the Arizona Department of Transportation.

Committee recommended forwarding the priority listing to ADOT. Please refer to the enclosed material.

GENERAL ITEMS

*5D. Status Update on the June 30, 2007 Single Audit and Management Letter Comments, MAG's Comprehensive Annual Financial Report (CAFR) and OMB Circular A-133 Reports (i.e., "Single Audit") for the Fiscal Year Ended June 30, 2007

The accounting firm of Cronstrom, Osuch and Company, PC has completed the audit of MAG's Comprehensive Annual Financial Report (CAFR) and Single Audit for the fiscal year ended June 30, 2007. An unqualified audit opinion was issued on January 12, 2008 on the financial statements of governmental activities, the aggregate discretely presented component units, each major fund and the aggregate remaining fund information. The independent auditors' report on compliance with the requirements applicable to major federal award programs, expressed an unqualified opinion on the Single Audit. The Single Audit report indicated there were no reportable conditions in MAG's internal control over financial reporting considered to be material weaknesses, no instances of noncompliance considered to be material and no questioned costs. The Single Audit report had no new or repeat findings. Two Management Letter comments were issued for the fiscal year ended June 30, 2007 and these are described with the management resolution by MAG in the attached memorandum. The CAFR financial statements and related footnotes were prepared in accordance with the Government Finance Officers Association's (GFOA) standards for the Certificate of Achievement for Excellence in Financial Reporting awards program. Management intends to submit the June 30, 2007 CAFR to the GFOA awards program for review. If awarded the certificate for the June 30, 2007 CAFR, this would be the agency's tenth consecutive award. The MAG Management Committee recommended acceptance. Please refer to the enclosed material.

5D. Acceptance of the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2007.

*5E. Development of the FY 2009 MAG Unified Planning Work Program and Annual Budget

Each year, the MAG Unified Planning Work Program and Annual Budget is developed incrementally in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies and approved by the Regional Council in May. This presentation and review of the draft FY 2009 MAG Unified Planning Work Program and Annual Budget represents the budget document development to-date. The elements of the budget document are about 80 percent complete. Please refer to the enclosed material.

5E. Information.

*5F. MAG 208 Water Quality Management Plan Amendment for the City of Goodyear Sonoran Valley Planning Area

The City of Goodyear has requested that MAG amend the 208 Water Quality Management Plan to include four water reclamation facilities (WRFs) for the Sonoran Valley Planning Area. The ultimate capacities for the State Land WRF and Southern Region WRF would be 4.75 million gallons per day (mgd) and 24 mgd, respectively. The Section 23 WRF and Section 28 WRF would each have an ultimate capacity limited to 0.6 mgd. Reclaimed water from the four facilities would be disposed of through reuse, recharge, and Arizona Pollutant Discharge Elimination System Permit discharge points to the Waterman Wash. The project is located within three miles of the City of Avondale, Town of Buckeye, City of Maricopa, the Gila River Indian Community, and unincorporated Maricopa and Pinal Counties. To date, five of the six entities have indicated no objections. The public hearing on the draft amendment was conducted on February 13, 2008. The MAG Water Quality Advisory Committee and the MAG Management Committee recommended approval of the Draft 208 Plan Amendment. Please refer to the enclosed material.

5F. Approval of the MAG 208 Water Quality Management Plan Amendment for the City of Goodyear Sonoran Valley Planning Area.

ITEMS PROPOSED TO BE HEARD
GENERAL ITEMS

6. Regional Office Center Update

At the March 17, 2008, Regional Council Executive Committee meeting, the Committee discussed the status of the Regional Office Center Project and the actions of the Valley Metro Rail (METRO) Board and the Regional Public Transportation Authority (RPTA) that had transpired since the February Executive Committee meeting.

At the February 19, 2008, Regional Council Executive Committee meeting, the Committee recommended the Amended and Restated Memorandum of Cooperation (MOC) without further changes, and authorized the MAG Executive Director to enter into a preconstruction services contract with McCarthy Building Companies contingent upon approval of the Amended and Restated MOC by the other agency boards. Since that time, the METRO Board provided a conditional approval of the preconstruction services contract, and the RPTA Board approved the preconstruction services contract by a vote of 7 to 6.

After discussing the actions that had transpired since the February Executive Committee, the Executive Committee recommended the following: 1) Terminate the terms of the Memorandum of Cooperation (MOC) for the Regional Office Center with the RPTA and METRO based on METRO's action to not accept the amended and restated MOC without further changes, and 2) Direct MAG staff to inform McCarthy Building Companies that negotiations regarding the Regional Office Center are suspended until further notice from MAG. The Committee also directed MAG staff to explore other options for MAG office space and present that information at a future meeting. Please refer to the enclosed material.

6. Approval to 1) Terminate the terms of the Memorandum of Cooperation (MOC) for the Regional Office Center with the RPTA and METRO based on METRO's action to not accept the amended and restated MOC without further changes, and 2) Direct MAG staff to inform McCarthy Building Companies that negotiations regarding the Regional Office Center are suspended until further notice from MAG.

7. Legislative Update

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

7. Information, discussion and possible action.

8. Comments from the Council

An opportunity will be provided for Regional Council members to present a brief summary of current events. The Regional Council 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.

8. Information.

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL MEETING

February 27, 2008
MAG Office, Saguaro Room
Phoenix, Arizona

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
Councilmember Dick Esser, Cave Creek
Mayor Boyd Dunn, Chandler
Mayor Fred Waterman, El Mirage
* President Clinton Pattea, 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
Vice Mayor Claudia Walters for 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
* 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.

1. Call to Order

The meeting of the MAG Regional Council was called to order by Chair James M. Cavanaugh at 5:10 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Cavanaugh noted that Mayor Steven Berman, Mayor Ron Badowski, Mayor Art Sanders and Councilmember Jay Schlum, as proxy for Mayor Wally Nichols, were participating by teleconference; Mayor Bobby Bryant was participating by videoconference. He introduced Councilmember Brian Cooney as proxy for Mayor Ed Winkler and Vice Mayor Claudia Walters as proxy for Mayor Keno Hawker.

Chair Cavanaugh introduced a new member to the MAG Regional Council, Mayor Rebecca Jimenez, Guadalupe, and presented her with her Regional Council membership certificate.

Chair Cavanaugh noted materials at each place for agenda items ##5C, 5D, #5E, #6, and #10. Transit tickets and parking validation were provided to meeting attendees.

3. Call to the Audience

Chair Cavanaugh noted that public comment cards were available to members of the audience who wish to speak on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens are requested not to exceed a three minute time period for their comments. A total of 15 minutes is provided for the Call to the Audience agenda item, unless the Regional Council requests an exception to this limit. Those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

Chair Cavanaugh recognized public comment from Joseph Ryan, a Valley resident for 15 years. Mr. Ryan stated that MAG is the Metropolitan Planning Organization and is responsible for transportation planning and its financial aspects. He commented that the shortage of funding is the greatest problem. Mr. Ryan stated that he has brought up two laws unique to Arizona regarding highway right of way, but MAG has never put it on the agenda. Mr. Ryan stated that the Chair of the Citizens Transportation Oversight Committee is to bring input from the citizens to the MAG Regional Council. He stated that underbuilding the infrastructure is another problem; the engineers say it happens because the politicians give them too little money for highways and interchanges, which causes more traffic congestion, fuel and tire consumption, and health issues. Mr. Ryan stated that I-10 is becoming increasingly dangerous, but MAG staff did not put this on the agenda. He commented that a one-half cent sales tax is inadequate and then there is a need to bond and borrow money, which increases costs even more. Mr. Ryan stated that MAG needs to look at its planning methods; there is a high foreclosure rate that will impact revenue even more. He added that he hoped the Regional Council would listen to what he had to say. Chair Cavanaugh thanked Mr. Ryan for his comments.

Chair Cavanaugh recognized public comment from Dianne Barker, who said that she had taken seven buses to travel from Goodyear to 40th Street and Camelback Road. She stated that having buses run regularly every 30 minutes would be helpful to getting around. Ms. Barker stated that she had spoken to Mr. George McGovern, former presidential candidate, after his speaking engagement the night before. She said that Mr. McGovern and her father had both served in World War II as pilots. Ms. Barker stated that there are veterans who have served this country but do not necessarily support war. She commented that a focus is needed on growth, funds and planning. She asked if there was collaboration between the I-10 train study, the Hassayampa Study and the I-10 Bypass Study to make the decisions. Chair Cavanaugh thanked Ms. Barker for her comments.

Chair Cavanaugh recognized public comment from Eric Gorsegner, the Associate Director of the Sun Corridor program of the Sonoran Institute. He said that the organization engages in issues of smart growth and sustainability. Mr. Gorsegner stated top concern is open space, and land conservation of the dwindling Sonoran Desert is at the top of their list. Mr. Gorsegner addressed his comments to agenda item #5E. He expressed the organization's appreciation for the work done by Mr. Bob Hazlett and Mr. Eric Anderson and contract staff on the Hassayampa Study. Mr. Gorsegner stated that they believe that the study could be improved in just one way: by adding a recognition of the unique cultural, environmental and historical sensitivities to open land such as this. He stated that this might be useful when future facilities require environmental mitigation as they are built. Mr. Gorsegner stated that the environmental scan for the Hidden Valley Study is much improved, but could be a tremendous analytical tool to allow those outside the study to take maps as they are developed and take a reverse look in relation to environmental scans done previously. He commented that until now, they have not been able to see how corridors affect the data layers in environmental scans. Chair Cavanaugh thanked Mr. Gorsegner for his comments.

Chair Cavanaugh recognized public comment from Laurel Arndt, an environmental planner and member of the Ahwatukee Foothills Valley Planning Committee, the Maricopa County Parks Board, and the South Mountain Citizens Advisory Team. Ms. Arndt requested that MAG reassess the allocation of funds for the South Mountain Freeway. She stated that needs 20 years ago are not the same as today's needs. Ms. Arndt commented that the cities are clamoring for funding to allow improvements to freeways to accommodate growth but no community is begging that the 202 project be built, not Phoenix, not Chandler, not Tolleson, because no one sees the benefit for the cost. Ms. Arndt stated that Pinal County commuters should be included to be truly regional planning. She added that traffic projections for 2030 show that travel time will decrease merely by minutes after the freeway is built, which is projected today to cost $1.7 billion. Ms. Arndt stated that the footprint was originally only 150 feet wide, and the right of way now will require ten to twelve lanes, at a far greater cost. She stated that the facility, now at Pecos and 51st Avenue, would be more useful to the needs of 2030 if located farther south and west. Ms. Arndt's time elapsed. Ms. Arndt stated that the solution is a parkway. She said that ADOT will present to CAT tomorrow the three reasons a parkway will not work: (1) Phoenix will not extend an arterial through the South Mountain Preserve. She commented that does this mean they will approve a freeway? She added that Councilmember Greg Stanton and the Mayor do not support the system. (2) A parkway will cause similar impacts as a freeway. She commented that a parkway is less costly, has less impact and takes fewer homes. (3) A parkway will not provide the capacity needed. She commented that the studies that show travel time improvements of only minutes disputes that. Ms. Arndt requested that MAG go back to square one and reassess the project. Chair Cavanaugh thanked Ms. Arndt for her comments.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, provided a report to the Regional Council on activities of general interest.

Mr. Smith stated that the Desert Peaks Awards nominations are due March 7, 2008. Mr. Smith added that the nomination forms were mailed out and are available on the MAG website.

Mr. Smith stated that the Regional Council has been invited to the luncheon following the Management Committee Forum scheduled for Friday, March 14, 2008. He said that national speaker, Dr. James Johnson, from the University of North Carolina at Chapel Hill, will address attendees on creating sustainable communities in times of economic and global uncertainty. Mr. Smith noted that Dr. Johnson is an expert on at-risk youth and the Casey Foundation provided funding for Dr. Johnson to meet for an additional session at 3:00 to 4:30 p.m. for youth workers. He added that this is a great opportunity for staff to hear a world renowned speaker at no cost to member agencies.

Mr. Smith reported that March 31, 2008, is the deadline for cities and towns to pass their air quality ordinances required by Senate Bill 1552. He noted that the City of Scottsdale prepared a fact sheet on PM-10 and its health impacts, which was at each place. Mr. Smith offered the assistance of MAG's Environmental Director, Lindy Bauer, to ensure jurisdictions meet the statutory deadline. Chair Cavanaugh thanked Mr. Smith for his report and asked members if they had questions. None were noted.

5. Approval of Consent Agenda

Chair Cavanaugh recognized public comment from Mr. Ryan, who commented on agenda item #5E. He stated that 20 traffic interchanges are indicated on the map. He noted that prices in Arizona are more than the national average and the more that trucks have to slow down, the more prices will increase. Mr. Ryan spoke about air quality. He said that MAG keeps asking EPA for more time, and is also looking at allowing development to accommodate three million people in the Hassayampa Valley Mr. Ryan stated that routes are needed to get people to places such as the airport. He commented on that the economic study does not mention zoning, which is a way to control over population. Mr. Ryan stated that good jobs are needed to support people. Mr. Ryan stated that he was in South Phoenix and spoke to people there. He said he saw the same thing here as in Africa: people are not educated enough to get a job in the big town, or they are convicts. He stated that over population can be controlled by zoning; instead of issuing authorities to builders. Mr. Ryan stated that the laws are written by developers. Mr. Ryan's time elapsed and he was granted additional time. Mr. Ryan said that right of way should be acquired now, but the law says that ADOT has to pay land owners what the land will be worth after building the highway and must be built within 24 months. He stated that MAG does not consider cheaper ways to commute, such as elevated rail, it considers commuter rail and light rail. Chair Cavanaugh thanked Mr. Ryan for his comments.

Chair Cavanaugh noted that agenda items #5A through #5L were on the consent agenda. He asked members if they had questions or requests to hear an item individually. None were noted.

Chair Cavanaugh called for a motion to approve consent agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, #5J, #5K, and #5L. Mayor Hallman moved, Supervisor Wilson seconded, and the motion passed unanimously.

5A. Approval of the January 30, 2008 Meeting Minutes

The Regional Council, by consent, approved the January 30, 2008 meeting minutes.

5B. Project List for the Arizona Department of Transportation's Safe Routes to School Program

The Regional Council, by consent, approved the ranked list of projects for submission to the Arizona Department of Transportation for the Safe Routes to School Program. A total of $1,100,000 statewide is available for projects through the Arizona Department of Transportation's (ADOT) Safe Routes to School Program. The program provides funding to public and non-profit agencies for projects that improve road safety and encourage more grade K-8 children to walk or bike to their neighborhood schools. In response to the ADOT call for projects announced in November 2007, 18 project applications were submitted to ADOT from the MAG region. The ADOT application review process stipulates that Metropolitan Planning Organizations and Councils of Governments must recommend a ranked list of projects to ADOT by February 28, 2008. The MAG Transportation Safety Committee reviewed all project proposals, and generated a ranked list for consideration by ADOT. The MAG Management Committee recommended the submission of the ranked list.

5C. Project Changes: Amendments, and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program and FY 2008 Arterial Life Cycle Program, and Material Cost Changes to the ADOT Program

The Regional Council, by consent, approved amendments and administrative modifications to the FY 2008-2012 MAG TIP, the FY 2008 Arterial Life Cycle Program, the Regional Transportation Plan 2007 Update as appropriate, and a material cost change to the ADOT Program shown in attached tables. The FY 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan 2007 Update were approved by the MAG Regional Council on July 25, 2007, and the FY 2008 Arterial Life Cycle Program (ALCP) was approved by the MAG Regional Council on June 27, 2007. Since that time, there have been requests from member agencies to modify projects in the programs. The proposed Highway administrative modifications and amendments to the FY 2008-2012 TIP are listed in Table A, administrative modifications to the ALCP are listed in Table B, and proposed Transit amendments are listed in Table C. An administrative modification does not require a conformity determination. In addition, Table D notes the material cost change to the ADOT Program. The material cost changes are related to cost increases. The right of way project for I-10: Sarival Road to Dysart Road increased by $500,000 and the construction project for the US-60: I-10 to Loop 101 increased by $7,500,000. The Transportation Review Committee (TRC) recommended approval of the project changes provided to them at the January 31, 2008 meeting. Recommendations for approval were forthcoming from the MAG Management Committee and the Transportation Policy Committee.

5D. Consultant Selection for the Statewide Transportation Survey

The Regional Council, by consent, approved the selection of WestGroup Research to conduct the Statewide Transportation Survey for an amount not to exceed $55,000, and if negotiations with WestGroup Research are not successful, that MAG negotiate with its second choice, Behavior Research Center, to conduct the survey. On December 19, 2007, the MAG Regional Council approved conducting a public opinion survey to measure voter attitudes and preferences in addressing regional and statewide transportation mobility needs, and that the FY 2008 MAG Unified Planning Work Program and Annual Budget be amended to include $55,000 for the survey. MAG issued a Request for Proposals to develop and conduct an independent, scientifically valid voter opinion survey. In response, six proposals were

received. A multi-agency review team reviewed the proposals and recommended to MAG the selection of WestGroup Research to conduct the survey. In addition, the team recommended that if negotiations with WestGroup are not successful, that MAG be directed to negotiate with its second choice, Behavior Research Center. The MAG Management Committee, the Executive Committee, and the Transportation Policy Committee recommended approval.

5E. The Interstate 10 - Hassayampa Valley Transportation Framework Study

The Regional Council, by consent, (1) Accepted the findings of the Interstate 10-Hassayampa Valley Transportation Framework Study as the surface and public transportation framework for the Hassayampa Valley; (2) adopted the traffic interchange locations for the Interstate-10/Papago Freeway from SR-303L/Estrella Freeway to 459th Avenue; (3) adopted a two-mile traffic interchange spacing policy for new freeway facilities within the Hassayampa Valley with appropriate planning for non-access crossings of the freeway facilities to facilitate local transportation movements; (4) adopted a new functional classification as a parkway, recognizing the Arizona Parkway as a type of parkway with unique operating characteristics for congestion and air quality planning purposes; (5) accepted the findings and implementation strategies as described in the study for inclusion as illustrative corridors in the Regional Transportation Plan; and, (6) recommended the affected jurisdictions within the Hassayampa Valley study area incorporate this study's recommendations into future updates of their general plans; also to move the alignment of the proposed Hassayampa North-South Freeway on the framework map at least 1.5 miles from the Toyota Test Track. Since May 2006, the Interstate 10-Hassayampa Valley Transportation Framework Study has been underway for establishing a mobility framework for a significant portion of Maricopa County west of the White Tank Mountains. In August and September 2007, the Management Committee, the Transportation Policy Committee, and Regional Council were provided a briefing on the results and potential recommendations generated on the project.

5F. MAG Human Services Coordination Transportation Plan 2008 Update

The Regional Council, by consent, approved the MAG Human Services Coordination Transportation Plan 2008 Update. The MAG Human Services Coordination Transportation Plan 2008 Update was developed in collaboration with representatives from 70 agencies, municipalities, companies and residents. The plan addresses progress made since the implementation of the plan in 2007. It also proposes five new strategies. This activity is undertaken in response to a federal requirement affecting all applicants of Section 5310, Section 5316 and Section 5317. The MAG Human Services Technical Committee, the MAG Human Services Coordinating Committee, and the MAG Management Committee recommended approval of the update.

5G. Interim Appointment of the Vice Chair of the Transportation Policy Committee to Fill the Unexpired Term (June 2008)

The Regional Council, by consent, approved the interim appointment of Mayor Marie Lopez Rogers, Avondale, as the Vice Chair of the TPC to fill the unexpired portion of the two-year term (June 2008). In June 2006, Councilwoman Bilsten, Phoenix, was appointed as the Chair of the Transportation Policy Committee (TPC) and Mayor Keno Hawker, Mesa, was appointed Vice Chair for two-year terms ending in June 2008. Due to term limits, Councilwoman Bilsten was not eligible to run for re-election creating

a vacancy in the Chair position for the TPC. To fill this position until June 2008, in January 2008, the Regional Council approved the interim appointment of Mayor Hawker as the Chair of the TPC, leaving the Vice Chair position vacant. MAG has received a letter requesting that Mayor Marie Lopez Rogers, Avondale, receive an interim appointment as Vice Chair to fill the unexpired term (June 2008). In June 2008, the Regional Council would then consider the TPC officer positions for a two year term.

5H. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on conformity assessments for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Plan 2007 Update. The proposed amendment includes new transit projects for the City of Phoenix and a federally-funded pedestrian project for the Town of Gilbert. In addition, an administrative modification includes the repackaging of pre-design, design, and right-of-way projects for Maricopa County improvements to El Mirage Road and changes to the allocation of funding amounts for several City of Scottsdale intersection 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 assessments were requested by February 22, 2008. This item was on the agenda for consultation.

5I. Resolution to Request the EPA to Provide Sufficient Time for Existing Measures to Take Effect in the Implementation of a More Stringent Eight-Hour Ozone Standard

The Regional Council, by consent, adopted a resolution to request the Environmental Protection Agency to provide sufficient time for existing measures to take effect in the implementation of a more stringent eight-hour ozone standard. On July 11, 2007, the Environmental Protection Agency(EPA) published a proposed rulemaking to revise the eight-hour ozone standard to provide increased public health protection for children and other at risk populations. In Arizona, several business groups have indicated opposition to the adoption of a more stringent standard and have approached MAG regarding our position. As the regional air quality planning agency, MAG believes that it is important to protect public health. Over time, several aggressive measures have been adopted by the Arizona Legislature, local governments, and federal government which have been successful in eliminating violations of the current eight-hour ozone standard and prior one-hour ozone standard. It is important for EPA to place these measures in context with a more stringent standard. The attached resolution would request that EPA provide sufficient time for measures that have already been adopted to take effect in the implementation of a more stringent eight-hour ozone standard. On February 19, 2008, the Executive Committee recommended adoption of the resolution.

5J. Social Services Block Grant Allocation Recommendations

The Regional Council, by consent, approved the Social Services Block Grant (SSBG) allocation recommendations for FY 2008-2009 to be forwarded to the Arizona Department of Economic Security. Under a planning contract with the Arizona Department of Economic Security (DES), MAG annually researches and solicits input on human services needs in the region. The MAG Human Services Coordinating Committee develops recommendations for which services should be directed to meet these needs through the locally planned dollars under the SSBG. Services funded by SSBG include assistance

to the most vulnerable people in the region, including very low-income children and families, elderly people, victims of domestic violence, homeless people and persons with disabilities. The MAG Human Services Technical Committee, the MAG Human Services Coordinating Committee, and the MAG Management Committee recommended approval of the SSBG allocation recommendations.

5K. Development of the FY 2009 MAG Unified Planning Work Program and Annual Budget

Each year, staff develops the MAG Unified Planning Work Program and Annual Budget. The Work Program is reviewed each year by the federal agencies and approved by the Regional Council in May. A review of the detailed draft Work Program and Budget is scheduled for March. This presentation is an overview of MAG's early FY 2009 proposed projects for the FY 2009 Work Program. The Budget Workshop, which will also be available via videoconference, is scheduled for Wednesday, February 20, 2008 at 9:00 a.m. in the MAG Palo Verde Room. The proposed Dues and Assessments have not been increased for FY 2009, although the allocation of Dues and Assessments has changed among the members due to population changes. MAG is proposing to keep the MAG Dues and Assessments at the same level due to the uncertain economy facing our members. The Solid Waste Assessment, unchanged since FY 2006, is expected to remain at $10,000 for FY 2009 as no additional activity is anticipated.

5L. MAG Regional Economic Summary

Changes in a number of economic factors are having a significant impact on the level of activity and fiscal conditions on the State of Arizona and the region. Employment growth has slowed to about one percent, after growing by more than six percent the previous year. The State of Arizona's individual income tax collections are down about one percent year-to-date, with sales (transaction privilege) tax collections slightly down also. Overall, current estimates suggest that the State of Arizona has a shortfall between $970 million to $1.15 billion, or roughly 8.5 percent of the State budget. A report compiled by MAG highlights changing conditions in the economy, tax revenues, and commodity and labor costs related to public infrastructure projects. This item was on the agenda for information.

6. Draft Revised MAG Highway Acceleration Policy

Eric Anderson, MAG Transportation Director, updated members on the review of the MAG Highway Acceleration Policy. He said that a working group of member agency managers met on December 5, 2007 and January 30, 2008 and discussed and recommended revisions to the policy. At the January 30, 2008 meeting, the consensus of the working group was to move forward the draft revised MAG Highway Acceleration Policy for consideration and adoption by the MAG Regional Council.

Mr. Anderson stated that the current MAG Highway Acceleration Policy was adopted in March 2000, prior to Proposition 400, the formation of the TPC, and the development of the Regional Transportation Plan. He stated that the policy outlines the process for jurisdictions to accelerate projects, ensures that local financing is provided in a fiscally prudent manner, ensures that other projects are not affected, and that the sharing of interest costs recognizes the benefit of both the local jurisdiction and the region.

Mr. Anderson stated that the Working Group discussed whether the policy should be the same for all highway and freeway projects. They recommended there would be no distinction. The Working Group

discussed the form of local commitment that should be in place for MAG to consider an acceleration request. They recommended that there should be a resolution by the Council or Board that they support the acceleration. The Working Group discussed whether there should be minimum financial commitment and should the interest sharing be simplified. They recommended a fifty/fifty interest sharing. The Working Group discussed whether there should be a consequence if a "below the line" earmark was used. They recommended, after lengthy discussion, that "below the line" funding would not be allowed.

Mr. Anderson reviewed the recommended changes to the policy, which includes improvements and clarifications that bring the policy in line with Proposition 400; covers all freeway and highway projects; incorporates the Transportation Policy Committee as the body that makes the recommendation to the MAG Regional Council; requires having a council resolution that shows support for the proposed acceleration before MAG takes action on the request; establishes interest sharing fixed at fifty/fifty; prohibits "below the line" earmarks; and requires MAG to be party to the intergovernmental agreement with ADOT and the local jurisdiction(s).

Mr. Anderson noted that on February 20th, the TPC recommended approval of the policy recommended by the Working Group and the Management Committee, with the addition of the phrase, "demonstration of financial" to the last sentence of item #1. Item #1 as recommended by the TPC reads: "The jurisdiction or jurisdictions requesting the acceleration (sponsoring jurisdictions) must provide a resolution of support and demonstration of financial commitment for the request from the governing body of the jurisdiction before the Transportation Policy Committee and the MAG Regional Council take formal action."

Chair Cavanaugh recognized public comment from Mr. Ryan, who stated that noise barriers are now needed along Loop 303 and he understood there was funding for this, but it is in great demand. Mr. Ryan stated that instead of widening freeways, the emphasis should be on getting people off of underbuilt facilities. He suggested concentrating on adding more highway lanes. Mr. Ryan stated that he was tired of seeing the same old stuff from consultants. He stated that elevated rail is a cheaper option. It was built in Bronx, Queens, and Brooklyn 100 years ago and is still standing. Mr. Ryan noted that elevated rail does not interfere with traffic as at-grade rail does. He stated that the Japanese used prefab pylons for a monorail system. Mr. Ryan stated that the trolley will increase congestion and encouraged MAG to stop listening to consultants' lies. Chair Cavanaugh thanked Mr. Ryan for his comments.

Chair Cavanaugh asked members if they had questions. Mayor Schoaf stated that staff had done a good job in considering the items that were problematic in the I-10 widening situation, with one exception. He said that from this past experience, projects with an accelerated timeframe should not be included in the Transportation Improvement Program (TIP) or used in conformity calculations until the intergovernmental agreement (IGA) for construction had been entered into. Mayor Schoaf noted that until that time, a jurisdiction's council is not bound to pay for the acceleration. Mayor Schoaf suggested that this would be added at the end of item #1 of the revised acceleration policy.

Vice Mayor Neely asked if there would not be a review until the IGA was in place. Mayor Schoaf replied that he thought it should not be used in any way in terms of an accelerated date until the IGA was

signed. Vice Mayor Neely asked for clarification if the project would not be reviewed in the application process until the IGA for construction was signed. Mayor Schoaf replied that he thought it could be reviewed, but it should not be included in what is provided to the federal government nor in models to justify conformity until there is certainty that the project will be built.

Councilmember Esser asked Mr. Anderson if the proposed change would delay the IGA. Mr. Anderson replied that it could add one to two months to the process. He explained that after the IGA is signed, a TIP amendment reflecting the accelerated projected would be done, including the conformity consultation process. Mr. Anderson indicated that with Mayor Schoaf's suggested change, those activities would be switched to follow the signing of the IGA agreement. Mr. Anderson stated that this would add about 60 days to the back end of the process, which he thought could be accommodated so long as everyone was aware of it. He stated that in the case of the I-10 widening, it would have delayed the bid advertisement by about 60 days because the IGA was not signed. Mr. Anderson added that it may not change the total time, but change the sequence of events. Councilmember Esser commented that there would be a delay depending on the process. Mr. Anderson stated that it would probably not be considered a delay if there was awareness of the process.

Chair Cavanaugh commented that with the I-10 widening, the IGA process for could have begun sooner to accommodate the switching of activities.

Mr. Smith stated that it seemed there would be a two step process: (1) A resolution would be entered into and submitted to MAG for discussion. (2) Before putting the accelerated timeframe into the TIP, the IGA would be signed. If the TIP was in the development stage, the project would be put in with the other projects. If the TIP had already been developed, an amendment would be done. Mr. Smith commented that it would require more pre-planning and show a greater commitment.

Chair Cavanaugh suggested the motion could read, "Adoption of the draft revised MAG Highway Acceleration Policy, with the addition of the following to the end of item #1, that projects with an accelerated timeframe should not be included in the Transportation Improvement Program (TIP) or used in conformity calculations until the intergovernmental agreement (IGA) for construction had been entered into." Mayor Schoaf moved. Mayor Hallman seconded. Chair Cavanaugh asked if there was any discussion on the motion. None was noted. The vote on the motion passed, with Councilmember Esser voting no.

7. <u>BQAZ Update and Schedule</u>

Mr. Anderson provided an update on the Building a Quality Arizona (BQAZ) planning effort. He stated that there has been great cooperation among the state's Councils of Governments (COGs) and Metropolitan Planning Organizations (MPOs) who have been working together through the COG/MPO Association. Mr. Anderson stated that the COG/MPO Association has also been working cooperatively with the Arizona Department of Transportation (ADOT). He noted that with the assistance of the State Transportation Board, ADOT has begun framework studies across the state.

Mr. Anderson stated that a survey of business leaders showed that transportation is an issue of great importance to the Valley. He noted the expected growth in population will greatly impact the

transportation system statewide. Mr. Anderson stated that the states bordering Arizona also are experiencing high growth. Mr. Anderson displayed a map of the traffic counts in Arizona in 2005. The second map he displayed showed the demand estimates using the BQAZ 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, and that is only if there was capacity. Mr. Anderson displayed two maps that showed the volume and the capacity side by side. The blue indicated capacity and red indicated demand; the 2050 map showed that red had overtaken the blue. Mr. Anderson noted that the 2050 map illustrates how the excess traffic will result in highly congested highways. Mr. Anderson then displayed a chart that 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.

Mr. Anderson stated that there are questions that need to be answered sooner than later to move toward a statewide vote. (1) What is the revenue source(s)? How much will it raise? (2) If a sales tax is considered, will communities already at nine and ten percent support the tax? (3) Should growth pay its way? If so, will the real estate community support the plan? (4) Currently, approximately 67.6 percent of the sales tax in Arizona is generated in Maricopa County. What is the fair amount for Maricopa County to contribute to areas outside of Maricopa County? (5) Arizona's gas tax is approximately eight cents per gallon below the national average and has not been increased since 1991. With gasoline at $3 per gallon, is raising the gas tax viable? (6) What improvements will be funded by a statewide source: freeways/highways, freeway/highway maintenance, parkways/expressways not on the state highway system, city/county roads/arterials, local/regional bus service, light rail, commuter rail/high speed rail, bicycle and pedestrian projects, or safety projects? (7) How will major amendments to the plan developed in the framework studies be addressed -- at the state level or the framework/regional level? (8) What budget mechanism will be used to keep the promised improvements in the plan in balance with costs and revenues and on time? (9) Who will be responsible for approving major cost increases -- a statewide body or a regional body; appointed or elected? (10) How will the business community and citizens be involved in the process? (11) Who will be responsible for issuing an annual report? (12) Who will set the priorities and who will have the responsibility to change the priorities?

Mr. Anderson then reviewed the illustrative plan development timeline, which includes a Regional Transportation Plan cost update, the completion of the framework studies and a needs identification for the existing freeway system and local streets. This would be followed by an illustrative plan scenario development, statewide plan development and coordination and illustrative plan air quality conformity analysis.

Mr. Anderson stated that ADOT requested that MAG prepare a critical needs list to provide to the Governor by mid-March to gain an idea of the magnitude of need. The critical needs list includes: identifying the impact of cost increases for Proposition 400 freeway plan and acceleration potential; identifying unfunded needs from framework studies to 2030; reviewing input for 2007 Governor's Transit Executive Order; developing a formula to establish funding needs for local streets; and identifying unplanned conceptual projects needed by 2030 with order of magnitude cost estimates for each project. Mr. Anderson advised that the MAG transit framework study has just started.

Mr. Anderson reviewed the TPC and Regional Council actions in December 2007: (1) That MAG work cooperatively with ADOT and the COG/MPO Association in developing the transportation framework studies that will set the future transportation direction for Arizona. (2) Also to have MAG work cooperatively with ADOT to provide information that will describe the transportation challenges facing this region, including representative projects that are part of the approved RTP. (3) Assist ADOT in describing future needs as part of the transportation framework studies.

Chair Cavanaugh asked Mr. Anderson to explain the organizational elements, in addition to the COGs and MPOs, to bring BQAZ to understanding. Mr. Anderson stated that the framework studies process and development of a statewide transportation plan is the responsibility of ADOT. He said that ADOT formed three oversight committees: the Policy Committee co-chaired by Mayor Cavanaugh and Mr. Zubia; the Management Committee co-chaired by Dennis Smith and ADOT Director Victor Mendez; and the Technical Committee, composed of technical staff. Mr. Anderson stated that the Governor's Office is also involved. He stated that ADOT has DMJM Harris under contract as the master consultant for the framework studies and for stitching together the statewide plan. In addition, they have a number of subconsultants working on each area of the framework studies.

Supervisor Wilson asked if there had been discussion or agreement on toll roads. Mr. Anderson replied that at this point, toll roads have been discussed, and he felt the concept of a public/private partnership could be part of the package. He added that this would not be so much in this region because of Proposition 400 and it would be difficult to say to residents that their freeway would be built as a toll road, but might be a good option in the other parts of the state to have a facility built sooner. Mr. Anderson noted that there have been a number of bills introduced, but he thought there has not been a coalescing of one concept that will work. He stated that there are a number of diverse thoughts as to how public/private partnerships might be structured, but no decision yet.

Mayor Hallman asked if the Governor wanted to gain an understanding of the unplanned options that exist and the magnitude of cost, such as the commuter rail project. Mr. Anderson replied that commuter rail was a good example of an illustrative project.

Mayor Lopez Rogers asked staff to clarify the direction given by the TPC at its last meeting. Mr. Smith stated that he heard the TPC say to keep it programmatic and conceptual, work with the consultants, and to assist the Governor as much as possible. Mr. Smith commented that the difficulties will arise when the effort gets to specific projects.

8. Incarceration of Municipal Prisoners Stakeholders Group Update

Jeff Romine, MAG Senior Regional Economist, reported on the work of the Incarceration of Municipal Prisoners Stakeholders Group to examine the Maricopa County booking and prisoner per diem rates and explore possible options for cost savings and improvements in the sharing of information. He noted that the stakeholders include staff from public safety, budget and finance, health services, and the Sheriff's and city managers' offices.

Mr. Romine stated that the Stakeholders ended up with nine recommendations, and he provided a summary of the four main options recommended by the stakeholders: (1) Maricopa County will provide

preliminary draft rates on December 1st, with final rates provided on February 1st. (2) MAG will assist the County in updating rate notification lists for member agencies. (3) The Maricopa County Sheriff's Office will encourage expansion of videoconferencing for adjudication into all jail locations. (4) Member agencies may wish to monitor and adjust adjudication of prisoners on multiple jurisdictional charges.

Mr. Romine proceeded with an update on the consultant study that was conducted for Maricopa County. He said that the last costing model was completed in 2002-2003, and the County's new detention facilities were fully operational in FY 2005-2006. Mr. Romine stated a review of the costing model and a recommendation on an allocation methodology for calculating the booking and housing rates were warranted, and the results are to be used for the fiscal year 2008-09 rates.

Mr. Romine stated that the booking rate for fiscal year 2008-09 is $199.35, an increase from the fiscal year 2007-08 rate of $189.23, or 5.35 percent. The housing rate for fiscal year 2008-09 is $73.46 an increase from the fiscal year 2007-08 rate of $72.33, or 1.56 percent, and is at an even lower rate this year.

Mr. Romine stated that the County jail is nearing capacity and another facility might be needed as the prisoner population rate grows. He stated that the 20-year jail tax, originally established to pay for the County jail, is being used for the operations of the jail system and is not accumulating to fund planning or expansion beyond the current jail facilities. He advised that pending legislation says that persons serving one year or less in the Department of Corrections system could serve the sentences in county jails. He advised that this could inflate costs, due to the increased risk of dealing with more hardened criminals. Mr. Romine also noted that the weakening sales tax could also impact the budget amount. Chair Cavanaugh thanked Mr. Romine for his report and asked members if they had questions.

Vice Mayor Walters asked if there was a comparison of the rates for jail costs paid in Maricopa County to other regions. Mr. Romine replied that Maricopa County was in the middle, or even lower range for booking and overnight rates. He said that Pima County was lower, but Clark County and nearby areas in Nevada were higher.

Vice Mayor Walters asked if there was discussion of state laws that add requirements that add cost to municipalities without attaching funding sources. Mr. Romine replied that the Stakeholders discussed this somewhat, but mostly discussed cost savings and methods of calculating the costs.

Supervisor Wilson stated that more prisoners means a larger liability for lawsuits. He asked if that had been figured into the numbers. Mr. Romine replied that neither the liability issue nor lawsuits were discussed. He added that the Stakeholders did mention that municipal prisoners are perhaps not as violent as the felony prisoners incarcerated by the County.

With no further discussion, Mayor Truitt moved acceptance of the options developed by the Incarceration of Municipal Prisoners Stakeholders Group. Mayor Hull seconded, and the motion passed unanimously.

Mr. Smith remarked that this had been the best cooperative effort in the many times that the incarceration issue has been studied at MAG. He expressed his appreciation to the County staff for putting the report together.

9. Update on Funding Issues for the MAG 9-1-1 System

Nathan Pryor, MAG Senior Policy Planner, addressed the Council on funding issues facing the region's 9-1-1 system and Community Emergency Notification System (CENS). He stated that there are two parts: (1) The 9-1-1 System funding challenge, which is being addressed through House Bill (HB) 2381. (2) The CENS system's existing funding will be depleted by June 30, 2008.

Steve Kreis, Assistant Chief of the Phoenix Fire Department and member of the MAG 9-1-1 Oversight Team, stated that HB 2381 will help relieve the financial burden on the system statewide that resulted from the reduction of the monthly excise tax on telephones by 40 percent. Chief Kreis stated that this reduction has strained the resources to pay for staff who maintain the 9-1-1 system and do wireless mapping for cell phones. Chief Kreis stated that to make up the shortfall in funding, an increase in the administrative fee from three percent to five percent is being proposed.

Chief Kreis stated that CENS is the region's notification system, similar to the concept of reverse 9-1-1. He said that many communities in the region have used CENS in the past for public safety incidents. Chief Kreis stated that CENS is critical because it allows public safety to communicate with citizens about major incidents, such as evacuations or police incidents.

Liz Graeber, the region's 9-1-1 Administrator, stated that the Maricopa Region 9-1-1 Office provides support for the twenty-six 9-1-1 call centers in the region, the maintenance and installation of 9-1-1 equipment, GIS management, and CENS management. Ms. Graeber displayed a chart that showed the state's 9-1-1 program costs have exceeded expenditures. She advised that of immediate concern is that with the decline of the monthly tax, the administrative amount has also declined. Ms. Graeber stated that this impacts the ability of the 9-1-1 Office to fund the staff who provide wireless mapping. Ms. Graeber stated that House Bill 2381 has been filed to increase the amount for administrative costs from three percent to five percent. This will allow the MAG 9-1-1 Office to retain the staff required for continuous updating of wireless mapping. Ms. Graeber noted that the increase to five percent is a restructuring of the fund, not an increase the monthly tax rate.

Ms. Graeber stated that the Community Emergency Notification System (CENS) was launched in 2004 and is a part of the Emergency Management Plan. She said that CENS has been used to notify residents of missing children, barricaded suspects, fire and police emergencies and evacuations. Ms. Graeber advised that the CENS fund will be depleted in March 2008. She stated that the Arizona Department of Administration, which administers the 9-1-1 Revolving Fund, has agreed to provide funding through the end of FY 2008. However, a permanent funding source is needed in order to continue the CENS program. She advised that funding alternatives are being explored, such as Arizona tribal-state revenue sharing, the US Department of Homeland Security, and the state budget.

Ms. Graeber stated that in addition, Qwest and Intrado, who are the providers for CENS, have notified the 9-1-1 Office that they will discontinue providing service for the program as of July 1, 2008. In

addition, the 9-1-1 Office will conduct a request for proposals for alternate vendors. Chair Cavanaugh asked members if they had questions.

Mr. Smith asked Ms. Graeber to provide a cost estimate to operate CENS. Ms. Graeber replied that the monthly cost, not including personnel, is approximately $38,000 per month, whether it is used or not. Mr. Smith commented that CENS was also used in the TOPOFF exercises. He stated that CENS is MAG's system. Mr. Smith said that the MAG 9-1-1 Oversight Team reported to MAG that the system would cease due to the depletion of funding. Mr. Smith advised that if CENS ended and there was a major emergency, such as an environmental leak or spill, there would be no system to notify people. He stated that a funding mechanism and a new vendor are needed to keep CENS operating. Mr. Smith stated that the Legislature has been reducing funding to the 9-1-1 system by decreasing the monthly excise tax. He stated that CENS could be eligible for state funding, but has received little.

Councilmember Cooney stated that the Town of Paradise Valley recently had a water contamination problem. The water company used a private company called Reverse 9-1-1 to notify residents of the situation, but 40 percent were not contacted. He asked the difference between Reverse 9-1-1 and CENS. Ms. Graeber replied that Reverse 9-1-1 is a product by a private company that offers notifications, and the CENS system is MAG's notification system. She said that the term "reverse 9-1-1" is used as a descriptive term that the calls CENS makes are emergency calls. Ms. Graeber stated that the water company used the private company to notify residents of the problem, and CENS was used to notify residents that the water situation had been resolved.

Vice Mayor Neely asked how CENS will incorporate quickly changing technology, such as text messaging and cell phones. Ms. Graeber replied that a new vendor would be required to have the ability to send text messages and notify pagers and cell phones. Vice Mayor Neely asked how much more of a percentage should be asked of the Legislature to fund CENS. Ms. Graeber replied that a ballpark figure would be an additional three to four percent on top of the five percent already being proposed. She added that Pima County is looking to Maricopa Region 9-1-1 for assistance in starting a system and is looking for a permanent funding source as well.

Mayor Fulcher asked what activity would lose the two percent that is proposed to be added to the administrative cost. Ms. Graeber replied that the two percent would come from the 9-1-1 fund, which funds the installation of new equipment and maintenance of the system throughout the state. Mayor Fulcher commented that what is really needed is increased funding, because it seemed that money was being shuffled. Ms. Graeber replied that was correct. She said that restructuring the administrative amount would allow critical personnel to be retained, but this problem will exist farther down the road as the fund further depletes.

Mayor Lopez Rogers asked about the funding mechanism in other states. Mr. Smith stated that he was unfamiliar with other states' funding, but MAG started this system. He explained that MAG went to the Corporation Commission because they had an overcharge fund. Then MAG was instrumental in going to the Legislature to get a monthly excise tax on telephones to have a permanent funding source. Mr. Smith advised that the issue has been the decline in the rate. If the original rate of 37 cents had been retained, the 9-1-1 fund would be sufficient. Mr. Smith noted that to return the tax back to that original 37 cent rate would require a super majority vote.

Mayor Lopez Rogers asked what MAG has undertaken to handle this task. Ms. Graeber replied that one approach for funding is homeland security grants, but that is year-to-year funding, not permanent. She said that another option is Indian gaming revenue. Ms. Graeber noted that a permanent funding source would require approximately $600,000 per year, which would include personnel. Mayor Lopez Rogers suggested that perhaps researching what other states were doing might provide some options. She commented that this is critical for our state, cities, and towns. Mr. Smith said that some have suggested an assessment for a special project, but that seems to be shifting the responsibility from the pool of funds established at the state to the cities, towns and county.

Supervisor Wilson stated that he sits on the Homeland Security Board and he did not recall a request for funds. Ms. Graeber replied that the request had been submitted through the Phoenix Fire Department on behalf of the MAG 9-1-1 system. Supervisor Wilson stated that they have appropriated statewide funds for statewide communications. He offered to explore that option with the 9-1-1 Office to utilize that as one option. Ms. Graeber noted that there is great competition with the 800 MHz project for those funds. Supervisor Wilson stated there is not a long-term commitment with grants. He said if the issue is not resolved tonight, he expressed that he would be glad to work with the 9-1-1 Office.

Mayor Hallman asked for clarification of how the increase in the percentage would affect the 9-1-1 system. Chief Kreis stated that the two percent increase would come from the percentage that goes for equipment in the 9-1-1 call centers, such as telephones and consoles. He noted that there has been a surplus in years past, and if the amount available for equipment were to be reduced by two percent, he did not think there would be a negative impact to the availability of funds for equipment.

Mayor Hallman stated that a significant piece of emergency preparedness falls away if CENS is not funded. He commented that one big problem during an emergency is the ability to communicate with residents. Mayor Hallman stated that increasing the administrative percentage solves one problem, but MAG still needs to handle the possible loss of CENS. He suggested that perhaps the percentage could be increased to handle funding for both issues for now, and over the next 12 to 18 months, figure out a solution to funding in the long term. Mayor Hallman stated that if the two percent would probably not affect the ability to fund equipment, he felt that five percent would probably not impact it significantly since equipment replacement is done on a five year cycle.

Mr. Smith stated that the motion could be modified to change the increase from three percent to eight percent as an interim measure for one year until a permanent funding source is identified. He added that asking the state to do that for only one year could be the goal. Mayor Hallman stated that he would make that motion. Vice Mayor Neely seconded, and added that there could be concern over that option because the Legislature might look at five percent, but asking for eight percent might be too much. Ms. Graeber replied that is a concern. She said that HB 2381 increases the percentage allowed for administrative costs from three to five percent, and if this was a higher amount, it might kill the bill.

Mayor Hallman asked the bill's sponsor. Ms. Graeber replied that it was Representative Jerry Weiers. Mayor Hallman stated that he still proposed the motion increase the increase the percentage allowed for administrative costs from three to eight percent. He indicated he thought that could be changed, although it would depend on the committees. Mayor Hallman stated that he could not imagine anyone

at the Legislature not agreeing that CENS is an essential component and that we work for one year to figure out how to make up the five percent reduction for equipment.

Chair Cavanaugh asked for clarification that the motion also includes encouraging the Legislature to provide a permanent funding source to continue the Community Emergency Notification System. Mr. Smith replied that was correct. This would be interim and MAG would still be exploring a permanent funding source.

Vice Mayor Walters commented that if the motion includes one year of using 9-1-1 funds for CENS, which is operational, and perhaps bonding could be used for equipment. Mayor Hallman noted that would be problematic at the Legislature. Vice Mayor Walters replied that this is assuming it would need to go through the Legislature. Mayor Hallman stated that his motion was merely saying to make up the difference between the five and eight percent and leaving the opportunity of looking for operations and maintenance or capital.

Mr. Smith suggested that to address concerns about changing the request from five to eight percent, the following words could be inserted into the motion, "and to explore with the Legislature the administrative costs going from three to eight percent."

Mayor Hallman, as maker of the motion, accepted the change. Vice Mayor Neely, as second, accepted the change.

Mr. Zubia stated that it seemed there was a vehicle already in place for future funding: the franchise agreements between municipalities and telecommunications facilities. He suggested that MAG could come up with a policy for a uniform fee that could be adopted by cities and towns. Mr. Zubia stated that perhaps this could be discussed at a later date.

Chair Cavanaugh noted that the motion on the table was to "Support of legislation to increase the percentage allowed for administrative costs and to explore with the Legislature increasing the administrative cost from three to eight percent and to encourage the Legislature to provide a permanent funding source to continue the Community Emergency Notification System." He asked if there was further discussion. Hearing none, he called for a vote on the motion, which passed unanimously.

10. Legislative Update

Nathan Pryor provided an update on legislative issues of interest. Mr. Pryor noted that the Energy Independence and Security Act of 2007 established a minimum 80 percent federal share for CMAQ funds, and could impact the Transportation Improvement Program. He said that traditionally, MAG had been allowed the flexibility to establish the federal share for CMAQ projects, such as the pave dirt roads at fifty percent federal and fifty percent local match ratio. Mr. Pryor advised that the MAG Transportation Review Committee will discuss obligation of 2008 TIP projects at the committee meeting the following day. Mr. Pryor noted that Congressmen Mitchell and Shadegg have been informed of the issue.

Mr. Pryor then reported on state legislation. He stated that the late edition of the Arizona Republic reported three public/private toll road bills have been put back in play. Mr. Pryor noted that Senate Bill (SB) 1420, SB 1465, and SB 1498 and are being monitored.

Mr. Pryor said that Senate Bill 1471 says that ADOT shall issue a request for proposals for the conversion of HOV lanes on SR-51 into high occupancy toll (HOT) lanes and may issue requests for proposals for such conversion in other parts of the state. Mr. Pryor stated that this bill received a do pass yesterday out of the Transportation Committee. He noted that there is concern because it would be a change that did not go through the MAG planning process.

Mr. Pryor stated that House Bill (HB) 2091, which came from a strike everything amendment to House Bill 2092, received a do pass on February 7th. He stated that the bill says that state or county transportation projects that are submitted for voter approval would be broken down by mode and voted on separately instead of as a comprehensive plan. Mr. Pryor noted that this bill is being opposed.

Mr. Pryor stated that the MAG Human Services Committee requested that three bills be tracked: SB 1239, SB 1492, and HB 2148. He noted that these bills deal with regulating the payday loan industry and its transactions.

Mr. Pryor stated that the MAG Building Codes Committee requested that HB 2615, regarding solar energy permits, be tracked. He noted that the bill is being monitored and will require additional research.

11. Comments from the Council

An opportunity will be provided for Regional Council members to present a brief summary of current events. The Regional Council 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 Council were noted.

There being no further business, the Regional Council meeting adjourned at 7:05 p.m.

_____
Chair

_____
Secretary

Agenda Item #5B

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

DATE:
March 18, 2008

SUBJECT:
Request to Accelerate the Union Hills/Loop 101 Traffic Interchange Widening

SUMMARY:
The City of Peoria is interested in accelerating the widening of the Union Hills Traffic Interchange (TI) bridge at the Loop 101 which is currently scheduled for construction by Arizona Department of Transportation (ADOT) in FY 2012. An arterial street project to construct a Beardsley Road Connector with the Loop 101 is scheduled for construction in the fall of 2008. Given the proximity of the Beardsley Road Connector project to the Union Hills Traffic Interchange, significant cost and convenience benefits accrue if both projects are constructed at the same time. ADOT concurs with the request to accelerate the Union Hills TI widening project. To facilitate the advancement of the Union Hills TI, Peoria has requested a HELP loan of $9.91 million to finance the acceleration. The ADOT Life-Cycle Freeway Program has this project programmed for $18.0 million so substantial cost savings are expected. Peoria has requested that the interest expense be shared in accordance with the MAG Highway Acceleration Policy.

PUBLIC INPUT:
No public input has been received concerning the specific request.

PROS & CONS:
PROS: The proposed acceleration of the Union Hills TI project will result in significant cost savings and less disruption to the public if the project is constructed with the Beardsley Road Connector project.

CONS: None

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: The requested acceleration would result in more efficient construction of the two projects.

POLICY: The proposed acceleration is consistent with the MAG Highway Acceleration Policy, adopted February 27, 2008.

ACTION NEEDED:
Approval of the proposed acceleration of the Union Hills Traffic Interchange widening project and for MAG to enter into the Intergovernmental Agreement (IGA) with ADOT and Peoria, contingent on an amendment to the FY 2008 - FY 2012 Transportation Improvement Program and conformity determination.

PRIOR COMMITTEE ACTIONS:
On March 14, 2008, the Management Committee recommended approval of the proposed acceleration of the Union Hills Traffic Interchange widening project and for MAG to enter into the Intergovernmental Agreement (IGA) with ADOT and Peoria, contingent on an amendment to the FY 2008 - FY 2012 Transportation Improvement Program and conformity determination.

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.

CONTACT PERSON:
Eric J. Anderson, (602) 452-5008.

Agenda Item #5C

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

DATE:
March 18, 2008

SUBJECT:
Section 5310 Elderly and Individuals with Disabilities Transportation Program Applications

SUMMARY:
On February 26, 2008, the MAG FTA Elderly and Persons with Disabilities Transportation Program Ad Hoc Committee interviewed all applicants for the Federal Transit Administration (FTA) Section 5310 funding. The Committee met again on February 29, 2008 to develop a priority listing for the applications. FTA provides these funds to the Arizona Department of Transportation (ADOT) for capital assistance to agencies and public bodies that provide transportation services for people who are elderly and for people who have a disability. Loop This year, 18 agencies submitted 20 applications for capital assistance awards. This year, 45 van requests, two radio requests, one universal tracking system request, and three mobility manager requests were received and considered by the Committee.

The priority listing provided by MAG is considered by ADOT in determining which applicants are to be awarded. ADOT procures accessible and non-accessible passenger vans and ancillary equipment with these funds. The FTA provides 80 percent of the award cost, and the applicant provides a 20 percent match plus 1.5 percent to cover costs related to state program administration.

Approximately $3.5 million is available statewide for funding this year's projects. This funding comprises traditional FTA 5310 formula funds and federal Surface Transportation Program (STP) Flexible Funds. The latter is from additional funding targeted by the State Transportation Board toward augmenting rural-area programs. Applicants within small and large urban planning regions are eligible for STP funding if they can substantiate predominately rural routes or service areas within these regions.

PUBLIC INPUT:
Public comment was solicited in one public notice in January 2008 and another in February 2008. No public comment has been received. Opportunities for input were offered at the three Elderly and Persons with Disabilities Transportation Program Committee meetings in February 2008. No input was given. An additional opportunity for pubic input was given at the March Management Committee meeting. No input was offered.

PROS & CONS:
PROS: MAG advises ADOT for the FTA Elderly and Persons with Disabilities Transportation Program awards. Forwarding this priority listing assists ADOT in awarding capital transportation equipment for special needs in the MAG region. Awards are made on a statewide competitive basis and Arizona chooses to include urban and rural area needs in this program.

CONS: The MAG region does not receive Elderly and Persons with Disabilities Transportation Program capital awards in relation to its population. Applicants continue to project growth in the number of people who will require special transportation.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: All awards meet requirements and inspection standards of federal laws and regulations including the Americans with Disabilities Act (ADA). ADOT takes care of the technical specifications, procures the equipment, and satisfies all inspection requirements before delivery. ADOT holds liens on vehicles for four years or 100,000 miles, whichever comes first.

POLICY: The Arizona Department of Transportation receives Elderly and Persons with Disabilities Transportation Program funds on a formula basis from the U.S. Department of Transportation, Federal Transit Administration. STP funds are targeted at vehicle replacement needs in predominately rural areas, including rural areas of mostly urban counties such as Maricopa County.

ACTION NEEDED:
Approval to forward the priority listing of applicants for FTA Elderly and Persons with Disabilities Transportation Program to the Arizona Department of Transportation.

PRIOR COMMITTEE ACTIONS:
On March 14, 2008,tThe MAG Management Committee recommended forwarding the listing of applicants for FTA Elderly and Persons with Disabilities Transportation Program to ADOT.

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.

The MAG Ad Hoc Elderly and Persons with Disabilities Transportation Committee met on February 12, 2008, to receive applications and training on the application process, on February 26, 2008, to interview all applicants, and on February 29, 2008, to develop the final recommendations.

MEMBERS:
Terri Collins, RPTA
* Matt Dudley, City of Glendale
Gregg Kiely, ADOT
Christine McMurdy, City of Goodyear
Julie Howard, City of Mesa
Sylvia Sheffield, City of Avondale
Denise Demaray, City of Chandler
John Cleveland, City of Phoenix
Ken-Ichi Maruyama, Town of Gilbert

*Those members neither present nor represented by proxy.

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

PERSONS WITH DISABILITIES TRANSPORTATION PROGRAM GRANT 30 (2008) RECOMMENDED PRIORITY LISTING OF MAG REGION APPLICATIONS		
RANK	**APPLICANT & CAPITAL REQUEST(S)**	**POPULATION SERVICE**
1	**CHANDLER/GILBERT ARC** (One) Cutaway van (replacement)	Clients of all ages in southeastern Maricopa County with developmental disabilities who need transportation to the agency's supervised day program, employment training, medical and therapy appointments, and social-recreational events.
2	**ARIZONA RECREATION CENTER FOR THE HANDICAPPED (ARCH)** (One) Type 5, 12 passenger maxivan without lift (replacement)	Provides services to individuals with developmental disabilities related to recreation, education, socialization, living skills, and community independence.
3	**TERROS, INC.** Mobility Manager	Terros serves adults who have serious mental illness and may have substance abuse issues. Most have been determined to be disabled and are dependent for transportation. Coordination includes these agencies: Triple R, New AZ Family and AZ Healthcare.
3	**TERROS, INC.** Universal Tracking System	Terros serves adults who have serious mental illness and may have substance abuse issues. Most have been determined to be disabled and are dependent for transportation. Coordination includes these agencies: Triple R, New AZ Family and AZ Healthcare.
4	**TERROS, INC.** (One) Type 2, lift equipped cutaway	Terros serves adults who have serious mental illness and may have substance abuse issues. Most have been determined to be disabled and are dependent for transportation.
5	**MARC CENTER** (One) cutaway van	Marc Center provides personal, social and community services to children and adults with developmental disabilities and serious mental illness.
6	**HORIZON HUMAN SERVICES** (One) Type 3, 12 passenger maxivan without lift	Private, nonprofit agency serving individuals with psychiatric disabilities and/or developmental disabilities, some who are elderly. Programs include behavioral health treatment, prevention and other services.
7	**THE CENTERS FOR HABILITATION** (One) Lift Equipped Cutaway	Offers a continuum of programs that support, provide care and empower Arizonans with significant developmental and physical disabilities.
7	**THE CENTERS FOR HABILITATION** (One) Scheduling software	Offers a continuum of programs that support, provide care and empower Arizonans with significant developmental and physical disabilities.
7	**THE CENTERS FOR HABILITATION** (Two) Radio units	Offers a continuum of programs that support, provide care and empower Arizonans with significant developmental and physical disabilities.
8	**VALLEY OF THE SUN SCHOOLS AND HABILITATION CENTER** (One) Type 3, 12 passenger Maxivan (replacement)	Programming for individuals with mental retardation or other disabilities

PERSONS WITH DISABILITIES TRANSPORTATION PROGRAM GRANT 30 (2008) RECOMMENDED PRIORITY LISTING OF MAG REGION APPLICATIONS		
RANK	**APPLICANT & CAPITAL REQUEST(S)**	**POPULATION SERVICE**
9	**CITY OF SURPRISE COMMUNITY INITIATIVES DEPARTMENT** (One) Type 2, Lift equipped cutaway	Provides transportation services to senior and disabled clients to the Surprise Senior Center for congregate meal program and related activities.
10	**PEPP, INC. (ENCOMPASS)** (One) Type 2, lift-equipped cutaway (replacement)	Provides services to adults with developmental/physical disabilities and serious mental illnesses. Service includes activities related to job training, employment socialization, medical care and community independence.
11	**TRIPLE R BEHAVIORAL HEALTH** (One) Type 4, 6-7 passenger minivan	Triple R Behavioral Health provides residential and rehabilitation services, including transportation to treatment sites, community resources, medical appointments, rehabilitation and public services, socialization activities and retail activities of daily living.
12	**FOUNDATION FOR SENIOR LIVING** (One) Type 1 lift equipped maxivan	Provides services, education and advocacy to preserve independence and enhance quality of life for all seniors, seniors with disabilities and their caregivers.
13	**FOOTHILLS COMMUNITY FOUNDATION/FOOTHILLS CARING CORP** (One) Type 1, Lift equipped maxivan	Provides transportation for elderly and disabled to and from medical and nutrition appointments, grocery and other shopping, social and recreational outings.
13	**FOOTHILLS COMMUNITY FOUNDATION/FOOTHILLS CARING CORP** (Two) GPS tracking devices	Provides transportation for elderly and disabled to and from medical and nutrition appointments, grocery and other shopping, social and recreational outings.
14	**ARIZONA CENTER FOR THE BLIND** (One) 12, Passenger maxivan without wheelchair lift	Provides comprehensive rehabilitation skills (independent living and employment) training, counseling, social services, leisure activities and more for blind and visually impaired adults over the age of 18.
15	**INTERFAITH COMMUNITY CARE** (One) Type 2 lift equipped cutaway	Interfaith Community Care empowers elderly and disabled individuals to improve their quality of life by promoting physical, psychological, spiritual, and social well-being.
16	**UNITED CEREBRAL PALSY (UCP)** (One) Type 2, lift equipped cutaway vans	Provides persons with disabilities transportation to and from daily programming which includes day treatment and training for adults and children, work adjustment training, employment services.
17	**HACIENDA, INC** (One) Type 2 lift-equipped cutaway	Developmentally disabled children and young adults who are residents of the facility, clients of Hacienda programs (Day Treatment Early Intervention) and ventilator dependent individuals who are referred by DES/DDD.
18	**FOUR SISTERS MEALS 2-U** (One) 12 passenger van	Provides affordable and accessed services for the elderly and disabled individuals. Delivers meals to homebound senior citizens who are ill, have disabilities, or have memory loss. The service will include trips to medical appointments, work, shopping and to senior centers or adult day care.

PERSONS WITH DISABILITIES TRANSPORTATION PROGRAM GRANT 30 (2008) RECOMMENDED PRIORITY LISTING OF MAG REGION APPLICATIONS		
RANK	**APPLICANT & CAPITAL REQUEST(S)**	**POPULATION SERVICE**
19	**CIVITAN FOUNDATION, INC.** Radio Communications Equipment: 1 Base unit; 4 mobile radios and 12 hand-held radios plus vehicle antennas, mounts, cables, connectors and installation.	Provides services to individuals with developmental and physical disabilities as relates to recreation, respite and educational services.
20	**CHANDLER/GILBERT ARC** (One) 12-passenger maxivan (replacement)	Clients of all ages in southeastern Maricopa County with developmental disabilities who need transportation to the agency's supervised day program, employment training, medical and therapy appointments, and social-recreational events.
SECOND REQUEST		
5	**MARC CENTER** (One) cutaway van	Marc Center provides personal, social and community services to children and adults with developmental disabilities and serious mental illness.
6	**HORIZON HUMAN SERVICES** (One) Type 4, 6 passenger minivan (replacement)	Private, nonprofit agency serving individuals with psychiatric disabilities and/or developmental disabilities, some who are elderly. Programs include behavioral health treatment, prevention and other services.
7	**THE CENTERS FOR HABILITATION** (One) Lift equipped maxi van	Offers a continuum of programs that support, provide care and empower Arizonans with significant developmental and physical disabilities.
11	**TRIPLE R BEHAVIORAL HEALTH** (One) Type 4, 6-7 passenger minivan	Triple R Behavioral Health provides residential and rehabilitation services, including transportation to treatment sites, community resources, medical appointments, rehabilitation and public services, socialization activities and retail activities of daily living.
12	**FOUNDATION FOR SENIOR LIVING** (One) Type 1 lift equipped maxivan	Provides services, education and advocacy to preserve independence and enhance quality of life for all seniors, seniors with disabilities and their caregivers.
16	**UNITED CEREBRAL PALSY (UCP)** (One) Type 2, lift equipped cutaway vans	Provides persons with disabilities transportation to and from daily programming which includes day treatment and training for adults and children, work adjustment training, employment services.
THIRD REQUEST		
5	**MARC CENTER** (One) 12 passenger van	Marc Center provides personal, social and community services to children and adults with developmental disabilities and serious mental illness.
11	**TRIPLE R BEHAVIORAL HEALTH** (One) Type 4, 6-7 passenger minivan	Triple R Behavioral Health provides residential and rehabilitation services, including transportation to treatment sites, community resources, medical appointments, rehabilitation and public services, socialization activities and retail activities of daily living.

PERSONS WITH DISABILITIES TRANSPORTATION PROGRAM GRANT 30 (2008) RECOMMENDED PRIORITY LISTING OF MAG REGION APPLICATIONS		
RANK	**APPLICANT & CAPITAL REQUEST(S)**	**POPULATION SERVICE**
16	**UNITED CEREBRAL PALSY (UCP)** (One) Type 2, lift equipped cutaway vans	Provides persons with disabilities transportation to and from daily programming which includes day treatment and training for adults and children, work adjustment training, employment services.
FOURTH REQUEST		
5	**MARC CENTER** (One) 12 passenger van	Marc Center provides personal, social and community services to children and adults with developmental disabilities and serious mental illness.
11	**TRIPLE R BEHAVIORAL HEALTH** (One) Type 3, 12 passenger maxivan	Triple R Behavioral Health provides residential and rehabilitation services, including transportation to treatment sites, community resources, medical appointments, rehabilitation and public services, socialization activities and retail activities of daily living.
16	**UNITED CEREBRAL PALSY (UCP)** (One) Type 2, lift equipped cutaway vans	Provides persons with disabilities transportation to and from daily programming which includes day treatment and training for adults and children, work adjustment training, employment services.
FIFTH REQUEST		
11	**TRIPLE R BEHAVIORAL HEALTH** (One) Type 3, 12 passenger maxivan	Triple R Behavioral Health provides residential and rehabilitation services, including transportation to treatment sites, community resources, medical appointments, rehabilitation and public services, socialization activities and retail activities of daily living.
5	**MARC CENTER** (seven) 12 passenger vans	Marc Center provides personal, social and community services to children and adults with developmental disabilities and serious mental illness.
5	**MARC CENTER** (five) minivans	Marc Center provides personal, social and community services to children and adults with developmental disabilities and serious mental illness.
OTHER		
	FOOTHILLS COMMUNITY FOUNDATION/FOOTHILLS CARING CORP Mobility manager	Provides transportation for elderly and disabled to and from medical and nutrition appointments, grocery and other shopping, social and recreational outings.
	THE CENTERS FOR HABILITATION Salary for mobility manager	Offers a continuum of programs that support, provide care and empower Arizonans with significant developmental and physical disabilities.

Agenda Item #5D

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

DATE:
March 18, 2008

SUBJECT:
Status Update on the June 30, 2007 Single Audit and Management Letter Comments, MAG's Comprehensive Annual Financial Report (CAFR) and OMB Circular A-133 Reports (i.e., "Single Audit") for the Fiscal Year Ended June 30, 2007

SUMMARY:
The accounting firm of Cronstrom, Osuch and Company, PC has completed the audit of MAG's Comprehensive Annual Financial Report (CAFR) and Single Audit for the fiscal year ended June 30, 2007. An unqualified audit opinion was issued on January 12, 2008 on the financial statements of governmental activities, the aggregate discretely presented component units, each major fund and the aggregate remaining fund information. The independent auditors' report on compliance with the requirements applicable to major federal award programs, expressed an unqualified opinion on the Single Audit. The Single Audit report indicated there were no reportable conditions in MAG's internal control over financial reporting considered to be material weaknesses, no instances of noncompliance considered to be material and no questioned costs. The Single Audit report had no new or repeat findings. Two Management Letter comments were issued for the fiscal year ended June 30, 2007 and these are described with the management resolution of the issues by MAG in the attached memorandum.

The CAFR financial statements and related footnotes were prepared in accordance with the Government Finance Officers Association's (GFOA) standards for the Certificate of Achievement for Excellence in Financial Reporting awards program. Management intends to submit the June 30, 2007 CAFR to the GFOA awards program for review. If awarded the certificate for the June 30, 2007 CAFR, this would be the agency's tenth consecutive award.

PUBLIC INPUT:
At the March 14, 2008, meeting of the MAG Management Committee, a citizen submitted a written statement that the CAFR appears a positive effort, but it lacks making an opinion to be free of material weakness of internal control over financial reporting.

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: Cronstrom, Osuch and Company, PC conducted the audit in accordance with Generally Accepted Auditing Standards (GAAS), and the standards applicable to financial audits contained in the Government Audit Standards, issued by the Comptroller General of the United States and the

provisions of OMB Circular A-133. For the year ended June 30, 2007, the audit report indicates that MAG conducted its activities in conformance with the laws and regulations governing federal financial assistance programs and according to Generally Accepted Accounting Principles (GAAP).

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

ACTION NEEDED:
Acceptance of the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2007.

PRIOR COMMITTEE ACTIONS:
On March 17, 2008, the Executive Committee recommended acceptance of the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2007.

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

CONTACT PERSON:
Rebecca Kimbrough, MAG, (602) 254-6300

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

Maricopa Association of Governments
For the Fiscal Year Ended 2007

Auditors Cronstrom, Osuch and Company, PC
Management Report Comments

The Management Report Comments communicate opportunities for strengthening internal controls and operating efficiencies. This letter does not affect the Auditor's Report for FY 2007 on the financial statements of MAG.

Findings

Journal Entries

Condition — Journal entries were not always signed and dated to indicate the entries were approved by an authorized employee.

Context — Six of six journal entries were tested.

Criteria — Internal control procedures.

Effect — Internal control weakness.

Cause — Clerical oversight.

Recommendation — In order to strengthen internal controls, journal entries should be signed and approved by an authorized employee prior to posting the entry to the general ledger.

Response

We concur with the finding. At the time that journal entries were tested, audit staff discussed this with MAG staff and the procedures for appropriate approval of all journal entries prior to posting was put into place immediately. These procedures include a procedure for filing the general journal entries to ensure completeness of the review and authorization. In addition, staff has completed a review of all journal entries for the current year to ensure that proper procedures are in place going forward.

Federal Highway Administration

Condition — Indirect cost rates were not always properly calculated.

Context — Three of fourty-three requests tested.

Criteria — OMB Circular A-133 – Allowable Cost/Cost Principles.

Effect — Noncompliance with OMB Circular A-133 – Allowable Cost/Cost Principles.

Maricopa Association of Governments
For the Fiscal Year Ended 2007

Auditors Cronstrom, Osuch and Company, PC
Management Report Comments

Cause Incorrect indirect cost tables were used or were not updated from the prior year.

Recommendation In order to comply with OMB Circular A-133 – Allowable Cost/Cost Principles, indirect cost rate tables should be properly updated at the beginning of the fiscal year.

Response

We concur with the finding. Three billing rate tables for FHWA billing were not updated with the indirect cost rate at the beginning of the fiscal year. Procedures for reviewing the rate tables and ensuring that the complete set of rate tables are updated were put into place immediately. The procedure for ensuring the update at the beginning of each fiscal year includes authorization of the complete set of rate tables at the beginning of the fiscal year. There was no impact to overall revenues and expenditures for the fiscal year as actual costs are posted and reconciled to the rates charged.

Cronstrom
Osuch & Company
Certified Public Accountants
A PROFESSIONAL CORPORATION

1987

2007

The Board of Directors of
Maricopa Association of Governments

In planning and performing our audit of the financial statements of Maricopa Association of Governments (MAG) for the year ended June 30, 2007, we considered MAG's internal control in order to determine our auditing procedures for the purpose of expressing opinions on the financial statements and not to provide an opinion on internal control.

However, during our audit, we became aware of the following matters that are opportunities for strengthening internal controls and operating efficiency. This letter does not affect our report dated January 12, 2008 on the financial statements of Maricopa Association of Governments.

We will review the status of these comments during our next audit engagement. We have already discussed many of these comments and suggestions with various MAG personnel, and we will be pleased to discuss these comments in further detail at your convenience, to perform any additional study of these matters, or to assist you in implementing the recommendations. Our comments are summarized as follows:

JOURNAL ENTRIES

Condition	Journal entries were not always signed and dated to indicate the entries were approved by an authorized employee.
Context	Six of six journal entries tested.
Criteria	Internal control procedures.
Effect	Internal control weakness.
Cause	Clerical oversight.
Recommendation	In order to strengthen internal controls, journal entries should be signed and approved by an authorized employee prior to posting the entry to the general ledger.

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(480) 348-1102 ◆ FAX (480) 348-1104 ◆ WWW.CRONSTROMOSUCH.COM

FEDERAL HIGHWAY ADMINISTRATION

Condition	Indirect cost rates were not always properly calculated.
Context	Three of forty-three reimbursement requests tested.
Criteria	OMB Circular A-133 – Allowable Cost/Cost Principles.
Effect	Noncompliance with OMB Circular A-133 – Allowable Cost/Cost Principles.
Cause	Incorrect indirect cost tables were used or were not updated from the prior year.
Recommendation	In order to comply with OMB Circular A-133 – Allowable Cost/Cost Principles, indirect cost rate tables should be properly updated at the beginning of the fiscal year.

We wish to thank the MAG's staff for their support and assistance during our audit.

This report is intended solely for the information and use of the Regional Council, management, and others within the organization and is not intended to be and should not be used by anyone other than these specified parties.

Cronstrom, Osuch + Company, P.C.

Cronstrom, Osuch & Company, P.C.

January 12, 2008

Agenda Item #5E

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

DATE:
March 18, 2008

SUBJECT:
Development of the FY 2009 MAG Unified Planning Work Program and Annual Budget

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

The Management Committee reviewed the development of the Work Program and Annual Budget at its meetings on January 9 and February 13, 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 provided for the February 13 Management Committee meeting and the February 27 Regional Council meeting.

Since the new projects for FY 2009 were presented in February, there have been three changes to the project list. An Air Quality Associate for $80,000 has been deleted and two transportation projects have been added to the proposed list. 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 has been collected by CAAG, CAAG will provide the review and changes necessary to accurately portray the projections and transportation network in Pinal County. In addition, a transportation project titled, "Safety Evaluation of the MAG Elderly Mobility Sign Project On-Call," budgeted for $50,000 has been added to new project requests. The MAG Transportation Safety Committee and the MAG Elderly Mobility Stakeholders Group initiated a Sign Project in FY 2008 in which sixteen jurisdictions are installing street name signs with larger font sizes, advanced street name signs, and internal illumination signs based on the FHWA Guidelines and Recommendations to Accommodate Older Drivers and Pedestrians. One component of this sign installation program is a safety evaluation element which will be addressed by this project. An updated proposed project list is included in the "MAG Programs in Brief" to reflect the proposed project changes.

The FY 2009 budgeted expenses for MAG show an overall decrease of about 2.1 percent from last year. This decrease is, in part, due to a decrease in the budgeted amounts for overhead and a 50 percent reduction in proposed capital expenditures. The reason for the large capital decrease is that a majority of

MAG's capital equipment inventory is computer hardware which is on a replacement cycle of approximately every three years.

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

In addition to the detailed MAG Unified Planning Work Program and Annual Budget, a summary budget document, "MAG Programs in Brief," is being produced that will allow our members to quickly decipher the financial implications of the MAG budget. The summary budget highlights the changes from the prior year budget in a summarized form. The summary document also includes the list of new projects with summary narrative, new staff positions, and the budgeted resources needed to implement these items.

Information for this presentation of the draft budget documents is included for your early review and input. Enclosed for your information are the following documents:

- Draft of the "MAG Programs in Brief." The projects and the associated budget estimates represent draft budgeted amounts.
- Draft FY 2009 MAG Unified Planning Work Program and Annual Budget.

The information is considered draft and is subject to change as the budget continues through the review process.

The draft of the FY 2009 MAG Unified Planning Work Program and Annual Budget portions of the financial summary pages, narrative by division and associated table boxes, and some portions of the budget index, including dues and assessments, summary of budgeted positions, time estimates by position and program, consultant pages for new and carryforward consultants, and program allocations and funding sources are in process.

PUBLIC INPUT:
None.

PROS & CONS:
PROS: In January and February proposed new projects, estimated revenues and expenditures, and dues and assessments were reviewed. MAG is presenting a draft summary for the FY 2009 budget document, "MAG Programs in Brief." The format for this document is included for continuous review. The budget summary will allow our members to quickly decipher the financial implications of the MAG budget.

CONS: None.

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

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

ACTION NEEDED:
Information.

PRIOR COMMITTEE ACTIONS:

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

MEMBERS ATTENDING

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

* Not present
# Participated by video or telephone conference call

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

MEMBERS ATTENDING

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

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

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

MEMBERS ATTENDING

Mayor James M. Cavanaugh, Goodyear, Chair
* Mayor Mary Manross, Scottsdale, Vice Chair
# Councilmember Robin Barker, Apache Junction
Mayor Marie Lopez Rogers, Avondale
Councilmember Elaine May for Mayor Bobby Bryant, Buckeye
Mayor Wayne Fulcher, Carefree
Vice Mayor Gilbert Lopez for Councilmember Dick Esser, Cave Creek
Mayor Boyd Dunn, Chandler
Mayor Fred Waterman, El Mirage
* President Raphael Bear, Fort McDowell Yavapai Nation
Councilmember Jay Schlum for Mayor Wally Nichols, Fountain Hills
Mayor Fred Hull, Gila Bend
* Governor William Rhodes, Gila River Indian Community
Mayor Steven Berman, Gilbert
* Mayor Elaine Scruggs, Glendale
* Mayor Rebecca Jimenez, Guadalupe
* Mayor Thomas Schoaf, Litchfield Park
Supervisor Max W. Wilson, Maricopa County
Mayor Keno Hawker, Mesa
Councilmember Brian Cooney for Mayor Ed Winkler, Paradise Valley
Mayor Bob Barrett, Peoria
* Vice Mayor Peggy Neely, Phoenix
Mayor Art Sanders, Queen Creek

Vice President Martin Harvier for President Diane Enos, Salt River Pima-Maricopa Indian Community
Mayor Lyn Truitt, Surprise
Mayor Hugh Hallman, Tempe
* Mayor Adolfo Gamez, Tolleson
# Mayor Ron Badowski, Wickenburg
Mayor Michael LeVault, Youngtown
Felipe Zubia, State Transportation Board
* Vacant, State Transportation Board
* Vacant, Citizens Transportation Oversight Committee

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

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

MEMBERS ATTENDING

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

* Not present # Participated by video or telephone conference call

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

MEMBERS ATTENDING

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

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

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

MEMBERS ATTENDING

Mayor James M. Cavanaugh, Goodyear, Chair
* Mayor Mary Manross, Scottsdale, Vice Chair
# Councilmember Robin Barker, Apache Junction
Mayor Marie Lopez Rogers, Avondale
Councilmember Elaine May for Mayor Bobby Bryant, Buckeye
Mayor Wayne Fulcher, Carefree
Vice Mayor Gilbert Lopez for Councilmember
Dick Esser, Cave Creek
Mayor Boyd Dunn, Chandler
Mayor Fred Waterman, El Mirage
* President Raphael Bear, Fort McDowell Yavapai Nation
Councilmember Jay Schlum for Mayor Wally Nichols, Fountain Hills
Mayor Fred Hull, Gila Bend

* Governor William Rhodes, Gila River Indian Community
Mayor Steven Berman, Gilbert
* Mayor Elaine Scruggs, Glendale
* Mayor Rebecca Jimenez, Guadalupe
* Mayor Thomas Schoaf, Litchfield Park
Supervisor Max W. Wilson, Maricopa County
Mayor Keno Hawker, Mesa
Councilmember Brian Cooney for Mayor Ed Winkler, Paradise Valley
Mayor Bob Barrett, Peoria
* Vice Mayor Peggy Neely, Phoenix
Mayor Art Sanders, Queen Creek
Vice President Martin Harvier for President Diane Enos, Salt River Pima-Maricopa Indian Community
Mayor Lyn Truitt, Surprise
Mayor Hugh Hallman, Tempe
* Mayor Adolfo Gamez, Tolleson
# Mayor Ron Badowski, Wickenburg
Mayor Michael LeVault, Youngtown
Felipe Zubia, State Transportation Board
* Vacant, State Transportation Board
* Vacant, Citizens Transportation Oversight Committee

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

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

MEMBERS ATTENDING

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

* Not present # Participated by video or telephone conference call

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

MEMBERS ATTENDING

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

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

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

MAG Programs in Brief

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

MARICOPA ASSOCIATION of GOVERNMENTS

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

Budget Highlights

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

New Projects for FY 2009

Environmental Programs

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

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

Human Services Program

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

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

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

Communications Program

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

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

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

Transportation Programs

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Information Services Program

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

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

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

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

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

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

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

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

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

MAG FTE by Division

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

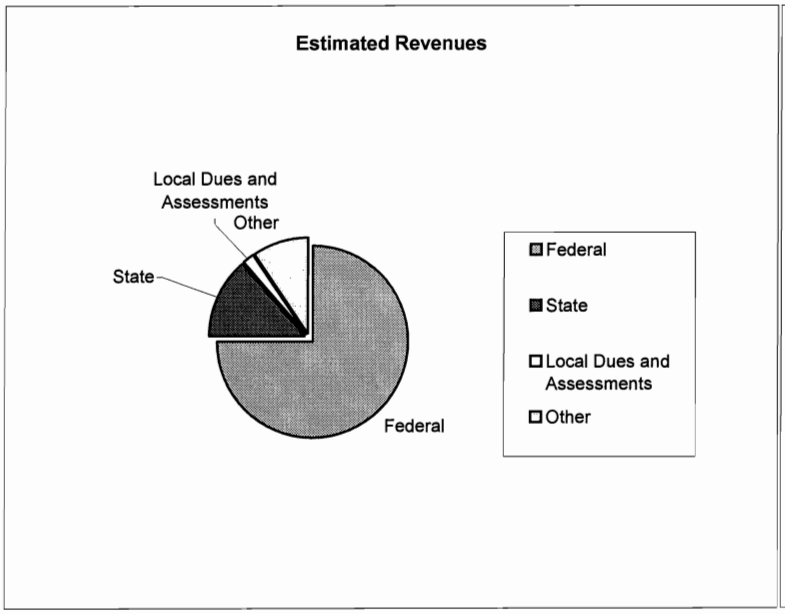
	FY 2007	FY 2008	FY 2009
Administration	4	4	4
Financial Services	6	6	7
Environmental	11	11	11
Human Services	4	4	4
Transportation	23.5	23.5	23
Communications	5	5	5
Information Services	15	16	16
Office Services	5.75	5.75	5.25
TOTAL FTE	73.25	74.25	75.25

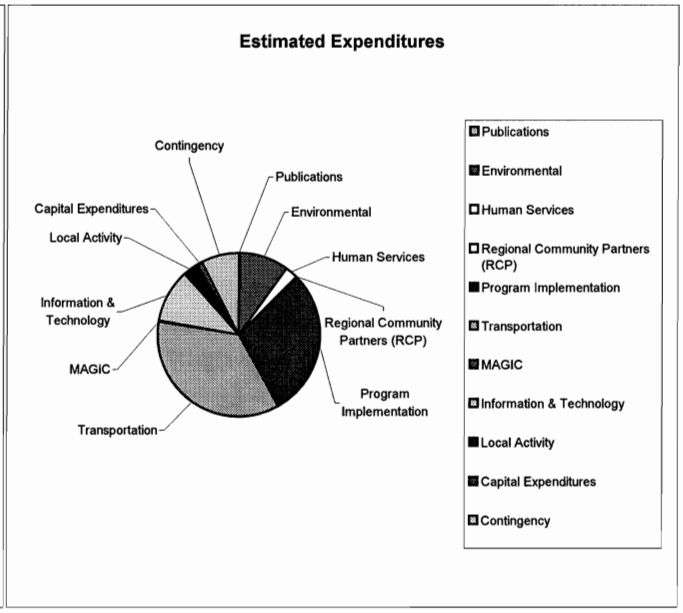
EARLY DRAFT

DRAFT MAG PROGRAMS IN BRIEF 2009

FY 2008 Budget Compared to FY 2009 Budget

Revenues By Source	2007 Actual	2008 Revised Budget	2009 Proposed Budget	$ Change FY 08 FY 09	% Change FY 08-FY 09
Federal	$11,094,061	$13,107,645	$23,902,991	$10,795,346	82.36%
State	4,174,165	4,206,630	4,331,791	$125,161	2.98%
Local Dues and Assessments	557,207	606,550	606,550	$0	0.00%
Other	1,282,655	2,552,503	3,016,746	$464,243	18.19%
Less: Restricted Reserves	-	(1,042,217)	(12,825,689)	($11,783,472)	1130.62%
Total Estimated Revenues Without Carryforward	$17,108,088	$19,431,111	$19,032,389	($398,722)	-2.05%
Total Estimated Revenue Carryforward		16,408,385	13,892,656	(2,515,729)	-15.33%
Total Estimated Revenue		$35,839,496	$32,925,045	($2,914,451)	-8.13%
Expenditures By Division/Function					
Publications	$150,059	$49,567	$35,700	($13,867)	-27.98%
Environmental	1,950,823	1,358,059	1,889,027	$530,968	39.10%
Human Services	658,509	1,009,461	471,091	($538,370)	-53.33%
Regional Community Partners (RCP)	3,415	10,000	10,000	$0	0.00%
Program Implementation	4,788,301	4,632,624	5,563,964	$931,340	20.10%
Transportation	6,941,032	8,448,663	6,755,934	($1,692,729)	-20.04%
MAGIC	88,599	253,972	72,852	($181,120)	-71.31%
Information & Technology	2,138,198	1,715,612	1,989,996	$274,384	15.99%
Local Activity	12,316	606,549	606,549	$0	0.00%
Capital Expenditures	170,197	401,000	214,000	($187,000)	-46.63%
Contingency		945,604	1,423,276	$477,672	50.52%
Total Estimated Expenditures Without Carryforward	$16,901,449	$19,431,111	$19,032,389	($398,722)	-2.05%
Total Estimated Expenditures With Carryforward		16,408,385	13,892,656	($2,515,729)	-15.33%
Total Estimated Expenditures		35,839,496	$32,925,045	($2,914,451)	-8.13%





FY 2009

Unified Planning Work Program & Annual Budget

Draft March 2008

MARICOPA ASSOCIATION of GOVERNMENTS

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Table of Contents

Work Program Overview and Budget Summary

Preface
How to Use the Budget 1-1
Highlights for FY 2009 1-2
Background Information 1-4
Budget Procedures 1-5
FY 2009 Work Program and Budget Development Calendar 1-6

MAG Memberships
MAG Memberships 1-8
Planning Areas 1-11

Planning and Policymaking Process
MAG Planning and Policy Making Process 1-14
The MAG Organization 1-21
Planning Activities 1-24

Regional Profile
Regional Profile 1-29

Regional Goals
Regional Goals/Work Emphasis Areas for FY 2009 1-37

Budget and Program Message
Federal Planning Emphasis Areas 1-43
Regional Funding Overview 1-44
Budget and Fiscal Policies and Assumptions 1-48

Budget Summary
FY 2009 Grant Awards, Revenues and Restricted Reserves 1-61

Work Program Elements

100: Environmental Programs
Solid Waste Planning 100-1
Water Quality Planning 100-4
Air Quality Planning 100-7
Air Quality Modeling 100-15
Air Quality Public Involvement 100-19

200: Public Works Support
Development of Building Codes 200-1
Specification and Details Update 200-3

300: Human Services/Safety & Justice
Human Services Planning 300-1
Human Services Coordination Transportation Planning 300-5
Human Services Public Involvement 300-13

400: Regional Community Partners
Regional Community Partners 400-1

500: Program Implementation
Air Quality Project Implementation 500-1
Public Safety Implementation 500-4
Transportation Plan Implementation 500-7
Transportation Performance Monitoring . . . 500-17
Transportation System Management 500-22
Demand Management 500-28

600: Transportation Programs
Transportation Planning 600-1
Transportation Programming 600-21
Transportation System Analysis 600-27
Transportation Public Involvement 600-33

700: MAG Information Center
MAG Information Center 700-1

800: Information and Technology
Socioeconomic Information and Analysis . . . 800-1
Telecommunications Program 800-14

1000: Administration of Programs, Communications, and Agency Public Involvement
Administration of Programs, Communications, and Agency Public Involvement 1000-1
Agency Technological and Communication Support 1000-7

Appendix

Program Allocation and Funding Sources ... A-1
Summary of Budgeted Positions A-11
Time Estimates (by Position/by Program) .. A-13
Proposed Funding for FY 2009Consultant Projects A-15
Estimated Dues and Assessments A-17
Capital Outlays Fiscal Year 2009 and Schedule of Lease Commitments A-18
Glossary of Financial Terms A-19
Frequent Used Acronyms A-23

List of Tables

Table 1: Maricopa Association of Governments Incorporated Areas 1-29
Table 2: Largest Jurisdictions in Maricopa County by Area in Square Miles 1-30
Table 3: Maricopa County Population Growth 1-32
Table 4: Growth in Population: Maricopa County 1-33
Table 5: Growth in Employment 1-36
Table 6: Unemployment Rates 1-36

List of Figures

Figure 1: Map of the MAG Planning Areas .. 1-11
Figure 2: Map of MAG Air Quality Nonattainment and Maintenance Areas for Maricopa County 1-12
Figure 3: Map of MAG Municipal Planning Areas and Incorporated Areas 1-13
Figure 4: MAG Policy Structure 1-14
Figure 5: MAG Committee Structure 1-15
Figure 6: MAG Organizational Chart .. 1-21, 1-22
Figure 7: Regional Planning Coordination ... 1-23
Figure 8: Current Land Use 1-30
Figure 9: Land Ownership 1-31
Figure 10: Percent Change in Population for Maricopa Count, Arizona, and the United States 1-32
Figure 11: Highest Percentage Changes in Population of the 35 Largest Metropolitan Areas 1-33
Figure 12: Residential Completions by Year . 1-34
Figure 13: New Housing Unit Mix by Year .. 1-35
Figure 14: Cooperatively Developed Funding 1-44
Figure 15: Source of Funds 1-45
Figure 16: How We Use the Funds by Program 1-46
Figure 17: How We Use the Funds by Expenditure Category 1-47

How to Use the Budget Document

The Maricopa Association of Governments' budget for FY 2009 is comprised of two documents:

MAG "Programs In Brief"—This is a summary budget document, "MAG Programs in Brief," is a four to five page budget summary document that allows our members to quickly decipher the financial implications of the MAG budget. The summary document includes a list of new projects, a three-year comparison of budgeted full time equivalent positions (FTEs), new project requests, and three years of financial budget information with a comparison of the proposed budget to the budget of the current year and the audited financial information from the prior year.

Unified Planning Work Program and Annual Budget—This is the detailed budget document that presents the entire MAG Work Program. The Unified Planning Work Program and Annual Budget is divided into three major sections:

- **Section One – "Work Program Overview and Budget Summary"**

The first section, "Work Program Overview and Budget Summary," presents budget messages from the MAG Chair and the MAG Executive Director, background information on MAG, the MAG organization, MAG committees, and information regarding MAG funding sources and uses of funds. The end of the first section concludes with a four-page financial summary presenting revenue by funding source and expenditure information by division and by line item.

- **Section Two – "Work Program Elements"**

The second section of the budget, "Work Program Elements," includes the program narrative for each project by division. This section contains specific information about the program descriptions, goals and objectives, performance measures and outcomes, staffing and a summary of the program operating budgets by expenditure category and the applicable funding sources.

- **Section Three – "Appendix"**

The third section of the detailed budget document is the "Appendix" section. This section presents financial information for the MAG budget and regional transportation and transit projects and information for the MAG region. The financial information presented includes funding by division, by funding source, consultant and pass-through funding, estimated FTE by division, and the capital budget. The regional transportation and transit project information in this section relates transportation and transit project information that is not included in the MAG budget.

The appendix also includes an acronym page with the most frequently used acronyms in the budget, and a glossary of frequently used and uncommon terms used in the work program.

Highlights for FY 2009

Highlights of the FY 2009 MAG Unified Planning Work Program and Annual Budget include:

Section One – Federal Planning Emphasis Areas

The Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) identify Planning Emphasis Areas (PEAs) annually to promote priority themes for consideration, as appropriate, in metropolitan and statewide Unified Planning Work Programs proposed for the FTA and the FHWA funding. With the passage of TEA-21 in 1998, the 15 metropolitan and 23 statewide planning factors from the old regulation were consolidated into seven factors. With the recent passage of SAFETEA-LU, the FHWA factors were expanded to eight, namely safety and security were separated into separate planning factors. In addition, the planning factor on protect/enhance the environment was expanded to include "...promote consistency between transportation improvements and State and local planned growth and economic development patterns."

The narrative on the Federal Planning Emphasis Areas is located in section one, "Work Program Overview and Budget Summary."

Section Two – Projects

Proposed new projects in the Transportation Division address a number of transportation and transit planning areas, including developing a regional activity-based model, a non-recurring congestion study, transportation safety, intelligent transportation systems, data collection for transportation modeling, commuter rail planning, light rail planning, access management, litter prevention and education, and pedestrian and bicycle design assistance projects.

Proposed new projects for the Information Services Division support the development of a socioeconomic modeling suite.

All project descriptions and budgets are located under "Work Program Elements" for each division. "Work Program Elements" are found in the second section of the Unified Planning Work Program and Annual Budget.

Regional Office Center

MAG, the Regional Public Transportation Authority and Valley Metro Rail have been partnering on new office space for the three regional agencies. The goal of the project is to increase communication and efficiency among the agencies and share meeting space. With an acceptable Guaranteed Maximum Price it is anticipated that this building project would be initiated in FY 2009.

Section Three – Building a Quality Arizona

MAG, in cooperation with the Councils of Governments, Metropolitan Planning Organizations and the Arizona Department of Transportation have embarked on a statewide planning effort using a common methodology to conduct transportation framework studies. These framework studies will be used to update the state transportation plan. The two major urban areas, MAG and the Pima Association of Governments will be updating their regional transportation plans to feed into updating the state transportation plan. In addition, MAG will be completing the Hidden Valley Framework Study and the Transit Framework Study that will be used in updating the statewide plan.

Background Information

The Maricopa Association of Governments (MAG) is a Council of Governments (COG) that serves the metropolitan Phoenix area. When MAG was formed in 1967, the elected officials recognized the need for long range planning and policy development on a regional scale. They realized that many issues such as transportation and air quality affected residents beyond the borders of their individual jurisdictions.

MAG was founded in the spirit of cooperation. MAG members believe that the many diverse cities and towns in Maricopa County can do more than coexist. By uniting, they can solve common problems, take an active role in long range regional issues, and address concerns that affect all of the communities.

MAG is the designated Metropolitan Planning Organization (MPO) for transportation planning in the Maricopa Region. MAG has also been designated by the Governor's Office to serve as the principal planning agency for the region in a number of areas, including air quality, water quality, and solid waste management. In addition, through an Executive Order from the Governor, MAG develops population estimates and projections for the region.

What Is the Organization's Purpose?

The MAG Bylaws contain an underlying concept for the organization:

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

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

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

Budget Procedures

Budget Preparation, Approval, Adoption and Amendments

The formal UPWP preparation process begins in January with a review of the recommended budget time line and ends in May when the draft budget is approved by the Regional Council. The process of reviewing the elements of the draft budget from January through May allows for a continuing review of the draft budget as it is developed. This process will help decision-makers make informed choices about the priorities and goals established by the UPWP. The Unified Planning Work Program and Annual Budget (UPWP) is prepared by the MAG program managers and staff with the financial portion of the UPWP completed by the Fiscal Services staff. The UPWP is prepared under the direction of the Executive Director. During the budget review process, the Regional Council members discuss the organization's plans and goals for the coming year. Additionally, the process involves meeting with the MAG Management Committee, MAG staff members, participating local agencies and the public to establish priorities and goals for the UPWP. This process also includes special consideration of the federal emphasis areas issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

MAG staff conducts public meetings for review and input of proposed ongoing and new UPWP. These meetings are conducted at various locations in the Maricopa region. In March of each year, a draft of the UPWP is sent to the Intermodal Planning Group (IPG), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the Federal Aviation Administration (FAA) and the state and participating local agencies for review and comment. In April, the aforementioned agencies meet with the MAG Executive Director and staff to conduct a public review of the draft document. During this process, the Executive Director and staff members provide an overview of requested elements from the UPWP and answer questions from the agencies regarding the draft UPWP. Also, in March, the MAG Regional Council Executive Committee receives a briefing on the UPWP. At this point, the Executive Committee provides further direction on the development of the UPWP.

In May the MAG Management Committee conducts a review of the UPWP in a public meeting. The intent of this meeting is to address technical issues and to provide an initial forum for public comment and input into the development of the UPWP. Later, in May, the UPWP is presented to the Regional Council for approval. This is an additional opportunity for public comment and input into the UPWP. Approval of the annual UPWP requires a majority vote by the Regional Council. The approval is via a resolution which is incorporated after the Appendix section of this document. The Regional Council reviews and approves the overall agency-wide annual budget. The individual grantors written approval to the agency annual UPWP constitutes adoption of the agency's annual budget.

After the annual UPWP is approved, the Executive Director is granted authority to make administrative adjustments. However, modifications causing the overall size of the budget to increase or decrease in total require the approval of the Regional Council at a public meeting. Modifications to the budget are documented via a written budget amendment. Approval of the respective granting agencies is required to amend the budget at the program level. All program level budget amendments are forwarded to the grantor in writing to be incorporated as part of the grant contract.

FY 2009 Work Program and Budget Development Calendar

July 1, 2007	Fiscal Year 2008 begins.
August 17, 2007	MAG held an Early Phase Stakeholders meeting in the central MAG Region to provide an opportunity for valley residents and transportation stakeholders to give ideas and suggestions on transportation needs to consider for the update of the Regional Transportation Plan and the Transportation Improvement Program.
August-September, 2007	Prior year end actual to budget results are analyzed by the Fiscal Services staff as a part of the annual audit.
October, 2007	FY 2008 first quarter actual to budget results are analyzed by the Fiscal Services staff. If necessary, adjustments are made to the current year end projections.
November 26, 2007	Kick-off meeting with the MAG staff to discuss program priorities for the FY 2009 Work Program.
January, 2008	Intergovernmental representatives (Jan. 4) Management Committee (Jan. 9), Regional Council Executive Committee (Jan. 14), and Regional Council (Jan. 30) receive budget information on the proposed FY 2009 Work Program including the proposed time line and dues and assessments. The members provide guidance to the staff on the Work Program and Budget. FY 2008 second quarter actual to budget results are analyzed by the Fiscal Services staff.
February, 2008	Intergovernmental representatives (Feb. 7) Management Committee (Feb. 13), Regional Council Executive Committee (Feb. 25), and Regional Council (Feb. 27) receive budget information on the proposed FY 2009 Work Program including the proposed new projects, proposed budget revenue, and expenditure documents. The members provide guidance to the staff on the Work Program and Budget.
February 20, 2008	Videoconference Work Program workshop is held. The workshop includes an overview of MAG's estimated FY 2009 revenues and expenses and a summary of ongoing programs as well as suggested new projects for FY 2009.
March 2, 2008	Draft of the FY 2009 Work Program is prepared and mailed to Intermodal Planning Group (IPG) members including the FHWA, and the FTA. Drafts are also sent to participating agencies as part of the Work Program consultation process.
March, 2008	Intergovernmental representatives (Mar. 6), Management Committee (Mar. 12), Regional Council Executive Committee (Mar. 17), and Regional Council (Mar. 26) receive budget information on the proposed FY 2009 Work Program including the draft narrative and worksheets of the FY 2009 Work Program. The members provide guidance to the staff on the Work Program and Budget.

March 2008 Tenatively scheduled month and content.	MAG held a Joint Transportation Open House and Public Hearing in conjunction with ADOT, Valley Metro/RPTA, Citizens Transportation Oversight Committee (CTOC), City of Phoenix Public Transit Department, and Metro (Valley Metro Rail) for input on the 2009-2013 draft TIP and an update on the Regional Transportation Plan.
April 2, 2008	IPG meeting is held to discuss the draft FY 2009 Work Program and Budget with the federal granting agencies and local participating agencies.
April, 2008	MAG staff incorporates any adjustments into the draft FY 2009 Work Program. Any major adjustments or changes will be brought to the Intergovernmental representatives (Apr. 3), Management Committee (Apr. 9), Regional Council Executive Committee (Apr. 14), and the Regional Council (Apr. 23) for input and possible action. FY 2008 third quarter actual to budget results are analyzed by the Fiscal Services staff. If necessary, adjustments are made to the current year end projections.
May, 2008	Intergovernmental representatives (May 8), Management Committee (May 14), and Regional Council Executive Committee (May 19) meet to recommend approval of the FY 2009 Work Program. The review is conducted in a public meeting and provides citizens with another opportunity to have input in the Work Program and Budget development process.
May 28, 2008	Regional Council meets to approve and adopt the FY 2009 Work Program. The review is conducted in a public meeting and provides citizens with a another opportunity to have input in the Work Program and Budget development process.
June 30, 2008	Fiscal Year 2008 concludes.
July 1, 2008	Fiscal Year 2009 begins.
June 30, 2009	Fiscal Year 2009 concludes.

MAG Membership

The MAG membership currently consists of the 25 incorporated cities and towns within Maricopa County and contiguous urbanized areas outside of Maricopa County, three Indian Communities, Maricopa County, the Arizona Department of Transportation (ADOT) and the Citizens Transportation Oversight Committee (CTOC). ADOT and CTOC serve as ex-officio members for transportation-related issues.

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City of Avondale
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Mayor Marie Lopez Rogers

Town of Buckeye
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Buckeye, AZ 85326
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Mayor Bobby Bryant

Town of Carefree
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Mayor Wayne Fulcher

Town of Cave Creek
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Councilmember Dick Esser

City of Chandler
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Mayor Boyd Dunn

City of El Mirage
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Mayor Fred Waterman

Fort McDowell Yavapai Nation
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President Raphael Bear

Town of Fountain Hills
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Mayor Wally Nichols

Town of Gila Bend
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Mayor Fred Hull

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Governor William Rhodes

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Mayor Elaine Scruggs

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Mayor Thomas Schoaf

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Supervisor Max W. Wilson

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Mayor Ed Winkler

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Mayor Bob Barrett

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Vice Mayor Peggy Neely

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Mayor Art Sanders

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President Diane Enos

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Scottsdale, AZ 85251
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Mayor Mary Manross

City of Surprise
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Mayor Lyn Truitt

City of Tempe
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Mayor Hugh Hallman

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Mayor Adolfo Gamez

Town of Wickenburg
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Mayor Ron Badowski

Town of Youngtown
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Mayor Michael LeVault

Arizona Department of Transportation State Transportation Board
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Phoenix, AZ 85007
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Board Members Felipe Zubia and Joe Lane

Citizens Transportation Oversight Committee (CTOC)
206 S. 17th Avenue, MD 118A
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(602) 712-7519, Fax: (602) 712-8001
F. Rockne Arnett

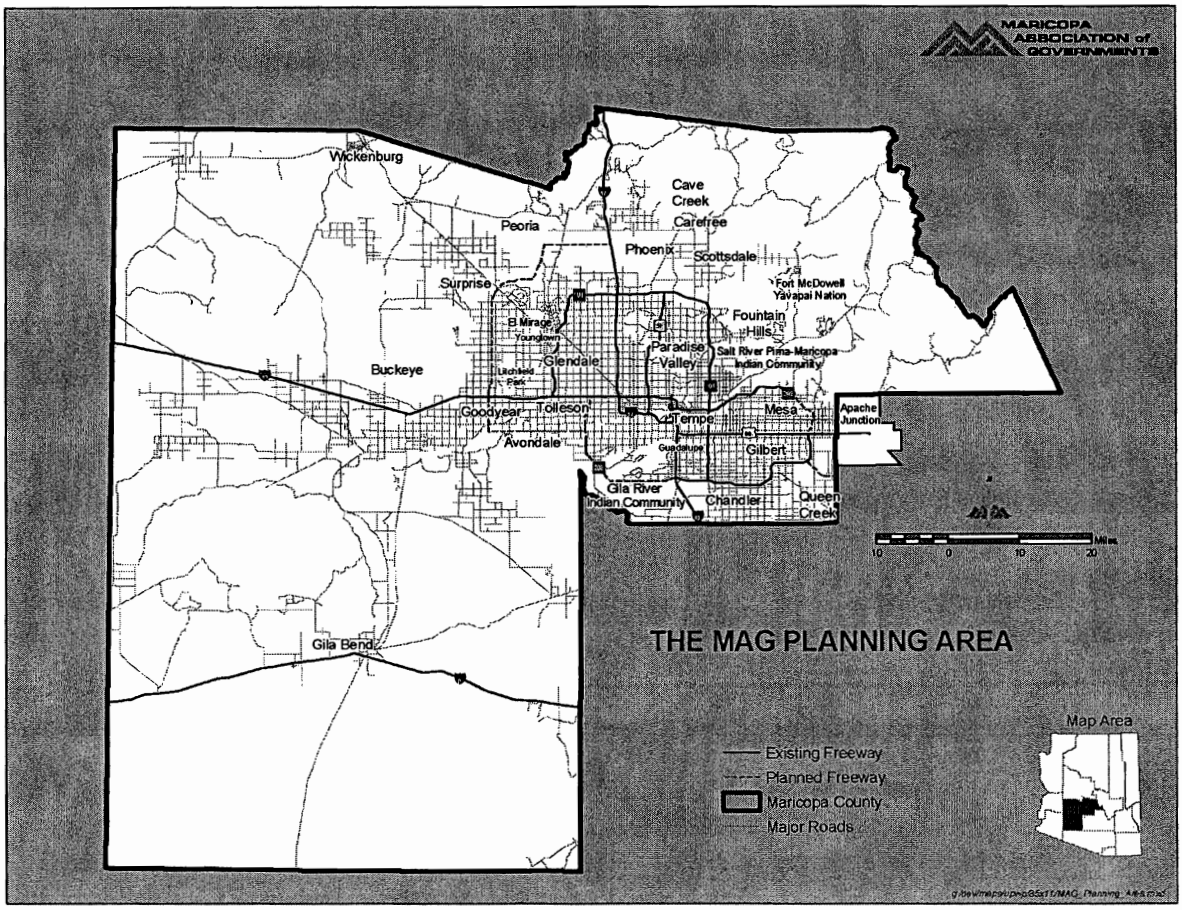
Planning Areas

In 1967, the original MAG boundaries were established to encompass the urban area of Maricopa County. These initial boundaries were established primarily for transportation planning purposes to identify the area known as the "Primary Planning Area." This boundary did not include the towns of Buckeye, Gila Bend, or Wickenburg, nor large rural areas of the county.

In 1980, the MAG Regional Council voted to expand the boundaries of MAG to include all of Maricopa County. This expansion was brought about to provide a contiguous planning region for all planning activities conducted through the Maricopa Association of Governments and its affiliate agencies.

In 2002, the MAG Regional Council voted to extend the MAG membership to local governments in the contiguous urbanized areas. Apache Junction was voted in as a member at the end of 2002. For transportation planning and programming purposes, the population of Apache Junction is now included in the calculation of federal funds by the Federal Highway Administration for this region. Also, in 2004, the Fort McDowell Yavapai Nation became a MAG member agency *(see Figure 1).*

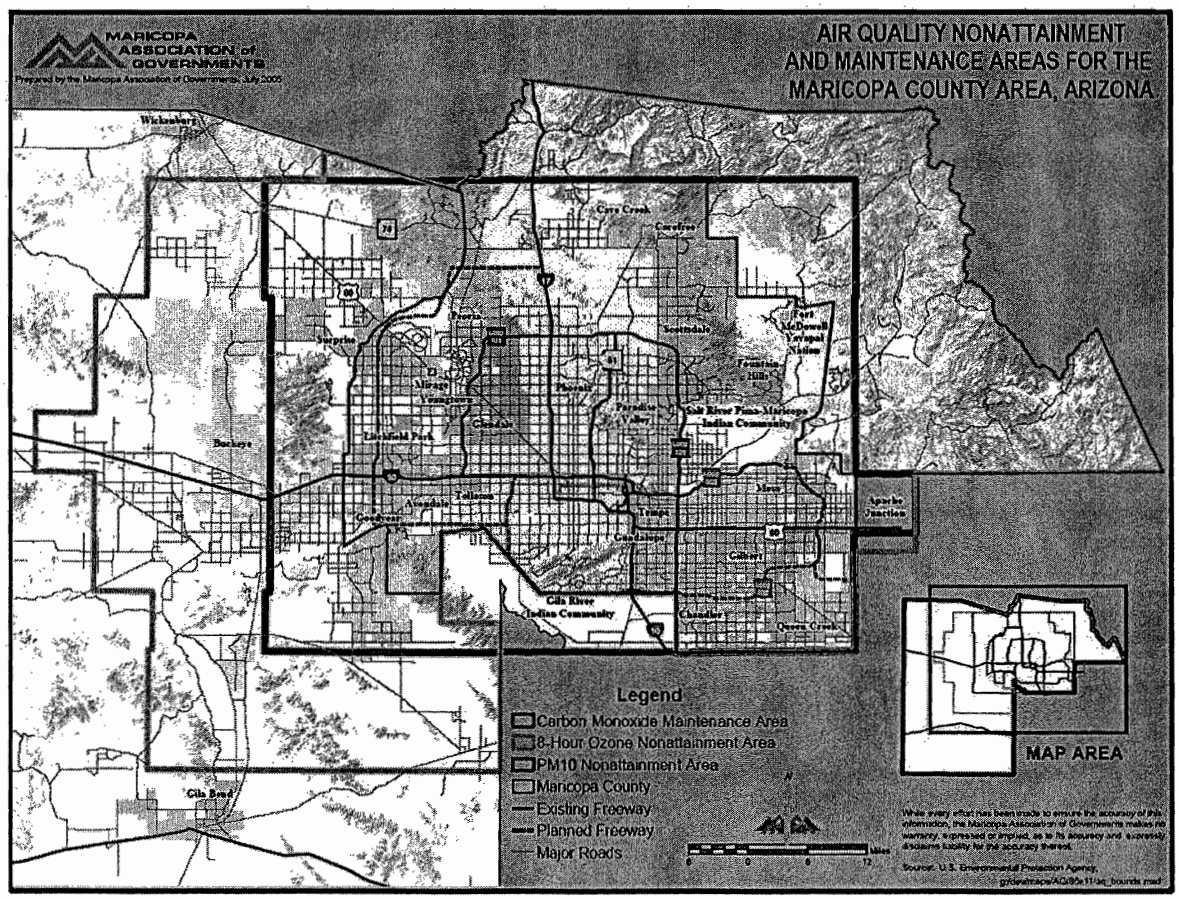
Figure 1: The MAG Planning Area



As defined by the federal government, Metropolitan Statistical Areas (MSAs) include entire counties as regions. Therefore, the Maricopa countywide study area related directly to the original MSA designation. Also, a number of programs can be addressed more effectively on a countywide basis. Open space planning, aviation planning, population projections, land use analysis, social services, and health planning are all more effectively approached on a countywide basis. Another reason for inclusion of the entire county is that review of applications for federal assistance is a countywide function. MAG is the state-designated clearinghouse agency for Maricopa County.

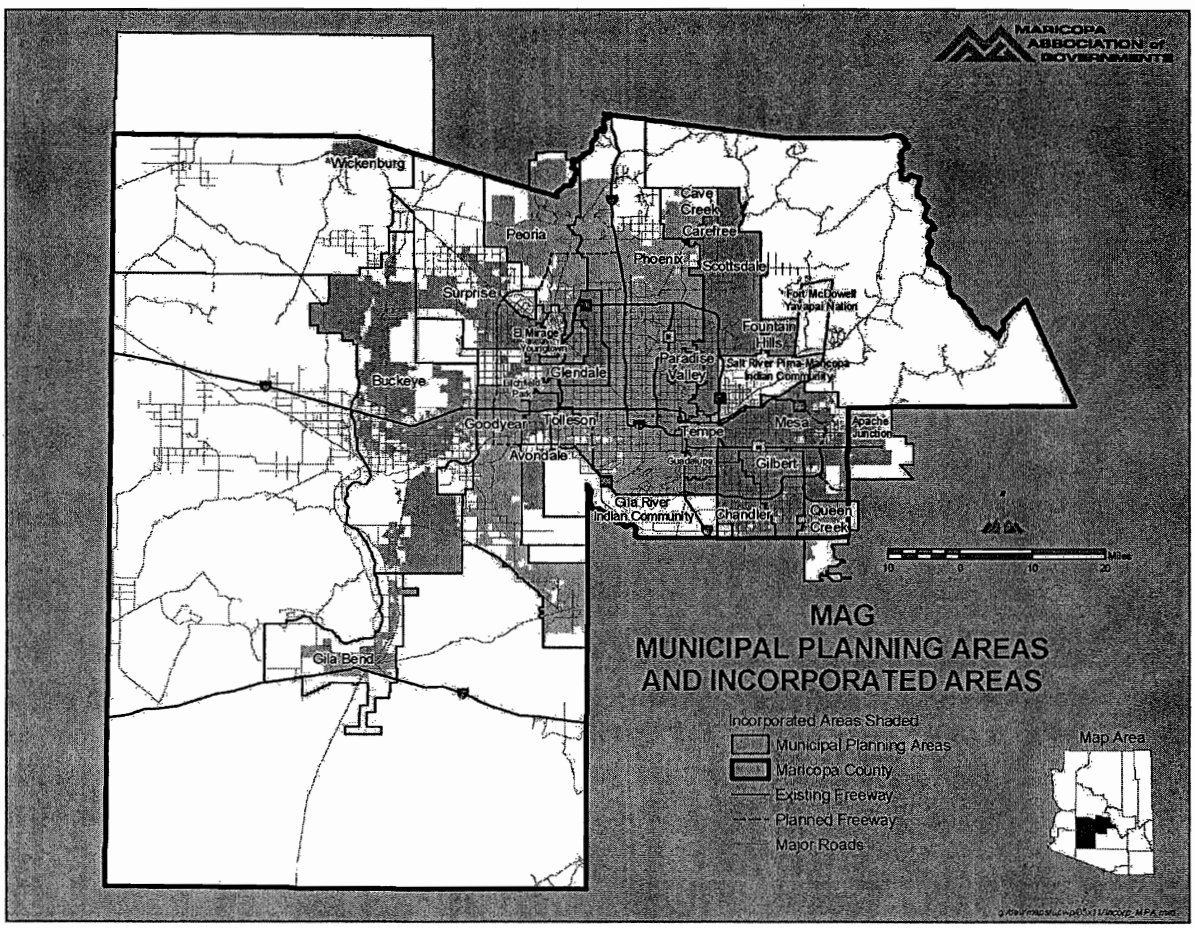
Federal regulations require that an area be designated as nonattainment if national air quality standards have not been attained. The Maricopa County Nonattainment Area for carbon monoxide and ozone (one-hour standard) corresponds to the Maricopa County Urban Planning Area as it existed in April 1974, when the designation was made. For particulate matter (PM-10) EPA has designated a somewhat larger nonattainment area, which includes Apache Junction in Pinal County. On June 15, 2004, the EPA designated a 4,880 square mile area located mainly in Maricopa County and Apache Junction in Pinal County as the nonattainment area for the eight-hour ozone standard. Federal law requires that the boundaries of the Metropolitan Planning Area include at least the boundaries of the nonattainment or maintenance areas as officially designated by the Environmental Protection Agency in accordance with the Clean Air Act. Therefore, Apache Junction is included in the Metropolitan Statistical Area and its transportation projects are included in the MAG Transportation Improvement Program. The nonattainment and maintenance areas are shown in *Figure 2.*

Figure 2: The Air Quality Nonattainment and Maintenance Areas for Maricopa County.



For years, regional population estimates and projections have been made for geographic subdivisions included in the MAG region. Since 1988, the focus of these efforts has been expanded to cover a larger area including all MAG member agency Municipal Planning Areas (MPAs). The boundaries of the MAG MPAs and their incorporated areas are shown in *Figure 3*.

Figure 3: MAG Municipal Planning Areas and Incorporated Areas



MAG Planning and Policymaking Process

The Maricopa Association of Governments (MAG) serves as the designated Metropolitan Planning Organization (MPO) for all jurisdictions within Maricopa County, Arizona, including the Phoenix urbanized area and contiguous urbanized areas outside of Maricopa County. MAG is a regional planning agency consisting of 25 cities and towns, Maricopa County, and three Native American Indian Communities. Maricopa County representatives from the Arizona Department of Transportation (ADOT) and a representative from the Citizens Transportation Oversight Committee (CTOC) also serve for transportation-related issues.

When MAG was formed in 1967, local elected officials recognized the need for long-range planning on a regional scale. They realized that many issues such as transportation and air and water quality affected residents beyond the borders of their individual cities and towns. At the same time, federal rulings mandated that planning for transportation and other community needs be undertaken on a regional basis.

The primary role of MAG is to provide a forum for regional policy development and problem solving. The policy development process begins with the ideas and concepts formulated by the MAG member agencies, committees, citizens, and staff. These ideas and concepts are integrated and adopted and established as regionwide goals, objectives, and policies to guide regional planning. The policies adopted by MAG provide overall direction for the region, while permitting each member agency to develop its unique characteristics in accordance with the preferences of its citizens. Implementation of MAG plans and policies is the responsibility of each member agency.

Policy Structure

The policy structure for the MAG process is shown in *Figure 4*. The major components of MAG are the Regional Council, Executive Committee, Management Committee, Policy Advisory Committees, and Technical Advisory Committees. A more detailed depiction of the MAG committee structure is provided in

Figure 4: MAG Policy Structure

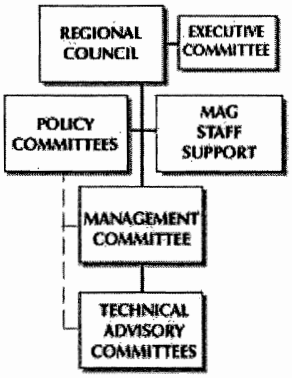
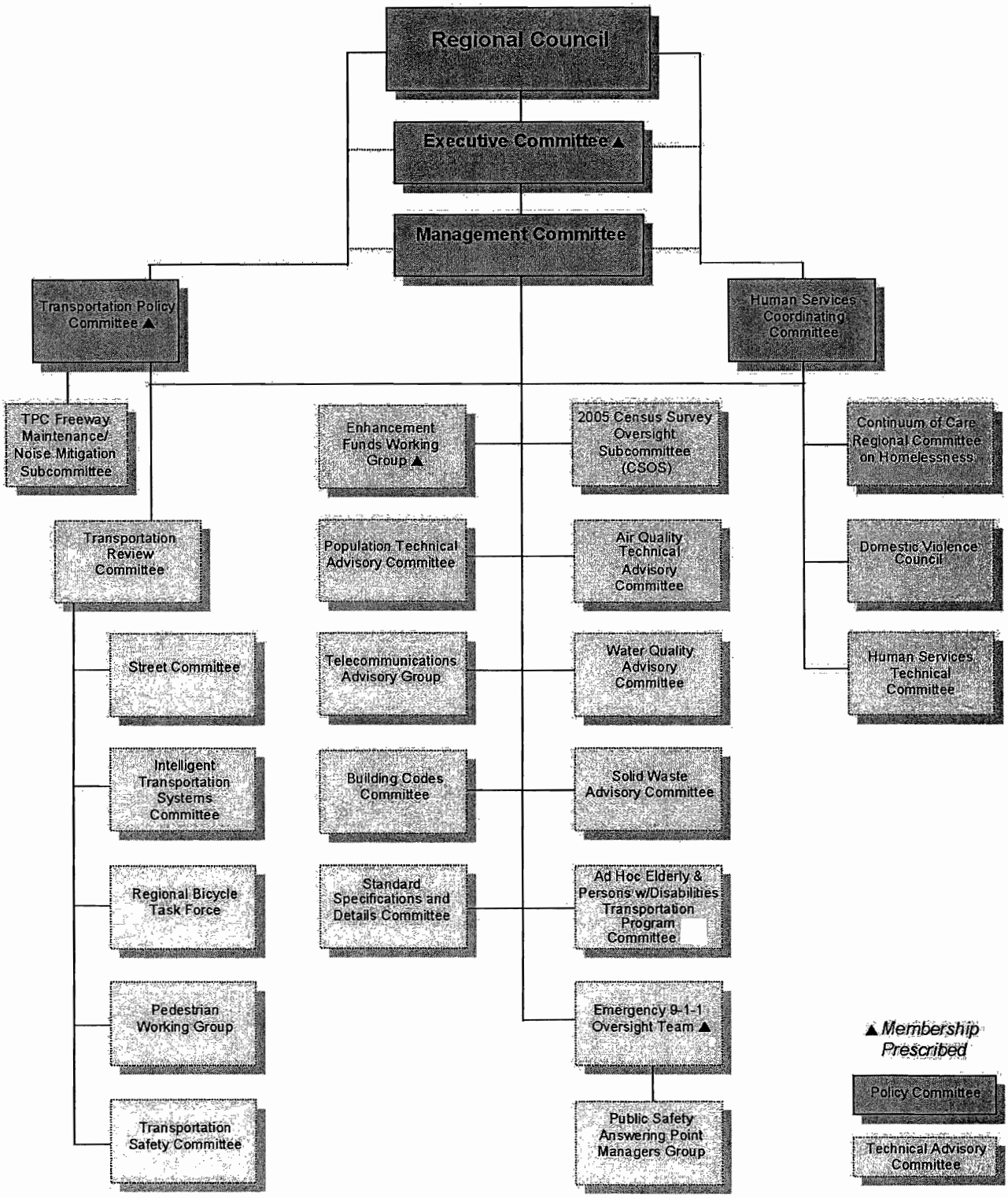


Figure 5: MAG Committee Structure



The Regional Council is the governing and policymaking body for the organization and is composed of elected officials appointed by each member agency. For the majority of MAG members, the city or town Mayor serves as the Regional Council member. The Chair of the Board of Supervisors usually represents Maricopa County on the Regional Council. Two Maricopa County State Transportation Board members represent the Arizona Department of Transportation (ADOT). The Chair of the Citizens Transportation Oversight Committee also serves on the Regional Council. Currently, the Governor of the Gila River Indian Community, the President of the Salt River Pima-Maricopa Indian Community, and the President of the Fort McDowell Yavapai Nation serve on the Regional Council.

The Executive Committee consists of seven Regional Council members who are elected at the annual meeting to serve for one year (until the next annual meeting). The Executive Committee includes the offices of Chair, Vice Chair, and Treasurer of the Regional Council. The MAG Bylaws indicate that the Executive Committee can conduct MAG business that arises between meetings of the Regional Council. The Executive Committee also serves as the Finance Committee.

The Management Committee consists of the chief administrators from each member agency. The directors of ADOT and the Regional Public Transportation Authority represent their respective agencies on the Management Committee. The role of the Management Committee is to assist in policymaking. Members of the Management Committee are strongly encouraged to brief their Regional Council representative on MAG related issues. The types of information provided by the manager include previous public input, pros and cons, technical and policy implications, prior committee actions, and action needed from the Regional Council.

Policy Advisory Committees

Several committees have been established to provide specific policy recommendations to the Management Committee and Regional Council. These committees are established by the Regional Council and are generally composed of local elected officials, agency staff, industry or business representatives, and citizen representatives. Some MAG committees have a specific composition established by the Regional Council. Committees with citizen representatives are marked with an asterisk (*). Committees with prescribed membership are marked with a pound sign (#).

Transportation Policy Committee

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

Human Services Coordinating Committee *

Members of this committee include elected officials and representatives from the boards of the Area Agency on Aging, various community councils, the Department of Economic Security, and United Way organizations. The committee prepares a Human Services Plan for the Maricopa Region, solicits comments and develops recommendations on the distribution of federal Social Services Block Grant funds, analyzes issues, and identifies possible solutions.

Continuum of Care Regional Committee on Homelessness *
Members of this committee include local and state elected officials, representatives of the Governor's Office, service provider agencies, business representatives, funders, the Department of Economic Security, formerly homeless individuals, and advocates. The committee prepares and submits an application for homeless assistance funding to the U.S. Department of Housing and Urban Development and addresses regional issues relating to homelessness.

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

Technical Advisory Committees

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

Committees with citizen representation are marked with an asterisk (*). Committees with prescribed membership are marked with a pound sign (#).

Ad Hoc Elderly and Persons with Disabilities Transportation Committee *
This committee consists of representatives from MAG member agencies and regional transportation agencies. The committee develops recommendations for the Arizona Department of Transportation regarding the prioritization of applicants to receive FTA Section 5310 capital assistance awards in the form of vehicles and related equipment to transport elderly individuals and persons with disabilities.

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

Building Codes Committee
This committee consists of building officials from MAG member agencies. The committee makes recommendations on the development, interpretation, and enforcement of building codes in the MAG

Region. It also provides a regional forum for construction, development, and other issues as they relate to building codes.

Elderly Mobility Stakeholders Working Group
The MAG Elderly Mobility Stakeholders Working Group focuses on the impacts of aging on mobility. The Group comprises representatives from jurisdictions, senior service agencies, Arizona State University, Arizona Department of Transportation, Easter Seals, senior centers, Valley Metro, and the Area Agency on Aging. The group is responsible for the implementation of the 25 recommendations for creating safe and enhanced mobility options. The Recommendations are organized in four key areas: Infrastructure and Land Use, Alternative Transportation Modes, Older Driver Competency, and Education and Training.

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

Enhancement Funds Working Group * #
This Working Group represents experts from ten program areas defined in federal legislation. Representatives of the MAG Bicycle Task Force, MAG Pedestrian Working Group, MAG Street Committee, and MAG Management Committee are included in the Working Group. The Working Group evaluates applications for enhancement funds from the MAG Region, and forwards a ranked list of applications through the MAG committee process to the Transportation Enhancement Review Committee of the Arizona Department of Transportation.

Human Services Technical Committee *
This committee comprises staff from municipalities, local community councils, United Way organizations, the Regional Behavioral Health Authority, the local Area Agency on Aging, and state agencies (the departments of Economic Security and Health Services). The Committee advises the MAG Human Services Coordinating Committee on identification and prioritization of regional human services issues, and assists in the formulation of the Annual MAG Human Services Plan.

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

Pedestrian Working Group *
The Pedestrian Working Group consists of representatives of MAG member agencies, as well as the development, architecture, and landscape architecture communities. The Working Group annually reviews

and updates the MAG Pedestrian Plan, recommends projects for funding under the Pedestrian Design Assistance Program, and develops activities to inform the region about the benefits of walking.

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

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

Regional Bicycle Task Force *
The Regional Bicycle Task Force is composed of representatives from MAG member agencies, the Arizona Department of Transportation, and Valley Metro. The Task Force developed the MAG Regional Bicycle Plan. The Task Force also encourages the implementation of this plan by recommending bicycle-related projects for funding from federal funds and other sources.

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

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

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

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

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

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

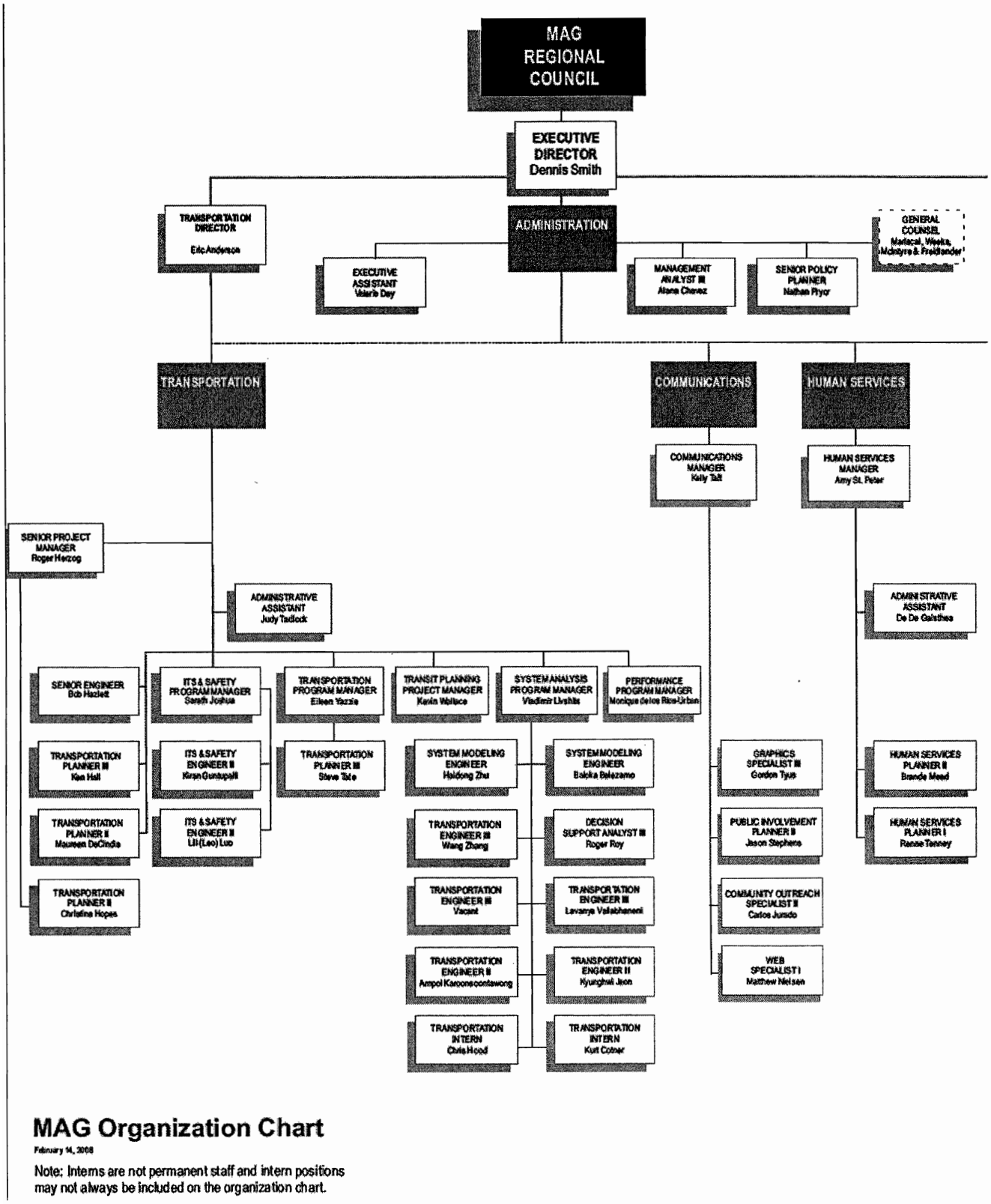
Water Quality Advisory Committee *
This committee includes a wide variety of representatives from regional and state water quality related agencies, the private sector, civic organizations, and the general public. The committee serves in an advisory capacity to the MAG Management Committee and Regional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

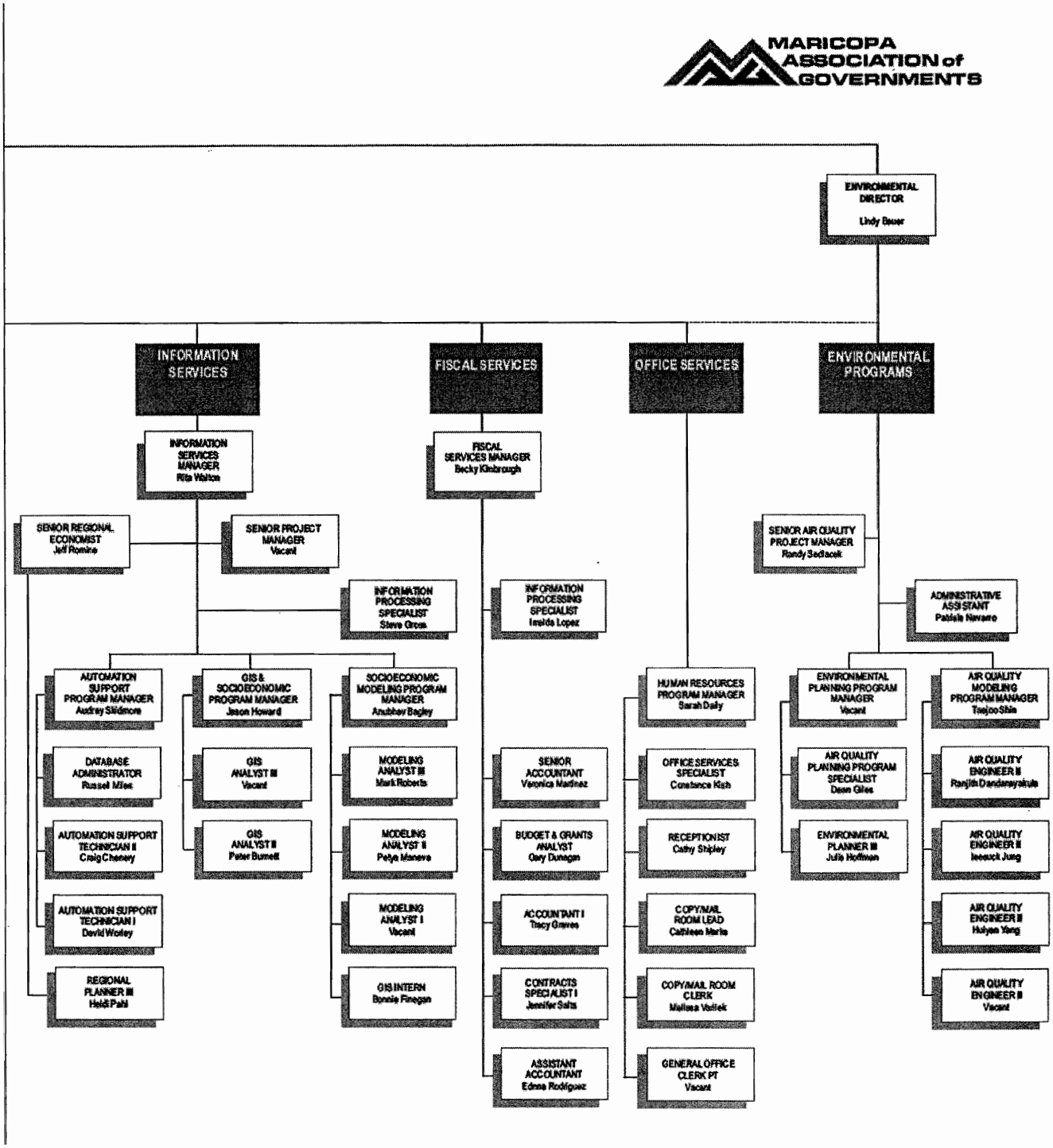
The organizational structure of the MAG staff is displayed in *Figure 6* below. In addition to the MAG staff, independent contractors are also used for short-term studies or projects. A summary of budgeted positions is included in the Appendix. A discussion of independent contractors, "MAG Associates," is in the Budget and Fiscal Policies and Assumptions section.

MAG Organizational Structure

The organizational structure of the MAG staff is displayed in *Figure 6* below. In addition to the MAG staff, independent contractors are also used for short-term studies or projects. A summary of budgeted positions is included in the Appendix. A discussion of independent contractors, "MAG Associates," is in the Budget and Fiscal Policies and Assumptions section.

Figure 6: MAG Organizational Chart




MARICOPA ASSOCIATION of GOVERNMENTS
ENVIRONMENTAL DIRECTOR
Lindy Bauer
INFORMATION SERVICES
FISCAL SERVICES
OFFICE SERVICES
ENVIRONMENTAL PROGRAMS
INFORMATION SERVICES MANAGER
Rita Walton
FISCAL SERVICES MANAGER
Becky Kimbrough
SENIOR REGIONAL ECONOMIST
Jeff Romine
SENIOR PROJECT MANAGER
Vacant
SENIOR AIR QUALITY PROJECT MANAGER
Randy Sedlacek
INFORMATION PROCESSING SPECIALIST
Steve Gross
INFORMATION PROCESSING SPECIALIST
Imelda Lopez
ADMINISTRATIVE ASSISTANT
Patricia Navarro
AUTOMATION SUPPORT PROGRAM MANAGER
Audrey Skidmore
GIS & SOCIOECONOMIC PROGRAM MANAGER
Jason Howard
SOCIOECONOMIC MODELING PROGRAM MANAGER
Anubhav Bagley
HUMAN RESOURCES PROGRAM MANAGER
Sarah Daily
ENVIRONMENTAL PLANNING PROGRAM MANAGER
Vacant
AIR QUALITY MODELING PROGRAM MANAGER
Taejoo Shin
DATABASE ADMINISTRATOR
Russell Miles
GIS ANALYST III
Vacant
MODELING ANALYST III
Mark Roberts
SENIOR ACCOUNTANT
Veronica Martinez
OFFICE SERVICES SPECIALIST
Constance Kish
AIR QUALITY PLANNING PROGRAM SPECIALIST
Dean Giles
AIR QUALITY ENGINEER II
Ranjith Dandanayakula
AUTOMATION SUPPORT TECHNICIAN II
Craig Chenery
GIS ANALYST II
Peter Burnett
MODELING ANALYST II
Petya Maneva
BUDGET & GRANTS ANALYST
Gary Dunagan
RECEPTIONIST
Cathy Shipley
ENVIRONMENTAL PLANNER III
Julie Hoffman
AIR QUALITY ENGINEER III
Ieesuck Jung
AUTOMATION SUPPORT TECHNICIAN I
David Worley
MODELING ANALYST I
Vacant
ACCOUNTANT I
Tracy Graves
COPY/MAIL ROOM LEAD
Cathleen Marks
AIR QUALITY ENGINEER II
Huiyen Yang
REGIONAL PLANNER III
Heidi Pahl
GIS INTERN
Bonnie Finegan
CONTRACTS SPECIALIST I
Jennifer Salts
COPY/MAIL ROOM CLERK
Melissa Varilek
AIR QUALITY ENGINEER II
Vacant
ASSISTANT ACCOUNTANT
Edna Rodriguez
GENERAL OFFICE CLERK PT
Vacant

Coordination with Valley Metro/RPTA

A key component of the MAG transit planning activity is contracted to Valley Metro/RPTA (Regional Public Transportation Authority). Valley Metro/RPTA staff works closely with the MAG staff in developing and implementing the MAG Regional Transportation Plan and in coordinating projects for the MAG Transportation Improvement Program.

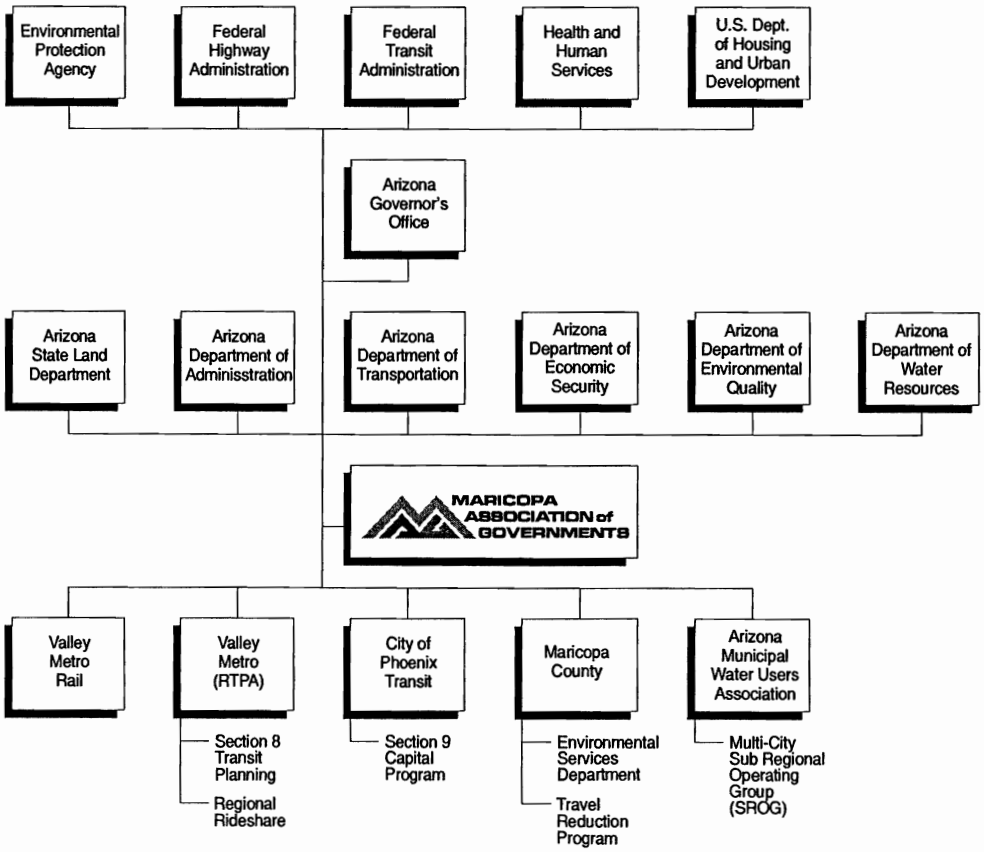
Coordination with Valley Metro Rail

As part of the light rail planning activity, MAG provides support related to the planning efforts for the implementation of Proposition 400, including the refinement of future Light Rail Transit (LRT) extensions and the development of a System Plan for operations. Valley Metro Rail staff also works closely with the MAG staff in implementing the MAG Regional Transportation Plan and in coordinating projects for the MAG Transportation Improvement Program.

Intergovernmental Coordination

Several of the MAG planning programs result from federal law, which requires that state and regional plans be developed. Ensuring that plans are closely integrated requires a close working relationship with regional, state, and federal agencies. *Figure 7* displays the regional, state, and federal agencies that are involved in the MAG planning process.

Figure 7: Regional Planning Coordination



Planning Activities

An overview of MAG planning activities follows. These are divided into federal related, state related, and local related activities. An asterisk mark (*) has been placed next to activities that MAG is required to undertake.

Federal Related Activities:

TRANSPORTATION *

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

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

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

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

WATER QUALITY *

In 1975, Governor Jack Williams designated MAG as the water quality planning agency for Maricopa County. This designation was in response to Section 208 of the Water Pollution Control Act of 1972. In this capacity, MAG develops an areawide water quality management plan. The MAG Water Quality Management Plan describes the preferred wastewater treatment system for this region. In this analysis, wastewater flows, water conservation, waste water reuse, and sludge management are examined. The MAG member agencies provide their plans for future wastewater facilities, which are considered for the regional plan. In order for wastewater treatment plants to receive a permit for construction and operation from Maricopa County or a preliminary decision for an individual Aquifer Protection Permit for the Arizona Department of Environmental Protection, the plants must be consistent with areawide water quality management plans. In the Maricopa County area, this plan is the MAG 208 Water Quality Management Plan.

AIR QUALITY *

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

SOLID WASTE *

On January 10, 1979, Governor Bruce Babbitt designated MAG as the regional agency responsible for undertaking areawide solid waste management planning. This designation was in response to Section 4006(b) of the Resource Conservation and Recovery Act of 1976. A major revision of the MAG Regional Solid Waste Management Plan was completed in February 2005.

State Related Activities:

HUMAN SERVICES *

On March 3, 1976, the MAG Regional Council authorized the development of a countywide human services plan. This plan includes locally identified human services problems and provides recommendations to the Arizona Department of Economic Security (DES) on federal Social Services Block Grant (Title XX) funds.

On July 1, 1976, DES contracted with MAG to develop the Regional Human Services Plan, which is the result of collaboration among all the planners, funders, DES, and local governments in Maricopa County. It includes funding recommendations made to DES for approximately $4.1 million in federal funds. These funds are contracted to local agencies providing social services to children, adults, elderly, and persons with physical and developmental disabilities in Maricopa County.

POPULATION *

On July 1, 1988, Governor Rose Mofford signed Executive Order 88-10, which provided for the preparation of population estimates and projections for the State of Arizona. In this Executive Order, regional councils

are provided a role in developing population estimates and projections. On February 10, 1995, a revised Executive Order 95-2 was issued by the Governor, indicating that only one official set of population projections would be developed every five years.

Each year, MAG recommends to the Arizona Department of Economic Security (DES) the population updates for July 1 of the current year. These updates are utilized by the State for planning purposes and for the distribution of lottery funds to local governments. In addition to providing population updates to DES, MAG also produces official long-range population projections for this region every five years. These projections are used by state agencies for planning purposes. They are also used by MAG for regional planning and serve as the foundation for the transportation planning process. A 2005 Census Survey was conducted to provide an accurate count of people in each city, town and unincorporated area of the county.

REGIONAL TRANSPORTATION PLAN IMPLEMENTATION MONITORING *

In January 1992, the MAG Regional Council established the Fiscal Analysis Unit. This unit was recommended in the Performance Audit of the Arizona Department of Transportation's Urban Highways Program for Maricopa County. In 2001 the principal duties of the Fiscal Analysis Unit were incorporated into the MAG Freeway Program.

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

Local Related Activities:

9-1-1 EMERGENCY TELEPHONE NUMBER

In the late 1970's MAG formed a committee to implement the 9-1-1 emergency telephone number system in Maricopa County. This system became operational on September 9, 1985. A MAG committee comprising the public safety answering point managers meets on a regular basis to make recommendations regarding operational issues and to guide the purchase of new equipment to ensure system compatibility. The MAG 9-1-1 Oversight Team provides management oversight of the system. The City of Phoenix serves as the Contract Agent for the system.

COMMUNITY EMERGENCY NOTIFICATION SYSTEM (CENS)

In January 2003, The Arizona Department of Environmental Quality awarded a $2.5 million contract to MAG to develop and operate a Community Emergency Notification System (CENS) for Maricopa County, which began operation in January 2004. The system will rapidly notify those living or working near the scene of an emergency in Maricopa County by telephone and provide them with information and any required emergency instructions in English or Spanish.

SPECIFICATIONS AND DETAILS FOR PUBLIC WORKS CONSTRUCTION (Specs and Details)

The desire for the uniformity of building specifications for public works construction predated the formation of MAG. The cities came together in 1966 to produce a set of documents to encourage uniformity. MAG subsequently accepted the sponsorship and responsibility of keeping the documents current and viable. The MAG Specifications and Details for Public Works Construction document represents the best professional thinking of representatives of several public works departments, which are reviewed and refined by members of the construction industry. The goal of the specifications is to eliminate conflicts and confusion, lower construction costs, and encourage more competitive bidding by private contractors. The specifications assist smaller communities and agencies that often cannot afford to promulgate such standards for themselves. Year 2006 updates are now available on-line and are for sale in binders. An English version of detail drawings in AutoCAD format is available on CD.

DOMESTIC VIOLENCE PLANNING

The MAG Regional Domestic Violence Council was formed to work with the community in order to implement the strategies identified in the MAG Regional Plan on Domestic Violence. The Council comprises representatives from multiple disciplines and seeks to provide a coordinated community response. Specific focus areas include examining the training and policies of health care professionals to ensure quality care for domestic violence victims, developing statistically reliable domestic violence data to be used by local officials, and regionally coordinating domestic violence training for first responders.

TELECOMMUNICATIONS

In September 1994, the MAG Regional Council formed the MAG Electronic Highway Users Group, now the Telecommunications Advisory Group (TAG), to encourage the development and maintenance of telecommunication infrastructure and applications, which increase the efficiency of government operations, improve access to public information, and expedite the delivery of government services in Maricopa County. The committee oversaw the implementation of the Regional Videoconferencing System and the Regional Connection projects. The committee is now holding information sharing sessions to inform the TAG and others on various telecommunications issues.

BUILDING CODES

When MAG was formed in 1967, one of the first issues addressed was local building codes. The MAG Building Codes Committee meets monthly to share information and uniformly promotes the interpretation and enforcement of building codes in the MAG Region.

ELDERLY MOBILITY

In addition to hosting a national conference on aging and mobility in 2002 and two statewide conferences in 2003 and 2004 (in which MAG partnered with local, state, and national sponsors), MAG has also initiated a local planning process called the MAG Elderly Mobility Initiative. The Initiative, spearheaded by a 30-member Elderly Mobility Stakeholder Working Group, developed a Regional Action Plan on Aging and Mobility providing specific and regional strategies in the following areas: Alternative Transportation Modes; Older Driver Competency; Infrastructure and Land Use; and Education and Training. The MAG Elderly Mobility Stakeholders meet quarterly to work on the measures developed in the plan. In 2006-2007, the Stakeholders will work with a consultant to develop a coordinated Human Services Transportation Implementation Plan.

PEDESTRIANS

To address pedestrian-related issues, the MAG Pedestrian Working Group developed the Pedestrian Area Policies and Design Guidelines. Adopted by the MAG Regional Council in 1995, the Guidelines won the American Planning Association, Arizona Chapter, "Best Ordinance" award in 1996. In 2005, the Guidelines were updated and revised to incorporate the MAG Pedestrian Plan 2000, safety and elderly mobility issues, Americans with Disabilities Act guidelines, summaries of recent pedestrian projects and their economic impact, and lessons learned through the Design Assistance Program. To encourage implementation of the Guidelines, MAG offers pedestrian area design assistance to its members. So far, these efforts have resulted in more than five million dollars of federal construction funds for demonstration pedestrian facility projects in the Valley. The MAG Pedestrian Working Group also oversees the Walking and Bicycling in the 21st Century Conference Series and implementation of the Pedestrian Plan 2002. In 2006, the MAG Pedestrian Working Group will work with a consultant to hold five regional workshops on the MAG Guidelines.

BICYCLISTS

In 1991, MAG developed the Regional Off-Street System (ROSS) to address the needs and concerns of bicyclists in the region, and to encourage bicycling as a way to alleviate congestion and air pollution. This plan was updated in March 1999. The ROSS Plan was developed to adequately address off-street bicycling (paths/trails) using existing off-street opportunities such as canal banks, utility line easements, and flood control channels. These types of rights-of-way and easements intersect numerous arterial streets where local daily destinations are typically located. The goal of the ROSS Plan is to help make bicycling and walking viable options for daily travel trips using off-street opportunities.

To help serve as a trip planning aid for bicyclists and to increase the safety of bicyclists, the MAG Regional Bicycle Task Force oversees the update of the Regional Bikeways Map. Updated in alternating years, this map shows existing, locally designated bicycling facilities and is provided free for distribution. The map includes bicycle lanes and paths and designated bicycle routes on roadways, popular undesignated routes, and transportation trails. The map also includes hints on defensive cycling and photos of bike paths and routes. In 2006, the Task Force will work with a consultant and oversee the development of a Regional Bikeway Master Plan that will specifically address the issues of canals, crossings, and the mid-section street network.

HOMELESS PLANNING

In June 1999, the U. S. Department of Housing and Urban Development (HUD) requested that MAG assume responsibility for the development and submission of a regional coordinated grant application for federal Stuart B. McKinney Act funds. The MAG Regional Council authorized the MAG Continuum of Care Regional Committee on Homelessness to assume this responsibility and to develop and implement a regional plan to end homelessness for Maricopa County. The Homeless Plan has been developed and the MAG Continuum of Care Regional Committee on Homelessness meets bi-monthly to provide direction and set goals for addressing the issues of homelessness.

Regional Profile

Maricopa County is 9,223 square miles in area and contains the majority of 24 incorporated cities and towns, five Indian Communities, and a large area of unincorporated land. The region is located in the Sonoran desert with elevations generally ranging from 500 to 2,500 feet above sea level.

In 2007, Maricopa County contained 60 percent of the population of Arizona as well as nine of the ten cities in Arizona with a population greater than 100,000. The region is a transportation and distribution hub for the state. Interstate 10 spans the region from east to west and Interstate 17 extends from Phoenix to Flagstaff. Phoenix Sky Harbor International Airport at the center of the region was the world's eighth busiest airport with more than 546,000 takeoffs and landings in 2006.

MAG Regional Planning Area

Between 1970 and 2007, cities and towns within Maricopa County expanded their corporate limits nearly five-fold, from 421 to 2048 square miles. This expansion of corporate limits is anticipated to continue in the future as cities and towns annex additional property.

To reflect the future corporate limits of the jurisdictions within Maricopa County, MAG has defined 29 Municipal Planning Areas which correspond to 25 cities and towns, three Indian Communities, and the unincorporated portion of Maricopa County.

The increase in the incorporated area within the county and its percentage of the total county area are identified in *Table 1*. In 2007, Phoenix, with 516 square miles, exceeded Los Angeles in area, while five other cities had an area of more than 100 square miles, as noted in *Table 2*.

Table 1: Incorporated Area (in Square Miles) 1970-2007 in the MAG Region

Date	Incorporated Area (Square Miles)	Percent of County	Percent of Population in Incorporated Area
1970	421	5	90
1980	685	7	88
1990	1,258	14	92
1995	1,515	16	92
2000	1,683	17	93
2003	1,789	19	93
2007	2,048	22	93

Table 2: Largest Jurisdictions in the County by Area in Square Miles

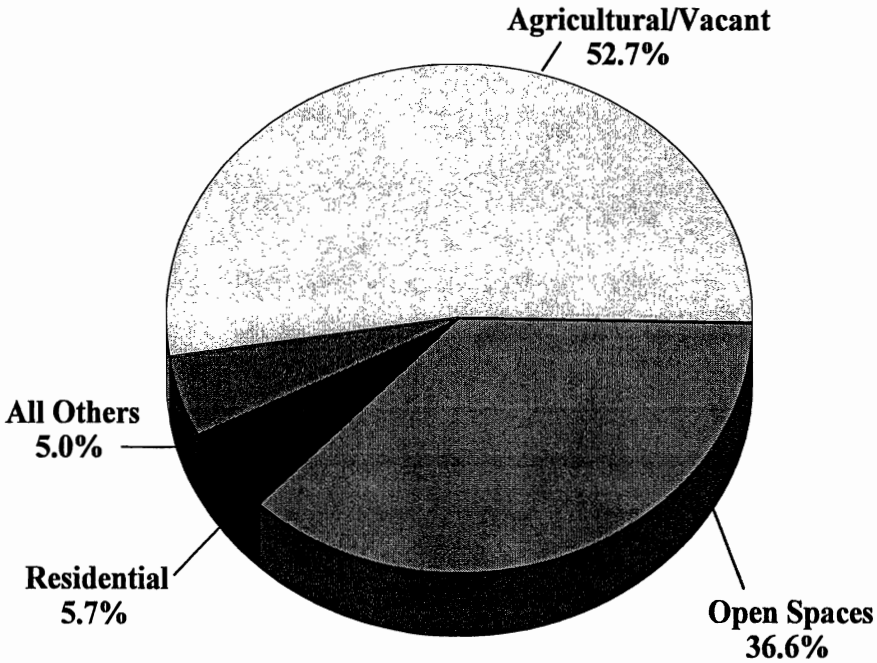
Jurisdiction in Maricopa County	2007
Phoenix	516
Buckeye	330
Goodyear	186
Scottsdale	184
Peoria (in Maricopa County)	157
Mesa	131

Current Land Use

The region can be disaggregated into the land use categories shown in *Figure 8.* The predominant current land use type is agricultural/vacant with 52.7 percent, followed by open space with 36.6 percent. The next highest land use type is 5.7 percent for residential.

Open spaces include parks, mountains, river beds, washes, and other public areas. Land developed for retail, office, and industrial uses, as well as public and other types of employment, comprises the balance of the development in the metro area, with approximately five percent of the developed land dedicated to those uses.

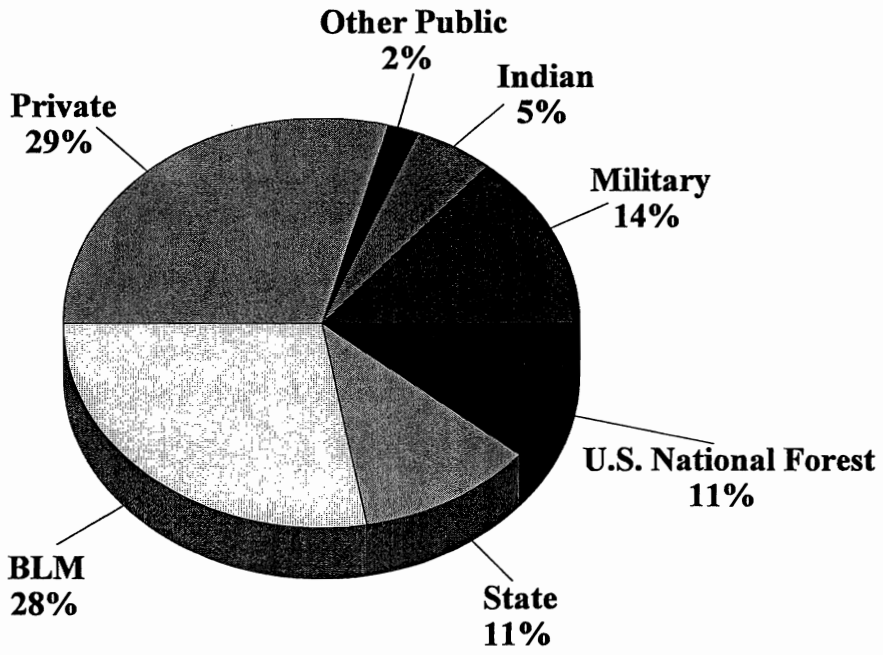
Figure 8: Current Land Use



Land Ownership

The pattern of land ownership influences the distribution of growth in the county. As shown in *Figure 9,* only 29 percent of the county is in private ownership. The remaining 71 percent is owned by public entities or Indian communities.

Figure 9: Land Ownership



Source: Arizona State Land Department, January 2008

Population Growth

Maricopa County has been one of the fastest growing regions for the past several decades. Historic population growth in the county between 1960 and 2005 is shown in *Table 3,* with average annual increases consistently above three percent. The September 1, 2005, population of Maricopa County was 3,700,516 people, based on a census survey.

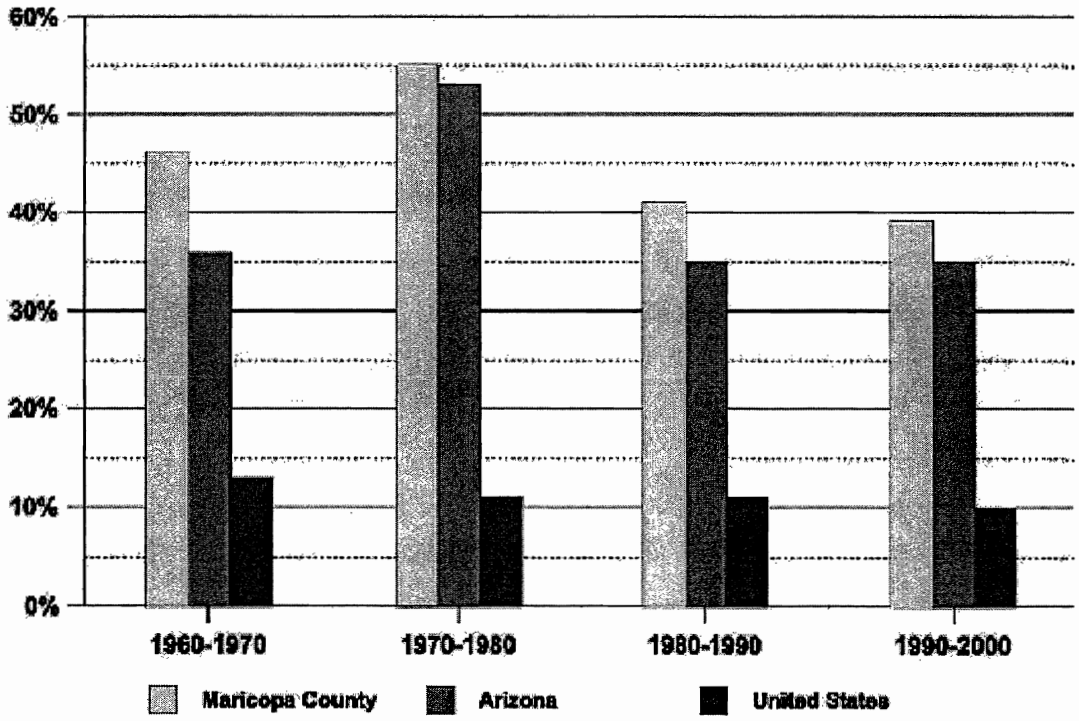
Table 3: Maricopa County Population Growth

Date	Population	Average Annual Increase
1960	664,000	
1970	971,000	3.9%
1980	1,509,000	4.5%
1990	2.122,000	3.5%
2000	3,072,000	3.8%
2005	3,700,000	3.5%[1]

Source: U.S. Census Bureau, 2000 and Census Survey 2005
[1] The 2005 population is for September 1. All other years are for April 1.

Maricopa County resident population has grown at a faster rate than the State of Arizona and the United States overall as shown in Figure 10.

Figure 10: Percent Change in Population for Maricopa County, Arizona, and the United States



Projected growth in Arizona and Maricopa County is illustrated in *Table 4,* The growth rates in Maricopa County and Arizona are very similar and they decline over time.

Table 4: Growth in Population: Maricopa County and Arizona

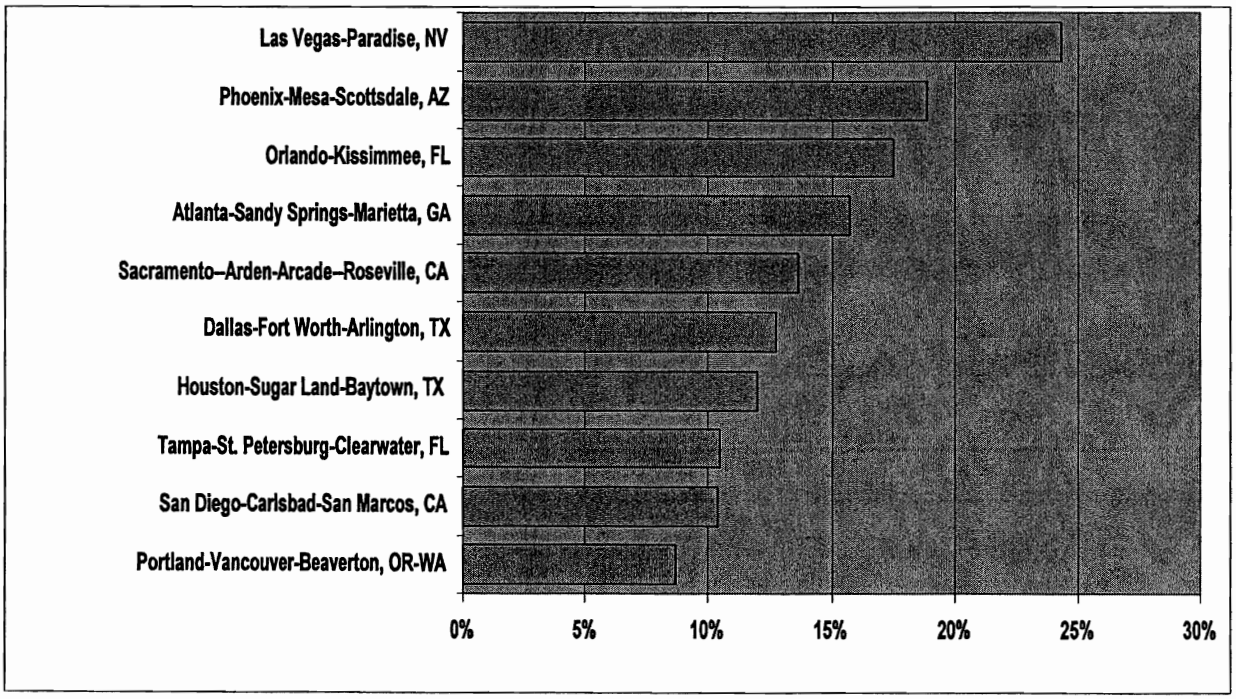
Date	Maricopa County Population	Average Annual Growth	Arizona Population	Average Annual Growth
2005	3,681,000		6,078,000	
2010	4,216,000	2.8 %	7,000,000	2.9%
2020	5,230,000	2.2%	8,780,000	2.3%
2030	6,135,000	1.6 %	10,348,000	1.7%

Sources: Arizona Department of Economic Security
Maricopa Association of Governments

In 1991, the definition of the Phoenix Metropolitan Statistical Area was expanded to include Pinal as well as Maricopa County. Between 2000 and 2005 the Phoenix Metropolitan Area grew by 18.9 percent and was the 14th largest in the nation. Of the 35 largest Metropolitan Areas, the 10 fastest growing between July 1, 2000 and July 1, 2005 are shown in *Figure 10.* The Phoenix Metropolitan Area ranked second in growth to Las Vegas between 2000 and 2005.

Between 1990 and 2000, the Phoenix Metropolitan Area grew by 45 percent and moved from 20th to 14th in size among the top 35 Metropolitan Areas in the percentage rate of growth. The percentage rates of growth of the top 10 fastest growing Metropolitan Areas between April 1, 1990, and April 1, 2000, is shown in *Figure 11.*

Figure 11: Highest Percentage Changes in Population of the 35 Largest Metropolitan Areas



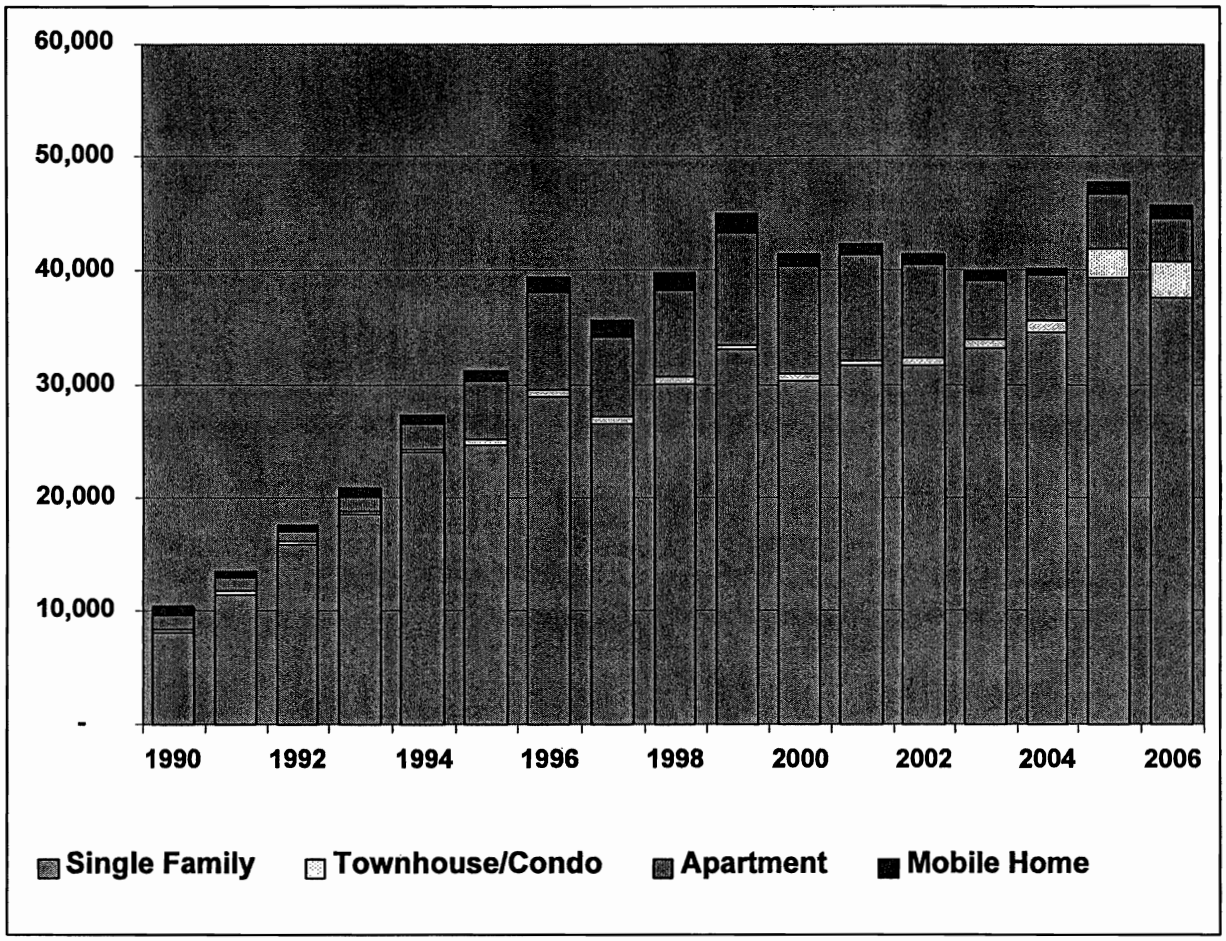
Source: U.S. Census Bureau, Annual Population Estimates 2000-2005.

Housing in Maricopa County

Since the 1990 Census, residential completions have varied with economic conditions from approximately 13,500 residential completions during the lull in the economy in 1991, to a peak of more than 47,000 building completions in 2005. *Figure 12* identifies the change in residential completions from 1990 to 2006.

In 2006, there were about 45,000 completions, approximately 2,000 fewer than for 2005.

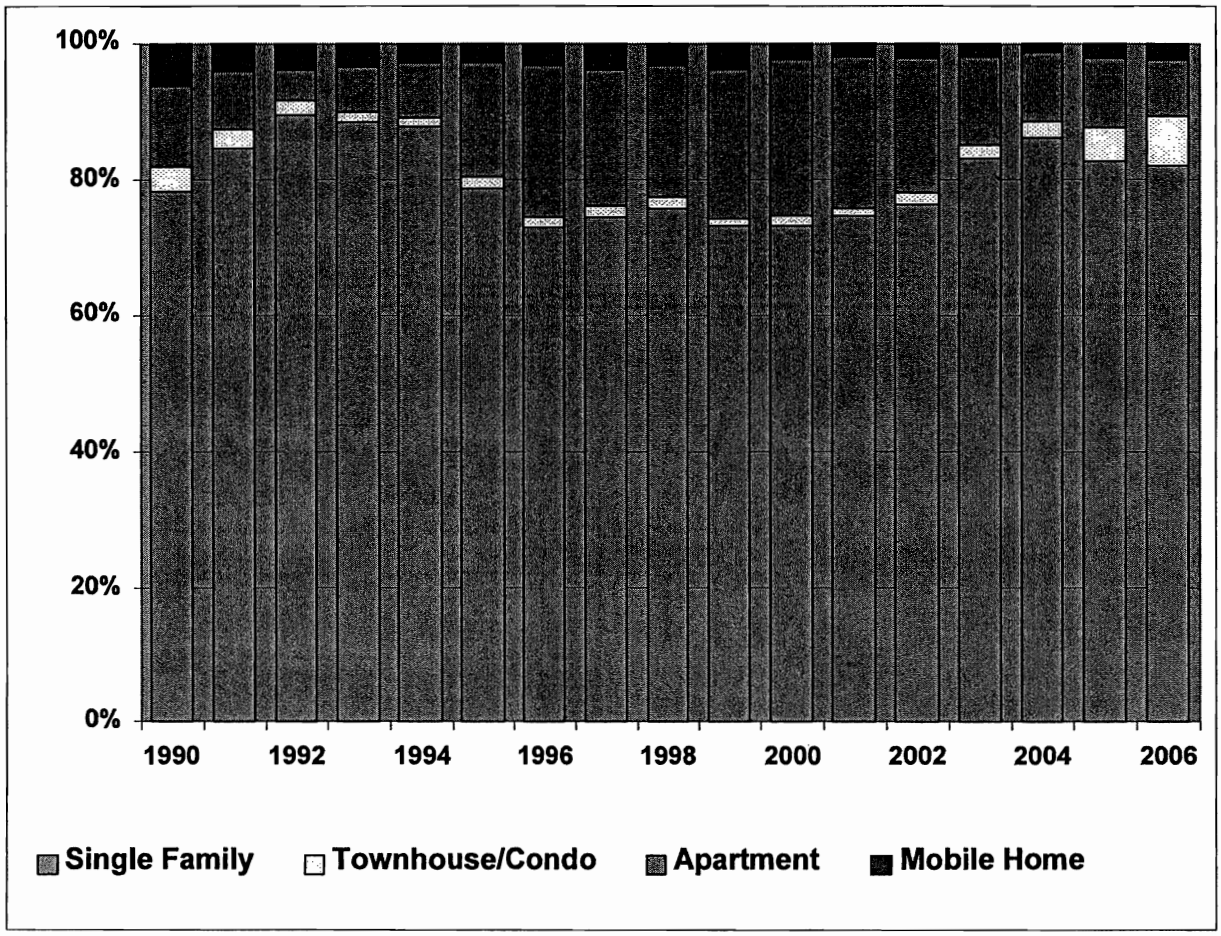
Figure 12: Residential Completions by Year



Source: MAG member agencies

Between April 1, 1990 and June 30, 2007 about 601,000 residential units were constructed. The mix of housing units shown in Figure 13 for apartments and single family housing has varied substantially. While only 800 apartment unit completions were issued in 1992, apartment completions increased more than twelve-fold to about 9,800 in 1999. As a percent of total building completions, apartment completions peaked at about 23 percent in 2000. Coinciding with the increase in percent of apartment completions was a decline in the percent of single family building completions from 90 percent in 1992 to 73 percent in 1999.

Figure 13: New Housing Unit Mix by Year



Source: Maricopa Association of Governments

Employment Growth in Maricopa County

Maricopa County has become increasingly important as a hub of business activity in the Southwest. In 2000, Maricopa County had about 1,600,000 jobs, more than 600,000 greater than in 1990.

Table 4 shows historical growth and projected growth of employment in Maricopa County between 1960 and 2030.

Table 5: Growth in Employment

Year	Employment	Average Annual Increase
1960	225,000	
1970	359,000	4.8%
1980	693,000	6.8%
1990	975,000	3.5%
2000	1,565,000	4.8%
2010	2,157,000	3.3%
2020	2,788,000	2.6%
2030	3,379,000	3.1%

Source: U.S. Bureau of Labor Statistics, Current Employee Statistics and MAG Socioeconomic Projections, adopted by Regional Council, June 2007

Unemployment Rate in Phoenix Metropolitan Area

The 3.9 percent unemployment rate in the Phoenix Metropolitan Area in December 2007 was lower than the unemployment rate both in Arizona (4.7 percent) and the United States (5.0 percent). The rates for all three geographies have increased in comparison with November 2007 and December 2006. *Table 5* shows unemployment rates for 2006 and 2007.

Table 6: Unemployment Rates

	December 2007	November 2007	December 2006
United States	5.0%	4.7%	4.4%
Arizona	4.7%	4.1%	4.1%
Phoenix-Metro	3.9%	3.4%	3.3%

Source: U.S. Bureau of Labor Statistics, January 2008

Major Regional Goals/Work Emphasis Areas For FY 2009

1. **Continue to Implement Proposition 400**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

To acknowledge the important relationship with the MAG Native American government members and to emphasize the spirit of cooperation, MAG will work with the three member tribes to present a one-day seminar to the MAG membership and MAG staff. The seminar will provide both historical and contemporary information on each tribal community and will also provide research-based

information on how tribal and non-tribal governments can improve relationships. It is the goal of the seminar to improve communication and understanding in support of strengthened relationships between MAG and the member jurisdictions.

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

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

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

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

- **AZ-SMART:** MAG will continue to work with Arizona Councils of Governments, Metropolitan Planning Organizations, the Arizona Department of Transportation, the Arizona State Land Department and other Arizona state agencies to create a common socioeconomic modeling suite, AZ-SMART (Arizona's Socioeconomic Modeling, Analysis and Reporting Toolbox.) This socioeconomic modeling suite will not only support socioeconomic activities at the Maricopa Association of Governments (MAG), the Pima Association of Governments (PAG) and the Central Arizona Association of Governments (CAAG), but also within the Northern Arizona Council of Governments (NACOG) region and elsewhere throughout the State. This modeling suite will be a platform on which to build, calibrate, run, and analyze socioeconomic projections and projection models and will seamlessly incorporate local and national models at different levels of geography with expanded model boundaries in order to adequately support the transportation and regional planning activities at MAG and elsewhere..

- **Agency Shared Infrastructure:** MAG will pursue the creation and implementation of a shared Geographic Information System (GIS) and data infrastructure with Valley Metro Rail (VMR), and the Regional Public Transportation Authority (RPTA). Since MAG, VMR and RPTA use much of the same information in the generation of and analysis of data, this shared infrastructure will allow access to the most recent and accurate Geographic Information System (GIS) layers and data available from the other agencies. In addition to the VMR and RPTA support, this shared infrastructure could also provide the backbone for a shared service with MAG member agencies.

- **COG/MPO Socioeconomic Modeling Group:** MAG will continue to organize an annual day and a half seminar on all socioeconomic modeling methods of importance to COGs and MPOs. This seminar has discussed the pros and cons of numerous socioeconomic models, data collection techniques and geographic analysis. In previous years, this seminar has attracted as many as thirty people representing twenty different COGs and MPOs. In addition, UrbanSim/OPUS is rapidly becoming the national socioeconomic model of choice for many COGs and MPOs and AZ-SMART is building on the UrbanSim/OPUS framework. COGs and MPOs have specific needs of their socioeconomic models to produce official projections for the area. These needs may be quite different from the needs of universities, consultants or the general public. Therefore MAG will also sponsor a COG/MPO UrbanSim/OPUS Users Group to meet annually to identify what we as COGs and MPOs think the future directions of this suite of socioeconomic models should be. The goal of this meeting would be to discuss our issues/needs/funding with the creator of UrbanSim/OPUS and to set a timetable for action.

- **Sun Corridor General Plans and Future Land Use:** Working with other Arizona COGs and MPOs, MAG staff has created a General Plan/Future Land Use Plan for Maricopa, Pima, Pinal, Cochise, Santa Cruz, and Yavapai Counties. This area is known as the "Sun Corridor". MAG will continue to maintain this data to enable MAG and others to model the interrelationships of the larger area. MAG is also working with Arizona State University to identify procedures for providing similar information for the remainder of the State.

9. **Implement the Ambassador Program**

The Ambassador Program will create a volunteer base in the region to provide information and referrals to human services transportation programs. This will increase awareness, access and utilization of programs resulting in a better quality of life for people. The program will increase the capacity of provider agencies in a cost efficient way that empowers the community. This activity is included in the 2008 MAG Human Services Coordination Transportation Plan.

10. **Create a User Guide for Homeless Behavioral Health Services**

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

11. **Redesign MAG's Web Site**

Implement an extensive update of the MAG Web site in both graphic presentation and functionality. The new interface and functions will be based on both internal and external user input, and recommendations from outside consultants. The Web redesign will take advantage of continual advancements in Internet technologies to upgrade and enhance the current Web configuration, which is now five years old. The inclusion of new technologies is anticipated to greatly increase the usability of the MAG Web site and enhance the end user's experience. Enhancements will include

an update of the search mechanism on the MAG Web site to provide better search results, the use of standard Web development tools and software for routine maintenance and organization of the site, and the use of more interactive interface elements to facilitate the location of information.

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

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

13. **Continue Planning the Regional Office Center**

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

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

Providing appropriate and timely fiscal support will enable the agency to make well-informed fiscal decisions and meet scheduled commitments. Through continuing implementation of the accounting policies and standards of MAG, fiscal services will ensure material compliance with governmental accounting standards; provide a fiscal program within the context of MAG's short- and long-range planning utilizing approved management techniques; and, provide fiscal information in a timely and accurate manner. The major processes in Fiscal Services that are targeted for FY 2009 include the following:

- **Accounting, Auditing and Financial Reporting**
  Continue staff training and review of accounting procedures in order to meet the requirements of relevant standards including but limited to federal, local, and governmental accounting.

- **Budgetary and Financial Management**
  Examine the annual budgeting and determine methods of streamlining the budget preparation process. There should be no loss in quality of the budget project or adverse financial impacts as a result of changing procedures.

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

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

- **Capital Project Accounting**
  As the Regional Office Center project moves forward, set up and maintain accurate and timely accounting procedures for reporting purposes for MAG. Ensure that capital reserve funds are utilized to help provide a stable programmed approach to funding the capital needs. Ensure that long-term debt service is reviewed and reported on accurately and that appropriate processes are in place to handle debt payback with the greatest cost savings.

- **Cash Management and Fiscal Responsibility**
  Continue to ensure that the processes impacting cash management are timely and thorough in order to ensure the highest level of fiscal responsibility. This would include review and processing of accounts receivables; timely cash deposits; thorough review of all expenditures; timely and accurate billings; and, review of other potential cash savings processes for MAG.

- **Employee Compensation and Benefits**
  The biggest factors forcing the increase in the MAG operating budget are increases in employee compensation and increased benefits costs. Fiscal services will continue to ensure that the compensation and benefit expenses are accurate. The division will continue to support the effort of the MAG Director to ensure that the compensation and benefit programs at MAG: (a) reflect the value of work performed by our employees; (b) compare favorably with the compensation and benefits paid for similar work in the private and public sectors; and (c) do not exceed authorized spending.

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

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

Federal Planning Emphasis Areas for FY 2009

The Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) identify Planning Emphasis Areas (PEA's) annually to promote priority themes for consideration, as appropriate, in metropolitan and statewide Unified Planning Work Programs proposed for the FTA and the FHWA funding in Fiscal year 2009. With the passage of TEA-21 in 1998, the 15 metropolitan and 23 statewide planning factors from the old regulation were consolidated into seven factors. With the recent passage of SAFETEA-LU, the FHWA factors were expanded to eight, namely safety and security were separated into separate planning factors. In addition, the planning factor on protect/enhance the environment was expanded to include "...promote consistency between transportation improvements and State and local planned growth and economic development patters."

Federal Highway Administration Planning Factors Mandated by SAFETEA-LU

With the passage of SAFETY-LU, the eight Federal Highway Administration (FHWA) planning factors (for both metro and statewide planning) are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

Federal Transit Administration National Planning Emphasis Areas

The Federal Transit Administration has identified five key themes for national Planning Emphasis Areas (PEA's) to promote as priority themes for the current and upcoming fiscal year. The PEA's represent topics in statewide and metropolitan planning and statewide planning for consideration when developing the Unified Planning Work Program for statewide planning:

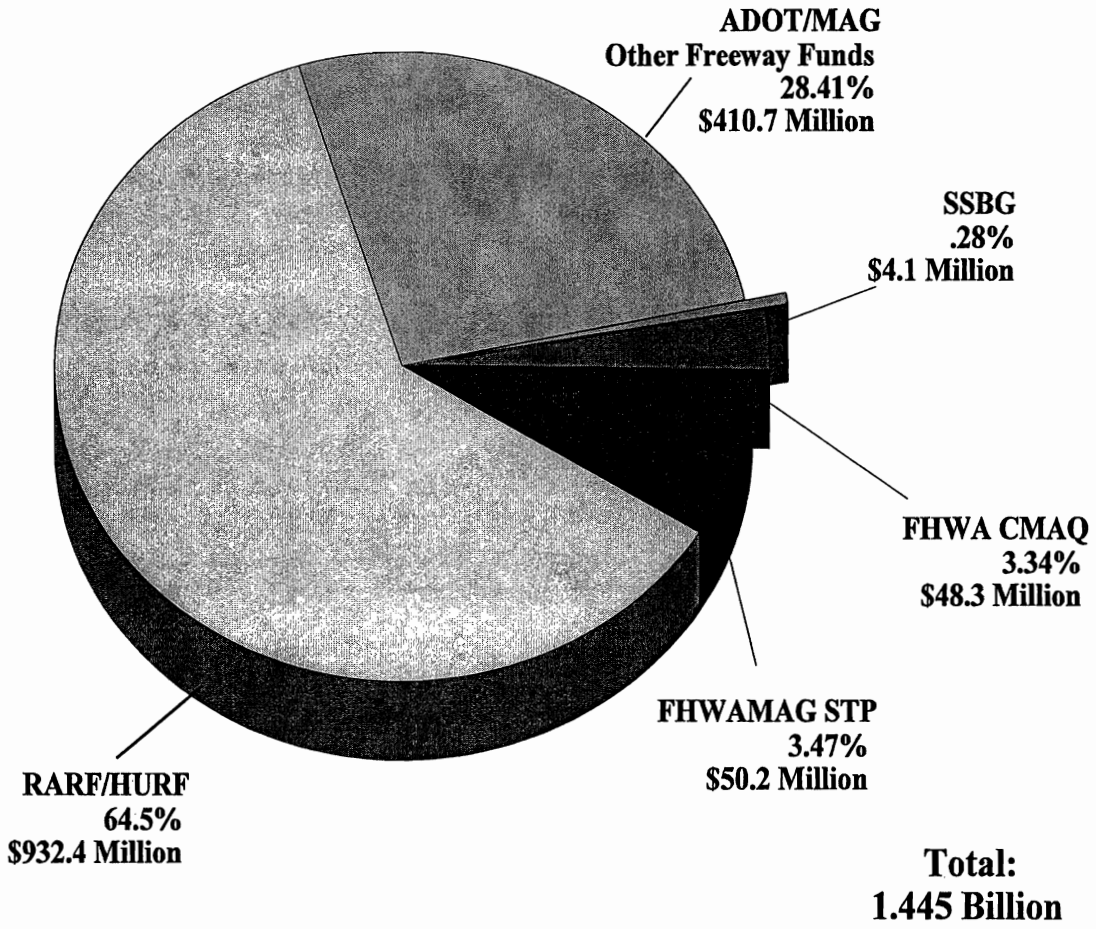
1. Incorporating safety and security in transportation planning
2. Participation of transit operators in metropolitan and statewide planning.
3. Coordination of non-emergency Human Service Transportation.
4. Planning for transit systems management/operations to increase ridership.
5. Support transit capital investment decisions through effective systems planning.

Regional Funding Overview

Cooperatively Developed Funding

In FY 2009 the Maricopa Association of Governments plans for a total of $1.445 billion in total regional funding including funding for the freeway program. *See Figure 14.* All of these funds are not directly allocated to MAG. The largest portion of these funds are the half cent sales tax funds dedicated to the Regional Area Road Fund for the construction of the MAG Freeway Plan. As required by state law, MAG approves the priorities for the MAG Freeway Program and approves material cost changes to the freeway system.

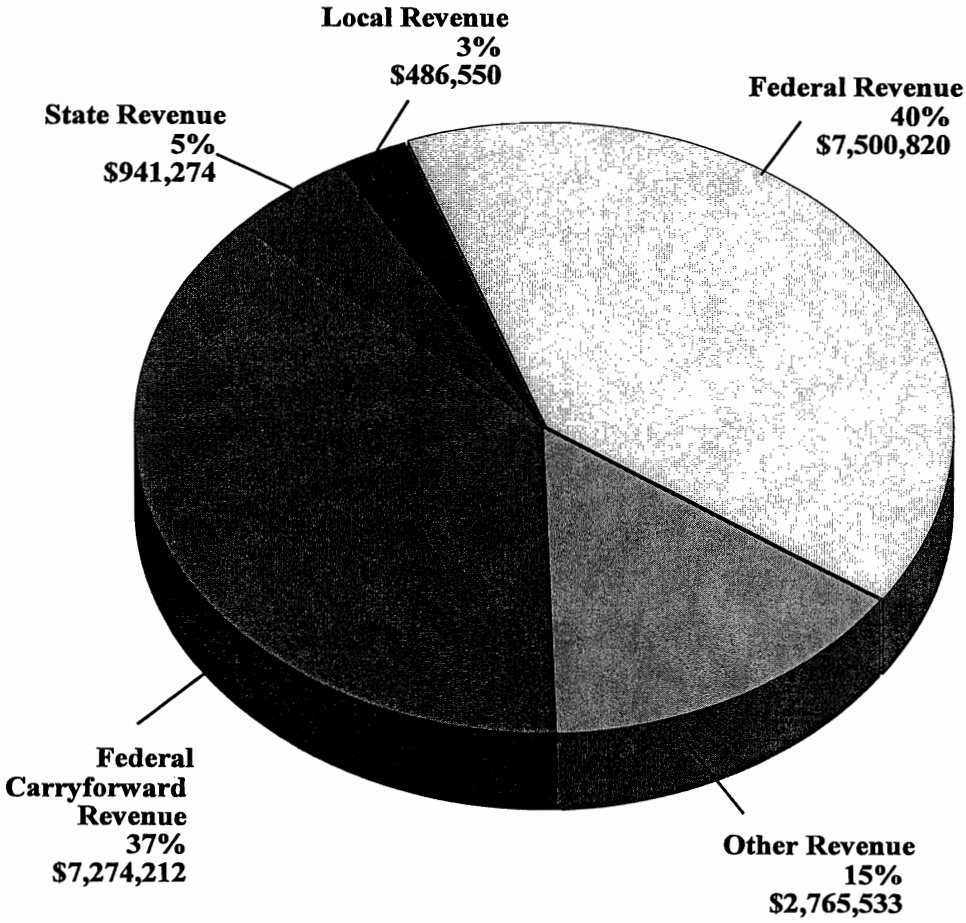
Figure 14: Cooperatively Developed Funding



Source of Funds

For FY 2009, MAG will include in its planning efforts $1.445 billion regional funds. Only $14.8 million of the current federal funds are programmed in our total annual budget of approximately $18.97 million. The $14.8 million of current year federal planning funds represents approximately one percent of the total regional funds under the planning direction of MAG. Of the $18.97 million total budget, approximately 77 percent is provided by the U.S. Department of Transportation including current and carryforward federal funds. Historically, MAG has had significant transportation and air quality responsibilities. Therefore, the funding is not as diversified as other peer metropolitan planning organizations. *See Figure 15.*

Figure 15: Source of Funds

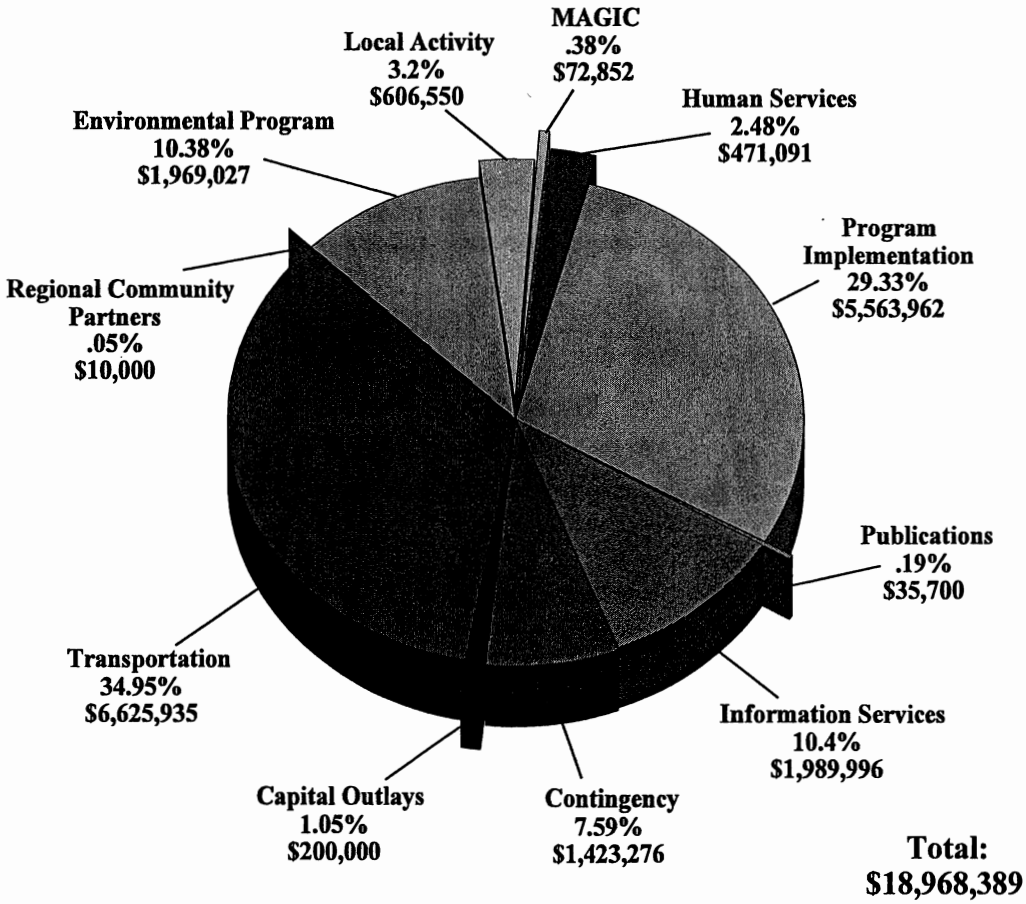


Total:
$18,968,389

How the Funds Are Used

As a Council of Governments (COG), MAG performs a variety of functions for its member agencies. Typically, the majority of the funds have been devoted to the Transportation program. *See Figure 16.* In FY 2009, 34.95 percent of the agency's proposed expenditures will be spent on the Transportation program. Another significant amount, 29.33 percent, will be primarily directed toward Transportation and Environmental Program Implementation for which the majority of program uses includes pass-through funding. Information Services provides support for MAG and its service comprise 10.49 percent. The Environmental Program which is 10.38 percent of the budget will focus on air quality activities. Starting in FY 1999, the agency began a pilot Telecommuting and Teleconferencing project. As in FY 2000 through FY 2008, this project will continue in FY 2009. The remaining programs including MAGIC, Human Services, Publications, RCP, and Local Activity comprise about 6.3 percent of the total budget. Contingency and Capital Outlay together total the remaining 8.55 percent of the of the total FY 2009 budgeted expenditures.

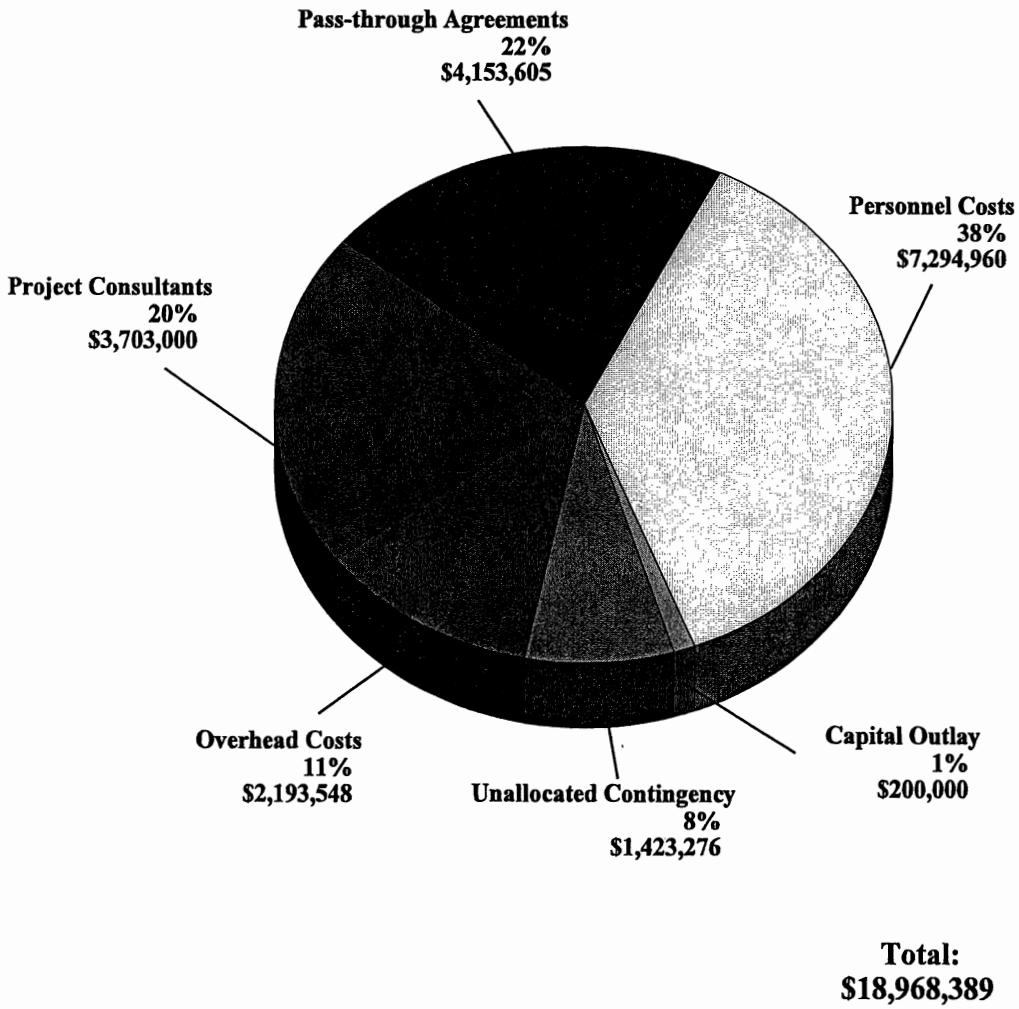
Figure 16: How We Use the Funds by Program



Of the $18.97 million total budget, 38 percent is used to fund personnel costs, and 11 percent is used to fund overhead costs. The remaining budget is for project consultants who are budgeted for 20 percent, new pass-through agreements which are budgeted for 22 percent. The balance of 9 percent is budgeted for capital outlays and contingencies.

A majority of the federal fund sources require local matching funds. Historically, MAG has matched its federal funds using "in-kind" contributions. The Transportation Program receives the largest allocation of "in-kind" contributions. Program Implementation, which has both transportation and air quality projects, is the next largest allocation of "in-kind" contributions. The remaining federal fund match requirements are allocated to Human Services, Environmental, and Information and Technology. "In-kind" is collected from the MAG member agencies, the Arizona Department of Transportation, and the Valley Metro Regional Public Transportation Authority each year.

Figure 17: How We Use the Funds by Expenditure Category



Budget and Fiscal Policies and Assumptions

Fiscal Policy

The overall goal of MAG's fiscal policy is to establish and maintain effective management of its fiscal resources. Policy statements and objectives provide the foundation for achieving this goal. Accordingly, this section outlines the policies and assumptions used in guiding the preparation and management of MAG's overall budget.

Budget Policy and Structure

The Maricopa Association of Governments (MAG) is a Council of Governments (COG) that serves as the regional planning agency for the metropolitan Phoenix area and contiguous urbanized areas. When MAG was formed in 1967, the elected officials recognized the need for long-range planning on a regional scale. They realized that many issues such as transportation and air quality affected residents beyond the borders of their jurisdictions. MAG was founded in the spirit of cooperation in order to solve common problems, take an active role in long-range regional planning, and address issues that affect all of the communities. MAG is the designated Metropolitan Planning Organization (MPO) for transportation planning in the Maricopa County region. MAG has also been designated by the Governor to serve as the principal planning agency for the region in a number of other areas including air quality, water quality and solid waste management. In addition, through an Executive Order from the Governor, MAG develops population estimates and projections for the region. MAG's primary funding source is the Federal Highway Administration (FHWA). Federal requirements for the Maricopa Association of Government's region have designated MAG in four areas:

- Metropolitan Planning Organization (MPO),
- Water Quality Planning Agency,
- Lead Air Quality Planning Agency,
- Solid Waste Planning Agency.

State-designated MAG regional responsibilities include:

- Population updates and projections,
- Transportation requirements,
- Development of the annual regional human services plan,
- Management of the Arterial Life Cycle Program.

Budgeting for the MAG programs has developed over the years in order to meet requirements as established by federal and state law. As an MPO, MAG is required to develop a 20-year transportation plan, a five year Transportation Improvement Plan (TIP) and establish air quality plans for the transportation programs. Establishing the air quality plans includes performance of an air quality conformity analysis of these plans. MAG's Transportation, Environmental and Information Services divisions work together to meet these requirements. The development of the MAG budget is based on a modified zero-based budgeting process.

Divisions are given financial guidelines each year that create their baseline budgets and each division provides the supporting detail of the tasks and projects that comprise their budgets.

The program budget is presented with the supporting line item expenditure information included. The organization uses nine programs that match assigned task numbers. The task number, which is formatted as xxxx-xxxx-xx, identifies the division with the first four characters of the task number. The second component of the task number corresponds to the specific project or area within the division; and, the last part of the task number is two digits which correspond to the budget fiscal year. As shown below, all Environmental Programs begin with 100, Public Works 200, etc. Each division is assigned project numbers as follows:

- Environmental Programs 100-xxxx-xx
- Public Works 200-xxxx-xx
- Human Services 300-xxxx-xx
- Regional Community Partners 400-xxxx-xx
- Program Implementation 500-xxxx-xx
- Transportation 600-xxxx-xx
- MAGIC 700-xxxx-xx
- Information Services 800-xxxx-xx
- Administrative Programs 1000-xxxx-xx

The "base budget" is built around the programs required by federal and state law. Previous funding decisions are also used in establishing the "base budget" in order to meet the federal and state requirements on which to build the budget for the coming year. The budget process provides mechanisms to allow inflationary increases and program enhancements to existing programs that meet the requirements. This incremental approach focuses on additions and deletions in meeting the existing program requirements, and guides the discussion of the budget decisions toward the quality of services delivered in meeting the requirements.

Line-item expenditures are budgeted to the extent that expenditure categories are defined as Personnel Costs, Overhead Expenditures, Capital Outlay, Consultants, and Pass Through. These line-item budgeted amounts allow for increased control over the budget through reviewing expenditures from year to year by these line-item categories.

The budget is program-based and performance-based in that all budget information is structured by program with an emphasis on goals and objectives by function. This classification structure provides a functional perspective for the decision-makers. The program budget format is displayed by each division and publishes the outcome measures for more detailed evaluation.

By combining several approaches to budgeting, the MAG budget process creates the flexibility to set goals, decide among alternative projects and objectives, and give direction that creates the means for controlling and accounting for expenditures adequately.

The division narrative and the corresponding financial information in the table boxes starts in the document immediately following the financial summary information. Financial information is presented in table boxes

at the end of each division's narrative section beginning with the 100's, the Environmental division. The three-year comparative information is presented as follows: 1) Expenditures By Activity is actual expenditure data from two years prior, budgeted expenditure data for the prior year, and current budget expenditure data; 2) expenditures By Category presents the same three-year period information on expenditures by category for Direct Labor, Fringe Benefits, Indirect Costs, Project Consultants and Pass-through Agreements; 3) three years comparison data are presented on FTE employees by task. For each task, outcome measures follow-up are reported for the prior year, objectives are set for the current year, and projected outcome measures are set for the current year.

The complete reporting by division includes: program description, mission statement, prior year accomplishments, activity descriptions, prior year outcome measures updates, objectives for the current budget, outcome measures for the current budget, expenditures by task and line item, current and carryover consultants by task and program, and revenue by task and funding source.

The program is the level at which grantors approve and subsequently amend the budget. The program level is the level of budget control. The agency's governing body, the Regional Council, does not approve the budgets at the individual program level; instead, they approve the overall organization-wide budget. A glossary of key terms is included in the back of this document.

Funds Subject to Budget

The annual budget includes all of the revenues that flow directly to the agency to cover planning-related expenses. All of the agency's revenues and expenditures are budgeted in a single operating fun on a cash basis. The differences in the budgeted revenues and expenditures and the annual revenues and expenditures prepared on a GAAP basis is the amounts reported for budgeted carryforward, expenditures for long-and short-term leave accruals, and depreciation and lease expense for capital purchases. On a budgeted basis, the amounts reported in the budget include the balances as of July 1, whereas, on a GAAP basis, amounts are reported accounting for accruals and depreciation expense, and operating lease expenses. The two component units at MAG, MAGIC and Regional Community Partners (RCP), are included in the budget reporting in the single operating fund. The single operating fund is comprised of the following funds: the General Fund which is the primary operating fund for MAG; and, the Special Revenue funds which are comprised of Federal Highway Administration funds, Federal Transit Administration funds plus eight other Special Revenue funding sources including MAGIC and RCP. The operating fund budget includes both the annual operating expenditures and capital outlays.

Each year a budgeted capital outlay listing is prepared and capital outlays are included as part of the proposed budgeted expenditures. The capital outlays for MAG consist almost entirely of computer hardware, computer software, telephone equipment, video equipment, and copier equipment. In addition, costs related to capital equipment for hardware and/or software is capitalized. The proposed capital outlays comprise a very small percentage of funds proposed (typically about 1% of the total budget), thus a separate capital budget is not prepared. MAG has developed a replacement schedule for capital items and each year, a portion of the capital items are budgeted for replacement on a rotating annual basis.

Typically MAG enters into capital lease agreements for financing the acquisition of this equipment. A summary of proposed FY 2009 capital outlays totaling $200,000 is prepared concurrently with the operating

budget and is included in the Appendix of this budget. FY 2008 capital outlay was budgeted at $401,000. The decrease in this budgeted amount of capital outlay between FY 2008 to FY 2009 is due to the prior year purchases in meeting the agency's computer needs. The relationship and impact of capital spending on the operating budget is discussed in greater detail in the Capital Expenditures portion of the Budget and Fiscal Policies and Assumptions.

MAG has leased building and parking facilities and two MAG vehicles under noncancelable operating leases. The building and parking facilities operating lease was renewed through December 2008. MAG is looking into the possibility of building its own building or leasing adequate office and parking space for the future. The MAG Regional Council has worked with the MAG Building Lease Working Group throughout FY 2008 in determining future MAG staff office and parking space needs. The MAG vehicle leases are operating leases that end on June 30, 2009 and June 30, 2010. The operating leases and the impact on the operating budget is discussed in greater detail in the Operating Leases portion of the Budget and Fiscal Policies and Assumptions.

As the designated Metropolitan Planning Organization (MPO) for the Maricopa County region, MAG is required to prepare and submit a Unified Planning Work Program (UPWP) annually according to Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) guidelines for continued funding of the region's transportation system. The UPWP component of this document is not intended to serve as a "traditional" financial budget document. The intent of the UPWP is to present a comprehensive document that includes all of the planning funds assigned to the region. Consequently, MAG is required to disclose planning funds that do not flow through the agency and that are not controlled by the agency's governing board. The planning funds requiring disclosure only in the UPWP can be found on the schedule in the Appendix titled "FY 2009 Total Regional Planning Funds."

Basis of Budgeting and Accounting

The annual budget is prepared on the cash basis of accounting. MAG uses the modified accrual and accrual basis of accounting for all governmental and special revenue funds, respectively, and the accrual basis of accounting for its Pension Trust Funds.

Financial Planning Policies

Balancing the Budget

The intent of the Budget Preparation and Amendment Policy is to ensure that the annual budget reflects the goals and policies of the MAG Regional Council. The approved budget directs the operations of MAG in order to effectively and efficiently manage operations in conformity with the directives from the MAG Regional Council. The divisions of MAG are supported by the approved resources within the limits identified in the budget. The MAG budget cannot exceed the available resources which are defined as revenues generated in the applicable period added to carryforward balances from prior years. Any increase in expenditures, decrease in revenues, or combination of the two will require budget revision, rather than spending unauthorized reserves to support ongoing operations. Encumbered balances at year end will be carried forward and unencumbered surpluses will be available for programming in the next budget.

Revenue Policies and Assumptions

Revenue Diversification

As the designated Metropolitan Planning Organization (MPO) for the Maricopa County region, MAG is required to submit its Unified Planning Work Program annually according to Federal Highway Administration and Federal Transit Administration guidelines for continued funding of the region's transportation system. Because MAG is primarily a grant-funded agency, receiving approximately 80 percent of its annual revenues from federal, state, and local agencies, the collection of these revenues is on a cost-reimbursement basis based upon MAG's performance of agreed-upon tasks as outlined by the grant agreements and presented in the budget. Another resource for funding transportation improvements in the MAG region is a one-half cent transaction privilege tax collected in Maricopa County. This funding comprises approximately 19 percent of MAG's annual revenue. With the passage of Proposition 400 in November 2004, the voters of Maricopa County approved the continuation of this sales tax over the next 20 years. MAG is responsible for overseeing the Regional Transportation Plan and will receive administrative and planning funds for the implementation of the Regional Transportation Plan and funding for administering the Arterial Street Life Cycle Program. Projected funding levels from the sales tax revenue is determined using an inflation index which is currently set at around three percent.

Fees and Charges

MAG determines the extent to which fees and charges should be used to minimize the agency's actual costs for services; fees and charges must be set up in a manner that is within the guidelines of OMB Circular A-87. The amount of the fee or charge should not exceed the overall cost of providing the service to the facility or the infrastructure for which the fee is imposed. In calculating the cost, direct and indirect costs may be included. The primary goals and objectives of this policy are as follows:

1. To minimize the agency's pool of indirect costs that are allocated to all of the agency's tasks.
2. To charge tasks directly for any in-house expense(s) that may be charged in an equitable and cost-effective manner within the guidelines of OMB Circular A-87.
3. To strive continuously to identify additional in-house activities (expenses) that may be charged directly to tasks in a cost-effective manner and within the guidelines of OMB Circular A-87.

Use of One-Time Revenues

One-time revenues will be used only for one-time expenditures. MAG does not use temporary revenues to fund mainstream services.

Use of Unpredictable Revenues

The majority of MAG revenues are from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Unpredictable revenues for MAG only occur when a special project request is made that has revenue attached to the project from an outside source or when an unplanned event is held and registration fees may be charged in order to cover the costs of the event. In either case, revenue is collected in order to cover the costs associated with the project or event.

Expenditure Policies and Assumptions

Debt Management and Capacity

Analysis of the MAG's debt position is important as MAG's responsibilities increasing needs for resources available to pay for debt. MAG's indebtedness consists of capital lease financing for computer equipment and copier equipment. Total capital lease agreements represent a very small portion of the budget and the interest and annual depreciation on each asset is included in the overhead rate that is calculated for the Indirect Cost Plan. This calculated rate helps ensure that MAG will meet all debt obligations. MAG's Dunn and Bradstreet rating is "3A2." The "3A" portion of the rating indicates that MAG has a worth from $1 Million to $10 Million. The "2" on the right of the number indicates an overall "good" credit appraisal indicating that MAG's obligations are retired satisfactorily. MAG strives to ensure that its credit rating will not be impaired.

Reserve/Stabilization Accounts

MAG builds a contingency reserve account set at ten percent of the operating budget into the annual budget. The contingency reserve account is to provide for unanticipated expenditures of a nonrecurring nature and/or to meet unexpected increases in costs. MAG also sets up the anticipated reserves for encumbrances in the budget for unfinished projects at year-end.

The reserves for cash flow is established each fiscal year as needed throughout the year.

Operating/Capital Expenditure Accountability

Budget control is maintained at the overall budget level. Approval of the annual budget document requires a majority vote by the MAG Regional Council. The MAG Executive Director is granted authority to make administrative adjustments. Modifications causing the overall budget to increase or decrease in total require the approval of the Regional Council at a public meeting. Modifications to the budget are documented through budget amendments. Approval of the respective granting agencies is required to amend the budget at the program level. In no case may total expenditures exceed the total approved by the Regional Council.

Revenue Trends and Assumptions

MAG is primarily a grant-funded agency, receiving approximately 80 percent of its annual revenues from federal, state, and local agencies. The majority of the remaining funding is from the Sales Tax which is restricted for implementation of the Arterial Life Cycle program. The grantor will typically issue an award letter to acknowledge the annual grant award. Revenue estimates are determined based on the scope of work the organization is requested to conduct for the grantors and the level of available grant funding. Because MAG is a grant-funded agency, collection of revenues from federal and state government agencies is on a cost reimbursement basis. MAG must first perform the agreed-upon tasks outlined in the grant agreement, incur the expenses, and then request reimbursement from the grantor.

Early in the budget process each revenue account is analyzed and the current fiscal year's budgeted amounts are re-established in order to form a more accurate basis for the next fiscal year's budgeted revenues. The following revenue descriptions, assumptions and trends are provided for MAG's major revenue sources. Generally, revenues used for operations in amounts above $200,000 in the governmental funds are included in this section of the document.

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

Federal Highway Administration (FHWA)

State Planning and Research (SPR), Special Revenue Fund
The State Planning and Research funding is a federal grant award from the Federal Highway Administration (FHWA) to the Arizona Department of Transportation (ADOT) in the form of a two percent set-aside from a variety of other programs. From this award, ADOT at its discretion, may pass-through a portion of the award to any of the state's MPOs in any given year. The agency's management actively participates with ADOT management in the assessment, allocation and use of the state's SPR funding. The agency's management assumes it will continue to maintain its current level of SPR funding for the foreseeable future. The SPR funds may be used to cover the costs of the agency's planning efforts.

Surface Transportation Program (STP), Special Revenue Fund
The Surface Transportation Program funding is a federal grant award allocated to each state by the Federal Highway Administration (FHWA). Annual federal legislation, sub-allocates by formula the STP funds to the MPOs in the State of Arizona. The STP awarded to the agency may be used for construction projects and regional planning efforts. From the agency's total STP award, the agency's governing board, the Regional Council, then allocates the funds to projects in the Transportation Improvement Program (TIP) and the agency's planning efforts in the operating budget. The Regional Council has sole discretion over this additional sub-allocation of the agency's total STP award.

Metropolitan Planning (PL), Special Revenue Fund
The Metropolitan Planning funding is a federal grant award allocated to each state by the Federal Highway Administration (FHWA). Based on federal legislation, ADOT, in consultation with the state's four MPOs, then sub-allocates the PL award to the MPOs. Management assumes that the PL award will reflect increases over the next few years. The PL funds may be used to cover the costs of the agency's planning efforts.

For budgetary purpose these three funding sources (SPR, STP and PL) are combined into one funding source and referred to as Federal Planning Funds (PF) by the agency.

Congestion Mitigation Air Quality (CMAQ), Special Revenue Fund
The Congestion Mitigation Air Quality funding is a federal grant award allocated to each state by the Federal Highway Administration (FHWA). It is important to note that the use of CMAQ funds is restricted to non-attainment and maintenance areas for projects related to carbon monoxide, ozone and PM-10. From the agency's total CMAQ award, the agency's governing board, the Regional Council, then allocates the funds to projects in the Transportation Improvement Program (TIP). The Regional Council has discretion over this allocation of the agency's total CMAQ award, as long as the proposed use of the funds is allowable

under federal regulations. Management assumes that the overall CMAQ award to the agency will remain relatively constant over the next few years. However, the restrictive nature of CMAQ funds limits the use of the funds to projects that are likely to have a direct air quality benefit. Therefore, the use of CMAQ funds to balance the agency's operation budget is constrained by the eligibility of the project as opposed to the availability of funds.

Federal Transit Administration (FTA)

Federal Transit Administration (FTA), Special Revenue Fund

The Federal Transit Administration funding is a federal grant award allocated to each state by the Federal Transit Administration (FTA). MAG's actual award consists of FTA Section 5303, Section 5317 and Section 5339 funds. Based on federal legislation, ADOT sub-allocates the FTA Section 5303 award among the State of Arizona's MPOs. From the agency's total FTA award, the agency's governing board, the Regional Council, allocates the funds for the planning efforts in the operating budget.

United States Department of Health and Human Services (DHHS)

Health and Human Services (SSBG), Special Revenue Fund

The agency annually receives a pass-through Social Services Block Grant (SSBG) from the United States Department of Health and Human Services via the Arizona Department of Economic Security (DES). The $186,000 award remained constant for a number of years and in FY 2006, management requested an increase to the SSBG award in order to cover the expenses associated with administering this award. MAG has budgeted $260,000 for the SSBG award in FY 2009. In addition to the SSBG grant revenue, the agency has been aggressively pursuing a combination of human service grants and private foundation contributions. Management will continue to explore new and increased human service funding options over the coming year.

State Revenue

State Sales Tax, Special Revenue Fund

One of the resources for funding transportation improvements in the MAG Region is a one-half cent transaction privilege tax (sales tax) collected in Maricopa County. The original sales tax expired in December 2005. With the passage of Proposition 400 in November 2004, the voters of Maricopa County approved the continuation of the sales tax over the next 20 years. A portion of this funding is set aside for administration of the Regional Transportation Plan Life Cycle Programs. MAG oversees the Regional Transportation Plan (RTP) and will receive administrative and planning funds for the implementation of the RTP and funding for administering the Arterial Street Life Cycle Program. Projected funding levels from the sales tax revenue is determined using an inflation index which is currently set at about three percent annually.

Program Income

MAG is engaged in providing various services and technical publications to member agencies as well as other individuals and organizations. Program income generated beyond the cost of providing a service or developing a publication is used to defray the costs of the grant-funded activity.

Expenditures

A description of MAG's major expenditures and the related assumptions are outlined below:

Personnel Costs

Personnel costs include the salaries and related benefits for the agency's 75.25 budgeted positions for FY 2009. Personnel costs represent approximately 76 percent of the agency's FY 2008 operating expenditures and about 22 percent of the agency's annual total expenditures, which includes the MAG project consultants and the pass-through agreements.

Over the past few years, the agency has experienced growth in personnel costs. This increase has been driven by the region's dynamic growth and increased service demands on the agency's staff. Two positions have been added to staff in the last two fiscal years. MAG is not requesting any additional positions for FY 2009. The rising costs of employee benefit costs for items such as medical and dental insurance coverage and the state retirement system have added to the growth in personnel costs. These costs are expected to remain relatively stable for FY 2009 and the projected increase in salary costs is 6.93 percent. Personnel benefits are negotiated annually and as stated above, MAG is anticipating relatively stable costs for personnel benefits during FY 2009. The employer match for the Arizona State Retirement System (ASRS) is expected to go from 9.6 percent of salary to 9.1 percent of salary which results in an increase of about 2.5 percent for retirement benefits. Overall, the increase in Personnel costs is 1.61 percent.

Overhead Costs

The overhead costs represent goods or services (such as supplies, postage, office rent, insurance, audit and legal, etc.) that indirectly benefit all of the agency's employees in accomplishing their specific work assignments. For the past few years, the agency's overhead costs have been relatively stable. In FY 2008, the budget for overhead expenses reflected anticipated additional legal and project management professional services assistance for the proposed office building. In FY 2009, it is anticipated that the overhead costs will experience an overall decrease of about 9 percent mostly due to anticipated reductions in legal and professional services and a decrease in capital outlays needed for the fiscal year for replacement of computer equipment. Replacement equipment and upgrades in software have resulted in increased costs for maintenance and repairs. MAG contracts for Commercial Liability and Director's and Officer's insurance annually and we are anticipating this cost to remain relatively constant for FY 2009. MAG contracts for its financial audit every five years. MAG put in place a new five-year audit contract beginning July 1, 2007. The financial audit services and legal services for FY 2009 expenditures are expected to decrease by approximately 49.59 percent. This large decrease is the result of renewing the audit contract and the

reduction of costs associated with the legal matters for the building project.

MAG Project Consultants

The agency contracts with project consultants to support and supplement the efforts of its employees in completing the tasks outlined in the agency's annual Work Program. Project consultants are primarily used in situations where agency's staff lack the technical expertise to efficiently and effectively perform the task, the staff's work load does not allow for the timely completion of the task, or an emergency situation arises. Additionally, the agency's ability to contract with project consultants is contingent upon the amount of available unencumbered funds. Therefore, the annual budget for project consultants is subject to significant variance from year to year.

In FY 2008 a number of consultant projects were started. For FY 2009, new consultant projects have been added to the budget. Many of the new projects for FY 2009 are included in order to assist with transportation, air quality and socioeconomic modeling. As noted above, the addition of new consultants, or the continuation of existing consultants in future budgets, is contingent upon the Work Program task priorities, staff expertise and the availability of funding. For FY 2009, the number of carryforward and consultant projects budgeted decreased by about 35 percent.

MAG Associates

During FY 2001, the agency initiated the MAG Associate concept. Under this concept, MAG contracts with specialized individuals to perform various tasks that assist in our on going staffing efforts. In FY 2008, we anticipate associates assisting in the areas of Title VI, Air Quality, and Transportation. These individuals serve as independent contractors and do not require office space or office equipment. The MAG Associate concept allows MAG to extend its reach into the community for various projects on an as-needed basis.

Pass-through Agreements

The agency contracts with other governmental or quasi-governmental agencies in the Phoenix area to perform regional programs such a Rideshare and Trip Reduction.

Prior to FY 2000, the agency's pass-through agreements were excluded from the agency's budget. However, starting in FY 2000, management included the pass-through funding related to the pass-through agreements in the annual budget. Management's intent was to provide readers of the budget with a more comprehensive overview of MAG's financial and regional planning responsibilities.

Indirect Costs

Agency-wide central support services costs are recorded in the general fund as indirect costs in agency's accounting system and recovered from the special revenue funds based upon a predetermined indirect cost rate. The U.S. Office of Management and Budget, in Circular No. A-87, Cost Principles for State, Local and Indian Tribal Governments (OMB Circular A-87), Attachment A, section F.1. defines indirect costs as those: "(a) incurred for a common or joint purpose benefitting more than one cost objective, and (b) not

readily assignable to the cost objectives specifically benefitted, without effort disproportionate to the results achieved."

The agency, as a Council of Governments (COG), is considered a local government under the definitions of Circular A-87, Attachment A, Section B. 16. This section of the circular defines a local government as "a county, municipality, city, township, local public authority, school district, intrastate district, council of governments (whether or not incorporated as a non-profit corporation under State law), any other regional or interstate government entity, or any agency or instrumentality of a local government."

Per Attachment C, section D. 3. of the circular, the agency is required to maintain an indirect cost plan and the related supporting documentation. The agency is not required to submit their plan to a federal cognizant agency. However, as a sub-recipient of Federal Highway funding through the Arizona Department of Transportation (ADOT), the agency does submit its cost allocation rate annually to ADOT for review. The FY 2008 plan established a total fixed indirect cost rate of 48.78 percent and a fringe benefit rate of 71.86 percent. This rate was used for all FY 2008 grant billings. The rates going forward are established based on audited financial statements from two years prior. Because overhead expenditures were lower than budgeted costs in the initial overhead rate calculations, the proposed indirect cost rate for use in FY 2009 has been adjusted to reflect the actual expenditures in prior years and is 53.72 percent with a fringe benefit rate of 64.11 percent.

The indirect cost rates are applied to the direct labor dollars, made up of salaries, wages, overtime and fringe benefits charged to affected tasks in the general and special revenue funds. Indirect costs, which support all tasks, are allocated to the various tasks based on the total fixed indirect rate applied to the task's direct labor and fringe benefit charges.

Encumbered and Unencumbered Expenditures

MAG encumbers all funds related to consultant/associate contracts at the time a contract is awarded. The funds remain encumbered until the contract is either completed or terminated. Upon completion or termination of a consultant contract, any unused funds are unencumbered and become available to cover future expenses, including other consultants. Non-consultant contract expenditures are not encumbered throughout the year or at year end.

Under federal guidelines, any remaining encumbered or unencumbered funds are limited to a carryforward of three fiscal years subsequent to the year in which the grant is awarded. Any unused grant award amount remaining at the end of three federal fiscal years after the grant was awarded expire and revert back to the granting agency.

Fund Balance

As a non-profit, grant-funded agency, MAG's fund balance is not considered by management to be a significant indicator of financial performance. The intent of the agency is to promptly request reimbursement for eligible grant expenses incurred. This practice typically results in a net sum gain of zero and therefore has a minimal impact on the agency's fund balance.

Unallocated Budget Contingency

Program 1000 of the budget includes an unallocated contingency, typically set at 10 to 15 percent of the total operating budget. This contingency is intended to cover any unexpected expenditures that may arise. Use of contingency funds requires approval by the Executive Director. After being approved by the Executive Director, the funds are then allocated to the appropriate program area.

Asset Inventory, Capital Assets, Capital Leases and Capital Expenditures

MAG's asset inventory policy is designed to promote timely and accurate recording of changes in MAG's fixed assets inventory and related accounts such as the cash accounts and accounts payable. It is also to safeguard MAG's fixed assets inventory from theft, damage and unauthorized use. To comply with Federal guidelines and Governmental Accounting Standards Board guidelines, a fixed asset physical inventory is performed at least every two years.

Fixed Asset categories include furniture and fixtures, computer software, machinery and equipment, leasehold improvements, and videoconference equipment. MAG capitalizes fixed asset expenditures that have an individual unit cost of $5,000 or more and an expected useful life of at least two (2) years.

MAG has entered into lease agreements as lessee for financing the acquisition of computer equipment, copy machines and telephone equipment. The assets and liabilities for these agreements by MAG are recorded in the general fixed asset account group and the general long-term obligations account group, respectively. The schedule of lease commitments is included in the Appendix of this budget.

MAG replaces fixed assets as needed. The need for new assets, particularly computer equipment, can be directed by technology, staffing, and procedures. In FY 2005, almost all modeling staff started running transportation, environmental and GIS models using multiple computers. Changing this procedure required additional computers for the modeling staff. Ordering replacement fixed assets is set up on a rotating schedule with fixed asset replacement of computers targeted at approximately $100,000 per year. For FY 2009, total budgeted capital outlay is $200,000. This year MAG is adding additional backup up computer software and hardware and workstations. This accounts for about 50% of the additional budgeted fixed assets for FY 2009. The remaining increase in budgeted fixed assets is for equipment and software that allow for efficiencies in shared infrastructure computing needs.

MAG gross fixed assets total $3,0005,404 and include furniture and fixtures, computer software, machinery and equipment, leasehold improvements, and videoconference equipment. The net value of fixed assets, after depreciation, is $338,380. Of this amount, about $96,000 is remaining to be paid through current capital lease agreements. The majority of the current capital leases are for computer equipment.

For FY 2009, the capital expenditures are budgeted on computer backup equipment and software in order to accommodate the increasing computer database storage and shared infrastructure efficiency requirements at MAG. This increase in efficiency will allow current and additional new staff to run the increasingly complex modeling assignments capturing additional data. Capital expenditures have very little impact on the budget as they are less than 1% of the total budgeted costs. Capital purchases for FY 20089are

comprised mainly of computer equipment and computer software.. A listing of budgeted capital assets for FY 2009 is located in the Appendix of this budget.

Operating Leases

MAG leases building and parking facilities and two MAG vehicle under noncancelable leases. The MAG building lease, which was renewed beginning in June 2006 will end December 31, 2008. MAG is looking into the possibility of building its own building for the future or leasing adequate office and parking space for the future. The MAG Regional Council is working with the MAG Building Lease Working Group on making a decision on MAG staff office and parking space. The MAG vehicle leases are both operating leases that end on June 30, 2009 and June 30, 2010.

Operating leases for storage, office and parking for FY 2009 are estimated at $602,326. The MAG Vehicle operating leases for FY 2009 are estimated to be $8,500. These operating leases are included in the MAG budget for FY 2009. These costs are reimbursable through the indirect cost plan that is filed with the cognizant agency for Federal Highway Administration, the Arizona Department of Transportation.

Issuance of Debt

MAG is a Council of Governments (COG) incorporated as a non-profit corporation under Section 501(c)(4) of the Internal Revenue Code. The agency has no taxing powers and is not legally authorized to issue general obligation or revenue bonds. MAG's only outstanding long-term debt relates to financing leases with commercial lending institutions for vehicles, computer software and equipment.

Maricopa Association of Governments
FY 2009 Grant Awards, Revenues and Restricted Reserves
For the Fiscal Years Ended June 30, 2007, 2008 and 2009

	Actual FY 2007	Amended FY 2008 Budget	Proposed FY 2009 Budget	$ Change from 08 to 09	Percentage from 08 to 09
Revenues					
Federal	$ 11,094,061	$ 13,107,645	$ 23,902,991	$10,195,346	77.78%
State	4,174,165	4,206,630	4,331,791	125,161	2.98%
Local	557,207	606,550	606,550	-	0.00%
Other	1,282,655	2,552,503	3,016,746	464,243	18.19%
Less: Restricted Reserves	-	(1,042,217)	(12,825,689)	(11,783,472)	1130.62%
Total Revenues	**$ 17,108,088**	**$ 19,431,111**	**$ 19,032,389**	**$ (998,722)**	**(5.14%)**
Expenditures					
Personnel Costs	5,857,993	7,179,171	7,294,960	115,789	1.61%
Overhead Costs	1,822,350	2,421,451	2,193,548	(227,903)	(9.41%)
MAG Project Consultants	3,549,808	4,645,000	3,753,000	(892,000)	(19.20%)
Pass-through Agreements	5,501,101	3,838,885	4,153,605	314,720	8.20%
Capital Outlays	170,197	401,000	214,000	(187,000)	(46.63%)
Contingency	-	945,604	1,423,276	477,672	50.52%
Total Expenditures	**$ 16,901,449**	**$ 19,431,111**	**$ 19,032,389**	**$ (398,722)**	**(2.05%)**
Other financing sources (uses):					
Capital Leases	238,410				-
Excess of Revenues over Expenditures	206,639	-	-	-	
Beginning Fund Balance	3,753,096	4,198,145	4,198,145	4,198,145	
Projected Ending Fund Balance	**$ 4,198,145**	**$ 4,198,145**	**$ 4,198,145**	**$ 4,198,145**	

Maricopa Association of Governments
FY 2009 Grant Awards, Revenues and Restricted Reserves
For the Fiscal Years Ended June 30, 2007, 2008 and 2009

Revenues		Actual FY 2007 Revenues	Amended FY 2008 Budget	Proposed FY 2009 Budget	$ Change from 08 to 09	Percentage from 08 to 09
Federal:						
FHWA	SPR	$ 655,000	$ 375,000	$ 750,000	$ 375,000	
FHWA	STP	-	3,000,000	3,600,000	-	
FHWA	PL	620,023	3,682,906	4,057,906	375,000	
FHWA	CF Planning Funds	4,911,562	273,036	8,078,110	7,805,074	
Subtotal FHWA Planning Funds		6,186,585	7,330,942	16,486,016	8,555,074	116.70%
FHWA	CMAQ	947,910	3,289,000	3,533,908	244,908	
FHWA	CF CMAQ	2,574,339	881,261	713,318	(167,943)	
FTA	FTA		919,605	1,295,981	376,376	
FTA	CF FTA	1,057,491	378,730	1,565,743	1,187,013	
FAA	CF FAA	8,384	-	-	-	
HHS-ADES	SSBG	270,000	260,000	260,000	-	
EPA-ADEQ	Water Quality Mgmt Planning	5,527	4,282	4,200	(82.00)	
HHS-Governor's Office	Domestic Violence	43,825	43,825	43,825	-	
Total Federal and CF Unencumbered		11,094,061	13,107,645	23,902,991	10,195,346	77.78%
State:						
ADOH	Homeless	35,000	47,000	39,053	(7,947)	
Planning RARF	Shared Allocation RARF	4,139,165	4,159,630	4,292,738	133,108	
Total State		4,174,165	4,206,630	4,331,791	125,161	2.98%
Local:						
MAG Dues		165,729	202,861	202,861	-	
MAG Assessments		391,478	403,689	403,689	-	
Total Local		557,207	606,550	606,550	-	0.00%
Other Revenue:						
MAGIC CAP		78,264	263,789	57,266	(206,523)	
Shared Project Revenue-MAGIC		8,840	71,514	136,775	65,261	
Other MAGIC Income		1,495	4,480	6,472	1,992	
RCP Income		3,415	1,585	10,000	8,415	
Community Emergency Notification System		476,876	370,284	-	(370,284)	
City of Phoenix Transit		-	400,000	400,000	-	
Local Revenue	Joint Member/Regional Project Funding	513,464	1,196,224	2,249,161	1,052,937	
Private Contributions MAG (Corporations, Foundations, etc.)		20,078	77,635	-	(77,635)	
Publication Sales		79,713	48,000	35,700	(12,300)	
Interest, Other Misc Income		100,510	118,992	121,372	2,380	
Total Other Revenue		1,282,655	2,552,503	3,016,746	464,243	18.19%
Less: Restricted Reserves			(1,042,217)	(12,825,689)	(11,783,472)	1130.62%
Total Revenues		**$ 17,108,088**	**$ 19,431,111**	**$ 19,032,389**	**$ (998,722)**	**(5.14%)**
CF Encumbered Consultants			9,763,487	8,281,760	(1,481,727)	
CF Encumbered - Pass-through Agreements			6,644,898	5,610,896	(1,034,002)	
Total Revenues and Carryforward Revenue			**$ 35,839,496**	**$ 32,925,045**	**$ (3,514,451)**	

Maricopa Association of Governments
FY 2009 Grant Awards, Revenues and Restricted Reserves
For the Fiscal Years Ended June 30, 2007, 2008 and 2009

Expenditures	Actual FY 2007 Expenditures	Amended FY 2008 Budget	Proposed FY 2009 Budget	$ Change from 08 to 09	Percentage from 08 to 09
Personnel Costs:					
Salaries	$ 4,672,289	$ 5,419,412	$ 5,795,125	$ 375,713	6.93%
Benefits	1,185,704	1,759,759	1,499,835	$ (259,924)	(14.77%)
Total Personnel Costs	5,857,993	7,179,171	7,294,960	115,789	1.61%
Overhead Costs:					
Printing (outside)	44,294	39,057	40,470	1,413	3.62%
Printing (in-house)	165,721	170,886	166,660	(4,226)	(2.47%)
Telephones and Pagers	14,769	14,200	15,890	1,690	11.90%
Supplies	52,066	68,842	57,025	(11,817)	(17.17%)
Postage, Express Mail & Courier Service	46,424	68,140	69,821	1,681	2.47%
Advertising	49,627	35,850	52,400	16,550	46.16%
Public Meetings and Committee Support	59,808	64,500	64,660	160	0.25%
Subscriptions & Reference Materials	11,651	17,970	16,070	(1,900)	(10.57%)
Membership Dues	20,843	29,810	26,830	(2,980)	(10.00%)
Professional Services	91,688	195,328	47,552	(147,776)	(75.66%)
Professional Development Seminars and Workshops	26,023	27,154	32,110	4,956	18.25%
Staff Tuition Reimbursement	22,976	23,000	27,311	4,311	18.74%
Travel	33,705	32,200	34,500	2,300	7.14%
Mileage/Parking	15,827	14,310	17,425	3,115	21.77%
Non-Capital Equipment & Software	99,708	223,700	214,420	(9,280)	(4.15%)
Maintenance & Repairs	145,502	307,200	313,388	6,188	2.01%
Rent Expenditures	599,576	600,504	602,326	1,822	0.30%
Lease Agreements	86,606	238,800	246,830	8,030	3.36%
Insurance	34,349	38,000	41,000	3,000	7.89%
Audit and Legal	201,187	212,000	106,860	(105,140)	(49.59%)
Total Overhead Costs	1,822,350	2,421,451	2,193,548	(227,903)	(9.41%)
Total Operating Expenses	**7,680,343**	**9,600,622**	**9,488,508**	**(112,114)**	(1.17%)
MAG Project Consultants and Associates	3,549,808	4,645,000	3,753,000	(892,000)	(19.20%)
Pass-through Agreements	5,501,101	3,838,885	4,153,605	314,720	8.20%
Capital Outlays	170,197	401,000	214,000	(187,000)	(46.63%)
Depreciation	208,561				
				-	100.00%
				-	
Unallocated Contingency	-	945,604	1,423,276	477,672	50.52%
Total Expenditures	**17,110,010**	**19,431,111**	**19,032,389**	**(398,722)**	**(2.05%)**
Carryforward Encumbrances:					
MAG Project Consultants/Associates		9,763,487	8,281,760	(1,481,727)	(15.18%)
Pass-through Agreements		6,644,898	5,610,896	(1,034,002)	(15.56%)
Total Expenditures and Carryforward Encumbrances	**$ 17,110,010**	**$ 35,839,496**	**$ 32,925,045**	**$ (2,914,451)**	(8.13%)

Maricopa Association of Governments
FY 2009 Grant Awards, Revenues and Restricted Reserves

Revenues			FY 2009 Award/ Assessment	Available for FY 2009 Revenue	Restricted Reserves: Future Programs	Restricted Reserves: Ineligible Grant Expenses	Restricted Reserves: Total Restricted Reserves
Federal:							
	FHWA	SPR	$ 750,000	$ 750,000	$ -	$ -	$ -
	FHWA	STP	$ 3,600,000	$ -	3,600,000		3,600,000
	FHWA	PL	$ 4,057,906	$ 1,612,906	2,445,000	-	2,445,000
	FHWA	CF Planning Funds	$ 8,078,110	$ 6,537,604	1,540,506		1,540,506
	Subtotal FHWA Planning Funds		$ 16,486,016	$ 8,900,510	7,585,506	-	7,585,506
	FHWA	CMAQ	$ 3,533,908	$ 3,533,908	-	-	-
	FHWA	CF CMAQ	$ 713,318	$ 713,318	-		-
	FTA	FTA	$ 1,295,981	$ 1,295,981			-
	FTA	CF FTA	$ 1,565,743	$ 87,290	1,478,453	-	1,478,453
	HHS-ADES	SSBG	$ 260,000	$ 260,000	-		-
	EPA-ADEQ	Water Quality Mgmt Planning	$ 4,200	$ 4,200	-		-
	HHS-Goven	Domestic Violence	$ 43,825	$ 43,825	-		-
	Subtotal Other Federal Planning Func		$ 7,416,975	$ 5,938,522	1,478,453	-	1,478,453
	Total Federal		$ 23,902,991	$ 14,839,032	9,063,959	-	9,063,959
State:							
	ADOH	Homeless	$ 39,053	$ 39,053	-	-	-
	Planning RA	Shared Allocation RARF	$ 4,292,738	$ 902,221	3,390,517	-	3,390,517
	Total State		$ 4,331,791	$ 941,274	3,390,517	-	3,390,517
Local:							
		MAG Dues	$ 202,861	$ 82,861	-	120,000	120,000
		MAG Assessments	$ 403,689	$ 403,689	-	-	-
	Total Local		$ 606,550	$ 486,550	-	120,000	120,000
Other Revenue:							
		MAGIC CAP	$ 57,266	$ -	-	57,266	57,266
		Shared Project Revenue-MAGIC	$ 136,775	$ -	-	136,775	136,775
		Other MAGIC Income	$ 6,472	$ -	-	6,472	6,472
		RCP Income	$ 10,000	$ -	-	10,000	10,000
		City of Phoenix Transit	$ 400,000	$ 400,000	-		-
		Local Revenue	$ 2,249,161	$ 2,249,161	-		-
		Publication Sales	$ 35,700	$ -	-	35,700	35,700
		Interest, Other Misc Income	$ 121,372	$ 116,372	-	5,000	5,000
	Total Other Revenue		$ 3,016,746	$ 2,765,533	$ -	$ 251,213	$ 251,213
Capital Outlays to be Depreciated			(214,000)				
Unallocated Contingency			(1,423,276)				
FY 2009 Totals			**$ 30,220,802**	**$ 19,032,389**	**$ 12,454,476**	**$ 371,213**	**$12,825,689**

Environmental Programs

100: Environmental Programs

Solid Waste Planning 100-1
Water Quality Planning 100-4
Air Quality Planning 100-7
Air Quality Modeling 100-15
Air Quality Public Involvement 100-19

Solid Waste Planning

Program Description

The Maricopa Association of Governments is the designated Regional Solid Waste Management Planning Agency for the Maricopa County area. This designation was made by Governor Bruce Babbitt on January 10, 1979, pursuant to Sections 4006 (b) of the Resource Conservation and Recovery Act. In accordance with this role, the Maricopa Association of Governments prepared a major Revision of the Regional Solid Waste Management Plan, which was approved by the MAG Regional Council in 2005.

The MAG Regional Solid Waste Management Plan is designed to provide for systems-level regional solid waste management planning and to prevent adverse public health and environmental effects resulting from improper solid waste collection, processing, or disposal. The plan includes 11 landfills, 21 transfer stations and combined materials recovery/transfer facilities, and seven material recovery facilities in the MAG region. The public and private facilities in the plan are described by jurisdiction.

Mission Statement

The mission of the MAG Regional Solid Waste Management Planning Program is to plan for meeting emerging solid waste needs through the development of regional solutions for waste reduction, recycling, and landfilling within the region without negative environmental impacts, especially in the areas of air and water quality.

2007-2008 Accomplishments

- Updated and maintained a Regional Recycling Information Exchange Web site, which includes a home page and four main sections: Events and Forums; MAG Solid Waste Program; Regional Statistics on Solid Waste and Material Recovery Facilities; and Related Web Sites (links). The Exchange is designed to help communities better manage solid waste systems and improve recycling programs.

- Provided technical information and staff support to the MAG Solid Waste Advisory Committee, which is composed of representatives from public interest groups, public officials, economic interests, and the private citizenry, as appropriate.

- Participated in meetings held by the state primarily to review and discuss the Integrated Solid Waste Regulatory Framework Rulemaking proposed by the Arizona Department of Environmental Quality.

- Maintained the MAG Regional Solid Waste Management Plan to serve as a planning guidance tool for systems-level regional solid waste management planning.

Regional Solid Waste Planning 100-0110

Plan for meeting emerging solid waste needs through the development of regional solutions for waste

reduction, recycling, and landfilling. The solid waste management planning effort includes maintenance of a viable Regional Solid Waste Management Plan, updating the Regional Recycling Exchange Web site, and undertaking special solid waste projects as deemed appropriate by the MAG member agencies.

Follow-up on FY 2008 Outcome Measures

- **Measure:** Maintenance of the MAG Regional Solid Waste Management Plan, which includes new and innovative landfill technological information, an updated inventory of current and planned solid waste management facilities, description of the waste stream for the MAG region, evaluation of waste problems by type and volume, and identification of future regional solid waste management needs. The Solid Waste Plan is a planning guidance tool for facility implementation.
  Result: *The MAG Regional Solid Waste Management Plan was maintained during this time period. The plan includes 11 landfills, 21 transfer stations and combined materials recovery/transfer facilities, and seven material recovery facilities in the MAG Region. No new facilities were added to the plan.*

- **Measure:** Update and enhance the Regional Recycling Information Exchange Web site, which will continue to include the "publications" link to provide access to new pertinent solid waste management studies and publications. The updated Web site will also include new regional statistics on recycling programs and Material Recovery Facilities to assist MAG member agencies in establishing local recycling programs.
  Result: *The Regional Recycling Information Exchange Web site was updated to reflect the location of Material Recovery Facilities in Maricopa County.*

FY 2009 Objectives

- Respond to information requests and provide technical assistance to MAG member agencies on solid waste issues.

- Provide for systems level regional solid waste management planning and guide facility implementation by maintaining the MAG Regional Solid Waste Management Plan.

- Provide technical information and staff support to the MAG Solid Waste Advisory Committee as appropriate.

FY 2009 Outcome Measures

- Maintenance of the MAG Regional Solid Waste Management Plan, which includes new and innovative landfill technological information, an updated inventory of current and planned solid waste management facilities, description of the waste stream for the MAG region, evaluation of waste problems by type and volume, and identification of future regional solid waste management needs. The Solid Waste Plan is a planning guidance tool for facility implementation.

- Update and enhance the Regional Recycling Information Exchange Web site, which will continue to include the "publications" link to provide access to new pertinent solid waste management studies and publications. The updated Web site will also include new regional statistics on recycling programs and Material Recovery Facilities to assist MAG member agencies in establishing local recycling programs.

Did You Know: Every ton of mixed paper recycled can save the energy equivalent of 185 gallons of gas.

Water Quality Planning

Program Description

The Maricopa Association of Governments is the designated Regional Water Quality Management Planning Agency for the Maricopa County area. This designation was made by Governor Jack Williams in 1975 in accordance with Section 208 of the Clean Water Act. The initial MAG 208 Water Quality Management Plan was prepared in 1979 with revisions in 1982, 1993, and 2002. The plan serves as the key guiding document for the Regional Water Quality Management Planning Program.

The two major elements in the MAG 208 Water Quality Management Plan are the Point Source and Nonpoint Source sections. The Point Source section describes the desired wastewater treatment configuration for Maricopa County. The Nonpoint Source element primarily includes a description of regional groundwater quality and the federal and state program activities designed to control nonpoint source pollution. In addition to maintenance of the Plan, the Water Quality Planning Program also includes compiling available regional water quality data and providing technical assistance to the MAG member agencies.

Mission Statement

The mission of the MAG Water Quality Management Planning Program is to plan for meeting the wastewater treatment needs and water quality management needs in a rapidly growing region without negative environmental impacts, especially in the areas of surface and groundwater quality.

2007-2008 Accomplishments

- Provided technical assistance to the MAG member agencies in preparing MAG 208 Water Quality Management Plan amendments, and in evaluating small wastewater treatment systems for potential inclusion in the 208 Plan. Three amendments were approved by the MAG Regional Council for the Hassayampa Utility Company Southwest Service Area, Hassayampa Utility Company Northeast Service Area, and Comprehensive 208 Amendment for the Town of Buckeye. The MAG Regional Council also approved the Scorpion Bay Wastewater Treatment Plant through the Small Plant Review and Approval Process of the MAG 208 Plan.

- Participated in the State Water Quality Management Working Group to provide input with the other councils of governments in Arizona on pertinent state water quality programs and to foster a cooperative relationship with the Arizona Department of Environmental Quality and Environmental Protection Agency on water quality matters.

- Updated the Internet-based publications collection for the MAG 208 Water Quality Management Planning Program.

Regional Water Quality Planning 100-0210

Facilitate the implementation of the MAG 208 Water Quality Management Plan and update the various plan elements as appropriate. The regional water quality planning activities include maintaining a viable MAG 208 Water Quality Management Plan, reviewing proposed small plants to ensure that negative environmental impacts are mitigated, providing input on state water quality programs, and undertaking special projects as appropriate.

Follow-up on FY 2008 Outcome Measures

- **Measure:** An update of the Internet-based publications collection for the MAG 208 Water Quality Management Planning Program to provide local communities better access to water quality information. The collection will include pertinent water quality documents for the MAG region.
  Result: *The Internet-based publications collection was updated to include the three new 208 Plan amendments and one small wastewater treatment plant approved by the MAG Regional Council.*

- **Measure:** Addition of wastewater treatment facilities to the MAG 208 Water Quality Management Plan through a formal 208 analysis or through the Small Plant Review and Approval Process of the MAG 208 Plan. It is important that these facilities meet the requirements of the MAG 208 Plan, Arizona Department of Environmental Quality, and Environmental Protection Agency to ensure the proper management and treatment of wastewater to protect public health and to mitigate negative impacts on the environment. In addition, the jurisdictions will need to provide adequate capacity to meet the wastewater treatment demands in their communities.
  Result: *Three amendments were approved by the MAG Regional Council for the Hassayampa Utility Company Southwest Service Area, Hassayampa Utility Company Northeast Service Area, and Comprehensive 208 Amendment for the Town of Buckeye. The MAG Regional Council also approved the Scorpion Bay Wastewater Treatment Plant through the Small Plant Review and Approval Process of the MAG 208 Plan.*

FY 2009 Objectives

- Provide technical assistance to MAG member agencies on water quality issues.

- Preserve and protect local government authority in 208 Water Quality Management Planning by closely monitoring the implementation of the Arizona Department of Environmental Quality Water Quality Management Planning Rules and Aquifer Protection Permit Rules, and Arizona Pollutant Discharge Elimination Systems Permit Rules.

- Identify and evaluate water quality problems in the region, and develop alternatives for resolution of problems as requested by the MAG member agencies.

- Comply with federal and state requirements for Water Quality Planning by developing appropriate regional approaches.

- Facilitate the regional water quality planning efforts with the Arizona Department of Environmental Quality and the U.S. Environmental Protection Agency through participation in the State Water Quality Management Working Group.

FY 2009 Outcome Measures

- An update of the Internet-based publications collection for the MAG 208 Water Quality Management Planning Program to provide local communities better access to water quality information. The collection will include pertinent water quality documents for the MAG region.

- Addition of wastewater treatment facilities to the MAG 208 Water Quality Management Plan through a formal 208 analysis or through the Small Plant Review and Approval Process of the MAG 208 Plan. It is important that these facilities meet the requirements of the MAG 208 Plan, Arizona Department of Environmental Quality, and Environmental Protection Agency to ensure the proper management and treatment of wastewater to protect public health and to mitigate negative impacts on the environment. In addition, the jurisdictions will need to provide adequate capacity to meet the wastewater treatment demands in their communities.

Did You Know: Pool covers can reduce water used for a pool by nearly 30 percent.

Air Quality Planning

Program Description

The Maricopa Association of Governments (MAG) was designated as the Regional Air Quality Planning Agency for the Maricopa County area by Governor Wesley Bolin in 1978. MAG is responsible for developing air quality plan revisions in accordance with the 1990 Clean Air Act Amendments. These plan revisions are prepared with input from the Arizona Department of Environmental Quality, Arizona Department of Transportation, Maricopa County, and MAG. In addition, MAG conducts conformity analyses on the Transportation Improvement Program and the MAG Regional Transportation Plan.

In addition to the preparation of specific air quality plans, MAG pursues a number of other continuing activities in air quality. These activities include tracking the air quality inventory data, analyzing air quality control strategies to reduce emissions, reviewing the implementation status of ongoing measures, and reviewing legislation, regulations, and technical guidelines. Collectively, these efforts promote a dynamic, effective regional air quality program designed to protect public health.

Mission Statement

The mission of the MAG Air Quality Planning Program is to prepare air quality plan revisions which meet the requirements of the 1990 Clean Air Act Amendments and attain the federal air quality standards in an expeditious manner. It also includes conducting an analysis of transportation plans, programs, and projects to ensure conformance with the regional air quality plans.

2007-2008 Accomplishments

- Completed the Conformity Analysis for the FY 2009-2013 MAG Transportation Improvement Program and Regional Transportation Plan Update.
- Conducted consultation on conformity assessments, processes, and regionally significant projects.
- Developed recommendations and processed FY 2008 Congestion Mitigation Air Quality Funding for a Recommended Prioritized List of Proposed PM-10 Certified Street Sweeper Projects.
- Developed recommendations for additional FY 2007 and 2010 Congestion Mitigation Air Quality Funding for Paving Unpaved Road Projects.
- Obtained eleven years of clean air quality data for carbon monoxide. The region is a maintenance area for the carbon monoxide standard.
- Obtained three consecutive three year periods of clean data with no violations at the monitors for the eight-hour ozone standard.
- Completed the MAG 2007 Eight-Hour Ozone Plan and submitted it to the Environmental Protection Agency by June 15, 2007.

- Completed the MAG 2007 Five Percent Plan for PM-10 and submitted it to the Environmental Protection Agency by December 31, 2007.

- Continued advance planning efforts to address the issues associated with the air quality lawsuit on the Revised MAG 1999 Serious Area Particulate Plan for PM-10. On June 8, 2007, EPA published a proposed rulemaking notice again reassessing the Best Available Control Measure and the Most Stringent Measure demonstrations and proposing approval of these demonstrations in light of its recent finding that the Maricopa County area failed to attain the standard by December 31, 2006.

- Monitored the efforts of the Environmental Protection Agency to resolve the issues with the Phase 1 Eight-Hour Ozone Implementation Guidance following vacature by the U.S. Court of Appeals for the D.C. Circuit.

Air Quality Planning and Monitoring 100-0310

Conduct a variety of air quality planning activities designed to facilitate an effective assessment of air quality issues and development of information for decision making.

Follow-up on FY 2008 Outcome Measures

- **Measure:** Continue the evaluation of a policy to prohibit the creation of new unpaved roads including, if necessary, corresponding legislation. This policy could be beneficial in reducing particulate matter in the MAG region and was evaluated during the process to prepare the Five Percent Plan for PM-10 due by December 31, 2007.
  Result: *The evaluation of a policy to prohibit the creation of new unpaved roads to reduce particulate matter continued during the process to prepare the MAG 2007 Five Percent Plan for PM-10. A measure to prohibit new dirt roads, including those associated with lot splits, was included in the Suggested List of Measures to Reduce PM-10 Particulate Pollution approved by the MAG Regional Council on May 23, 2007. During the 2007 session, the Arizona Legislature considered this measure for inclusion in SB 1552. However, it was not included in the bill due to lack of consensus among stakeholders.*

- **Measure:** Development of a Tentative MAG Air Quality Project Schedule for major projects that indicates key decision points and deadlines, to assist the MAG Air Quality Technical Advisory Committee in tracking the progress necessary to meet federal requirements.
- **Result:** *A Tentative MAG Air Quality Project Schedule for major projects was prepared and presented to the MAG Air Quality Technical Advisory Committee.*

FY 2009 Objectives

- Respond to air quality information requests from MAG member agencies, the Arizona State Legislature, and other interested parties and organizations.

- Ensure compliance with the Clean Air Act by monitoring state, regional, and national air quality technical, regulatory, and planning issues.

- Review new implementation guidance for revised ozone and particulate matter standards developed by the Environmental Protection Agency.

- Review the Environmental Protection Agency rulemaking to require mandatory reporting of greenhouse gas emissions above appropriate thresholds in all sectors of the economy.

- Prepare program documentation for the MAG air quality plans, measure implementation status, and air quality improvement progress.

- Provide accurate and timely information for decision making purposes by giving staff support to the MAG Air Quality Technical Advisory Committee, MAG Management Committee, and MAG Regional Council.

- Develop policy and technical analyses for interagency review of air quality plan preparation issues with the Arizona Department of Environmental Quality, the Maricopa County Air Quality Department, and the Arizona Department of Transportation. The interagency review is designed to promote thorough and accurate information along with latest state-of-the-art approaches for air quality improvement.

- Provide assistance to MAG member agencies in drafting and implementing commitments for air quality control measures.

- Continue advance planning efforts to address the issues identified in the air quality lawsuit on the Revised MAG 1999 Serious Area Particulate Plan for PM-10 filed by the Arizona Center for Law in the Public Interest, which have not yet been resolved.

FY 2009 Outcome Measures

- Continue the evaluation of a policy to prohibit the creation of new unpaved roads including, if necessary, corresponding legislation. This policy could be beneficial in reducing particulate matter in the MAG region and was evaluated during the process to prepare the MAG 2007 Five Percent Plan for PM-10 which was submitted to the Environmental Protection Agency by December 31, 2007.

- Development of a Tentative MAG Air Quality Project Schedule for major projects that indicates key decision points and deadlines, to assist the MAG Air Quality Technical Advisory Committee in tracking the progress necessary to meet federal requirements.

Carbon Monoxide Planning 100-0320

Prepare revisions to the MAG Carbon Monoxide Plan as required by the 1990 Clean Air Act Amendments. The overall air quality planning process includes evaluating emission inventories, identifying potential control measures, obtaining and documenting control measure commitments, evaluating control measure packages, assessing attainment/maintenance status, and preparing plan documents.

Follow-up on FY 2008 Outcome Measure

- **Measure:** Preparation of a report that tracks the progress made in maintaining the carbon monoxide standard based upon monitoring data.
  Result: *A report was prepared to track the progress made in maintaining the carbon monoxide standard based upon monitoring data, which indicated no violations since 1996. The report was presented to the MAG Air Quality Technical Advisory Committee.*

FY 2009 Objectives

- Continue any additional work necessary to maintain the attainment status for carbon monoxide for the region. Assess future carbon monoxide maintenance status with committed control measures in place. Based on combined impact of all control measures, project air quality conditions and determine if national air quality standards will be maintained.

- Identify, through the plan contingency measure process, additional carbon monoxide control measure strategies that apply to sources in the region affecting maintenance of the carbon monoxide standard, if necessary. Obtain control measure commitments from appropriate implementing agencies, including a description of the measure, level of funding necessary, and schedule for measure implementation.

FY 2009 Outcome Measure

- Preparation of a report that tracks the progress made in maintaining the carbon monoxide standard based upon monitoring data.

Ozone Planning 100-0330

Prepare revisions to the MAG Ozone Plan as required by the 1990 Clean Air Act Amendments, if necessary. The overall air quality planning process includes evaluating emission inventories, identifying potential control measures, obtaining and documenting control measure commitments, evaluating control measure packages, assessing attainment/maintenance status, and preparing plan documents.

Follow-up on FY 2008 Outcome Measures

- **Measure:** Preparation of a report that tracks the progress made in attaining the eight-hour ozone standard based upon monitoring data.
  Result: *A report was prepared to track the progress made in attaining the eight-hour ozone standard based upon monitoring data, which indicated three consecutive three year periods of no violations at the monitors. The report was presented to the MAG Air Quality Technical Advisory Committee. The region has a June 15, 2009, attainment date.*

- **Measure:** Completion of the technical work for an eight-hour ozone nonattainment area plan designed to meet federal requirements and attain the eight-hour ozone standard.

Result: *The technical work for an eight-hour ozone nonattainment area plan was completed and included in the appendices of the MAG 2007 Eight-Hour Ozone Plan. The planning effort included complex air quality modeling designed to demonstrate attainment of the standard with existing measures in place, and preparation of the plan and supporting technical documents. The plan was submitted to the Environmental Protection Agency by June 15, 2007. On December 22, 2006, the U.S. Court of Appeals for the D.C. Circuit had vacated EPA's Phase 1 Eight-Hour Ozone Implementation Rule and remanded it back to EPA for further proceedings. EPA is still in the process of analyzing the court ruling.*

FY 2009 Objectives

- Assess future ozone attainment and maintenance status with committed control measures in place. Based on combined impact of all control measures and project air quality conditions, determine if the existing control measures will be adequate to attain and maintain the new eight-hour ozone standards.

- Identify, if necessary, additional ozone control measure strategies that apply to sources in the region affecting attainment and maintenance of the eight-hour ozone standard. Obtain control measure commitments from appropriate implementing agencies, including a description of the measure, level of funding necessary, and schedule for measure implementation.

- Complete the technical work necessary to prepare an Eight-Hour Ozone Redesignation Request and Maintenance Plan.

- Monitor the status of new ozone standards proposed by the Environmental Protection Agency and evaluate their implications for the region.

FY 2009 Outcome Measures

- Preparation of a report that tracks the progress made in attaining the eight-hour ozone standard based upon monitoring data.

- Completion of the technical work for an Eight-Hour Ozone Redesignation Request and Maintenance Plan designed to meet federal requirements and maintain the eight-hour ozone standard for at least ten years following the redesignation to attainment status.

Particulate Matter Planning 100-0340

Prepare revisions to the MAG Serious Area Particulate Plan as required by the 1990 Clean Air Act Amendments. The overall air quality planning process includes evaluating emission inventories, identifying potential control measures, obtaining and documenting control measure commitments, evaluating control measure packages, assessing attainment status, and preparing plan documents.
Follow-up on FY 2008 Outcome Measures

- **Measure:** Evaluation of proposed visibility rules and other visibility products prepared by the Arizona Department of Environmental Quality to ensure that the regional haze in the additional Class I areas are reduced without causing negative economic consequences for the region.
  Result: *The Arizona Department of Environmental Quality conducted meetings on the development of plans to address regional haze in the additional Class I areas. MAG staff attended the meetings and evaluated the work products.*

- **Measure:** Completion of the PM-10 Source Attribution and Deposition Project to perform supplemental measurements and analyses necessary to improve dispersion modeling and control of the sources contributing to high PM-10 concentrations.
  Result: *The MAG PM-10 Source Attribution and Deposition Study was completed. The final results were presented to the MAG Air Quality Technical Advisory Committee. Preliminary results from the study were used in the evaluation of control measures and the final results were used in the modeling attainment demonstration for the MAG 2007 Five Percent Plan for PM-10.*

- **Measure:** Preparation of a Five Percent Plan for PM-10 designed to reduce emissions by five percent per year until the standards are attained, as required by the Clean Air Act.
  Result: *The MAG 2007 Five Percent Plan for PM-10 was completed and submitted to the Environmental Protection Agency by December 31, 2007. Collectively, the plan included fifty- three committed measures. The plan demonstrated that the committed measures will reduce PM-10 emissions by at least five percent per year and demonstrated attainment of the PM-10 standard as expeditiously as practicable which is 2010.*

FY 2009 Objectives

- Continue planning efforts in response to the Environmental Protection Agency (EPA) Regional Haze Program and the visible brown cloud in the MAG Region.

- Monitor the progress made to implement the MAG 2007 Five Percent Plan for PM-10.

- Prepare supplemental analyses and revisions to the MAG 2007 Five Percent Plan for PM-10, as necessary, to reflect changing conditions, meet requirements, and facilitate the approval of the plan.

- Monitor the mandated requirements passed by the Arizona State Legislature in 2001 to improve visibility.

- Continue the advance planning efforts to address pertinent issues, identified in the air quality lawsuit challenging the EPA approval of the Revised MAG 1999 Serious Area Particulate Plan for PM-10, which have yet to be resolved.
- Provide technical assistance to the MAG member agencies as requested for the implementation of committed control measures from the MAG 2007 Five Percent Plan for PM-10.

- Monitor the status of new particulate standards proposed by the Environmental Protection Agency and evaluate their implications for the region.

FY 2009 Outcome Measures

- Evaluation of proposed visibility rules and other visibility products prepared by the Arizona Department of Environmental Quality to ensure that the regional haze in the additional Class I areas is reduced without causing negative economic consequences for the region.

- Preparation of supplemental analyses and information for the MAG 2007 Five Percent Plan for PM-10 for the Environmental Protection Agency to facilitate the approval of the plan, if necessary.

- Preparation of a report on the status of the implementation of the committed measures for this region by the cities, towns, Maricopa County, and the State for the MAG 2007 Five Percent Plan for PM-10. The plan was submitted to the Environmental Protection Agency by December 31, 2007 and measure implementation commences in 2008.

- Preparation of an inventory of dirt roads and the estimated traffic counts by jurisdiction to measure progress in eliminating dirt roads each year.

Conformity Analysis 100-0350

Maintain a regional conformity approach and conduct the analysis for determining the conformity of transportation plans, programs, and projects with the applicable air quality plans.

Follow-up on FY 2008 Outcome Measure

- **Measure:** An approved conformity analysis for the FY 2009-2013 MAG Transportation Improvement Program and Regional Transportation Plan Update.
  Result: *The Conformity Analysis for the FY 2009-2013 MAG Transportation Improvement Program and Regional Transportation Plan Update was completed. A conformity finding was received.*

FY 2009 Objectives

- Conduct public and interagency consultation with the Arizona Department of Transportation, Arizona Department of Environmental Quality, Maricopa County, and other federal, state, and local agencies, as required by the federal conformity regulations. Consultation is important so that interested parties may comment on transportation plans, programs, and projects. It also facilitates resolution of problems when they are identified.

- Revise MAG conformity procedures as may be required in response to the new Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requirements and other issues as appropriate.

- Prepare conformity analysis, documentation, and findings for the MAG Transportation Improvement Program and Regional Transportation Plan for annual updates or out-of-cycle changes, as may be necessary.

- Prepare regional emissions analyses required by MAG member agencies for use in making project-level conformity determinations.

FY 2009 Outcome Measure

- An approved conformity analysis for the FY 2010-2014 MAG Transportation Improvement Program and Regional Transportation Plan Update.

Did You Know: The MAG region has three consecutive three year periods with no violations at the monitors for the eight-hour ozone standard.

Air Quality Modeling

Program Description

In accordance with the Clean Air Act, modeling analyses must be performed to demonstrate attainment of the federal air quality standards and to evaluate the effectiveness of control measures. Regional air quality modeling work is conducted by MAG for carbon monoxide, ozone, and particulate matter.

The modeling process involves a broad range of technical processes, including development of emission inventories, validation of modeling procedures, and simulation of future air quality conditions. Air quality modeling analyses must also be performed to determine the conformity of transportation plans, programs, and projects. Conformity analyses have been performed annually since the requirements of the 1990 Clean Air Act Amendments took effect.

It is necessary to maintain, update, and enhance the air quality models for the determination of conformity and for the preparation of the regional air quality plans. Effectively maintained, updated, and enhanced models produce essential data regarding the pollution problem in the Maricopa County area and facilitate effective regional air quality planning.

Mission Statement

The mission of the Air Quality Modeling Program is to develop an advanced state-of-the-art air quality modeling system designed to produce reliable predictive data for use in the air quality decision making process, for enhancing the approvability of the MAG air quality plans, and for promoting the implementation of effective control measures to clean up the air.

2007-2008 Accomplishments

- Completed the Conformity Analysis for the FY 2009-2013 MAG Transportation Improvement Program and Regional Transportation Plan Update.
- Continued to evaluate the Environmental Protection Agency (EPA) Community Multiscale Air Quality Modeling System, known as CMAQ/WRF, and CAMx.
- Utilized the model (M6Link) to link emissions from the EPA Onroad Mobile Emissions Model (MOBILE6) with the Air Quality Modeling System. The M6Link model, developed by the MAG staff, was maintained.
- Completed an Emission Reduction Assessment of Proposed PM-10 Certified Street Sweeper Projects for FY 2008 Congestion Mitigation Air Quality Improvement Funding.
- Completed an Emission Reduction Assessment of Proposed Projects for FY 2013 Congestion Mitigation Air Quality Improvement Funding.

- Completed an Emission Reduction Assessment of additional Proposed PM-10 Paving Unpaved Road Projects for FY 2007 and FY 2010 CMAQ Funding.

- Completed the collection of data for the eight-hour ozone episode days for the modeling in support of the Eight-Hour Ozone Plan.

- Revised the Methodologies for Evaluating Congestion Mitigation and Air Quality Improvement Projects to accommodate new types of projects.

Air Quality Modeling and Analysis 100-0410

Provide the necessary technical analyses for the determination of conformity and for the preparation of the regional air quality plans in accordance with the 1990 Clean Air Act Amendments. In support of the air quality planning process for carbon monoxide, ozone, and particulate matter, a number of modeling steps must be performed for each pollutant. In addition, maintain, update, and enhance the air quality models as necessary.

Follow-up on FY 2008 Outcome Measures

- **Measure:** Preparation of technical support documents for the conformity analysis of the MAG 2009-2013 Transportation Improvement Program and Regional Transportation Plan Update which will be the basis as approved for analysis.
  Result: *The technical support document for the Conformity Analysis for the FY 2009-2013 MAG Transportation Improvement Program and Regional Transportation Plan Update were completed in May 2008. A conformity finding was received.*

- **Measure:** Preparation of technical documentation for proposed CMAQ projects, including PM-10 certified street sweeper requests and pave unpaved road projects. Prepare and submit an annual report regarding the status of obligated CMAQ projects. The technical documentation for proposed CMAQ projects will facilitate the allocation of CMAQ Funding to those cost effective projects with significant air quality benefits.
  Result: *The technical support documentation for proposed PM-10 certified street sweeper projects for FY 2008 CMAQ Funding was completed in September 2007. In addition, technical documentation was prepared in September 2007 for Proposed Projects for FY 2013 and Proposed PM-10 Paving Unpaved Road Projects for FY 2010. Technical support documentation was also prepared in July 2007 for additional Proposed PM-10 Paving Unpaved Road Projects for FY 2007. The CMAQ Annual Report was prepared in February 2008.*

- **Measure:** Complete the technical support documentation for the MAG Five Percent Plan for PM-10.
  Result: *The technical support documentation for the modeling in the MAG 2007 Five Percent Plan for PM-10 was completed for inclusion in the appendices.*

FY 2009 Objectives

- Prepare modeling emission inventories to be used in simulation of base year and future year air quality conditions. These inventories are developed for specific modeling episodes from Periodic or National Emission Inventories required by the U.S. Environmental Protection Agency.

- Evaluate the CAMx Modeling System performance in replicating base year air quality monitoring data. Simulate future air quality conditions and estimate emission reductions required to attain the National Ambient Air Quality Standards.

- Simulate future air quality conditions and estimate emission reductions required to attain the National Ambient Air Quality Standards.

- Determine emission reductions from potential and committed individual air quality control measures, as well as reductions from packages of air quality control strategies.

- Estimate future air quality levels resulting from emission reductions provided by control measure packages. Prepare thorough documentation of air quality modeling methodologies and simulation results.

- Conduct air quality modeling in support of the analysis required for conformity determinations.

- Conduct emission reduction assessments for proposed Congestion Mitigation Air Quality (CMAQ) projects, including requests to purchase PM-10 efficient street sweepers and pave unpaved road projects. Prepare an annual report regarding status of obligated CMAQ projects.

- Develop and update an air quality monitoring database for use in modeling and assessment of air quality trends.

- Enhance the capability to assess visibility conditions and evaluate measures for visibility improvement in the region and nearby wilderness areas.

FY 2009 Outcome Measures

- Preparation of technical support documents for the conformity analysis of the MAG 2010-2014 Transportation Improvement Program and Regional Transportation Plan Update which will be the basis as approved for analysis.

- Preparation of technical documentation for proposed CMAQ projects, including PM-10 certified street sweeper requests and pave unpaved road projects. Prepare and submit an annual report regarding the status of obligated CMAQ projects. The technical documentation for proposed CMAQ projects will facilitate the allocation of CMAQ Funding to those cost effective projects with significant air quality benefits.

- Complete the technical support documentation for the modeling for the MAG Eight-Hour Ozone Redesignation Request and Maintenance Plan.

- Prepare supplemental analyses and information for the MAG 2007 Five Percent Plan for PM-10 for the Environmental Protection Agency to facilitate the approval of the plan, if necessary.

Did You Know: In the MAG region, PM-10 particulate pollution is predominantly a localized problem, rather than a transport problem.

Air Quality Public Involvement 100-9900

Provide opportunities for public involvement throughout the air quality planning process.

Follow-up on FY 2008 Outcome Measures

- **Measure:** Provision of draft documents and materials for public hearings with adequate notice to enable the public to review and comment on conformity, air quality issues, and potential solutions in order to meet federal requirements. The input will be reviewed and considered by the MAG Air Quality Technical Advisory Committee for use in plan development and conformity assessment.
  Result: *The Conformity Analysis for the FY 2009-2013 Transportation Improvement Program and Regional Transportation Plan Update was available for consultation purposes and public review 30 days prior to the public hearing. Letters to interested parties and Title VI entities were used to provide notification of document availability. Throughout the year, proposed transportation plan amendments were transmitted to interested parties for consultation. Comments received on the conformity analyses and consultation items were presented to the MAG Air Quality Technical Advisory Committee, other MAG committees, interested parties, and the federal government, as appropriate, for consideration. A public hearing was conducted on the Draft MAG 2007 Five Percent Plan for PM-10 following a 30-day public review period. In addition, public comments on air quality received at the Air Quality Technical Advisory Committee meetings were conveyed to the MAG Communications Division staff. Over the years, MAG has received many valuable comments from the citizenry.*

- **Measure:** Continuation of public hearing invitation letters to Title VI stakeholders and other air quality interested parties to expand the public involvement outreach activities, and solicit input from these targeted and often underserved entities and meet federal requirements.
  Result: *Invitation letters for the public hearings on the Conformity Analysis for the FY 2009-2013 MAG Transportation Improvement Program and Regional Transportation Plan Update and Draft MAG Five Percent Plan for PM-10 were sent to Title VI stakeholders and other air quality interested parties to expand public outreach. These letters were also used to provide notification of document availability.*

FY 2009 Objectives

- Prepare information for use in informing the general public on overall air quality issues facing the region.

- Prepare materials for public hearings and meetings regarding regional air quality plans, conformity analyses, and other air quality issues.

- Obtain and document public input regarding air quality issues at MAG Air Quality Technical Advisory Committee meetings, as well as MAG Management Committee, and MAG Regional Council meetings.

- Comply with the MAG Title VI and Environmental Justice Public Involvement Plan.

- Comply with new applicable requirements in Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

FY 2009 Outcome Measures

- Provision of draft documents and materials for public hearings with adequate notice to enable the public to review and comment on conformity, air quality issues, and potential solutions in order to meet federal requirements. The input will be reviewed and considered by the MAG Air Quality Technical Advisory Committee for use in plan development and conformity assessment.

- Continuation of public hearing invitation letters to Title VI stakeholders and other air quality interested parties to expand the public involvement outreach activities, and solicit input from these targeted and often underserved entities and meet federal requirements.

Public Works Support

200: Public Works Support

Development of Building Codes 200-1
Specification and Details Update 200-3

Development of Building Codes

Program Description

The MAG Building Codes Program provides a regional forum for construction and development issues as they relate to building codes. The MAG Building Codes Committee conducts monthly meetings and consists of building officials from MAG member agencies, and is responsible for making recommendations on the development, interpretation, and enforcement of building codes in the MAG region.

Mission Statement

The mission of the Development of Building Codes Program is to encourage and promote uniformity in the interpretation and enforcement of all the building, electrical, plumbing, mechanical, residential, fire, and energy codes adopted by MAG member agencies.

2007-2008 Accomplishments

- Hosted 10 experts in the field of construction and building codes who addressed a variety of topics relevant to building codes and standards.

- Organized presentations on generators, Dooley fencing, Americans with Disabilities Act, sign permits and inspections, backflow preventers, solar permitting, Arizona Residential Post-Tensioned Round Table (ARPTRT) efforts, Southwest Gas reorganization, and Hearth products.

- Proposed accepting the recommendations made by the ARPTRT so that all MAG member agencies have the same standards for inspection, evaluation, and acceptance of the concrete pour for residential post-tensioned slabs-on-ground.

Building Codes Development 200-0110

Follow-up on FY 2008 Outcome Measures

- **Measure:** Conduct monthly meetings of the Building Codes Committee in order to provide a forum for discussion of current practices in building codes and new technologies in the construction industry. This discussion will promote uniformity in the interpretation and enforcement of building codes in the MAG region. A committee action update will be provided to interested parties.
  Result: *MAG conducted monthly meetings of the Building Codes Committee. The 2006 International Code Council (ICC) codes and AZBO amendments were adopted by nearly all member agencies.*

- **Measure:** Schedule regular updates from members of the committee and invited guests regarding the activities of organizations with issues of mutual concern. This will provide current and consistent information regarding new building or modified practices that may impact building codes requirements.

Result: *Experts from the construction industry or stakeholders in the development of building codes made 10 presentations to the MAG Building Codes Committee.*

- **Measure:** Update the MAG Web site with information concerning the actions of the Committee and its activities over the last year. This will provide a reference for building officials and their staff to use when making decisions regarding the interpretation or amendment of a building code, thereby increasing efficiency for member agencies.
  Result: *After further input from the committee, it was determined that the relevant actions occurred after 1991, since member agencies had adopted codes no older than those. Actions of the MAG Building Codes Committee from 1992 to present are available on the Internet. One update has been added to the Web site as of January 2008. The Web site is a resource for members of the public and member agency staff.*

FY 2009 Objectives

- Foster code (building, mechanical, plumbing, electrical, residential, fire and energy) understanding among MAG member agencies, construction stakeholders, and the general public.

- Provide a forum for consensus responses to initiatives received from other levels of government and agencies.

- Facilitate collaboration with associations related to the building profession on issues of mutual concern.

- Continue to update the Web site as the Building Codes Committee takes action. Add relevant policies and programs to the Web site. Link the Web site to member agency Web sites that post building code information. This new feature will serve as a user-friendly, single reference point for builders and other users to have accessible, current information on building codes throughout the region.

FY 2009 Outcome Measures

- Conduct monthly meetings of the Building Codes Committee in order to provide a forum for discussion of current practices in building codes and new technologies in the construction industry. This discussion will promote uniformity in the interpretation and enforcement of building codes in the MAG region. A committee action update will be provided to interested parties.

- Update the MAG Web site with information concerning the actions of the Committee and its activities over the last year. This will provide a reference for building officials and their staff to use when making decisions regarding the interpretation or amendment of a building code, thereby increasing efficiency for member agencies.

- Schedule regular updates from members of the Building Codes Committee and invited guests regarding the activities of organizations with issues of mutual concern. This will provide current and consistent information regarding new building or modified practices that may impact building codes requirements.

Specifications and Details

Program Description

The principal goal of this program is to annually update the MAG Uniform Standard Specifications and Details for Public Works Construction and ensure that adequate copies of the publications are available for sale. These publications are used by many agencies, as well as private contractors within Maricopa County, and form the basis for most of the Standards and Specifications in use by many MAG member agencies.

The publication includes the Specifications, a written description of definitions, techniques, and materials; and the Details, which are a series of technical drawings showing graphical representations of some of the specifications. An electronic version of the MAG Uniform Specifications and Details for Public Works Construction is available online and on CD-ROM. Detail drawings are also available on CD-ROM in AutoCAD format.

Throughout each year, the MAG Specifications and Details Committee meets to consider possible changes to the published information. This Committee investigates several cases that are generally reported by agencies discovering a limitation or error in the printed material or, in some instances, are needed due to changes in techniques used in common practice or new materials being introduced. The cases are considered individually and a specific change to the specification and/or detail affected is prepared.

Changes to the MAG Uniform Standard Specifications and Details for Public Works Construction are usually considered during the first nine months of the year. The changes are collated into a single series of amendments and are provided as updates to the original publication. The latest full publication of the Specifications and Details was in 1998 and there have been annual updates for all years through FY 2008.

Mission Statement

The mission of the Specifications and Details Update is to ensure that the most up-to-date and accurate MAG Uniform Standards and Specifications for Public Works Construction are available, and in the most convenient formats, to enable MAG customers the resources that they require to ensure standardization of plans, drawings, bid packages, and processes across the region.

2007-2008 Accomplishments

- During 2007, MAG sold 536 copies of the 2007 Revision packet, and 638 copies of the full Specifications and Details for Public Works books, updated to 2007.
- In January 2008, the 2008 Revision of the MAG Specifications and Details was published. It included eight cases processed and approved by the Committee during 2007.
- As of February 1, 2008, MAG has sold 83 copies of the 2008 Revision packet, and 67 copies of the full Specifications and Details for Public Works books updated to 2008.

- During 2007 MAG sold 40 copies of the AutoCAD Details CD-ROMs, which incorporated the latest revisions. This was nearly double the sales of the previous year.

Specifications and Details Update 200-0210

Maintain and update the MAG Uniform Standard Specifications and Details publications by incorporating the most recent public works standards provided by the Specifications and Details Committee.

Follow-up on FY 2008 Outcome Measures

- **Measure:** Produce a new updated set of 2008 MAG Uniform Standard Specifications and Details and make revisions available in manual and electronic formats, to enable MAG customers the resources that they require to ensure standardization of plans, drawings, bid packages, and processes across the region.
  Result: *The 2008 revisions to the 1998 edition, including the revised drawings, were available for sale in January 2008, and the updated version was published on the MAG Web site in December 2007 after approval by the MAG Regional Council.*

- **Measure:** Standardize MAG Specifications and Details when possible, using information from the completed study and inventory of agency supplements.
  Result: *In January 2007, MAG completed a study project to gather, inventory, and compare all member agency supplements. Throughout 2007, a working group of the Committee used information gathered from the study to target areas where city supplements can be reduced by incorporating them into the MAG document. The 2008 update includes a case sponsored by the City of Phoenix to standardize fire hydrants, and one sponsored by Maricopa County to incorporate its supplements to the concrete structures section.*

FY 2009 Objectives

- Maintain sufficient updated copies of the MAG Uniform Standard Specifications and Details for Public Works Construction and provide Web site access for private and public agencies.

- Publish the 2009 update of the MAG Uniform Standard Specifications and Details for Public Works Construction based on cases processed by the MAG Specifications and Details Committee during 2008.

- Continue to provide access to Specifications and Details documents to MAG member agencies, and update links back to individual city supplements, via the MAG Web site.

- Review the information provided by the consultant study of an inventory of the MAG Specifications and Details and the agency supplements to the Specifications and Details, and work with committee members to update and standardize the MAG Specifications and Details as appropriate.

FY 2009 Outcome Measures

- Produce a new updated set of 2009 MAG Uniform Standard Specifications and Details and make revisions available in manual and electronic formats, to enable MAG customers the resources that they require to ensure standardization of plans, drawings, bid packages, and processes across the region.

- Continue to standardize MAG Specifications and Details when possible, using information from the completed study and inventory of agency supplements.

Human Services/Safety & Justice

300: Human Services/Safety & Justice

Human Services Planning 300-1
Human Services Coordination Transportation Planning 300-5
Human Services Public Involvement 300-13

Human Services Planning

Program Description

Since 1976, the Human Services Planning Program has collaborated with a number of key stakeholders such as state and county agencies, municipal planners, community based organizations, and funders of human services within the MAG region. The program identifies strategies to address human services priorities at the regional level and recommends allocations for human services funding in three areas: federal Social Services Block Grant (SSBG) funds for a variety of human services needs, Stuart B. McKinney funds to support homeless assistance programs, and Section 5310 funds for agencies that transport older adults and people with disabilities.

Five committees address regional human services planning. The MAG Human Services Coordinating Committee (HSCC) provides input on the development of the Regional Human Services Plan, and advises the MAG Regional Council on human services-related issues. It is supported by its technical counterpart, the MAG Human Services Technical Committee (HSTC), composed of member agency staff, and representatives of United Ways, community councils, the Arizona Department of Economic Security, and the Area Agency on Aging.

The MAG Continuum of Care Regional Committee on Homelessness provides direction on homeless planning and policy. This is done through updates to the Regional Plan to End Homelessness and a consolidated application to the U.S. Department of Housing and Urban Development to support homeless assistance programs.

The MAG Regional Domestic Violence Council develops and implements strategies to reduce the incidence of trauma associated with domestic violence, including the Regional Plan to End Domestic Violence. Areas of focus include training for first responders and healthcare professionals, teen dating violence, and research.

Finally, the Elderly and Persons with Disabilities Transportation Program Committee determines a priority listing of Section 5310 applications for vehicles, radio equipment, software, and mobility management funds to transport older adults and people with disabilities for the Arizona Department of Transportation.

Mission Statement

The mission of the Human Services Planning Program is to systematically assess regional human services information, issues and needs, and develop recommendations to address those needs.

Did You Know:

- Income affects access to services and supports, but it does not define need. People with higher incomes can have a demand for human services programs, such as older adults and parents who have children with developmental disabilities.

- People age 65 and over were 11 percent of the population in 2004 but will be 20 percent of the population by 2025.

- About 17 percent of people have a disability that limits their ability to function within their environment.

- There are between 7,000-10,000 homeless people in the MAG region living in the streets and shelters.

- Ninety-three percent of people surveyed feel domestic violence is a problem in the MAG region. Forty percent personally knew someone who has suffered through domestic violence.

2007-2008 Accomplishments

- The MAG Human Services Coordination Transportation Plan was recognized as a national best practice. MAG was also featured at a national conference in Washington, D.C. for its community engagement efforts during the development of this plan.

- The first Regional Human Services Summit engaged more than 200 people in dialogue and planning for a number of diverse issues. This resulted in important projects being launched, including the provision of domestic violence training to judges.

- The MAG Youth Empowerment Project launched the region's first text-a-thon with teens to promote healthy relationships and end dating violence. This event occurred during the annual news conference to promote awareness of Domestic Violence Awareness Month activities. The conference was well covered by media and helped to promote the project's Web site www.WebofFriends.org.

- The MAG Continuum of Care Regional Committee on Homelessness developed a consolidated application for Stuart B. McKinney funds from the Department of Housing and Urban Development resulting in the award of more than $20 million, the highest amount ever received in the region.

- The Elderly and Persons with Disabilities Transportation Program Committee facilitated the Section 5310 application process for the Arizona Department of Transportation. This resulted in 38 vans being awarded, as well as radio equipment and software. The region was also one of only two areas in the state that received funds for mobility management, a new opportunity to coordinate human services transportation programs.

- The MAG Human Services Coordinating and Technical Committees developed recommendations for $4.1 million in SSBG funding to assist the elderly, people with disabilities, and struggling families.

Human Services Planning 300-0110

The Human Services Planning process includes the development of regional, comprehensive human services projects that identify issues, prioritize problems and needs, and determine which services could best meet those needs.

Follow-up on FY 2008 Outcome Measures

- **Measure:** Develop an update to the Regional Human Services Plan by the fourth quarter that responds to a critical human services issue as identified by Committee and community feedback. Distribute the plan to a minimum of 200 people. A sampling of at least 20 people will indicate it offers effective strategies and enhances their understanding of the topic.
  Result: *The MAG Human Services Resource Assessment Project addresses the critical need to have a current measure of human services demand by developing the country's first human services demand index. This index measures five different indicators that can be updated annually. The results are mapped with the resources used to address human services throughout the region. The report was overwhelmingly supported by the MAG Human Services Technical Committee and will presented for approval through the MAG process in the third quarter.*

- **Measure:** Conduct at least three focus groups in the community by the fourth quarter to collect citizen and client level feedback about emerging human services trends in the MAG region. Fifty percent of the participants surveyed will report their feedback is accurately reflected in planning documents.
  Result: *Nine sub-regional meetings of stakeholders have already been held to develop the 2008 MAG Human Services Coordination Transportation Plan. All stakeholders have expressed support for the plan and indicate the plan accurately reflects their feedback. They also state that the plan offers the strategies that have the most potential for successfully increasing coordination among human services transportation programs. Three additional focus groups are planned to measure the effectiveness of new developments to meet the need for increased mobility options for older adults.*

- **Measure:** Conduct an annual regional human services survey in the third quarter with MAG Human Services Committee members and stakeholders to assess the human services priorities and needs of MAG member agencies. At least 65 percent of surveyed MAG Human Services Committee members will indicate this survey is an effective way has been used to tailor activities to provide maximum benefit to member agencies.
  Result: This survey is being developed and will be administered in the third quarter.

- **Measure:** Develop allocation recommendations for locally planned SSBG dollars by the third quarter. Collect relevant information from DES and the community to ensure the recommendations are responsive to emerging needs. At least 80 percent of Human Services Technical Committee, HSTC members will confirm this has been achieved.
  Result: *The MAG Human Services Coordinating Committee has recommended approval of the allocation recommendations for locally planned Social Services Block Grant dollars as prepared by the MAG Human Services Technical Committee. Unaminous votes from both committees indicates support for the process and validates the allocation recommendations as being responsive to emerging needs. The allocations will be offered for approval by the MAG Regional Council in February 2008.*

FY 2009 Objectives

- Through research and community feedback, collect information about human services needs and resources in order to make regional human services planning more responsive to emerging trends.

- Facilitate funding opportunities that maximize resources and address significant human services needs.

FY 2009 Outcome Measures

- Develop an update to the 2007 Regional Human Services Summit Report by the fourth quarter. The report will offer a progress report on each of the projects planned at the summit. Approval of the report through the MAG process will indicate the report accurately reflects progress made and helps to promote further activity on the projects.

- Determine the best indicators of appropriate allocation recommendations for the Social Services Block Grant. This will include an assessment of the best return on investment, the highest priorities for funding, and emerging trends. The process will include research, surveys, and the development of a new process to recommend allocations. The process will be developed and adopted by the MAG Human Services Technical and Coordinating Committees.

Human Services Coordination Transportation Planning 300-0111

Federal requirement and local initiative has brought the region to the crossroads of coordinated human services transportation. The 2007 Maricopa Association of Governments (MAG) Human Services Coordination Transportation Plan laid the foundation for the first step in coordination through improved communication between agencies and awareness of current resources. The 2008 MAG Human Services Coordination Transportation Plan takes the next step in coordination by standardizing policies, training, and information about human services transportation programs.

While the need for seamless services is certainly not a new issue, legislation at the federal level through SAFETEA-LU formalized the activity into a requirement in 2006. For the first time, the government mandated that any agency applying for Section 5310, Elderly Individuals and Individuals with Disabilities; Section 5316 Job Access and Reverse Commute; or Section 5317, New Freedom funds; needed to respond to a locally derived coordination plan.

Concurrently, the local initiative was demonstrated through the development of the 2006 MAG Regional Human Services Plan. In this plan, the community emphasized the need for better access to information and services in the area of human services transportation. Focus group participants across all sectors, income levels, and geography demanded better solutions for moving people throughout the region.

The question confronting the region then is not whether or not to coordinate human services transportation. Instead, the region is faced with the challenge of how best to coordinate the myriad of programs and needs into one comprehensive service delivery model. There are many roads the region can choose. This plan is the map to lead the region to its destination of truly coordinated human services transportation.

Follow-up on FY 2008 Outcome Measures

- **Measure:** Work with social service and transportation agencies and the Arizona Rides Council to implement the Human Services Coordination Transportation Plan. This includes hosting a regional meeting in the fourth quarter with 100 people in attendance. Additionally, at least 15 agencies in the 5310 Elderly Individuals and Individuals with Disabilities Transportation Program will implement a coordination strategy identified in the Coordination Plan by the third quarter of 2008.
  Result: *Implementation of the 2007 MAG Human Services Coordination Transportation Plan is well underway. The regional meeting is being planned with an expected attendance of 250 people. All 17 agencies applying for Section 5310 funds have implemented all three of the short-term strategies identified in the plan. A total of nine sub-regional meetings have been held to gather information and feedback. AZ211 has offered to host the online service directory. They have already expanded their database of programs by 20 percent based on the feedback from the sub-regional groups. A total of 70 agencies and municipalities have participated in the development of the 2008 Plan through these meetings.*

FY 2009 Objectives

- Increase coordination of human services transportation programs resulting in an improved quality of life for older adults, people with disabilities, and people with low incomes.

FY 2009 Outcome Measures

- Implement the Ambassador Program as one of the five new strategies in the 2008 MAG Human Services Coordination Transportation Plan. This program will connect people from the community with standardized travel training, sensitivity training, and information about human services transportation programs.
    - Ambassadors will be kept current through monthly emails, quarterly sub-regional meetings and an annual regional meeting to celebrate the efforts of the ambassadors. Pending the acquisition of funding, incentives such as free bus passes will be given to the volunteers as incentives for participation in the program.
    - Recruitment for ambassadors will begin in May 2008. Training will be completed by the end of October 2008. Quarterly meetings will begin in October 2008. The regional meeting will be held in the fourth quarter of Fiscal Year 2009.
    - Both ambassadors and people receiving assistance will complete surveys. This evaluation instrument will indicate satisfaction with the program and opportunities for improvement. MAG will engage community partners to review the survey results and enact any necessary changes to the program on a bi-annual basis. At least 65 percent of those completing the survey will indicate that the program has increased their understanding of and access to human services transportation.
- Develop coordination policy templates as part of the implementation for the 2008 MAG Human Services Coordination Transportation Plan. Templates for standardized policies about coordination will be distributed to agencies providing human services transportation programs.
    - Agencies receiving Section 5310 funding will be required to have a coordination policy using the templates as a guide.
    - Development of the policies will take place by the end of Fiscal Year 2008. Training will be provided throughout the end of the second quarter in Fiscal Year 2009.
    - Implementation will be monitored during the Section 5310 application process for FY 2009.
    - In FY09, at least 85 percent of applicants will implement coordination policies. At least 15 percent of applicants will report an increase in the number of partners with whom they coordinate within a year of implementation of the policy.

Elderly Mobility 300-0112

Identify strategies to improve the coordination of transportation for older adults to improve the diversity, availability, and accessibility of mobility options.

Follow-up on FY 2008 Outcome Measures

- **Measure:** Ensure that seniors' walking and bicycling needs are reflected in the MAG Pedestrian and Bicycle Design Assistance projects and programs throughout FY08. Each project will be assessed by MAG staff to ensure that the needs of seniors are incorporated into the designs.
  Result: *The 11 projects underway are as follows. Each one addresses the safety needs of older adults.*
  - *The Town of Gilbert - Gilbert Heritage District Pedestrian Improvement Project*
  - *City of Avondale - Littleton School Sidewalk Connection*
  - *City of Mesa - Town Center Sidewalk Connection*
  - *Town of Fountain Hills - Four Peaks Elementary Schools Sidewalk*
  - *City of Mesa - Adobe Road from Val Vista to 40th Street*
  - *Town of Gilbert - Industrial Campus Project*
  - *Town of Gilbert - Bike Crossing Safety Demonstration Project*
  - *City of Phoenix - Little Canyon Canal Corridor Path*
  - *City of Mesa - Longmore Shared Use Design Project*
  - *City of Avondale McDowell Bridge*
  - *Town of Buckeye Eason Street*

- **Measure:** Integrate seniors into community programs through the creation of a new transit service linking a senior resource center to Arizona State University by serving on the Advisory Council of the Life Options Program throughout the year. Three to five focus groups in the neighborhood throughout the year will indicate the new transit service achieves this goal.
  Result: *The City of Tempe will institute a new free neighborhood circulator bus service entitled Orbit Jupiter in the third quarter of FY08. The route will use "flag" stops which means that the driver will pick up and drop off passengers anywhere along the route including the Arizona State University Campus and the library where the Tempe Connections Program resides. The ability to flag down the bus makes it easier for older adults who don't need to walk to a bus stop. Three focus groups are scheduled to evaluate the new route once implemented.*

- **Measure:** Implement the Elderly Mobility Safety Implementation Program by providing $400,000 in funding to procure both Advance Street Name Signs and Larger Letter Street Name Signs in accordance with the Federal Highway Administration (FHWA) Guidelines and Recommendations to Accommodate Older Drivers and Pedestrians. The sign project will be offered to all municipalities within the MAG region. At least 10 cities and towns will implement the new signs by the fourth quarter of FY08.
  Result: *Sixteen municipalities were chosen to participate in the $400,000 Elder Mobility Sign Program. The jurisdictions have until June 30, 2008 to implement the project in their city. The following jurisdictions are participating: Avondale, Chandler, Fountain Hills, Gilbert, Glendale, Goodyear, Litchfield Park, Mesa, Paradise Valley, Peoria, Phoenix, Scottsdale, Surprise, Tempe, Tolleson, and Maricopa County.*

FY 2009 Objectives

Since elderly mobility is included as a subcategory under human services transportation planning, all elderly mobility activity for FY 09 has been moved to Section 300-0111. This is more congruent with the federal priority to coordinate human services transportation programs for older adults, people with disabilities and people with low incomes. In this way, regional planning will be more closely aligned with federal direction as indicated through SAFETEA-LU.

Domestic Violence 300-0310

Examine the issue of domestic violence on a regional basis, and develop recommendations to provide a consistent approach in preventing violence and ensuring that the abusers are held accountable.

Follow-up on FY 2008 Outcome Measures

- **Measure:** Hold a press conference in September 2007 highlighting the work of the MAG Domestic Violence Council from the previous year. Distribute English and Spanish press releases to at least 20 media outlets in advance of the press conference. Increase the number of media outlets carrying domestic violence stories in the months of September and/or October by at least two more than the number in FY07.
  Result: *A press conference was held on September 27, 2007 with more than 200 teenagers and adults in attendance. English and Spanish press kits were distributed to 32 outlets. Twelve outlets provided coverage, up from six last year.*

- **Measure:** Distribute video press releases, in English and Spanish, announcing the winning video public services announcement (PSA) to at least 10 schools by December 2007. Consistently monitor the number of hits to the Web site www.weboffriends.org throughout first and second quarter in order to note any spikes in activity following press releases and distribution of new advertising spots. The number of hits will increase by at least 10 percent in the months following distribution of press releases.
  Result: *The winning video PSA was distributed to more than 20 schools in Phoenix, Sunnyslope, Paradise Valley, Mesa, Chandler, Goodyear, and Glendale. Unique visits to the Web site increased by 243 percent from July to December 2007.*

- **Measure:** Continue to promote the Web of Friends Web site for teens via a new print advertisement and storyboard advertisement. Deliver the print advertisement, in English and Spanish, to at least 10 media outlets by April 2008. Deliver the storyboard advertisement, in English and Spanish, to at least six print media outlets by January 2008. In-kind advertising will be provided by at least one print outlet. Place the print and storyboard ads on the Web of Friends site. Hits to site will increase by 10 percent in months after ads are aired or printed.
  Result: *The second PSA competition launched on September 27, 2007 for the radio ad and email invites categories. The storyboard category was completed in last year's competition and the print category will be featured in next year's PSA competition. Twenty-nine entries were received by December 14, 2007 for this year's competition. The judging panel selected the top three entries in both categories. Staff will bring the top three entries in each category to focus groups for message*

testing. MAG will professionally produce the top winning entries with refinements as indicated by the message testing. This outcome measure will be completed and evaluated by the fourth quarter.

- **Measure:** A domestic violence study will be done by June 2008 in order to collect more local data about the causes of domestic violence and the effectiveness of various types of interventions by June 2008. A survey requesting feedback on the usefulness of the study will be distributed in the monthly MAG Human Services electronic newsletter. At least 75 percent of respondents will indicate that they found the study useful.
  Result: *A group of stakeholders is being assembled to offer support and direction on the study. This outcome measure will be extended into the next Fiscal Year.*

FY 2009 Objectives

- Raise public awareness about domestic violence in order to decrease the stigma of the issue and increase access to resources.

- Decrease the incidence of teen dating violence by providing teens with access to age-appropriate resources and encouraging peer-to-peer support.

- Conduct local research on trends in domestic violence in order to provide accurate and useful information to local policymakers.

FY 2009 Outcome Measures

- Hold a joint meeting of the MAG Regional Domestic Violence Council and the MAG Continuum of Care Regional Committee to End Homelessness during the first quarter of FY09 to share successes, challenges, and best practice efforts to end domestic violence and homelessness. This will provide members with the opportunity for increased communication and collaboration. A survey requesting feedback on the effectiveness of this meeting will be distributed to meeting participants. At least 75 percent of respondents will indicate the meeting and productively assist in forming collaborations between the two Committees.

- Hold a press conference in September 2008 highlighting the work of the MAG Domestic Violence Council from the previous year. Distribute English and Spanish press releases to at least 30 media outlets in advance of the press conference. Increase the number of media outlets carrying domestic violence stories in the month of September and October to 14 outlets.

- Distribute the winning audio public service announcement (PSA), in English and Spanish, to at least 30 schools and media outlets by December 2008. Place the winning PSA on the project's Web site as well. Consistently monitor the number of hits to the Web site www.weboffriends.org throughout first and second quarter in order to note any spikes in activity following press releases and distribution of new advertising spots. The number of hits will increase by at least 20 percent in the months following distribution of press releases.

- Promote awareness of teen dating violence and the Web of Friends through presentations to groups of teens. Provide presentations to at least three teen groups by November 2008 to increase knowledge of Web of Friends resources. Hits to the Web site will increase by at least 10 percent in weeks following presentations.

- Determine future objectives of the Youth Empowerment Project by conducting needs assessment research with youth, the MAG Domestic Violence Council, and the MAG Human Services Coordinating Committee Youth Stakeholders Group members. During the first quarter of FY09, conduct a series of focus groups to provide direction for the Youth Empowerment Project. A list of recommendations will be completed during the second quarter of FY09. The list will be evaluated and adopted by both Committees.

- The MAG Youth Empowerment Project will sponsor a recognition event to celebrate the winning entries and to raise awareness about teen dating violence resources. The event will be held in the third quarter for at least 30 people. A sampling of attendees will be surveyed about the event. At least 75 percent will indicate the event successfully raised awareness about dating violence and promoted healthy relationships.

- A study focusing on civil legal assistance for domestic violence survivors will be completed by June 2009 in order to collect more local data about the types of legal services available and the outcomes of domestic violence cases where legal assistance is accessed. Approval of the report through the MAG process will indicate the report offers compelling research and analysis of the issue.

Homelessness Issues 300-0510

Conduct regional homelessness planning through the submission of a consolidated federal grant application for the funding of homeless programs, and projects related to goals listed in the application.

Follow-up on FY 2008 Outcome Measures

- **Measure:** Develop a Homeless Shelter Capacity Paper that indicates the cost of enough shelter and housing to end homelessness in the MAG region. The paper will be developed in partnership with local homelessness experts in the first quarter of 2008. At least 75 percent of Continuum of Care and Planning Subcommittee members will indicate the paper is a useful tool in ending homelessness. **Result:** *Research about the most effective housing strategies has been initiated for this project. A survey will be administered to homeless people in shelters to gather client level feedback. A stakeholders group of providers, advocates and planners has been formed to help shape the project. This work will be published in the 2008 Regional Plan to End Homelessness by the fourth quarter. Evaluation of this goal will take place at that time.*

- **Measure:** Update the Regional Plan to End Homelessness by the second quarter of 2008 to build community awareness and support for coordinated responses. At least 80 percent of stakeholders

surveyed will report that progress has been reported accurately and any new goals and action steps are achievable.
Result: *A stakeholders group has been established to provide expertise and direction on the development of the new plan. In addition, one of the country's leading consultants in Appreciative Inquiry has been hired to lead the region through the process to create the plan. The consultant's previous work with other municipalities and agencies has been recognized with awards. This effort will launch with a full day workshop on January 7, 2008. The plan will be finalized and offered for approval through the MAG process in the fourth quarter.*

- **Measure:** Increase the HUD award to the region by $1 million by strengthening the consolidated application for McKinney-Vento funds through improved training and technical assistance for applicants in the third quarter of FY08. At least 85 percent of MAG Continuum of Care Regional Committee on Homelessness and Planning Subcommittee members will indicate that the application process was effective and improved from the previous year.
  Result: *The MAG Continuum of Care Regional Committee on Homelessness submitted an application to the U.S. Department of Housing and Urban Development for more than $20 million. This included more than $1 million in new funding for a new project serving chronically homeless individuals. The Committee evaluated the application process. Members noted the significant improvements made in the application process. They also emphasized the value of technical assistance provided by MAG staff.*

FY 2009 Objectives

- Strengthen the region's response to homelessness by increasing the capacity and effectiveness of homeless assistance programs.

- Work to end homelessness in the region by striving to create a positive place for each person in the community.

FY 2009 Outcome Measures

- Coordinate a county-wide homeless street count to take place on January 27, 2009. Analyze information gathered from the homeless street count and compare to previous years to determine the needs and patterns of homeless individuals and families in the region. Effectiveness and coordination of the homeless street count will improve by 85 percent from 2008 to 2009 according to feedback received through homeless street count debriefing meetings.

- Increase the HUD award to the region by $1 million by strengthening the consolidated application for McKinney-Vento funds through improved training and technical assistance for applicants in the third quarter of FY09. At least 85 percent of MAG Continuum of Care Regional Committee on Homelessness members and Planning Subcommittee members will indicate that the application was effective and improved from the previous year.

- Work with stakeholders through a summer heat relief planning group to create and distribute summer heat relief maps showing water hydration locations and refuge locations available to homeless

individuals in the region. Maps will be distributed to homeless individuals throughout the county beginning in June of 2009 and will be listed on the MAG web site and on the Community Information and Referral Web site. Successful coordination will be increased by 50 percent from the previous year as indicated through surveys distributed to stakeholders and homeless individuals utilizing the hydration and refuge locations.

- Work with stakeholders through the MAG Continuum of Care Regional Committee on Homelessness to build community awareness and support of the goals identified in the Regional Plan to End Homelessness by issuing a press release upon completion of the plan and publicly promoting the plan to at least five community groups in FY 2009. Implementation of year one goals will be measured in the fourth quarter of FY 2008 by evaluation of the progress made on each action step associated with the goals.

- Create a user guide in collaboration with homeless and behavioral health professionals through the MAG Continuum of Care Regional Committee on Homelessness by the third quarter of Fiscal Year 2009. Professionals from both fields will indicate the final product effectively assist homeless clients to access appropriate services more quickly as reflected in a vote to approve the document in the fourth quarter of Fiscal Year 2009.

Human Services Public Involvement 300-9900

Facilitate public participation at various levels and opportunities, and facilitate public comment at all stages of the MAG regional human services planning activities.

Follow-up on FY 2008 Outcome Measures

- **Measure:** Publish at least four press releases and a monthly electronic newsletter that bring attention to human service issues throughout the year. At least 75 percent of a sampling of stakeholders will indicate these activities provide useful information that benefits them in their work.
  Result: *To date, three press releases have been published. The first press release provided the heat relief planning maps with water stations, refuge stations, and donations sites. These maps were critical to ensuring that all homeless people received respite during the hot summer months. The second press release announced the Domestic Violence Awareness Month Press Conference and the launch of the region's first text-a-thon. The third press release announced the award of more than $21.4 million from the U.S. Department of Housing and Urban Development for homeless assistance programs. Additional press releases are planned for the Annual Homeless Street Count in February 2008, the winning entries and recognition event for the Youth Empowerment Project in March, and the Housing and Human Services Transportation Conference in April. On a monthly basis, electronic newsletters are distributed to more than 2,000 people. Feedback received on these efforts indicates they provide a benefit by offering tools useful to planners and providers in their work.*

- **Measure:** Develop and distribute a brochure about MAG regional human services planning activities to at least 175 people in the first quarter. A sampling of recipients will indicate the brochure increases their knowledge and understanding of activities at MAG.
  Result: *Based on feedback received, this outcome measure has been modified to create a fact sheet and power point presentation about regional human services planning efforts at MAG. The fact sheet and power point presentation provide a quick and accessible source of information that can be easily downloaded or printed. The development of these materials was completed in the second quarter as planned. Distribution and evaluation of these materials will occur in the third quarter.*

- **Measure:** Host an open house for the general public, stakeholders, and committee members in the second quarter to increase understanding of and participation in regional human services planning activities at MAG. This will result in increased meeting attendance by 10 percent.
  Result: *The first open house and networking event was held on December 6, 2007. More than 80 Committee members and community partners attended the event. A featured resource table was very well received. Meeting attendance will be tracked to measure the effectiveness of this activity.*

FY 2009 Objectives

- Widely disseminate information about human services trends and useful practices to increase coordination and awareness.

- Engage MAG human services committee members and the public in a dialogue about regional human services planning in order to streamline services, maximize resources, and reduce duplication of effort.

FY 2009 Outcome Measures

- Publish at least three press releases throughout the year to promote greater awareness of regional human services planning efforts and greater public engagement. This will result in an increase of coverage by 10 percent from the previous year.

- Increase community outreach through online strategies. Publish a monthly electronic newsletter and increase distribution by 10 percent. Continue to update and reorganize the agency Web site to reflect the most current and pertinent activity in regional humans services planning. Visits to the human services pages of the Web site will increase by 20 percent over the year.

- Host a Regional Human Services Resource Fair in the second quarter. The fair will attract at least 75 people and offer a wide variety of information from at least 35 different resources. At least 65 percent of surveyed attendees will indicate the event heightened their awareness of community resources.

Regional Community Partners

400: Regional Community Partners

Regional Community Partners 400-1

Regional Community Partners

Regional Community Partners 400-0110 through 400-0510

Regional Community Partners (RCP) was incorporated in 2000 for the purpose of conducting regional activities and facilitating valleywide collaboration on projects and/or initiatives that improve the quality of life and economic well-being of residents of the MAG region. The RCP is governed by the seven-member Executive Committee of MAG's Regional Council.

2007-2008 Accomplishments

- The Continuum of Care Annual Appreciation Luncheon featured a full-day workshop to develop the new Regional Plan to End Homelessness through an Appreciative Inquiry process. More than 70 people attended the full-day workshop with an additional 200 people attending the luncheon. Everyone participated in Appreciative Inquiry exercises to determine the strengths and most viable opportunities to make progress in the pursuit to ensure a positive place for everyone in the community.

Follow-up on FY 2008 Outcome Measures

- **Measure:** Host a luncheon and awards ceremony in the second quarter for homeless advocates, champions and service providers in order to increase motivation and collaboration. At least 80 percent of surveyed participants will indicate the event has accomplished this goal.
  Result: *The Annual Continuum of Care Luncheon featured an Appreciative Inquiry workshop with one of the country's leading consultants. The event formed the framework for the new Regional Plan to End Homelessness as well as impart critical skills that can be applied to any organization or activity. This will increase the capacity of the region to pro-actively address issues from a strength-based model. All participants expressed very high satisfaction with both the event and the new planning process to end homelessness in the region.*

FY 2009 Objectives

- Engage MAG member agencies and the community in special projects or events that improve collaboration to maximize the effectiveness of regional human services public policy.

FY 2009 Outcome Measures

- Host the Annual Appreciation Luncheon in the second quarter. One hundred and fifty people will attend. Of this number, at least 80 percent will indicate the event has increased their motivation to end homelessness and has supported the collaborations they have with other people striving for the same goal as reported in evaluations of the event.

Program Implementation

500: Program Implementation

Air Quality Project Implementation 500-1
Public Safety Implementation 500-4
Transportation Plan Implementation 500-7
Transportation Performance Monitoring 500-17
Transportation System Management 500-22
Demand Management 500-28

Air Quality Project Implementation

Program Description

The goal of the Air Quality Project Implementation Program is to implement programs that carry forward the goals and objectives of the Air Quality Program. Specific projects include the purchase of PM-10 certified street sweepers and the paving of dirt roads to reduce particulate pollution.

Congestion Mitigation Air Quality Improvement (CMAQ) funds have been allocated since 2001 in the MAG Transportation Improvement Programs to encourage the purchase and utilization of PM-10 certified street sweepers to reduce reentrained dust from paved roads. In addition, the Regional Transportation Plan contains funding for the paving of unpaved roads beginning in FY 2007.

Mission Statement

The mission of the Air Quality Project Implementation Program is to implement programs that carry forward the goals and objectives of the MAG Regional Air Quality Program. Regarding PM-10 certified street sweepers, the mission is to accelerate the deployment of PM-10 certified units to sweep roads in the Maricopa County nonattainment area that have heavy silt loadings. For paving unpaved roads, the mission is to continue reducing PM-10 emissions from unpaved roads in the Maricopa County nonattainment area.

2007-2008 Accomplishments

- Conducted an evaluation of proposed PM-10 certified street sweeper projects for Congestion Mitigation Air Quality Improvement (CMAQ) funds.
- Approved a Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2008 CMAQ Funding for approximately $1,110,000.
- Approved the selection of PM-10 Paving Unpaved Road Projects for FY 2010 CMAQ Funding for $3.5 million.
- Approved the selection of additional PM-10 Paving Unpaved Road Projects for FY 2007 CMAQ Funding for approximately $5 million.

PM-10 Certified Street Sweepers 500-0160

To accelerate the deployment of PM-10 certified units to sweep roads in the Maricopa County nonattainment area that have heavy silt loadings.

Follow-up on FY 2008 Outcome Measures

- **Measure:** Timely implementation of a plan to allocate CMAQ funds to purchase PM-10 certified street sweepers and ensure timely implementation of this important air quality measure, in order to reduce particulate pollution by at least 500 kilograms per day.

Result: *In October 2007, the MAG Regional Council approved a Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2008 CMAQ Funding. Collectively, the six PM-10 certified street sweepers reduced particulate pollution by 1,235 kilograms per day.*

- **Measure:** Expand the regionwide fleet of PM-10 certified street sweepers through reimbursement to jurisdictions for the purchase of PM-10 certified street sweepers, in order to reduce particulate pollution in accordance with the Revised MAG 1999 Serious Area Particulate Plan for PM-10.
  Result: *The regionwide fleet of PM-10 certified street sweepers was expanded through reimbursement to jurisdictions to reduce particulate pollution. From 2001–FY 2008, $17,764,057 million in CMAQ funds were committed to purchase 121 sweepers. This number exceeds the 48 PM-10 certified sweepers identified in the Revised MAG 1999 Serious Area Particulate Plan for PM-10 approved by the Environmental Protection Agency.*

FY 2009 Objectives

- Develop a plan to allocate Congestion Mitigation Air Quality Improvement (CMAQ) funds to purchase PM-10 certified street sweepers that includes emission reductions assessments and ranking of project requests.

- Evaluate requests to purchase PM-10 certified street sweepers to provide the pertinent information for the project selection process.

- Provide reimbursement funds for the purchase of PM-10 certified street sweepers in accordance with the Transportation Improvement Program.

FY 2009 Outcome Measures

- Timely implementation of a plan to allocate CMAQ funds to purchase PM-10 certified street sweepers and ensure timely implementation of this important air quality measure, in order to reduce particulate pollution by at least 500 kilograms per day.

- Expand the regionwide fleet of PM-10 certified street sweepers through reimbursement to jurisdictions for the purchase of PM-10 certified street sweepers, in order to reduce particulate pollution in accordance with the MAG 2007 Five Percent Plan for PM-10.

PM-10 Pave Unpaved Roads 500-0170

To reduce PM-10 emissions from unpaved roads in the Maricopa County nonattainment area.

Follow-up on FY 2008 Outcome Measures

- **Measure:** Timely implementation of a plan to program CMAQ funds for paving unpaved road projects in order to reduce particulate pollution by at least 344 kilograms per day.
  Result: *The MAG Regional Council approved the selection of additional unpaved road projects for FY 2007 CMAQ funding for approximately $5 million. In addition, the Regional Council also*

approved the selection of PM-10 Paving Unpaved Road Projects for FY 2010 for $3.5 million. Particulate pollution would be reduced by 2,044.12 kilograms per day by the selected additional FY 2007 projects and 823.55 kilograms per day for the selected FY 2010 projects.

- **Measure:** Continue the paving of unpaved roads in the Maricopa County nonattainment area in order to reduce particulate pollution in accordance with the Revised MAG 1999 Serious Area Particulate Plan for PM-10.
  Result: *Paving of unpaved roads continued in order to reduce particulate pollution in the Maricopa County nonattainment area. It is estimated that the number of miles of unpaved roads to be paved with CMAQ Funds are 15.29 miles by the additional FY 2007 projects and 62.1 miles by the FY 2010 projects.*

FY 2009 Objectives

- Develop a plan to program CMAQ funds for PM-10 pave unpaved road projects that includes emission reductions estimates and ranking of project requests.

- Evaluate PM-10 pave unpaved road project requests to provide the necessary information for the project selection process.

- Program selected PM-10 pave unpaved road projects in the applicable Transportation Improvement Program.

FY 2009 Outcome Measures

- Timely implementation of a plan to program CMAQ funds for paving unpaved road projects in order to reduce particulate pollution by at least 344 kilograms per day.

- Continue the paving of unpaved roads in the Maricopa County nonattainment area in order to reduce particulate pollution in accordance with the MAG 2007 Five Percent Plan for PM-10.

Did You Know: In the program's eighth year, 10 PM-10 certified street sweepers were authorized to reduce road dust in the MAG region.

Public Safety Implementation

Program Description

The MAG Enhanced 9-1-1 Emergency Telephone System was placed in service on September 9, 1985. This service provides an easily remembered, nationwide telephone number for citizens to call for help whenever they are faced with emergency situations. Our system has the feature that directs the 9-1-1 call to the appropriate answering agency that has jurisdictional responsibility for that area.

The City of Phoenix is the contracting agent for the ongoing operation of the system. MAG, through its 9-1-1 Oversight Team, directs the Public Safety Answering Point (PSAP) Manager's Committee regarding financial review. Funds for operation of the system are provided by a surcharge on telephone services. Each of the 26 PSAPs within the MAG system operates as an independent element to provide emergency services.

In January 2004 the MAG Community Emergency Notification System (CENS) for the Maricopa County region was activated. CENS is an emergency notification program that will rapidly telephone residents notifying them of emergency situations and instructions on how they need to proceed. MAG received funding to develop and operate CENS through a $2.5 million contract awarded by the Arizona Department of Environmental Quality. The funding was a result of a settlement between the State and a company for hazardous waste violations.

Mission Statement

The mission of the Public Safety Implementation Program is to provide the highest level of 9-1-1 service to our community through the extension of quality answering and call routing services and proactive maintenance of technical support systems. To provide through CENS, prompt communication of hazardous or dangerous events to affected citizens; to transmit accurate and responsible information; and to act as a valuable resource to emergency response agencies.

2007-2008 Accomplishments

- Telephone Service Priority (TSP) project has been completed. During large scale disasters, the federal government seizes control of the public telephone system. This project has ensured the federal government will authorize priority restoration on identified emergency numbers in the 9-1-1 system.
- Initiated 28 CENS launches in 2007 and continued community education.
- Completed scheduled 9-1-1 equipment upgrades for four PSAPs within the system.
- Continued program of self-maintenance of PSAP computerized phone equipment, mapping, and data network.

Public Safety Implementation 9-1-1 500-0510

Follow-up on FY 2008 Outcome Measures

- **Measure:** Complete TSP Project on all identified telephone numbers within the Maricopa Region's 9-1-1 System. During large-scale disasters, the federal government seizes control of the public telephone system. This project will ensure the federal government authorizes priority restoration on identified emergency numbers in the 9-1-1 system.
  Result: *All eligible emergency numbers have been submitted to the Federal Government and have been approved and implemented with priority restoration.*

- **Measure:** Complete the upgrade of 9-1-1 answering equipment at scheduled PSAPs to ensure they are using updated equipment for call efficiency.
  Result: *PSAPs that were scheduled for upgraded phone systems were completed. Maricopa Region 9-1-1 technicians were involved directly with the installation process.*

- **Measure:** Develop and implement a data gathering system for the entire Maricopa Region. This system will gather 9-1-1 information from all centers to help direct the course of the regional 9-1-1 system.
  Result: *Continued implementation of next generation reporting systems that will result in centralized data collections.*

FY 2009 Objectives

- Complete wireless 9-1-1 line expansion. Wireless 9-1-1 call volumes increase annually. This project will bring additional wireless 9-1-1 trunks to meet the needs of the PSAPs.

- Complete equipment upgrades and expansions at six Public Safety Answering Points (PSAPs).

- Develop legislative and administrative options to increase the revenue to and allocations from the Emergency Telecommunications Service Fund.

FY 2009 Outcome Measures

- Complete the wireliess9-1-1 line expansion project and install the needed phone trunks. Wireless 9-1-1 calls made within the Maricopa Region are surpassing those made with wireline phones. To keep up with the shift in call volumes, trunk studies are being done on the wireless 9-1-1 network to ensure each PSAP has the required trunking to provide a p0.1 grade of service.

- Complete the coordination with the PSAP and the vendor for each scheduled project. Several PSAPs within the Maricopa Region are scheduled each year to receive new 9-1-1 telephone systems to assist them in their call handling. This is an on going goal for the Maricopa Region.

- Restructure the administrative funds needed to keep vital personnel. This restructuring can only be done through legislation. In 2001, the monthly emergency telecommunications tax was set at $0.37

with a provision to decrease to $0.28 in July 2006 and further reduced to $0.20 in July 2007. This decrease reduced the three percent administrative fund by 40% which does not support the personnel needed for wireless 9-1-1 routing.

Public Safety Implementation Community Emergency Notification System (CENS) 500-0550

Follow-up on FY 2008 Outcome Measures

- **Measure:** Locate and pursue additional funding from consistent sources as wells as alternative sources that will provide greater certainty in funding the CENS Program.
  Result: *Homeland Security and Indian Revenue Sharing grants have been applied for and results are pending. Funding requests have been submitted for Fiscal Year 09 from State revenues.*

- **Measure:** Increase awareness of the CENS program by continuing community education.
  Result: *Community awareness was provided through media reports of successful CENS activations. These reports were given through television and local newspapers and were coordinated with the Public Information Office of the activating agency.*

FY 2009 Objectives

- Obtain a permanent funding source for CENS.

- Insure and maintain high coverage levels for citizens within the MAG Region.

FY 2009 Outcome Measures

- Develop options to determine future funding for the Community Emergency Notification Fund to effectively assist with emergency procedure in the region.

- Increase public awareness of the CENS program through education/information campaigns to enhance the support and use of the program.

Transportation Plan Implementation

Program Description

The function of the Transportation Plan Implementation is to accomplish programs and projects that carry forward the goals and objectives of the Regional Transportation Plan (RTP). This effort includes monitoring and evaluating ongoing implementation activities across all modes, especially as provided in the modal life cycle programs. Monitoring activities will produce reports on project status and modal program cost, revenue, and schedules.

Another major activity under this component is the management of the Arterial Life Cycle Program (ALCP). Arizona House Bill 2456, which was passed by the legislature and signed by the Governor in February 2004, gave MAG the responsibility for managing the implementation of this aspect of the RTP. With the successful passage of Proposition 400 in November 2004, which extended the half cent sales tax for transportation, MAG initiated the Arterial Life Cycle Program in 2004 with the development of Policies and Procedures to guide the project implementation in the program. Templates for Memoranda of Understanding, Project Agreements, and Project Assessments as needed for individual projects have also been developed as part of this effort.

Other specific project areas under Transportation Plan Implementation include projects that encourage alternate transportation modes for commuters, enhance the safety of the region's road system, and provide roadside assistance and road debris removal programs.

Mission Statement

The mission of the Transportation Plan Implementation Program is to ensure that the Regional Transportation Plan programs and projects are delivered effectively and efficiently across all modes by monitoring and evaluating implementation and by recommending policy or management improvements on a periodic basis to ensure that they stay within budget and on schedule. The program ensures that regional funding dedicated to the arterial street element of the Regional Transportation Plan is applied to projects in an efficient and effective manner, consistent with the requirements of state legislation. This program also increases accessibility and system efficiency, reduces negative environmental impacts, and encourages the safe use of the region's transportation system through the development of specific implementation programs.

2007-2008 Accomplishments

- Completed the third Annual Report on the Status of the Implementation of Proposition 400 and held a public hearing to receive comments on the report's findings.
- Provided assistance to the City of Glendale in the implementation of a park-and-ride lot located near the Cardinals/Coyotes complex.
- Continued reimbursements for projects in the Arterial Life Cycle Program (ALCP). These reimbursements are from the revenues of the half-cent sales tax for transportation approved through Proposition 400.

- Processed a number of material change requests during the past year. Timely processing of these requests ensured that no project of the Regional Freeway Program was delayed due to the financial resources programming process. For the 16th consecutive year, no project of the Regional Freeway Program was delayed due to inadequate financial resources.

- Initiated the implementation of the Litter Prevention and Education Program for the Regional Freeway System in the MAG Region. MAG conducted a benchmark survey to learn more about litter behavior and to help provide guidance for targeted campaign messages.

Litter Prevention and Education Program 500-0595

To implement a litter prevention and education campaign as a means of to reduce litter on the regional freeway system in the MAG region and to establish an evaluative process to measure the success of the program.

Follow Up on FY 2008 Outcome Measures

- **Measure:** Develop measurement criteria to evaluate the success of the MAG Litter Prevention and Education Program in reducing freeway litter, and utilize those criteria to evaluate the program's success in changing knowledge, opinions, and behavior among offenders.
  Result: *Measurement criteria was developed to evaluate the success of the program. An initial baseline study was conducted to measure baseline attitudes and litter behavior. A key component of the measurement criteria will include a follow up survey to be conducted in FY 2009. As in the baseline survey, questions will measure self-reported littering, litter reported falling off respondent's vehicle, whether respondents have seen or heard radio advertising or media coverage containing key messages, reported litter bag usage, and awareness of the Don't Trash AZ Web site.*

FY 2009 Objectives

- To raise awareness about the serious impacts litter has on our regional freeway system and to encourage motorists to refrain from littering, resulting in a reduction of litter along our regional roadways.

FY 2009 Outcome Measures

- Distribute press releases and conduct special events to promote key anti-litter messages, resulting in broad awareness by the public about the *Don't Trash Arizona!* program, as measured by media coverage of the events and the resulting audience impressions.

- Conduct follow-up telephone survey to evaluate overall awareness of and attitudes toward litter among the state's residents. Specific outcome measures include: increase the number of Arizonans who have not littered in the past year; decrease the number of residents who report litter falling out of vehicles in which they are riding; increase the number of residents who recall advertising related to litter in the past three months and who recall the slogan "Don't Trash Arizona;" increase awareness of the Don't Trash Arizona Web site; and increase awareness of the toll-free hotline.

Regional Transportation Plan Implementation Monitoring 500-0611

Monitor the implementation of the Regional Transportation Plan (RTP), including the preparation of an Annual Report on the Status of the Implementation of Proposition 400, which is required in Arizona Revised Statutes (A.R.S.) 28-6354. This Annual Report provides an update on the status of program and project implementation and addresses trends that may materially affect the implementation of Proposition 400 and the RTP. Information used in the development of the Annual Report is received from the individual modal life cycle programs, as well as separate reports and studies conducted as part of transportation system performance monitoring activities. As part of this process, the individual modal life cycle programs will be monitored and possible recommendations may be made regarding the development and updating of the programs.

Follow-up on FY 2008 Outcome Measures

- **Measure:** Develop the MAG 2007 Annual Report on the Implementation of Proposition 400 and hold a public hearing within 30 days after the report is issued.
  Result: *The MAG Annual Report on the Status of the Implementation of Proposition 400 was prepared, presented to MAG committees, and made available for public review. A public hearing was held within 30 days to receive comments on the report's findings, and the hearing results were documented and provided to MAG committees for information and review.*

- **Measure:** Develop a Freeway/Highway Life Cycle Program that is coordinated with the Public Transportation Life Cycle Program.
  Result: *Held monthly meetings with ADOT, RPTA, and Valley Metro Rail to discuss life cycle program issues and identify recommendations for actions as appropriate. Provided input and attended the Arizona Department of Transportation Risk Assessment Process sessions on revenues, right-of-way costs, and construction costs. Participated with ADOT in an extensive review and update of freeway project cost estimates and implementation schedules.*

- **Measure:** Process material change requests through MAG for all modal programs.
  Result: *MAG processed requested freeway cost changes and project acceleration proposals during the past year.*

FY 2009 Objectives

- Provide the public with a status report on the implementation of the projects under Proposition 400 by delivering the MAG Annual Report on the Implementation of Proposition 400 that responds to the requirements set forth in A.R.S. 28-6354. Capture the public comments addressing the Annual Report and the Implementation of the Regional Transportation Plan (RTP) by documenting a public hearing held within 30 days after the Annual Report is issued.

- Ensure that each modal program remains in fiscal balance by developing revenue forecasts and construction cost estimates for use in the RTP and the Annual Report that are consistent with the life cycle programs for highways, arterial streets, and transit.

- Ensure that all of the modal programs are in fiscal balance by processing material change requests through MAG for all the modes in the RTP, as mandated by state legislation, which requires MAG to approve changes that materially increase the cost of a project.

FY 2009 Outcome Measures

- Develop the MAG 2008 Annual Report on the Implementation of Proposition 400 and hold a public hearing within 30 days after the report is issued.

- Facilitate development of modal life cycle programs that are coordinated and utilize consistent revenue and cost estimating procedures.

- Process material change requests through MAG for all modal programs.

Park and Ride Implementation 500-0612

This task involves programming and environmental studies that support the implementation of the Regional Park-and-Ride Lot Plan.

Follow-up on FY 2008 Outcome Measures

Measure: Program additional park-and-ride lots, as finding is available, consistent with the regional park-and-ride system as specified in the Regional Transportation Plan to support express bus service on regional freeways..
Result: *Provided assistance to the City of Scottsdale in finalizing the site-selection and environmental documentation for a park-and-ride lot located near the Loop 101 and Shea Boulevard. Provided oversight assistance to the Cities of Goodyear, Phoenix, and Mesa to begin planning and site selection of park-and-ride lots located near I-10 and Litchfield Road, at I-17 and Happy Valley Road, and at Loop 202 and Power Road. Also, provided oversight assistance to the City of Chandler for the design of the park-and-ride at Germann and Hamilton (near Loop 101 and Loop 202) and oversight monitoring of construction of Glendale's park-and-ride at Loop 101 and 99th Avenue.*

FY 2009 Objectives

- Support express bus service on regional freeways by programming additional park-and-ride lots, as funding is available, consistent with the regional park-and-ride system as specified in the Regional Transportation Plan.

- Monitor and assist MAG member agencies in the planning, design, and construction of new park-and-ride lots as needed.

FY 2009 Outcome Measures

- Program additional/new phases of park-and-ride lots for FY 2013 in the FY 2009 - 2013 Transportation Improvement Program consistent with the regional park-and-ride system as specified in the Regional Transportation Plan.

- Continue to monitor and provide assistance to MAG member agencies in the planning, design, and construction of park-and-ride lots under development as well as new park-and-ride lots as needed.

Arterial Life Cycle Program (ALCP) Implementation Management 500-0621

The Regional Transportation Plan (RTP), adopted on November 25, 2003, included $1.5 billion (2002 dollars) for arterial street and intersection improvements. These improvements are funded through an allocation of $863 million of sales tax extension funds, $105 million of Congestion Mitigation Air Quality (CMAQ) funds and $497 million of Surface Transportation Plan (STP) funds over the RTP planning horizon. These funds require a minimum of 30 percent local match from the sponsoring jurisdiction(s). Arizona House Bill 2456, which was passed by the legislature and signed by the Governor in February 2004, gave MAG the responsibility for managing the implementation of this aspect of the RTP. With the successful passage of Proposition 400, MAG initiated the Arterial Life Cycle Program (ALCP) in FY 2006 with the development of Policies and Procedures to guide project implementation in the program. Templates for Project Overviews, Project Agreements, and Project Reimbursement Requests as needed for individual projects were developed as part of this effort in FY 2006. In FY 2008, MAG completed a database management system to organize information and documents for projects in the ALCP.

Follow-up on FY 2008 Outcome Measures

- **Measure:** Ensure that program changes are accounted for in the RTP and ALCP by documenting project changes through the appropriate committee process, including any material changes as required under Arizona Revised Statutes (A.R.S.) 28-6353(B).
  Result: *ALCP program changes were coordinated with the RTP, the FY 2008-2012 Transportation Improvement Program (TIP), and the 2008 Annual Report on the Status of the Implementation of Proposition 400. The appropriate MAG committee process has been executed for approval of the ALCP, the updates to the ALCP Policies and Procedures, and ALCP project changes.*

- **Measure:** Develop a database system to maintain financial/accounting, and technical records and documentation and that can be linked to the Geographical Information System (GIS).
  Result: *Using the existing database, financial program, and current project and policy information, the ALCP database was re-evaluated, improved, and completed. The ALCP database tracks project financial information, project work phase schedules, project changes, program inflation, historical and technical information, and other project information, etc. The information in this database can be coordinated with the Transportation GIS (GIS-T) project, and the TIP.*

- **Measure:** Develop a fiscally balanced arterial streets 20-year life cycle program.

Result: *The ALCP was approved by the MAG Regional Council on June 27, 2007, with the help and commitment of involved jurisdictions. The ALCP accounts for all projects listed in the RTP and shows the funding breakdown, project schedule, reimbursement schedule, and work phases. As well, the ALCP financial workbooks are managed by funding and expenditure type—Regional Area Road Funds (RARF), CMAQ, and MAG-STP—to provide better financial management decisions.*

- **Measure:** Produce a report on the status of completed Project Overviews, Project Agreements, and Project Reimbursement for each Lead Agency.
  Result: *The ALCP Status Report conveys the status of current ALCP projects, ALCP revenue and financial data, and other relevant information on a bi-annual basis.*

- **Measure:** Develop an ALCP bonding schedule and coordinate financial status of the ALCP with ADOT.
  Result: *ADOT with the input of MAG and Valley Metro, updated the half-cent sales tax projections, which were then integrated into the ALCP fiscal workbook. MAG Staff met with ADOT's Financial team to discuss and exchange relevant information related to the bonding schedule. No bonding for the ALCP has been needed to date.*

- **Measure:** Provide Project Overviews, Project Agreements, and Project Reimbursement Requests for each project in FY 2008 and Project Overviews for FY 2009 projects.
  Result: *MAG is continually working with jurisdictions to move forward Project Overviews, Project Agreements and Project Reimbursement Requests. Since the inception of the program, 33 Project Overviews have been completed, 22 Project Agreements signed, and 15 projects have begun the reimbursement process.*

- **Measure:** Develop ALCP report(s) that display information about project reimbursements, project completion, and other relevant data.
  Result: *The ALCP Status Report, the ALCP budget, and the Annual Report on the Status of the Implementation of Proposition 400 reported on the project reimbursements to date, project completions, remaining regional reimbursement budget, and regional fund account balances.*

FY 2009 Objectives

- Provide the Regional Transportation Plan Update (RTP) Update and 2008 Annual Report on the Status of the Implementation of Proposition 400 with revised information on the ALCP implementation.

- Update the projects in the ALCP to reflect changes in the implementation schedule, budget, and scope of projects that reflect a balanced life cycle program and meet the A.R.S. 28-6352(B) requirement that MAG performs the life cycle management for the arterial street component of the RTP.

- Coordinate the information exchange of the ALCP projects with the TIP and the related Air Quality Conformity Analysis.

- Work with involved jurisdictions for implementation of FY 2009 projects and reimbursements, and prepare for FY 2010 projects and reimbursements.
- Utilize the ALCP RARF Closeout policy for fiscal management and performance measurements related to project completions.
- Work with ADOT to continue to process project reimbursement requests for Regional Area Road Funds II (RARF II) funds and Federal Funds, manage accounting information, and implement a bonding schedule and program.
- Continue ALCP reports to show the status of reimbursements, project completions, and other relevant information.
- Update the ALCP Policies and Procedures as needed to maintain current processes.

FY 2009 Outcome Measures

- Ensure that program changes are accounted for in the TIP, RTP, and ALCP by documenting project changes through the appropriate committee process, including any material changes as required under Arizona Revised Statutes (A.R.S.) 28-6353(B).
- Develop a fiscally balanced Arterial Life Cycle Program to 2026.
- Produce necessary reports on the status of the project including: completed Project Overviews, Project Agreements, Project Reimbursements, project completion, schedule, and work phases.
- Develop an ALCP bonding schedule and coordinate financial status of the ALCP with ADOT.
- Provide Project Overviews, Project Agreements, and Project Reimbursement Requests for each project in FY 2008 and Project Overviews for FY 2009 projects.
- Reimburse completed advanced projects as necessary following the ALCP RARF Closeout policy.

Regional Transportation Plan–Light Rail Transit (LRT) Development 500-0625

With the passage of Proposition 400, Valley Metro Rail (METRO) has additional duties associated with the development of the light rail/high capacity transit element of the Regional Transportation Plan (RTP). In general, METRO will ensure that the planning efforts associated with the light rail/high capacity elements of the RTP are implemented over the next fiscal year. These efforts include the update of the Light Rail Transit (LRT) element of the Transit Life Cycle Program, system study efforts for the Glendale and south Central Avenue corridors, configuration planning for the future build-out system, initiating the Alternative Analysis/E-S efforts in the Central Mesa, Tempe South, and I-10 West corridors, LRT extension travel demand forecasting, planning for bus/rail interface of the extensions, and maintaining and updating the LRT portion of the Transportation Improvement Program.

Follow-up on FY 2008 Outcome Measures

- **Measure:** Produce an update of the transit element of the RTP as needed.
  Result: *RPTA retained the firm of HDR/SR Beard to undertake a review of the Transit Lifecycle Program (TLCP). Results of that review have been incorporated into the latest update of the TLCP. RPTA provided transit element updates to MAG as part of the annual update of the RTP.*

- **Measure:** Develop a draft configuration and operation plan for the 57-mile light rail transit system.
  Result: *A system study was undertaken by METRO that will define the operating characteristics of the 57-mile light rail system. The study seeks to balance service frequencies on the system "spine" with those on the system "branches".*

- **Measure:** Coordinate transit ridership within the service area to provide current data for the regional travel demand model.
  Result: *Completed a ridership survey of RAPID routes to address underestimation of Drive to Transit trips. Completed Origins & Destinations survey of all fixed route and express route bus service and generated trip tables in order to recalibrate the MAG travel model.*

- **Measure:** Develop an analysis of the high capacity opportunities within the south Central Avenue corridor.
  Result: *METRO provided the required information and data to MAG in developing the 2007 Annual Report on the Status of the Implementation of Proposition 400 and the 2007 RTP Update.*

- **Measure:** Develop initial scoping of the south Tempe corridor.
  Result: *Formal scoping in the Tempe South corridor was initiated in January 2008.*

FY 2009 Objectives

- Ensure that the life cycle programming process has the tools and documentation to proceed with implementation of the LRT program in FY 2009.

- Understand the opportunities and constraints within the Glendale corridor by completing the Glendale subregional study, so community officials may respond accordingly.

- Continue the planning process for high capacity transit extensions within the central Mesa and I-10 West corridors and begin the scoping process within the south Tempe corridor.

- Ensure consistency between the LRT element of the Transit life cycle program and the Regional Transportation Plan (RTP).

- Undertake planning in the south Central Avenue corridor.

- Understand the opportunities and constraints within the future 57-mile light rail transit system for configuration and operation opportunities by completing the configuration study.

- Understand the inputs to the travel demand model that affect transit ridership projections.

FY 2009 Outcome Measures

- Produce an update of the transit element of the RTP as needed.
- METRO will submit the Light Rail/High Capacity Transit Lifecycle Program element to RPTA for inclusion in the TLCP.
- Develop a draft configuration and operating plan for the 57-mile light rail transit system.
- METRO initiated the Phase II study during the second-half of FY 2008.
- Coordinate transit ridership within the service area to provide current data for the regional travel demand model.
- Develop an analysis of the high capacity opportunities within the south Central Avenue corridor.

MAG/Valley Metro Bicycle Education Project 500-0630

The Bicycle Safety Education project will be carried out by Valley Metro and will include a strategic marketing, community outreach, education, and communications plan for a bicycle safety education campaign in Maricopa County. This includes advertising elements, public relations strategies, as well as community outreach, and education initiatives.

Follow-up on FY 2008 Outcome Measures

- **Measure:** Develop a Bike Safety Rodeo package to provide public safety and bike safety educators with real life training of bicycle safety rules of the road.
  Result: *Valley Metro developed a comprehensive set of educational materials.*
- **Measure:** Conduct more train-the-trainer workshops on bicycle safety for bicycle safety educators and provide training manuals, a brain kit, and other materials for them to provide to children they teach.
  Result: *Valley Metro is conducting four workshops in the Valley.*
- **Measure:** Provide results of youth focus groups and survey of adults on bicycle safety.
  Result: *Valley Metro is presenting the results of the youth focus group to the MAG Regional Bicycle Task Force.*
- **Measure:** Provide free safety helmets to youth to increase usage.
  Result: *Valley Metro is distributing 300 helmets to school districts in Maricopa County.*
- **Measure:** Increase knowledge and abidance of the "Ride on the Right" rule through public education messages.

Result: *Valley Metro is featuring the message "Ride on the Right" in informational materials that are being distributed to events, libraries, parks, and stores that sell bicycle equipment.*

FY 2009 Objectives

- Motivate more people to wear safety helmets and ride on the right side of the road, especially youth between the ages of seven and fifteen.
- Communicate the risks involved when people do not wear helmets.
- Inform youth and parents of the importance of following bicycle safety rules.
- Inform motor vehicle drivers to follow safe driving rules to avoid accidents with bicyclists.
- Promote an increased use of bicycling for short trips.

FY 2009 Outcome Measures

- Produce a Bike Safety Rodeo "tool kits" for public safety personnel, school nurses, youth groups, etc.
- Provide train-the-trainer workshops to show how to use and set up the bike rodeo course.
- Hold four Helmet Your Head workshops with brain box and helmet giveaways.
- Communicate to the general public the "Bike the Backways" message in conjunction with other partners such as Google, Inc., Safe Routes to School program, and Trip Reduction Program employers.

Transportation Performance Monitoring

Program Description

The adoption of the new Regional Transportation Plan (RTP) in November 2003 and the passage of Proposition 400 in November 2004, which extended the half cent sales tax through 2025, establishes legislative statutes that require the Maricopa Association of Governments (MAG), as the regional planning agency, to develop multimodal performance measures for the regional transportation system. Beginning in 2010 and every five years thereafter, A.R.S. 28-6313 requires the auditor general to contract with a nationally recognized independent auditor to conduct a performance audit of the regional transportation plan and projects scheduled for funding during the next five years.

The audit will examine the RTP projects that are scheduled for funding within each transportation mode and evaluate them using a specific set of performance measures as part of a Performance Monitoring Program. In addition, it will review past expenditures on the RTP and examine the performance of the transportation system in relieving congestion, improving mobility, and accessibility. The audit is also required to provide recommendations regarding whether further implementation of a project is warranted, with modifications, or not warranted.

The initial goal of the Performance Monitoring Program is to establish a set of performance factors and measures that can be consistently applied across transportation modes and communicated to decision makers, stakeholders, and to the public on a periodic basis. These measures will serve as the basis for monitoring and reporting on the progress and performance outcomes of all projects included in the RTP. In addition, this first phase of the program intends to integrate and consolidate the data collection efforts related to system performance and develop an archive of historic and current datasets that can be used for future evaluation and analysis.

The second phase of the program will include the development of strategies and a methodology to analyze and evaluate various performance measures as they relate to the objectives established by the legislative mandate of Proposition 400. In this phase, a coordinated effort will integrate strategies between the Congestion Management Process and the Performance Monitoring Program.

A third and final phase of the program will include the development of enhanced reporting techniques that will utilize various state-of-the-art visualization tools to clearly and concisely communicate results to the public on a continuous basis. The reporting function of this program will provide decision makers and the public in general with a better understanding of the progress that is being made in the implementation of the RTP and Proposition 400, and how these investments are improving the overall performance of the system. This final phase will also include close coordination of program data and findings with transit agencies, as well as detailed analysis and synthesis of the monitoring program results in preparation for the five year audit cycle.

Monitoring the performance of the regional transportation system is an important element of the transportation planning process. Quality and timely information concerning the overall performance of the system in terms of such factors as travel demand, congestion, delay, and transit ridership, among other factors, are necessary to plan transportation improvements that meet the mobility needs of the residents of

this region. Timely information will not only allow decision makers to create policies that will facilitate the safe and efficient movement of people and goods, but will assist in maintaining an acceptable and reliable level of service on transportation systems serving the region, taking into account performance by mode and facility type.

Furthermore, it is important to understand how the performance of the system changes as growth continues and as transportation investments are made throughout the region. Understanding these dynamics allows for appropriate additions and changes to be made to the RTP, resulting in better service to the people who use the system.

MAG has historically collected system performance data to support the computer model that projects future regional travel demand by mode and that is used to test different planning and project alternatives. The data collected to support the MAG model is used to provide baseline information for engineering, planning, and marketing studies. Currently, information is available from various completed studies such as: the 2006/2007 MAG Regional Traffic Volume Study, the MAG Truck Travel Survey and Truck Model Development Study, the 2006 MAG Vehicle Occupancy Study, the 2006 MAG Freeway Level-of-Service Study, the MAG Regional Freeway Bottleneck Study, the 2002-2003 MAG Regional Travel Time and Travel Speed Study, and the MAG Regional Traffic Data Survey. Currently, MAG is completing the last phase of the 2007 MAG Regional Travel Time and Travel Speed Study and the MAG 2008 External Travel Survey. Furthermore, MAG continues to work closely with the Texas Transportation Institute on developing improved techniques to report on freeway traffic conditions and trends, and MAG supports the institute in the development of its Urban Mobility Report.

Mission Statement

The mission of the Transportation Performance Monitoring Program is to provide accurate and timely information about the performance of the regional transportation system.

2007-2008 Accomplishments

- A preliminary report has been developed that will serve as the basis for the monitoring and reporting on the performance of the transportation system as the program develops. Information from this report has been integrated into the MAG 2007 Regional Transportation Plan (RTP) update, as well as the 2007 Annual Report on Proposition 400. Preliminary indicators and factors are being examined and tested for effectiveness in communicating key measures to decision makers and the public.

- In February of 2007, the US DOT, FHWA and FTA issued a final rule on the development of Metropolitan Transportation Plans and Congestion Management Systems as part of SAFETEA-LU legislation. The revised regulations place an emphasis on the strategic integration of the congestion management process into the multimodal regional transportation system plan. Furthermore, transportation operational and management components are directly linked to improving the performance of the existing and planned components of the system. As part of the development of the MAG Performance Measurement and Monitoring Program, and in acknowledgment of the new regulations, MAG issued a Request for Proposals in November of 2007 to develop a Congestion

Management Process update and Performance Measurement Framework Study. The purpose of this study is to integrate the Region's Congestion Management strategies and Process with the MAG Performance Measure Monitoring system, resulting in a coordinated regional multi-modal framework to be applied in the transportation planning, programming, and reporting activities at MAG.

Regional Transportation Performance Monitoring 500-0641

Performance Measurement and Monitoring activities were initiated in June 2006, with the launching of a comprehensive regional transportation monitoring program designed to provide better system information for the public, policymakers, and planners in the region. The first step in the development of such a program was the definition of the variables, factors and strategies, as well as to identify a data collection plan to support the analysis component of the program. The initial phase of this program has been completed, eight system-wide performance measures have been identified and analyzed. Information from the various Traffic, Speed, Volume and Occupancy data collection efforts performed at MAG during fiscal year 2007 have been incorporated into a preliminary Performance Measurement Report and summary findings are included in the 2007 RTP and Annual Report Updates.

Follow-up on FY 2008 Outcome Measure

- **Measure:** A Systems Performance Measures report for the MAG region that graphically and quantitatively identifies key performance measures and explains how the transportation system is performing today, and how it is likely to perform in the future. This report shall include results for a base year and two future year scenarios for various facility types..
  Result: *A first set of performance measures has been identified and tested with several observed as well as simulated data sets. Findings have been complied and integrated into a preliminary Performance Measurement Report, including system level measures and examining performance for the Base Year and two future scenarios, including the RTP Plan network. This information has been published in quantitative and graphic formats in the MAG 2007 RTP update as well as the 2007 Annual Report.*

FY 2009 Objectives

- To continue developing the second and third phases of the Performance Monitoring program and establish a set of performance factors and measures at the system and corridor level that can be consistently applied across transportation modes and communicated to decision makers, stakeholders, and to the public on a periodic basis.

- To substantially complete the Performance Measurement Framework and Congestion Management Update, which will allow for the integration of Performance Measurement into the MAG Congestion Management Process, thus becoming a tool in the multimodal regional transportation planning and programming process.

- As MAG completes a series of new transportation data collecting studies in fiscal year 2008-2009, to continue the integration and consolidation of the data relevant to system performance measurement. Ultimately, the goal is to develop a comprehensive system to archive historic and current data sets that can be used for future evaluation and analysis.

FY 2009 Outcome Measure

- A complete Performance Measurement Framework and Congestion Management Update Report incorporating a multi-modal integrated framework and methodology including indicators and measures to monitor transportation system performance. This report is going is going to be developed jointly with the Update of the MAG Congestion Management Process, and deliver a coordinated methodology to assist in the planning and programming functions at MAG.

Traffic Data Collection System 500-0642

The goal of this project was to develop a regional traffic data acquisition system to gather traffic data from city traffic signal systems utilizing existing traffic detectors of the signal system to count traffic and transmit the data to MAG. The first implementation phase of this project has been completed at one of our local agencies and at MAG. The project produced a system to continuously gather traffic data from the test agency's traffic signal systems. The desired end goal of developing a reliable data collection system was not realized for this project. The local agency involved in the project has decided to pursue a different technology for mid-block vehicle detection which would lead a different project concept feasible. This task and project have been closed.

FY 2009 Outcome Measures

- Not applicable.

Highway Performance Monitoring System 500-0643

Establish procedures for collecting Highway Performance Monitoring System (HPMS) data, quality control of data, and statistically valid estimates of regional vehicle-miles of travel.

Follow up on FY 2008 Outcome Measures

- **Measure:** Develop an effective tool for transportation planning and meet federal requirements for an HPMS data submittal that is timely, accurate, and complete by preparing data in a GIS format and displaying the data on the MAG Web site.
  Result: *The HPMS submittal from MAG jurisdictions was conveyed to the Arizona Department of Transportation (ADOT) in a timely and accurate manner. An extension to this effort was a complete update of the Urban Functional Classification of routes within the region. Clarification regarding roadway roughness measurements will be provided by ADOT prior to the next update cycle.*

FY 2009 Objectives

- Review the HPMS data collection process in conjunction with ADOT and MAG member agency staff and recommend further appropriate corrective actions to substantially improve the accuracy of sample and universal data, including roadway roughness measurements.

- Update GIS data on street mileage within MAG member agencies to provide guidance on local street mileage.

- Work with member agencies to improve IRI data (a measure of pavement roughness) for roadways functionally classified as principal arterial streets.

- Incorporate ongoing MAG data collection efforts for MAG travel demand model networks, traffic count program, and the development of the Transportation Improvement Program and Regional Transportation Plan into the HPMS data collection effort, so as to provide cross checks for HPMS data collection and minimize duplication of data collection efforts by member agencies.

- Review new roadway construction and initiate a process to insure that new and upgraded facilities are functionally classified as appropriate in the federal functional classification system.

FY 2009 Outcome Measures

- A Highway Performance Monitoring System (HPMS) data submittal that incorporates, as appropriate, MAG data collection efforts for other activities, as well as for HPMS, that is timely, accurate, and complete to be used in meeting federal requirements and as a tool in transportation planning in a Geographical Information Systems (GIS) format.

- Modification of the federal functional classification of roadways in the MAG area to reflect roadway construction and traffic volume changes.

Transportation System Management

Program Description

Transportation System Management refers to the integrated management of the multimodal transportation system in the Maricopa Association of Governments (MAG) region. This includes the integration of infrastructure provision, road safety management, travel demand management, travel behavior, and traffic operations enhanced with Intelligent Transportation Systems (ITS). Projects and activities carried out under individual subprograms address each of these areas. Transportation System Management is most successful when it is based on deliberate and sustained collaboration and coordination among agencies and jurisdictions responsible for delivering transportation and public safety services.

Mission Statement

The mission of the Transportation System Management Program is to develop an integrated approach to managing the regional multimodal transportation system that would help optimize the performance of the regional transportation system resulting in more effective and efficient use of capacity and in improved security, safety, and reliability of the system.

2007-2008 Accomplishments

- Continued implementing the MAG Regional Concept of Transportation Operations.
- Continued the program to provide technical assistance to MAG member agencies in making improvements to traffic signal operations, through the Traffic Signal Optimization Program.
- Developed the overall concept for implementing a fully integrated corridor, in traffic operations and management, along the I-10 corridor west of Phoenix.
- Launched a successful regional effort to begin implementing an Integrated Corridor Management System on I-10, that has so far resulted in 14 projects scheduled to be implemented over the next five years, at a cost of nearly $11 million. This project has been nationally recognized as an exemplary effort.

Traffic Signal Optimization Program 500-0651

This program will continue to be funded, through an FY 2009 TIP project, and will continue to provide technical assistance to member agencies for identifying and addressing improvements to traffic signal operations. It addresses an urgent need in the region for more frequent calibration of traffic signal timing to keep pace with changing traffic patterns due to the rapid growth in the region. During FY 2008, a total of ten traffic signal bottleneck locations in nine MAG jurisdictions were addressed through this program. In addition, software and training on traffic simulation modeling is scheduled to be provided to City of Tempe traffic engineering staff. Training will also be provided to staff at MAG, FHWA, and Metro Rail.

Follow-up on FY 2008 Outcome Measures

- **Measure:** Improve the ability of MAG member agencies and their technical staff to effectively address traffic signal timing improvements.
  Result: *Traffic signal timing skills at MAG member agencies were improved.*

- **Measure:** Better synchronized traffic signals with fewer delays and reduced vehicular emissions.
  Result: *Increased use of the SYNCHRO model for signal retiming across the region.*

- **Measure:** Deliver technical assistance and quick solutions for challenging traffic signal problems across the region.
  Result: *Improved arterial traffic flow at a number of intersections.*

FY 2009 Objectives

- Provide technical assistance to MAG member agencies on traffic signal timing improvements so that the region has a better coordinated traffic signal system with fewer delays and better traffic flows.

- Assist local agencies in developing a sound foundation through the use of software tools and training, wherein the agencies may continue to improve signal operations in the future. This will enable MAG member agencies to continue to improve the signal control system, resulting in better traffic flows.

- Identify and successfully complete ten new projects on signal improvements. These projects will be targeted to improve the signal system operations to improve traffic flows.

FY 2009 Outcome Measures

- Improve ability of MAG member agencies and their technical staff to effectively address traffic signal timing improvements.

- Better synchronized traffic signals with fewer delays and reduced vehicular emissions.

- Deliver assistance and quick solutions for challenging traffic signal problems across the region.

Intelligent Transportation Systems (ITS) Training 500-0652

This project will facilitate training for staff at member agencies and other stakeholder agencies in new and emerging areas of ITS applications and national initiatives.

Follow-up on FY 2008 Outcome Measure

- **Measure:** Successful completion of a workshop with participation for MAG member agencies and other stakeholder agencies such as the department of Public Safety.

Result: *A discussion that was initiated with key regional stakeholders during the preparation of a related proposal to the US DOT, and the monthly project meetings held for the Integrated Corridor Management System project fulfilled the need for the workshop.*

FY 2009 Objective

- Conduct a regional workshop on ITS Communications.

FY 2009 Outcome Measure

- Successful completion of the workshop with participation from MAG member agencies and other stakeholder agencies such as the Department of Public Safety.

Intelligent Transportation Systems (ITS) Evaluation 500-0653

This activity involves the origination of specific projects to assess the status of regional Intelligent Transportation Systems (ITS) infrastructure, status of ITS operations, and the benefits of regional ITS programs and projects.

Follow-up on FY 2008 Outcome Measure

- **Measure:** Produce a status report on regional ITS infrastructure.
  Result: *This task has been deferred to 2009.*

- **Measure:** Produce a state-of-practice report on traffic management operations and the utilization of ITS infrastructure.
  Result: *This task has been deferred to 2009.*

FY 2009 Objective

- Conduct an assessment of the region's ITS infrastructure and the practice of traffic management operations.

FY 2009 Outcome Measures

- Produce a status report on regional ITS infrastructure.

- Produce a state-of-practice report on traffic management operations and the utilization of ITS infrastructure.

Integrated Corridor Management Systems 500-0654

An Integrated Corridor Management System (ICMS) will be developed based on a plan that consists of a carefully orchestrated set of traffic management strategies implemented on freeways and parallel arterials. The MAG Regional Concept of Transportation Operations identified a regional goal of

implementing one fully integrated corridor within three years and three such corridors within five years.

Follow-up on FY 2008 Outcome Measures

- **Measure:** Improvements in transportation operations along the I-10 West corridor due to implementation of early steps of ICMS.
  Result: *Observable improvements due to early steps of ICMS along the I-10 corridor are expected to occur once the I-10 widening project starts in 2008. A proposal submitted to the U.S. Department of Transportation of the I-10 ICMS was not selected for funding which means a phased implementation will be followed.*

FY 2009 Objective

- Continue to support implementing the I-10 ICMS.

FY 2009 Outcome Measure

- Improvements in transportation operations along the I-10 West corridor due to implementation of ICMS recommendations.

Regional Community Network Implementation 500-0656

This project will provide the communications infrastructure needed to interconnect traffic management centers and public safety agencies within the Phoenix metropolitan region. The project will utilize the communications architecture recommendations identified in the 2003 MAG Regional Community Network (RCN) Study. This project will lead only to the implementation of network links that are considered a high priority by the stakeholders in the region. However, the network resulting from this project will be limited to the number of links that can be constructed with funds available for this project.

Follow-Up on FY 2008 Outcome Measure

- **Measure:** Implementation of the first phase of the RCN.
  Result: *The project is scheduled to be implemented in 2008.*

FY 2009 Objectives

- Procure, install, and activate fiber-optic communications infrastructure.

- Transfer communications infrastructure to local agencies participating in the RCN Phase 1A project for future operation and maintenance.

FY 2009 Outcome Measure

- Implementation of the first phase of the RCN.

Coordination of Regional Smart Corridors 500-0658

This project will focus on improving traffic signal operations along major arterials or corridors impacted by recently built freeways.

Follow-Up on FY 2008 Outcome Measure

- **Measure:** Enhance the level of signal coordination and improve traffic flow along major arterials in the region.
  Result: *Two Smart Corridor projects were launched and are currently underway. A project in the City of Peoria will improve corridor operations along the Thunderbird Road, and a project in the City of Glendale will develop an Arterial Congestion Map.*

FY 2009 Objectives

- Launch projects that would develop and implement new traffic management strategies in these corridors based on existing and programmed infrastructure.

FY 2009 Outcome Measure

- Enhance the level of signal coordination and improve traffic flow along major arterials in the region.

Access Real-Time Freeway Information 500-0659

This project was completed in 2007 with the cooperation of Arizona DOT. It developed a new information display at the Arizona DOT Web site at: www.AZ511.com/pda/ that can be accessed via handheld Web-enabled devices such as Personal Digital Assistants and cellular telephones. The information available via on this Web page is the same real-time freeway traffic speed information that is currently displayed at the AZ511.com Web site's Roadway Conditions page located at: http://www.az511.com/Roadway Conditions/index.php.

Follow-Up on FY 2008 Outcome Measure

- **Measure:** Estimate the number of users who have accessed freeway information using the Internet gateway created by this project.
  Result: *During FY 2008 ADOT has implemented a pilot program to display travel time information on the freeway message board. Arizona DOT is exploring ways to capture Web site access by mobile devices.*

FY 2009 Objectives

- Measure effectiveness and market penetration of the enabled service.
- Explore additional enhancements such as real-time transit information.

FY 2009 Outcome Measures

- Estimate the number of users who have accessed freeway information using the Internet gateway created by this project.
- A feasibility assessment and a cost estimate for incorporating real-time transit information.

Demand Management

Program Description

Demand Management refers to distinct programs that collectively provide coordination with employers, local jurisdictions, and the general public, encourage the use of alternative transportation options to the single occupant vehicle, and advise on ways to improve air quality.

Maricopa County administers the Trip Reduction Program (TRP) to all major employers, and schools with 50 or more employees or students, based on the Trip Reduction Ordinance. The Travel Reduction Programs Office for the State of Arizona encourages state employees in Maricopa County to use alternative modes of transportation through instruction, promotion, and incentives. Valley Metro/Regional Public Transportation Authority (RPTA) offers a free ridematching service to commuters interested in carpooling, vanpooling, and bicycling to work; manages and subsidizes a vanpool program; and conducts the Clean Air Campaign under the Regional Rideshare Program.

Maricopa County contracts with RPTA to assist employers affected by the Trip Reduction Program to provide technical and promotional service support.

The RPTA also conducts the Telework and Ozone Outreach Program to encourage employers and employees to start telework and telecommuting programs. This program continues to promote telework as a viable trip reduction option and important alternative mode to the single occupancy vehicle commute. Telecommuting, or the more broadly defined telework, is a way to work remotely while reducing vehicle miles traveled. The Telework and Ozone Outreach Program encourages employers and the public to use alternative modes of travel or alternative work schedules during Summer Ozone High Pollution Advisory days.

Mission Statement

The mission of Demand Management is to provide outstanding services, programs, and materials that inspire citizen involvement and action to reduce air pollution and traffic congestion.

2007-2008 Accomplishments

- Overall public perception measuring favorability of the alternative mode advertising campaign is currently at 83 percent.
- Forty-three percent of residents aware of advertising for the campaign indicated they have taken action in response to hearing about High Pollution Advisories.
- The number of alternative mode users has increased by 359,400 or 104 percent, since 1993, while the number of non-home based employed people in Maricopa County has increased by 70 percent. Total alternative mode usage for 2007 was 43 percent representing an increase of four percent over the previous year.

- In total, close to 8.6 million vehicle miles (an increase of nearly 2 million over 2006) were saved or not driven daily in 2007 because employees used an alternative mode of transportation. A savings of 8.6 million miles each day results in the release of approximately 292,000 fewer pounds (or 146 tons) of pollution into the air each day.

- In 2007, the number of employed residents who always use an alternative mode for their commute increased to 12 percent, up from nine percent in 2006.

- The RPTA representatives provided 9,291 technical assistance contacts to Trip Reduction Program (TRP) employers, including 3,153 phone contacts and 1,043 on-site visits.

- The RPTA representatives facilitated 97 employee-oriented presentations and events, reaching nearly 12,900 people in 2007.

- The Travel Reduction Programs Office data continues to show increases in participation. Telework participation is 7.2 percent higher than last year at this time and 25.2 percent higher than two years ago. More than 4,400 State employees have signed telework agreements with their supervisors. Though Commuter Club membership is seeing minor increases so far this fiscal year, last year's membership had increased 5.3 percent over the previous year.

- Eighty-four percent of Valley residents indicated they were familiar with High Pollution Advisories, up from 81 percent in 2005.

- Of the Valley companies who allow telecommuting, 35 percent of their employees meet the necessary criterion to be able to participate which represents an increase of 12 percent since 2004.

- The interest in telecommuting among those not currently telecommuting increased in 2007 to 46 percent, up from 41 percent for previous two survey years.

- In 2007, 88 percent of Valley employees reported that they have heard of telecommuting; this is up from 81 percent in 2005.

Trip Reduction Program 500-0110

Assist employers in achieving their trip reduction goals by providing quality training, services, and programs.

Follow-up on FY 2008 Outcome Measures

- **Measure:** An increase of three percent in the number of alternative Vehicle Miles Traveled by Trip Reduction Program (TRP) participants from the level achieved in FY 2007.
  Result: *Based on Survey Analyses results through the first two months of FY 2008, alternative Vehicle Miles Traveled by TRP commuters increased by 24.1 percent for "All" site types when compared to the same period of FY 2007.*

- **Measure:** An increase of three percent in the "tons of pollution saved" for those commuters using an alternative mode of travel to get to their workplace from the level achieved in FY 2007.
  Result: *Based on Survey Analyses results through the first two months of FY 2008, "tons of pollution saved" for "All" site types by TRP commuters using an alternative mode of travel increased by 25.4 percent when compared to the same period of FY 2007.*

- **Measure:** An increase to 36 percent in the annual commuter use of alternative modes one or more days per week from the level achieved in FY 2007 based on the TRP survey.
  Result: *Based on Survey Analyses results through the first two months of FY 2008, commuter use of alternative modes for one or more days per week increased from 32.8 percent to 33.2 percent when compared to the same period of FY 2007.*

- **Measure:** An increase of 10 in the annual number of employers who subsidized the bus for employee commuter programs from the number achieved in FY 2007.
  Result: *The number of employer plans approved by the TRP Task Force during the first two months of FY 2008 that included a bus subsidy (new or ongoing) increased from 37 to 39.*

- **Measure:** An increase of five in the annual number of subsidized vanpools for employee commuter programs from the number achieved in FY 2007.
  Result: *The number of employer plans approved by the TRP Task Force during the first two months of FY 2008 that included subsidized vanpools (new or ongoing) decreased from six to five. It is anticipated that FY 2008 year-end results for subsidized vanpools will reflect an increase when compared to FY 2007.*

- **Measure:** An increase of 10 in the annual number of employers that start telecommuting programs from the number achieved in FY 2007.
  Result: *The number of employer plans approved by the TRP Task Force during the first two months of FY 2008 that included a telecommuting program (new or ongoing) increased from 35 to 38.*

- **Measure:** An increase of 10 in the annual number of employers that start compressed work week programs from the number achieved in FY 2007.
  Result: *The number of employer plans approved by the TRP Task Force during the first two months of FY 2008 that included a compressed work week program (new or ongoing) increased from 50 to 57.*

- **Measure:** An increase of five percent in the annual number of TRP employers utilizing the electronic, e-survey version of the annual TRP survey from the number achieved in FY 2007.
  Result: *Through the first two months of FY 2008, the number of employers using the e-survey version increased from 22 to 27 when compared to the same period of FY 2007.*

FY 2009 Objectives

- Encourage TRP employer promotion of alternative modes of transportation, including carpooling, vanpooling, taking the bus, bicycling, walking, and alternative fueled vehicles, as well as alternative work schedules including telecommuting and compressed work schedules.

- Provide training and assistance to TRP employers in all aspects of the Trip Reduction Program requirements such as conducting surveys, writing, and implementing a TRP plan.

- Use brochures and conduct presentations and training to promote alternative modes of transportation and work schedules to employer management, TRP organization committees, and Transportation Coordinator Associations, and facilitate and assist with the marketing and promotion of Clean Air Campaign events and transportation fair events.

- Increase the number of TRP employers that implement strategies to promote the use of alternative modes of transportation and work schedules, such as subsidized bus and vanpool fares, preferential parking, and guaranteed ride home, and who offer or expand telecommuting and compressed work schedules.

- Encourage and assist employers in establishing a "commuter choice tax benefit" program through education, workshops, and outreach.

- Increase the annual number of TRP employers utilizing the electronic, e-survey version of the annual TRP survey. The e-survey is available in either the Intranet or the Internet version.

FY 2009 Outcome Measures

- An increase of three percent in the number of alternative Vehicle Miles Traveled by Trip Reduction Program (TRP) participants from the level achieved in FY 2008.

- An increase of three percent in the "tons of pollution saved" for those commuters using an alternative mode of travel to get to their workplace from the level achieved in FY 2008.

- An increase to 36 percent in the annual commuter use of alternative modes one or more days per week from the level achieved in FY 2008 based on the TRP survey.

- An increase of 10 in the annual number of employers who subsidized the bus for employee commuter programs from the number achieved in FY 2008.

- An increase of five in the annual number of subsidized vanpools for employee commuter programs from the number achieved in FY 2008.

- An increase of 10 in the annual number of employers that start telecommuting programs from the number achieved in FY 2008.

- An increase of 10 in the annual number of employers that start compressed work week programs from the number achieved in FY 2008.

- An increase of five percent in the annual number of TRP employers utilizing the electronic, e-survey version of the annual TRP survey from the level achieved in FY 2008.

Travel Reduction Program 500-0120

Reduce state employees' commute travel in single occupancy vehicles.

Follow-up on FY 2008 Outcome Measures

- **Measure:** To increase the number of State employees in Maricopa County who are actively teleworking to 4,270.
  Result: *The State has already exceeded this measure; there are currently more than 4,400 State employees who are actively teleworking.*

- **Measure:** To achieve an 87 percent response rate on the 19th annual travel reduction survey.
  Result: *Survey results for this fiscal year will not be available until the end of April 2008. However, the State achieved an 86.4 percent response rate on the April 2007 survey.*

- **Measure:** To expand the marketing and promotion of travel reduction programs by individually assisting at least 1,350 employees at information tables.
  Result: *The State is well on its way to meeting this measure; all monthly goals for this measure have been exceeded.*

- **Measure:** To increase in the number of State employees who are using an alternative mode at least twice a week, and who are registered with our office, to 5,290.
  Result: *The State is well on its way to meeting this measure; there are currently 4,714 employees who are registered as alternate mode users.*

- **Measure:** To increase bus ridership by two percent.
  Result: *One month into this fiscal year, bus ridership is up 6.2 percent.*

FY 2009 Objectives

- Maintain a 20 percent participation rate among State employees in the State of Arizona Telework Program.

- Administer the twentieth annual travel reduction survey by April 10, 2009 and achieve at least a two percentage point overall reduction in the rates of single-occupancy vehicle (SOV) trips or SOV miles traveled at the 64 official survey sites.

- Present a unified message through coordination of messages and programs with other air quality stakeholders.

- Promote Bus Card Plus to employees.

- Promote and expand membership of the Capitol Rideshare Commuter Club by three percent by June 30, 2009.

FY 2009 Outcome Measures

- To maintain the number of State employees in Maricopa County who are actively teleworking at 4,270.
- To achieve an 87 percent response rate on the twentieth annual travel reduction survey.
- To expand the marketing and promotion of travel reduction programs by individually assisting at least 1,450 employees at information tables.
- To increase the number of state employees who are using an alternate mode at least twice a week, and are registered with our office, to 5,570.
- To increase bus ridership by two percent.

Regional Rideshare Program 500-0130

Support public and private policies, amenities, and facilities that enhance the use of commute alternatives and develop high quality communication messages and materials that promote increased use of alternative transportation modes.

Follow-up on FY 2008 Outcome Measures

- **Measure:** To achieve an annual campaign awareness level of at least 86 percent for FY 2008.
  Result: *Survey results from the 2008 Transportation Demand Management (TDM) Annual Survey will not be available until June 2008. In the 2007 TDM Annual Survey, the line of questioning for advertising awareness changed; therefore, the annual campaign awareness level is not available for FY 2007. However, research indicates residents were twice as likely to recall rideshare messages than any other campaign message.*

- **Measure:** To achieve an annual Clean Air Campaign favorability of at least 77 percent for FY 2008.
  Result: *Survey results from the 2008 TDM Annual Survey will not be available until June 2008. In the 2007 TDM Annual Survey, the line of questioning for advertising awareness changed; therefore, the annual campaign favorability is not available for FY 2007. However, the favorability of the Valley Metro alternative mode advertising campaign is at 83 percent, according to the 2007 TDM Annual Survey.*

- **Measure:** To achieve an annual 40 percent of commuters who use alternative modes or schedules for one or more days a week in FY 2008.
  Result: *Survey results from the 2008 TDM Annual Survey will not be available until June 2008. However, according to the 2007 TDM Annual Survey, the number of alternative mode users is at 43 percent.*

- **Measure:** To increase the percent of daily trips made by alternative modes and schedules to at least 24 percent in FY 2008.

Result: *Survey results from the 2008 TDM Annual Survey will not be available until June 2008. However, according to the 2007 TDM Annual Survey, 26 percent of daily commute trips are made by commuters using alternative modes or schedules.*

FY 2009 Objectives

- Deliver feasible, quality commuter services and programs to clients and the general public to make using alternative transportation modes more attractive.
- Maintain an efficient and up-to-date, online rideshare matching system and provide match lists to applicants who do not have Internet access, in a timely manner, as those with Internet have instantaneous match capability.
- Utilize paid local media and public service announcements to encourage the public to try alternative modes instead of driving in a single occupancy vehicle.
- Coordinate with other air quality stakeholders to present a uniform, clear, and effective message to the public.
- Develop a public and media relations campaign and create special events that focus attention on the benefits of increased use of alternative transportation modes and work options.
- Develop effective information and promotional materials for customers (employers, commuters, and the general public) that promote public acceptance and understanding of the need for reduced trips and travel demand strategies that encourage the increased use of alternative transportation modes and work options.
- Promote the adoption of transit, telecommuting, bicycle, and pedestrian-friendly amenities, infrastructure, and facilities that will encourage walking and the increased use of transit, carpooling, and bicycling.

FY 2009 Outcome Measures

- To achieve an annual Clean Air Campaign awareness level of at least 75 percent for FY 2009.
- To achieve an annual Clean Air Campaign favorability level of at least 85 percent for FY 2009.
- To achieve an annual 45 percent rate of commuters who use alternative modes or schedules for one or more days a week in FY 2009.
- To increase the percent of daily trips made by alternative modes and schedules to at least 28 percent in FY 2009.

Telework and Ozone Outreach Program 500-0140

Administer and implement the telework program to reduce travel, relieve congestion, and reduce air pollution. In FY 2009, ozone education will continue to assist the region in meeting the federal eight-hour ozone standard during the summer of 2009.

Follow-up on FY 2008 Outcome Measures

- **Measure:** An increase in the number of regular telecommuters, as reported by the 2006 TDM Annual Survey (128,200) in the Valley by five percent (6,410), for a total of 134,610 teleworkers who work remotely once per week or more.
  Result: *Survey results from the 2008 TDM Annual Survey will not be available until June 2008. However, the 2007 TDM Annual Survey indicates the number of telecommuters working remotely once per week or more increased to 213,600 (a 66 percent increase compared to the previous year).*

- **Measure:** To assist at least five additional employers with implementing telework pilots or expanding and formalizing existing programs.
  Result: *During FY 2008, RPTA representatives added a teleworking component to all Transportation Coordinator Association meetings. It is anticipated that five organizations will implement telework pilot programs.*

- **Measure:** To increase the number of participating employers in the High Pollution Advisory Program by five percent to 612 (up from 583 for a year-round High Pollution Advisory Program in 2006).
  Result: *Due to a change in the format used to demonstrate employer participation, a direct comparison with previous years is not available. However, under the new format, 196 companies have had High Pollution Advisory Program participation approved as part of their plans through the first six months of FY 2008.*

- **Measure:** To attain a general public awareness of High Pollution Advisories of 89 percent.
  Result: *Survey results from the 2008 TDM Annual Survey will not be available until June 2008. However, according to the 2007 TDM Annual Survey, 84 percent of Valley residents indicate they are familiar with High Pollution Advisories.*

FY 2009 Objectives

- Provide ongoing communication with target audiences about the benefits of telework to strengthen the telework outreach program.

- Assist an additional five employers in setting up or expanding telework programs.

- Provide effective training, management briefings, and assistance with telework program elements to local employers, especially those concerned with trip reduction efforts.

- Maintain the Valley Metro Web site and online communications to provide up-to-date telework information.

- Continue to recruit and train employers for the High Pollution Advisory Program and provide attractive benefits to increase employer participation.

- Monitor results of the Ozone Education Program to ensure program effectiveness.

- Execute an effective general public program to increase awareness and participation in reducing single occupant trips as a part of the Ozone Education Program and High Pollution Advisories.

- Inform Valley residents about the importance of air quality and how it relates to health, overall visibility, and economic stability of a community—especially with the more stringent eight-hour ozone standard—in an effort to increase awareness and participation.

FY 2009 Outcome Measures

- An increase in the number of regular telecommuters, as reported by the 2007 TDM Annual Survey (213,600) in the Valley by five percent (10,680), for a total of 224,280 teleworkers who work remotely once per week or more.

- To assist at least five additional employers with implementing telework pilots or expanding and formalizing existing programs.

- To increase the number of participating employers in the High Pollution Advisory Program by 10 percent to 216 through the first six months of FY 2009 (up from 196 for the first six months of FY 2008).

- To attain a general public awareness of High Pollution Advisories of 88 percent.

Did You Know: According to the 2007 Employee Telecommuting Survey (June 2007), there continues to be an overall increase in off-site electronic access to the work site. Sixty-six percent of employees now have access to work email and 54 percent have access to work files.

Transportation Programs

600: Transportation Programs

Transportation Planning 600-1
Transportation Programming 600-21
Transportation System Analysis 600-27
Transportation Public Involvement 600-33

Transportation Planning

Program Description

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

As part of the process of developing a Unified Planning Work Program for transportation, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) call for the consideration of eight Planning Factors to guide transportation planning efforts nationally. These planning factors include economic vitality, safety, and security for both motorized and nonmotorized transportation, accessibility of both people and freight, environmental protection, transportation connectivity, efficient management and operation of the systems, and preservation of the transportation system. The FTA and FHWA also require that Title VI and Environmental Justice considerations be addressed as part of the public involvement and plan development process. In meeting the intent of SAFETEA-LU, and of the Maricopa Association of Governments (MAG) policy framework, the primary function of the Transportation Planning Program at MAG is to identify transportation facilities that will function as an integrated metropolitan transportation system that is accessible to all residents of the region. This is accomplished through coordinated planning for all modes of transportation in the region over a 20-year, or longer, time horizon. Multimodal transportation data, travel forecasts and analysis, and revenue analysis at the regional level provide the framework for making major decisions on infrastructure development and improvement.

In response to SAFETEA-LU and Title VI and Environmental Justice requirements, MAG has also developed and adopted an updated Public Participation Plan to achieve a number of defined communication and agency objectives. These objectives have the specific purpose of ensuring the full and fair participation in transportation and other agency decision making by all citizens, regardless of race, color, national origin, religion, age, gender, disability, or socioeconomic status.

MAG planning efforts are incorporated into a 20-year, multimodal, Regional Transportation Plan. The development and implementation of the transportation plan requires extensive cooperation, coordination, and collaboration with MAG member agencies, the citizenry of the region, the Federal Highway Administration, the Federal Transit Administration, the Federal Aviation Administration, the Arizona Department of Transportation, and the Regional Public Transportation Authority. The MAG transportation planning effort is conducted under the direction of the Transportation Policy Committee (TPC).

The TPC is a public/private partnership established by MAG (and later formalized in state legislation) that is charged with finding solutions to the region's transportation challenges. The TPC consists of a cross-section of MAG member agencies, community interests, and business representatives. The Regional Transportation Plan (RTP) was originally adopted by the MAG Regional Council on November 25, 2003, and was found to meet air quality conformity requirements. This finding was approved by United States

Department of Transportation (U.S. DOT), in coordination with the Environmental Protection Agency (EPA), in December 2003. Updates to the RTP have subsequently been adopted by the MAG Regional Council in 2004, 2005, and 2006 to respond to changing conditions and new information. A finding of air quality conformity for each of these updates was approved by the U.S. DOT, in coordination with the EPA. The 2007 Update of the RTP was developed and fully complies with the new planning requirements of SAFETEA-LU. This update was adopted by the MAG Regional Council in July 2007 and the conformity finding approved by U.S. DOT in August 2007. A 2008 Update is under development and is also being structured to comply with SAFETEA-LU.

One of the key resources for funding transportation improvements in the MAG region is a half-cent sales tax collected in Maricopa County. In November 2004, the voters of Maricopa County approved the continuation of the half-cent sales tax through calendar year 2025, providing a major resource for implementation of the RTP. It is estimated that the sales tax will generate approximately $14.3 billion (year of expenditure dollars) over the next 20 years, providing well more than half of the funding for the RTP.

The tasks for the continuing development and updating of the RTP have been included in the FY 2009 Unified Planning Work Program. In addition, planning activities and projects for refinement, updating, and implementation of the individual modal components of the Plan are included in this Work Program.

Mission Statement

The mission of the Transportation Planning Program is to develop transportation plans and implementation strategies that enhance mobility, are sensitive to the environment, and support the social and economic goals of the region.

2007-2008 Accomplishments

- Provided extensive public information regarding the Regional Transportation Plan in the form of Plan documents, maps, brochures, Web site information, and presentations. Responded promptly to telephone and Web inquiries regarding the implementation of RTP facilities and services.

- Completed the 2007 MAG Annual Report on the Implementation of Proposition 400, which is required by state law and is aimed at monitoring and documenting the status of projects in the MAG Regional Transportation Plan. A public hearing was held to receive comments on the report findings.

- Initiated the 2008 Update of the MAG Regional Transportation Plan. This update is being structured to fully comply with the new metropolitan transportation planning regulations included in SAFETEA-LU. As part of the 2008 Update, cost estimates and implementation schedules for the Freeway Life Cycle Program are undergoing extensive review and updating.

- Completed the Interstate 10-Hassayampa Valley Roadway Framework Study, which identifies the roadway infrastructure for the valley west of the White Tank Mountains. This effort was a joint project by MAG, the Arizona Department of Transportation, Maricopa County, the Town of

Buckeye, and the Cities of Goodyear and Surprise. This study is the first of seven framework studies that will be completed throughout Arizona during 2008 and 2009.

- Completed the Statewide Mobility Reconnaissance Study on behalf of the Arizona COG and MPO Association. This project was an effort to frame the discussions on transportation infrastructure in Arizona and contributed to the organization of a statewide effort for framework studies that are presently underway and will be completed by 2009. As part of this project, MAG participated in a 30-day tour of the state that received information about their views on Arizona transportation from more than 500 participants.

- Initiated the Interstates 8 and 10-Hidden Valley Transportation Framework Study, which identifies the transportation infrastructure for an area bounded by Tohono-O'dham Indian Community on the south, 459th Avenue in Maricopa County on the west, the Gila River on the north, and Interstate 10 on the east. This effort is a joint project by MAG, the Arizona Department of Transportation, Maricopa County, Pinal County, the Town of Buckeye, and the Cities of Goodyear and Maricopa. Like the Hassayampa Valley study, this study is the second in a series of seven framework studies that will be completed throughout Arizona in 2008 and 2009.

- Presented findings related to the Hassayampa Valley, Hidden Valley, and Reconnaissance Study at over 70 events, including the Arizona Roads and Streets Conference in Tucson, the Pinal Regional Transportation Summit, the Rural Transportation Summit, the Arizona Section of the Institute of Transportation Engineers, the Arizona Section of the American Society of Civil Engineers, East Valley Partnership, WESTMARC, the Arizona Legislature Blue Ribbon Transportation Committee, the Arizona Pavement/Materials and Transportation Conference at Arizona State University, and the Arizona Intertribal Council.

- Introduced the Arizona Parkway cross section to the MAG region transportation engineering and planning community in a half-day workshop conducted in August. The Arizona Parkway is a significant recommendation from the Hassayampa Valley Framework Study for accommodating significant travel demand in a corridor while providing adjacent private property access. The cross section is based upon the boulevard-arterial roadway classification presently in use in the state of Michigan for the past forty years. Over 130 participants attended the workshop that included speakers from the Federal Highway Administration, the University of Arizona, and the City of Surprise.

- Developed a Commuter Rail Strategic Plan for the MAG region.

- Finalized a scope of work, selected a consultant, and launched a Regional Transit Framework Study for the MAG region.

- Coordinated input among local agencies, Valley Metro/RPTA, and Valley Metro Rail (METRO) in response to the Governor's Executive Order 2007-02: Expanding Arizona's Transportation Options.

- In partnership with a number of MAG member agencies, organized and held two Regional Crossing Guard Safety Training Workshops, in Glendale and in Mesa with nearly 300 participants.

- Served on the Governor's Traffic Safety Advisory Council, and provided input to the state's first Strategic Highway Safety Plan.

- Presented two papers at the ITS Arizona Conference on the MAG projects that developed the Mobile Traffic Information Portal at www.az511/com/pda/, and the I-10 Integrated Corridor Management System.

- Presented the development of the I-10 Integrated Corridor Management System Concept of Operations, at the 87th Annual Meeting of the Transportation Research Board.

- Provided technical assistance to six member agencies, through eleven completed projects, launched through the MAG Traffic Signal Optimization Program.

- Continued distribution of the MAG Regional Bikeways Map.

- Continued to serve on a number of boards and commissions, such as the Rio Salado Commission, Valley Forward, and the Arizona State Committee on Trails.

- Continued work on five Pedestrian Design Assistance Projects.

- Developed a Bicycle Design Assistance project.

- Provided support on aviation matters through participation on multiple airport master plan advisory committees.

- Responded to questions pertaining to the MAG Regional Aviation System Plan.

- Provided socioeconomic and transportation data to MAG member agencies for use in carrying out their aviation responsibilities.

- Completed System Level Performance Measurement Analysis for the MAG region. Summary findings included in the 2007 Update of the RTP and the 2007 MAG Annual Report on the Implementation of Proposition 400.

- Participated in the NTOC Pilot Study to Benchmark Performance Measures (NCHRP 20-7) in conjunction with the University of Maryland Center for Advanced Transportation Technology and Texas A&M University.

- Developed and published "Performance Measurement Framework and Congestion Management Update" RFP for the MAG region. Launched Study and initiated Scope of Work revisions with selected consultant.

- Continued efforts to reach Title VI communities through the Community Outreach Program, to provide information and receive input from minority communities and low-income populations. Provided all major communication materials in Spanish. Utilized part-time Disability Outreach

Associate to provide outreach to the community for people with disabilities, including developing informational materials in Braille and other alternative formats.

Regional System Planning 600-0110

Refine and update the MAG Regional Transportation Plan (RTP). The planning process will proceed under the direction of the Transportation Policy Committee and be conducted in coordination and collaboration with MAG member agencies, the Arizona Department of Transportation, and the Regional Public Transportation Authority using state-of-the-art technical methodologies and an extensive public involvement program.

Follow-up on FY 2008 Outcome Measures

- **Measure:** An updated RTP that: (1) reflects changes resulting from socioeconomic data and projection updates, annual modal life cycle updates, corridor and modal studies, and/or other regional planning decisions; (2) identifies new corridors, which may represent illustrative projects and/or ultimate facility concepts; (3) maintains consistency between the RTP and the TIP; (4) meets air quality conformity requirements; and (5) fully complies with the new transportation planning requirements of SAFETEA-LU.
  Result: *A 2008 Update of the RTP was initiated and will fully comply with the new transportation planning requirements of SAFETEA-LU and will meet air quality conformity requirements. This update maintains consistency between the RTP and the TIP and will incorporate changes that were made to the modal life cycle programs, revenue estimates, and socioeconomic projections. Illustrative corridors were not identified in the Update to allow sufficient time to consider the results of the corresponding subregional studies, before adding such corridors to the RTP. As part of the 2008 Update, cost estimates and implementation schedules for the Freeway Life Cycle Program are undergoing extensive review and updating.*

FY 2009 Objectives

- Prepare the annual update of the Regional Transportation Plan (RTP) to provide an up-to-date guide for regional transportation decision-making in the MAG area, and to maintain the region's eligibility for federal transportation funds.

FY 2009 Outcome Measures

- An updated RTP that: (1) reflects changes resulting from socioeconomic data and projection updates, annual modal life cycle updates, corridor and modal studies, and/or other regional planning decisions; (2) identifies new corridors, which may represent illustrative projects and/or ultimate facility concepts; (3) maintains consistency between the RTP and the TIP; (4) meets air quality conformity requirements; and (5) fully complies with the new transportation planning requirements of SAFETEA-LU.

Regional Highway Planning 600-0120

Develop and update the highway elements of the RTP by incorporating recent transportation planning, design, and study results, updating funding estimates, as needed, while being responsive to local needs.

Follow-up on FY 2008 Outcome Measures

- **Measure:** To complete the Interstate 10-Hassayampa Valley Roadway Framework Study in western Maricopa County, adopt as a "Transportation Corridors of the Future," and include recommendations, as appropriate, into future updates of the RTP and TIP as appropriate.
  Result: *The Interstate 10-Hassayampa Valley Roadway Framework Study is scheduled for acceptance by the MAG Regional Council in February 2008. MAG and its consultant has established a conceptual roadway framework for the Hassayampa Valley consisting of new freeways, parkways, and major arterials. Also, MAG and its consultant, in cooperation with the Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) established in the study a framework for the traffic interchange spacing for the Interstate 10/Papago Freeway from the SR-303L/Estrella Freeway to 459th Avenue in western Maricopa County, for a distance of approximately 30 miles. MAG's acceptance of the Interstate 10-Hassayampa Roadway Framework Study, including the Interstate 10 traffic interchange spacing proposal, as "Transportation Corridors of the Future," initiates a right-of-way preservation tool for Maricopa County, the Cities of Goodyear and Surprise, and the Town of Buckeye.*

- **Measure:** Draft Interstate 8 and 10-Hidden Valley Roadway Framework Study in Maricopa and Pinal Counties. By FY 2009, adopt as "Transportation Corridors of the Future," and include recommendations, as appropriate, into future updates of the RTP and TIP as appropriate.
  Result: *The Interstates 8 and 10-Hidden Valley Transportation Framework Study was initiated in FY 2007 and is anticipated for completion in FY 2009. Presently, the project is underway and has had more than 80 meetings with key project stakeholders to establish a baseline framework for the study area.*

- **Measure:** Complete corridor and design studies in coordination with th RTP as needed to ensure the studies are completed within a timely manner to meet the phasing schedule presented in the current RTP.
  Result: *MAG provided assistance for the continuing studies on the SR-202L/South Mountain Freeway Environmental Impact Statement (EIS) and Location/Design Concept Report (L/DCR), the Interstate 10 Local-Express Lane System EIS and DCR (from SR-51/SR-202L Red Mountain Freeway to SR-202L/Santan Freeway), and the SR-802/Williams Gateway Freeway alignment and environmental studies.*

- **Measure:** Complete the initial Building a Quality Arizona: Statewide Mobility Reconnaissance Study and identify the next steps in intrastate and interregional transportation planning that affects the MAG region and neighboring COGs and MPOs.

Result: *In association with the Arizona COG and MPO Association, MAG completed the Statewide Mobility Reconnaissance Study that initiated the Statewide Transportation Planning Framework effort for all of Arizona. Efforts from this study will update the Move AZ statewide transportation plan and provide information to the Governor and the Legislature for considering a future voter referendum for increasing transportation funding.*

FY 2009 Objectives

- Work with the Arizona Department of Transportation (ADOT) on a new corridor design and other studies for improvements to existing facilities and new facilities to ensure consistency with the MAG RTP as approved by the voters through Proposition 400 on November 2, 2004. This includes (but is not limited to) studies for the SR-801/I-10 Reliever, SR-802/Williams Gateway Freeway, I-10 Local-Express Lane System, I-17, SR-51, SR-202L/South Mountain Freeway, SR-303L/Estrella Freeway, SR-85, and US-60/Grand Avenue.

- Continue work as needed on the Southwest Valley/Western Pinal County (Hidden Valley) Transportation Framework Study in Maricopa and Pinal Counties. The area for this study is bounded by the Gila River on the north, 459th Avenue in Maricopa County on the west, Interstate 8 on the south, and SR-87 on the east. Accept, in FY 2010, as "Transportation Corridors of the Future," and update the RTP and TIP as needed to incorporate the recommendations from this study.

- Identify ultimate concepts for regional highway facilities for consideration in future updates to the RTP.

- In cooperation with the Arizona Department of Transportation and the Federal Highway Administration, establish a multi-tier Environmental Impact Statement study process for the extension of the SR-303L/Estrella Freeway from the SR-801/Interstate 10 Reliever to Interstate 8 in southern Maricopa County, and for the Hassayampa Freeway from the junction of US-93 and SR-89 north of Wickenburg, through the Hassayampa and Hidden Valleys, to the junction of Val Vista Road and Interstate 10 in Pinal County.

FY 2009 Outcome Measures

- To complete the Interstates 8 and 10-Hidden Valley Transportation Framework Study in Maricopa and Pinal counties, adopt as a "Transportation Corridors of the Future," and include recommendations, as appropriate, into future updates of the RTP and TIP as appropriate.

- Complete corridor and design studies in coordination with the RTP as needed to ensure the studies are completed within a timely manner to meet the phasing schedule presented in the current RTP.

Regional Bicycle Planning 600-0130

Develop bikeways as an integral part of a multimodal transportation system in the MAG region to make bicycling a viable transportation option for daily travel trips for all trip purposes.

Follow Up on FY 2008 Outcome Measures

- **Measure:** Serve on the Arizona State Parks Arizona State Committee on Trails, the Arizona Department of Transportation Statewide Bicycle/Pedestrian Plan Steering Committee and the Rio Salado Commission.
  Result: *Served as Vice Chair for the Arizona State Parks Arizona State Committee on Trails and implemented a statewide conference in Prescott for all motorized and non-motorized trail users and professionals which focused on funding, maintenance, promotion, and education.*

- **Measure:** Serve on the Arizona Department of Public Health Active Living Coalition to work with the health community to inform the public on the health benefits of bicycling.
  Result: *Worked with colleagues in public health and local jurisdictions to promote physical activity through bicycling.*

- **Measure:** Work with the MAG member agencies to develop an updated version of the regional bike map and research creating an interactive map on the MAG Web site or member agency Web site.
  Result: *Have initiated the process of working with Google, Inc. to incorporate the MAG Regional Bikeways map on the Internet. Also, in the process of updating and printing the traditional paper bike map.*

- **Measure:** MAG will administer $300,000 in Design Assistance funds for the member agencies to apply for bicycle design assistance projects in their jurisdictions.
  Result: *There were two jurisdictions that received Bicycle Design Assistance Grants in Phase I: City of Peoria - New River Underpass at Olive Avenue and Gilbert Bicycle Crossing Safety and Improvement District Phase II Project.*

FY 2009 Objectives

- Continue to improve communication that facilitates cooperation among state, regional, and local bicycling interests to encourage provision of bicycling facilities and programs.

- Continue to work with the health community to inform the public on the health benefits of bicycling.

- Continue to partner with groups who have an interest in promoting bicycling, which will both encourage bicycling and help to integrate bicyclists' needs into the planning and design of projects in the region.

- Print a 2008 version of the MAG Regional Bikeways map. Investigate implementing an interactive bike map on the MAG Web site that would provide bike route personalized maps.

- Continue the MAG Bicycle Design Assistance Program.

- Develop and promote a mid-block crossing protocol and implementation program.

FY 2009 Outcome Measures

- Serve on the Arizona State Parks Arizona State Committee on Trails, the Arizona Department of Transportation Statewide Bicycle/Pedestrian Plan Steering Committee and the Rio Salado Commission.

- Serve on the Arizona Department of Public Health Active Living Coalition to work with the health community to inform the public on the health benefits of bicycling.

- Work with the MAG member agencies to develop an updated version of the regional bike map and research creating an interactive map on the MAG Web site or member agency Web site.

- MAG will administer $250,000 in Design Assistance funds for the member agencies to apply for bicycle design assistance projects in their jurisdictions.

- Develop a bicycle education campaign with an emphasis on safety.

- Work with the MAG Safety Committee to develop a mid-block crossing protocol to create an interconnected system of bike paths along the canals and other corridors.

Regional Pedestrian Planning 600-0140

Promote increased awareness of walking as a transportation mode and improve transportation facilities for people who walk.

Follow-up on FY 2008 Outcome Measures

- **Measure:** MAG will work with the Pedestrian Working group to implement measures outlined in the plan to increase the number of people who walk as an alternative mode of transportation.
  Result: *MAG staff worked with community organizations such as the West Valley Recreation Corridor event;the Arizona State Committee on Trails conference; and Valley Forward Pedestrian brochure to increase awareness of pathway corridors available to the pubic.*

- **Measure:** MAG will continue to develop a Human Services and Senior Transportation Assessment and Coordination Plan to meet the federal United We Ride initiative. The initiative directs all agencies receiving federal transportation funding for human services transportation services to improve implementation mechanisms and ensure coordination.
  Result: *MAG staff hosted a series of nine subregional meetings with agencies that provide human services transportation. These meetings resulted in a plan with five strategies to encourage coordination.*

- **Measure:** MAG will administer $200,000 in Pedestrian Design Assistance funds for member agencies to apply for pedestrian design assistance projects in their jurisdictions.

Result: *There were two jurisdictions that received Pedestrian Design Assistance Grants in Phase I: City of Scottsdale: 70th Street Pedestrian Connection and Gilbert Pedestrian Safety and Traffic Calming Demonstration Project.*

FY 2009 Objectives

- Continue to implement the elements of the action plan adopted in the MAG Pedestrian Plan 2000.
- Inform planners, engineers, advocates, and design professionals of the benefits of walking.
- Identify ways to address the needs of elderly and mobility-impaired pedestrians in collaboration with the MAG Human Services Division.
- Continue the Pedestrian Design Program.
- Develop an interconnected system of pedestrian pathways along the canals and other corridors.
- Develop a "best practices" guidelines for integrating bicycle and facilities into transportation projects with the goal of creating "complete streets."

FY 2009 Outcome Measures

- Initiate the design of at least three demonstration projects that encourage the implementation of the MAG Pedestrian Policies and Design Guidelines through the MAG Pedestrian Design Assistance Program.
- Promote and distribute the MAG Pedestrian Policies and Design Guidelines.
- Work with the MAG Safety Committee to develop a mid-block crossing protocol to develop an interconnected system of pedestrian pathways along the canals and other corridors.
- Work with a consultant to produce a set of graphically depicted guidelines that review the practices of other states at the cutting edge of transportation integration and develop a range of applications for our region. Evaluations will include performance measures (and instructions for their use), simple cost-benefit analysis tools, and the work product will be presented in a short check list system to be applied to projects. Design guidelines and solutions will be displayed graphically for easy use, with an emphasis on less text – more choices for solutions.

Regional Transit Planning 600-0150

Develop strategies to promote mobility, as well as the social and economic well-being of the community, by providing an efficient and effective regional transit system that addresses the travel needs of the public.

Follow-up on FY 2008 Outcome Measures

- **Measure:** Complete transit facility plans to support existing and future transit services in Maricopa County.
  Result: *METRO initiated three alternative analyses. The outcomes of these analyses will identify future transit facilities. RPTA completed a Regional Park-and-Ride Reprioritization Study to determine when the 13 regionally funded park-and-rides identified in the Regional Transportation Plan (RTP) need to be completed to support planned express bus investments. This study will be followed in FY 2009 by a similar study to determine the implementation priority for the 13 regional transit centers identified in the RTP.*

- **Measure:** Refine the Transit Life Cycle Program, which is a requirement of Proposition 400, that shows that the transit program is in fiscal balance and that the transit projects are scheduled in accordance with the RTP.
  Result: *RPTA retained the services of the firm HDR/SR Beard to perform an audit of the financial, operating, and capital assumptions that provide the basis for the Transit Life Cycle Program (TLCP). The audit includes recommendations to guide the implementation of the TLCP.*

- **Measure:** Update of the Long Range Transit Plan, which serves as a component of the RTP.
  Result: *MAG updated the transit element of the RTP with input from RPTA and METRO. RPTA undertook an update of the financial element of the TLCP to reflect changes in the half-cent sales tax revenue forecast. METRO submitted the Light Rail/High Capacity Transit Lifecycle Program element to RPTA for inclusion into the Transit TLCP.*

- **Measure:** Update of the transit element of the TIP.
  Result: *RPTA coordinated the regional transit element of the MAG Transportation Improvement Program (TIP) and assisted agencies in identifying capital needs and developing project submittals.*

- **Measure:** Provide written responses to agencies requesting comments on environmental and design concept studies, as appropriate, to make sure appropriate transit components are considered during the study process.
  Result: *METRO, during the AA/DEIS process in on-going corridor studies, has formally requested agencies to participate as participating, and in some instances, as cooperating agencies in these studies. RPTA staff provided comments on environmental studies and design concept reports undertaken by ADOT in FY 2008. Staff also provided comments on master development project applications and rezoning applications submitted by various local jurisdictions in Maricopa County.*

- **Measure:** Conduct a corridor planning study for the Arizona Avenue Bus Rapid Transit (BRT) line. This route is one of a series of arterial street BRT lines identified in the RTP and funded through Proposition 400.
  Result: *Work on the Arizona Avenue BRT corridor planning study was initiated in FY 2008 and will be completed in FY 2009.*

- **Measure:** Create a plan, in cooperation with transportation public safety stakeholders, that defines roles and responsibilities in the implementation of the countywide Transportation Emergency Support Function (ESF-1) RPTA is the designated lead agency for ESF-1.
  Result: *The Southeast Maricopa/Northern Pinal County study has been tentatively deferred to FY 2009 subject to definition of funding partners for portions of the study area outside Maricopa County.*

- **Measure:** Develop a model Transit Oriented Development ordinance that can be adopted by RPTA and MAG member agencies to help communities promote bus transit friendly, development around regional and local transit centers.
  Result: *Development of the TOD model ordinance was initiated in FY 2008 and will be completed in FY 2009.*

- **Measure:** Increase member agency and stakeholder awareness of the strength, weaknesses, opportunities, and threat associated with commuter rail service in the MAG region.
  Result: *MAG conducted a regional SWOT Analysis as part of the strategic planning process for commuter rail. Regional stakeholders guided development of the SWOT Analysis and the resulting implementation plan.*

- **Measure:** Finalize the Commuter Rail Strategic Plan presented for adoption by the MAG Regional Council.
  Result: *The Commuter Rail Strategic Plan was finalized for review by the MAG Regional Council.*

- **Measure:** Recommend a preferred commuter rail corridor from the highest rated corridors in the Commuter Rail Strategic Plan.
  Result: *As decided through the commuter rail stakeholders process, the relative strengths and weaknesses of individual corridors were evaluated, but the plan did not select a prefer commuter rail corridor. Future planning work, including a Corridor Development Plan, will help identify a preferred corridor.*

- **Measure:** Develop a draft scope for the Commuter Rail Corridor Development Plan.
  Result: *A scope of work for Phase II of the Commuter Rail Strategic Plan was developed.*

FY 2009 Objectives

- Conduct the Regional Transit Framework Study.

- Conduct Phase II work of the Commuter Rail Strategic Plan (Corridor Development Plan).

- Develop transit facility plans to support existing and future transit services in Maricopa County as well as services that address emerging inter-county work trips. Coordinate efforts with ADOT, municipalities, and developers to identify and evaluate transit facility options.

- Assist with planning, design, and environmental efforts to implement future high capacity transit corridors as identified in the RTP.

- Provide planning support to assist in the integration of the Regional Freeway Program and the Arterial Street Program with the transit components of the RTP.
- Develop and refine criteria that will allow for the evaluation of the performance of implemented transit investments.
- Assist with planning and design to implement the transit recommendations identified in the MAG RTP.
- Work with local member agencies in the development of local transit plans and small area transit studies.
- Coordinate development of interagency emergency transportation protocols as part of large area evacuation planning.
- Continue planning efforts to improve the efficiency, effectiveness, and integration of the region's demand response transit services to meet community needs.
- Initiate the planning process to frame how commuter rail service will be implemented for a specific corridor in the MAG region.
- MAG will provide support to METRO for the following projects:
    - The completion of the Central Mesa AA/DEIS/Design Concept Study.
    - The completion of the I-10 West Alternative Analysis and continue the DEIS.
    - The completion of the LRT Transit System Configuration Study, Phase II.

FY 2009 Outcome Measures

- Complete the Regional Transit Framework Study.
- Complete the Phase II work of the Commuter Rail Strategic Plan (Corridor Development Plan).
- Complete transit facility plans to support existing and future transit services in Maricopa County.
- Update the Transit Life Cycle Program, which is a requirement of Proposition 400, that shows that the transit program is in fiscal balance and that the transit projects are scheduled in accordance with the RTP.
- Update of the Long Range Transit Plan, which serves as a component of the RTP.
- Update of the transit element of the TIP.

- Complete Short Range Transit Plan.
- Provide written responses to agencies requesting comments on environmental and design concept studies, as appropriate, to make sure appropriate transit components are considered during the study process.
- Complete the Commuter Rail Corridor Development Plan.
- Undertake a development planning study for a corridor identified in the Commuter Rail Strategic Plan.
- MAG will provide support to METRO for the following projects:
    - The completion of the Central Mesa AA/DEIS/Design Concept Study.
    - The completion of the I-10 West Alternative Analysis and continue the DEIS.
    - The completion the LRT Transit System Configuration Study, Phase II.
- Valley Metro/RPTA will conduct the following projects:
    - Complete a Design Concept Report study for the Arizona Avenue Bus Rapid Transit (BRT) line. This route is one of a series of arterial street BRT lines identified in the RTP and funded through Proposition 400.
    - Create a plan, in cooperation with transportation public safety stakeholders, that defines roles and responsibilities in the implementation of the countywide Transportation Emergency Support Function (ESF-1). RPTA is the designated lead agency for ESF-1.
    - Complete development of a model Transit Oriented Development ordinance that can be adopted by RPTA and MAG member agencies to help communities promote bus transit friendly development around regional and local transit centers.
    - Increase member agency and stakeholder awareness of the strength, weaknesses, opportunities, and threats associated with commuter rail service in the MAG region.

Light Rail System Study 600-0900

The 20 mile initial light rail segment is now under construction. The Regional Transportation Plan includes another 37 miles of extensions. With the funding provided by Proposition 400 now in place, a system configuration and systems study is needed to understand how the full system will operate and the appropriate staging of the various extensions. Issues such as what operating lines will be in operation, how the various lines will interface with one another, requirements for maintenance and power capacity, and confirmation of the corridors for the extensions need to be examined.

Follow-up on FY 2008 Outcome Measure

- **Measure:** A Configuration Study (Phase II) that provides and operating scenario for the future 57-mile light rail system.
  Result: *METRO Initiated the Phase II study during the second-half of FY 2008.*

FY 2009 Objectives

- Completion of the Configuration Study (Phase II).
- Identify which light rail corridors may require greater service frequencies.
- Identify options for interlinking future corridors.

FY 2009 Outcome Measures

- A Configuration Study (Phase II) that provides an operating scenario for the future 57-mile light rail system.
- Initiate Phase III of the configuration study that provides detailed operating and system requirements.

Light Rail Design Standard Study 600-0910

To provide consistency of the engineering, design and construction of extensions to the light rail transit system, a set of standard design specifications is being produced. The design standards will be based on the review of the designs used for the 20-mile initial operating segment and updated based on information gathered during construction.

FY 2009 Objective

- Incorporate information gathered during construction of the initial 20-mile operating segment and other extensions into the current set of criteria, standard details, drawings and specifications.

FY 2009 Out Come Measures

- Use of updated criteria, standard details, drawings and specifications will result in a more efficient design process and consistence design of key elements for all future light rail extensions.

VMR Planning Support 600-0920

Provide ongoing planning support and coordination to ensure the future light rail system will address the travel needs of the public.

Follow-up on FY 2008 Outcome Measures

- **Measure:** Coordinate with MAG, Valley Metro/RPTA, ADOT, and municipalities in developing light rail plans and strategies.
  Result: *Recognized the need to develop a Regional Transit Framework Study to identify unmet transit needs.*

- **Measure:** Coordinate with Valley Metro/RPTA and municipalities ti implement future high capacity transit corridors as identified in the RTP.
  Result: *In the Central Mesa and Tempe South AA/DEIS/Concept Design studies began the analysis of multimodal high capacity solutions.*

FY 2009 Objectives

- Develop plans and strategies to support future light rail transit service. Coordinate efforts with MAG, Valley Metro/RPTA, ADOT, and municipalities.

- Coordinate with Valley Metro/RPTA and municipalities to implement future high capacity transit corridors as identified in the RTP.

FY 2009 Outcome Measures

- Coordinate with MAG, Valley Metro/RPTA, ADOT, and municipalities in developing light rail plans and strategies.

- Coordinate with Valley Metro/RPTA and municipalities in developing plans for future high capacity transit corridors identified in the RTP.

Regional Aviation System Planning 600-0160

Maintain an aviation planning program in coordination with federal, state, and local officials in support of local airport master planning activities ensure that the connections to the surface street system are adequately addressed including the impact of possible freight movements.

Follow-up on FY 2008 Outcome Measures

- No FY 2008 aviation outcome measures were included in the FY 2008 UPWP since the completion of the RASP and the dissolution of the MAG RASP Policy Committee.

FY 2009 Objectives

- Participate and review airport master plans as requested.

FY 2009 Outcome Measures

- The review of any airport master plans as requested.

Intelligent Transportation Systems Planning 600-0170

Perform planning activities and supporting functions for: (1) the development of Intelligent Transportation Systems (ITS) infrastructure necessary for managing the transportation system in the MAG Region, and (2) the development of regional strategies for improving transportation operations. Continue to mainstream ITS solutions in the regional transportation planning process by ensuring that ITS recommendations for the region are implemented through the Regional Transportation Plan, the Transportation Improvement Program (TIP), and the MAG Work Program.

Follow-up on FY 2008 Outcome Measures

- **Measure:** Refine and update the regional ITS architecture and provide training to member agency staff on how to develop project level architecture.
  Result: *The scope of work was finalized for a project to update the regional ITS architecture. The project is planned for the second half of FY 2008*

- **Measure:** Produce a Regional ITS Communication Plan that describes communication infrastructure needed to support better traffic management.
  Result: *This project was completed and developed a Draft Final ITS Communications Plan with a few issues remaining to be resolved. This Plan is expected to be finalized during FY 2009 under the guidance of an Oversight Team consisting of members of the MAG ITS Committee and MAG Telecommuncations Advisory Group.*

- **Measure:** Develop an update of the ITS Strategic Plan for the region.
  Result: *A project to update the ITS Strategic Plan is planned for the second half of FY 2008.*

- **Measure:** Develop a guidelines document on ITS infrastructure planning for use by smaller member agencies.
  Result: *A project to develop these guidelines is planned for the second half of FY 2008.*

- **Measure:** Develop the capability at MAG to perform simulation analysis of corridor traffic operations using Dynasmart-P software.
  Result: *A project to acquire the software Dynasmart-P and training is scheduled for the second half of FY 2008.*

FY 2009 Objectives

- Complete the project to update the Regional ITS Architecture and develop an effective process for maintaining the architecture with input from MAG member agencies.
- Finalize the Regional Communications Plan to support the regional expansion of ITS infrastructure and applications.

- Update the region's ITS Strategic Plan.
- Develop ITS planning guidelines for smaller agencies.
- Acquire the Dynasmart-P software and training.
- Start a project to identify the primary causes of non-recurring congestion on the region's road network and effective countermeasures to reduce its impact on system capacity.

FY 2009 Outcome Measures

- Refine and update the regional ITS architecture and provide training to member agency staff on how to develop project level architecture.
- The adoption of a Regional ITS Communication Plan that describes communication infrastructure needed to support better traffic management.
- Develop an update of the ITS Strategic Plan for the region.
- Develop a guidelines document on ITS infrastructure planning for use by smaller member agencies.
- Develop the capability at MAG to perform simulation analysis of corridor traffic operations using Dynasmart-P software.
- A better understanding of the causes of non-recurring congestion and what system management and operations initiatives would work best as effective countermeasures.

Transportation Safety Planning 600-0180

Identify current and potential future transportation related safety issues, concerns, and needs in the region, and determine ways to address them through the regional transportation planning process.

Follow-Up on FY 2008 Outcome Measures

- **Measure:** Complete Phase 1 of the Regional Transportation Safety Information Management System.
  Result: *This task was successfully completed producing a Table of Common Definitions for crash data. This product is also useful for Arizona DOT's efforts to improve the crash data system.*

- **Measure:** Hold two regional training workshops for school crossing guards.
  Result: *Two very successful training workshops were held in Glendale and in Mesa. A total of 450 crossing guards, from schools across the MAG region, were provided basic safety training at these workshops.*

- **Measure:** Generate information on key road safety statistics and trends for the region that is readily accessible.
  Result: *Key road safety statistics and trends were generated for the period 1999-2005 and are now posted at the MAG web site.*

- **Measure:** Produce a school crossing guard training video.
  Result: *A school crossing guard training video was produced by MAG staff with the assistance and guidance of a number of MAG member agencies.*

- **Measure:** Organize and hold a Transportation Safety Forum.
  Result: *A team was formed to organize a forum on Work Zone Safety. This effort was deferred due to a potential conflict with a similar conference that was being planned by the Arizona DOT.*

- **Measure:** Identify a funding source and process for funding transportation safety improvement projects.
  Result: *Provided input to the state's Strategic Highway Safety Plan (SHSP), which will serve as the basis for the state's future investments in road safety improvements. Investments that are comparable to the magnitude of the road safety problem in the MAG region are anticipated in the future.*

FY 2009 Objectives

- Continue developing the Regional Transportation Safety Information Management System that will lead to an effective regional process and management information system that will address transportation safety issues in the MAG region.

- Analyze crash data to identify key causation factors and trends in the region, and share the information via the MAG Web site.

- Organize and hold two regional workshops in basic safety training for school crossing guards.

- Distribute the MAG School Crossing Guard Safety Training Video to all school districts in the MAG region.

- Hold a Regional Transportation Safety Event (a forum or workshop) on a topic relevant to road safety in the region.

- Coordinate with the Governor's Traffic Safety Advisory Council and its member agencies on new safety initiatives for the region.

- Initiate a study to determine the effectiveness of non-engineering strategies, such as education and enforcement, for improving road safety.

FY 2009 Outcome Measures

- Complete Phase II of the Regional Transportation Safety Information Management System.
- Hold two regional training workshops for school crossing guards.
- Distribution of the crossing guard training video to all school districts in the region.
- Organize and hold a Transportation Safety Forum.
- Develop a better understanding of the contribution to road safety improvements through non-engineering countermeasures such as education and enforcement.

Regional Freight Planning 600-0190

Assess, analyze, and develop plans, data, reports, and studies that will collectively contribute to a comprehensive understanding of freight transportation planning activities and conditions in the MAG region.

Follow-up on FY 2008 Outcome Measure

- **Measure:** To complete a truck travel survey and identify an approach to updating the MAG truck travel model.
  Result: *A consultant was retained, and work on the study involved a thorough review of the current truck model, and detailed survey methodology designed to collect internal truck travel data through truck origin and destination information, stop locations and land uses by stop, trip lengths, the number of trips by truck type and sector, and the time-of-day distributions of truck trips. The report included an analysis of the collected survey data, model development methodology, and model calibration and validation results for the MAG truck travel model.*

FY 2009 Objectives

- Identification of major truck travel routes in the MAG Region.
- Identification of public infrastructure investments that could enhance truck travel in the MAG region.
- To conduct an update of the April 2004, MAG Regional Freight Assessment.

FY 2009 Outcome Measure

- A report summarizing the major truck travel routes in the MAG Region.
- The completion of a working paper or study that offers a perspective on existing and future freight infrastructure development in the MAG Region.

Transportation Programming

Program Description

The principal goal of Transportation Programming is to implement the region's long range plans in accord with fiscal constraints and air quality conformity requirements. Specific actions include identifying specific projects; ensuring that appropriate environmental studies are programmed; confirming that adequate, constrained funding sources are available; overseeing projects through design up to the point of construction; and, in some instances, scheduling repayments for advanced construction of projects funded by other sources. The time limit of a transportation program is often governed by the time normally taken to complete these steps and, in the case of transportation plans, is often regarded as three to seven years and covers all modes of transportation.

The selection of projects for programming is the culmination of the long range planning process with the flexibility to allow timely solutions to short range problems. Federal air quality and transportation legislation since 1990 has placed significant requirements on transportation programming in general and especially on programming at the regional level. The most recent legislation is the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005. Federal law requires that transportation programs are financially constrained to available or reasonably available funding sources, are integrated with local and state programs, and conform to air quality requirements.

The development of the MAG Transportation Improvement Program (TIP) requires the cooperation of, and coordination with, members of the public, local agencies, state agencies, and federal authorities. The MAG TIP, which is limited to surface transportation only, is usually developed on an annual basis and covers a period of five years. Passage of SAFETEA-LU has increased the amount of federal funds that are available to the state and to the region by as much as 37 percent. Further challenges are being experienced in accommodating the additional funds available under the successful extension of the regional half-cent sales tax for transportation.

MAG also participates in the selection of projects to be funded from the federal enhancement funds that are available in Arizona. Through the MAG Enhancement Funds Working Group, project proposals are solicited from member agencies for funding consideration. Projects submitted are ranked by the Working Group and then submitted to the State Transportation Enhancement Review Committee (TERC) for funding consideration from the state-enhancement or local-enhancement funding allocation.

Mission Statement

The mission of Transportation Programming is to develop a program that ensures a smooth transition from transportation plans through implementation and which utilizes the funds targeted for these plans in the most effective manner.

2007 - 2008 Accomplishments

- Developed the FY 2008-2012 MAG TIP, which shows marked growth of a 14% increase in the number of projects and a 21% increase in the total cost of projects in comparison to the previous 2007-2011 TIP.

- Utilized over $41 million in federal obligation authority allocated to the MAG region for federal fiscal year (FFY) 2007.

- Produced the MAG Guide to Transportation Programming - FY 2008, which describes and provides the programming schedule and deadlines, project application forms, funding estimates, programming process information per modal type, contacts, and information for different transportation modes and reports.

- Three MAG transportation enhancement fund applications were approved by the State Transportation Board for a total amount of $1.04 million. The MAG region received approximately 13 percent of the $7.8 million available from the Local transportation enhancement funding category.

- Began the update to the Congestion Management process in conjunction with the Performance Measurement Framework. The final report will provide information on how congestion is affecting the MAG region and provide tools, measures, and options to improve the transportation system.

Transportation Improvement Program 600-0661

Update the MAG Transportation Improvement Program (TIP) and ensure the effective obligation of MAG federal funds.

Follow-up on FY 2008 Outcome Measures

- **Measure:** Develop a fiscally constrained, air quality conforming TIP, which is necessary before any significant regional transportation project in the region can be constructed.
  Result: *The FY 2008-2012 MAG Transportation Improvement Program was approved by the MAG Regional Council in July 2007. The development of the FY 2009-2013 MAG Transportation Improvement Program is underway and is expected to culminate in approval by the Regional Council in July 2008.*

- **Measure:** Full utilization of all Federal Obligation Authority (OA) in accord with federal program guidelines and regional policies that will use all available federal funds for the region to ensure that no federal funds are lost to the region.
  Result: *Of the $99.25 million in FFY 2007 new OA available to MAG, 42 percent was utilized. Delays associated with the environment analysis and approval through the ADOT local government section were the primary causes. Proactive measures are being implemented to ensure that available federal funds are fully utilized.*

- **Measure:** Develop a list of major projects from the previous program that were implemented or identity of any significant delays in the implementation of major projects to meet the federal reporting requirement.
  Result: *Two hundred and fifty projects, totaling over $1.3 billion, are listed as completed or underway; more than 159 major projects, totaling $340 million, were deferred by one year or more.*

- **Measure:** To produce an annual listing of projects for which federal funds have been obligated in the preceding year, for public review, that will meet the federal requirements and provide the public with a status report on federally funded projects.
  Result: *Listings of projects are published annually and are displayed under the Transportation segment of the MAG Web site. Also published each year as part of the previous projects section of the TIP is a selection of locally funded projects and federally funded projects that are underway and cost more than $1 million.*

FY 2009 Objectives

- Update all regionally significant and/or any federal transportation-funded highway, transit, alternative mode, demand management, intermodal, bridge, safety, or maintenance projects for inclusion in the program.

- Produce a fiscally constrained plan for the program that demonstrates which projects can be implemented using current and/or reasonably available revenue sources.

- Involve public and member agencies in the programming process by holding open meetings for all technical advisory committees and by seeking specific public input during development of the program at public meetings.

- Ensure efficient and full utilization of all federal funds allocated under SAFETEA-LU, or its successive legislation.

- Review and update the table of contents and information in the TIP Report.

- Produce the second edition of the the Guide to Transportation Programming.

- Work with member agencies, as part of the expected implementation of the Regional Transportation Plan (RTP), to develop a process that incorporates the RTP Arterial Street Projects into the TIP.

FY 2009 Outcome Measures

- Develop a list of major projects from the previous program that were implemented or identify any significant delays in the implementation of major projects to meet the federal reporting requirement.

- Produce an annual listing of projects for which federal funds have been obligated in the preceding year for public review, that will meet the federal requirements and provide the public with a status report on federally funded projects.

- Develop a fiscally constrained, air quality conforming TIP, which is required before any significant regional transportation project in the region can be constructed.

- Full utilization of all Federal Obligation Authority in accordance with federal program guidelines and regional policies that uses all of the available federal funds for the region to ensure that no federal funds are lost to the region.

- Produce a TIP Report that reflects an update and revision of content and information.

Transportation Programming Process 600-0662

(Formally Tip Guidance Report)

Publish the second version of *The Guide to Transportation Programming*, which explains the MAG Programming process. This document replaces the TIP Guidance Report.

Follow-up on FY 2008 Outcome Measure

- **Measure:** Produce an annual report that provides guidance to MAG member agencies on how best to program local, regional, and federal transportation funds.
  Result: *The TIP Guidance Report was replaced with The Guide to Transportation Programming. This guide explains the different requirements, resources, process, schedules, application forms, and contact information organized by types of transportation projects. The guidebook also summarizes the available transportation funds, funding allocations, and projections as they relate to programming transportation projects.*

FY 2009 Objectives

- Complete the second version of *The Guide to Transportation Programming.*

- Report on socioeconomic factors to be considered during programming of transportation projects (Title VI issues).

- Work with member agencies and MAG Staff to establish Federal Fund Programming Principles for the MAG Region to ensure a transparent process that is consistent with SAFETEA-LU and CMAQ regulations.

- Work with MAG Technical Advisory Committees (TAC) to establish clear and relevant project criteria evaluation methodologies as it relates to the transportation mode the TAC works with.

FY 2009 Outcome Measure

- Produce a guidebook that provides guidance to MAG jurisdictions on how to program local, regional, and federal transportation funds that include the Federal Fund Programming Principles for the MAG region, and the project criteria evaluation methodologies per modal TAC.

- Develop and approve the *MAG Federal Fund Programming Principles* for compliance with federal regulations.

Transportation Enhancement Funds 600-0663

The MAG Transportation Enhancement Program is designed to provide guidance, and to assist communities in the development, review, and submittal of potential Transportation Enhancement projects to the Arizona Department of Transportation (ADOT) for funding consideration on an annual basis. MAG staff provides regional program administration, and also participates and assists in annual state programmatic elements, state policy directives, and project follow up associated with the Regional Transportation Enhancement Program.

Transportation enhancements are a category of federal funding initiated through legislation known as SAFETEA-LU. Each year, funding for transportation enhancements is allocated to Arizona through the U.S. Department of Transportation, Federal Highway Administration, and is administered by the ADOT Transportation Enhancement and Scenic Roads Section. MAG works directly with ADOT to incorporate public input, and to implement a structured review and ranking process in an effort to identify regional projects for potential funding selection. The Transportation Enhancement Program was created to improve surface transportation activities by developing projects that go above and beyond normal or routine transportation activities and funding, and to ensure that all projects have a direct relationship to the intermodal surface transportation system.

Follow-up on FY 2008 Outcome Measures

- **Measure:** Conduct an Enhancement Fund Information Workshop to explain the application process to MAG member agencies to enhance the competitiveness of projects submitted for funding by the state.
  Result: *An Enhancement Fund Information Workshop was held on April 27, 2007 to explain the application process for transportation enhancement funding.*

- **Measure:** Develop an Enhancement Workbook describing the process to assist applicants with preparing project applications, increasing the potential to obtain funding for additional projects in the MAG region.
  Result: *An updated Enhancement Workbook was produced, which included the following items: an overview of available transportation enhancement funding; a funding schedule detailing important dates and times, a notice of application availability and deadline for submittal; a section detailing the review, evaluation, and selection process; and the inclusion of an appendix displaying all projects that were previously approved for funding by the State Transportation Board. The Workbook was distributed to MAG member agencies and was placed on the MAG Web site.*

FY 2009 Objectives

- Conduct a public information workshop for Transportation Enhancement Funds.

- Conduct a regional review process for enhancement fund applications from the MAG region.

- Review and evaluate statewide applications for enhancement funds.
- Participate on the ADOT Transportation Enhancement Review Committee.
- Serve as a liaison between applicants and ADOT to facilitate the project development process of enhancement-funded projects.

FY 2009 Outcome Measures

- Conduct an Enhancement Fund Information Workshop to explain the application process to MAG member agencies to enhance the competitiveness of projects submitted for funding by the state.
- Develop an Enhancement Workbook describing the process to assist applicants with preparing project applications, increasing the potential to obtain funding for additional projects in the MAG region.

Congestion Management 600-0700

Congestion in the MAG Region continues to grow and population continues to increase at unprecedented rates; over 100,000 new residents arrive in the metropolitan Phoenix area every year. In February of 2007, the US DOT, FHWA, and FTA issued a final rule on the development of Metropolitan Transportation Plans and Congestion Management Process (CMP) as part of SAFETEA-LU legislation. The revised regulations place an emphasis on the strategic integration of the CMP into the multimodal regional transportation system plan. Furthermore, transportation operational and management components are directly linked to improving the performance of the existing and planned components of the system.

FY 2009 Objectives

- Work with a consultant and the Technical Advisory Group throughout the update to the Congestion Management Process and establish a process that is relative to the MAG region.
- Complete the update to the Congestion Management Process as it relates to Performance Measurements and integrate its results and policy directives into the programming process.
- Using the Congestion Management evaluating and reporting tools, assess the RTP projects and MAG region transportation system.
- Include the Congestion Management tools and policies into the Transportation Programming cycle.

FY 2009 Outcome Measure

- Develop and produce a Congestion Management Process Report related to Performance Measurements for compliance with federal regulations.

Transportation System Analysis

Program Description

The regional transportation planning process requires analysis and forecasting of travel demand and level of service provided by the regional transportation system. This information is fundamental for timely recognition of the future transportation challenges and development of appropriate planning solutions. It is important to perform these functions on a systemwide regional level, so that systemwide effects and interrelationships between different elements of the transportation system can be properly reflected. The main purpose of the Transportation System Analysis Program is to serve the information needs of the systemwide regional planning process. This service involves tasks of collecting, maintaining, analyzing, forecasting, and delivering information relevant to the regional transportation infrastructure and travel. The information is utilized by MAG, its member agencies, and by the consulting community working on local and regional planning and design projects. Travel simulations produced by the program serve as a major input for local highway and transit planning and design efforts as well as for regional transportation planning and air quality analysis.

The Transportation System Analysis Program is a coherent set of activities aimed at fulfilling the program's purpose and the resources necessary for carrying out these activities. The main program activities include:

- Development and maintenance of suites of tools necessary for analysis and forecasting of the travel data, including full-fledged travel demand modeling procedures.

- Data collection relevant for regional transportation planning, including household surveys, traffic counts, travel time and speed studies, road and transit infrastructure data collection, transit and parking data collection, and collection of other types of information necessary for an effective planning and decision making process.

- Transportation data management, including data acquisition, data use, data sharing, and data protection.

- Development and utilization of the transportation planning applications necessary for the regional planning process, including development of region wide travel forecasts, analysis of regional travel trends, and transportation system performance.

In order to ensure an uninterrupted regional transportation planning process and strive for continuous improvement of business processes, all of the above activities are performed on an ongoing basis. Major activities scheduled for the 2009 fiscal year include validation of the TransCAD-based forecasting model developed in 2008 fiscal year for the new base year; continued development of a suite of modeling tools and approaches that reflect technological progress in transportation modeling and are required by emerging planning needs; proceeding with data collection and data management activities in order to capture and analyze rapid changes in regional travel.

Since its inception, MAG has prepared travel simulations as a major part of the regional planning process. Systemwide and focused travel forecasts represent one of the major contributions that MAG makes to

regional planning. These forecasts are a major input to highway design projects and transit projects in the MAG area.

Mission Statement

The mission of the Transportation System Analysis Program is to provide state-of-the-art travel forecast and analysis for the regional transportation planning process by continuously advancing forecasting and analytical tools and data, as well as internal business processes.

2007-2008 Accomplishments

- Program staff performed more than 150 data and travel forecast requests for member agencies. This work included providing travel forecasts, historical travel data, data analysis, technical and methodological support for ongoing transportation studies, and planning efforts on both local and regional levels. The studies ranged from highway planning and design to transit planning, air quality planning, performance measurement, traffic impact studies, development studies, and infrastructure investment planning. Examples of the technical tasks performed by MAG staff include scenario analysis and modeling for corridor studies (for example for the Williams Gateway Freeway and US 60 Design Concept Report or I-10 Corridor Improvement Study); different approaches to sub-area analysis (e.g. the Design Concept Report for new bridge crossings at the Salt River); link volume projections and turning volume projections (e.g. traffic study for the intersection improvements at the 16th Street and Glendale Avenue or Avenida Rio Salado project); modeling assistance for master plan studies and area-wide planning efforts (e.g. master planning for the Salt River Pima-Maricopa Indian Community); and modeling assistance for transit projects (e.g. future year transit network modeling).

- Program staff completed conversion of the MAG four step based travel forecasting model to a new GIS-based modeling software platform. Transition to the new model was started in 2007 with gradual diversion of new modeling requests and main internal business processes affected by the model. Staff has finished the Peer Review tasks scheduled for completion in FY 2008. Staff initiated a number of on-call support contracts aimed at providing continuous consulting support for transportation models maintained and developed at MAG. Contracts aimed at addressing new Federal Transit Administration requirements and developing next generation models for the region were also initiated.

- Program staff successfully completed and proceeded on a number of major data collection and data management projects in FY 2008. The truck travel survey, region wide traffic volume data collection, regional auto-occupancy study, and regional travel time and travel speed survey projects were also completed. Staff also initiated development and implementation of the innovative Web-based traffic counts data retrieval system; proceeded with the household survey (in cooperation with the Federal Highway Administration); participated in the region wide transit on-board survey and supported the regional rapid bus survey conducted by member agencies.

- Program staff proceeded with improvements to internal program business processes. A database for data requests management was successfully implemented and became a focal point of requests data

management. Efforts to implement distributed computing, source code optimization, and other efforts aimed at shortening model run times were continued. Program staff started to produce an internal summary transportation data booklet that presents key transportation statistics in the region for data requests purposes; completed a detailed set of hyperlinked flowcharts for the MAG travel demand forecasting model; and implemented a versioning system for the model along with related documentation.

Did you know? MAG and its member agencies set up a technical modeling group that helps to coordinate technical issues related to model development and application. Transportation modeling groups are well established in many metropolitan areas and proved to be instrumental in coordinating and advancing regional transportation modeling efforts.

Travel Demand Forecasting and Modeling 600-0631

Develop and maintain a suite of tools necessary for the analysis and forecasting of travel data, including full-fledged travel demand modeling procedures. Develop and utilize transportation planning applications required by the regional planning processes. Included in the development are region wide travel forecasts, analysis of regional travel trends, and transportation system performance.

Follow-up on FY 2008 Outcome Measures

- **Measure:** Fulfill 100 percent of requests from member agencies for data and modeling results maintained by MAG in a timely fashion despite an increasing number of requests. Provide training and assistance to member agencies as required.
  Result: *Fulfilled 100 percent of requests from member agencies for travel and traffic data, modeling tasks, and travel forecasts in accordance with timelines and schedules despite a substantially increased number of requests and decreased or similar previous fiscal year resources. Improvements to the internal business processes in the program allowed MAG to achieve the required efficiency of the requests processing. Provided training, assistance and advice in order to improve forecasting and modeling capabilities at the member agencies and consultants working with them.*

- **Measure:** Complete conversion of the MAG travel forecasting model to a GIS-based modeling platform (TransCAD).
  Result: *Completed conversion of the MAG travel forecasting model to a GIS-based modeling platform (TransCAD). Transition to the new model is structured in accordance with the ongoing projects and core MAG planning activities.*

- **Measure:** Implement staged model improvements that will facilitate conversion to activity-based modeling.
  Result: *Initiated development of the new generation activity-based travel forecasting model. The new modeling tool constitutes the next technological step in advancing state-of-the-practice in transportation modeling at MAG. The development will continue through FY 2009.*

- **Measure:** Investigate approaches for simulation of the dynamic traffic phenomena.
  Result: *Conducted preliminary investigation of the approaches to dynamic traffic simulations and their role in the MAG planning process. More detailed analysis, in terms of integration with activity-based modeling, will continue through the FY 2009 as a part of the ongoing on-call support contracts.*

FY 2009 Objectives

- Continue to provide high quality travel analysis, forecasting, and modeling services to MAG and its member agencies.

- Advance state-of-the-art modeling at MAG in order to address emerging modeling requirements and better serve the planning needs of the region.

- Participate in the activities of the Transportation Research Board (TRB) that are relevant to the MAG work program in order to maintain currency of the relevant information and provide for a continuous feedback on the modeling developments from the professional community.

FY 2009 Outcome Measures

- Fulfill 100 percent of requests from member agencies for data and modeling results maintained by MAG in accordance with time lines and schedules coordinated with the member agencies. Provide training and assistance to member agencies as required.

- Complete model updates and validation based on the recently collected data sets. Continue work on the new TransCAD based travel forecasting model in order to improve model currency, consistency of the modeling procedures, relevance of the travel forecasts, and compliance with federal requirements and guidelines.

- Complete the first phase of the region wide activity-based model development and related travel forecasting improvements. Proceed with the staged activity-based model development, including dynamic simulations in order to address new emerging planning needs and increase sensitivity of travel forecasts.

- Improve software implementation and computing techniques for the modeling procedures in order to shorten model run times and efficiency of modeling procedures.

Transportation Data Collection and Management 600-0633

Data collection relevant for regional transportation planning, including household, traffic, level of service, and road and transit infrastructure data. Roadway performance monitoring provides an assessment of the regional transportation system, including facility and project performance, for planning and program management purposes. Activities involve ongoing data collection and information gathering in support of technical and strategic analyses. The results are considered in the development of future updates of the RTP. This information is also used to support the periodic

performance audits required under state law, Arizona Revised Statutes 28-6313, for freeways/highways and major arterial streets and intersections.

Follow-up on FY 2008 Outcome Measures

- **Measure:** Complete the first phase of the Transportation Geographic Information System aimed at the Transportation Improvement Program needs and initiate the second phase of the development based on the produced results and business needs identified during the first phase of the project.
  Result: *Completed the first phase of the Transportation Geographic Information System and initiated second phase of the development.*

- **Measure:** Develop a comprehensive traffic count database that will consolidate traffic counts data and facilitate analysis.
  Result: *Initiated development of the traffic counts data retrieval system with Web-enabled interface. A functional pilot version of the system will be available to the member agencies for comments and suggestions in 2008 with subsequent system customization based on the feedback collected from the system users.*

- **Measure:** Produce a summary analytical report on the current travel and future travel trends in the region, including freeway traffic conditions and trends for 2007.
  Result: *Program staff produced one summary transportation data statistics booklet and one annual mobility report that summarize travel data and describe current and emerging travel trends in the region. The booklet and the report are aimed at the MAG professionals dealing with data and travel forecasting requests.*

- **Measure:** Complete data collection for the 2007 Regional Travel Speed Study. This study will collect travel times on 2,000 centerline miles of freeways and arterials. The results will be used to calibrate the MAG travel demand model and document the level of service provided by these roadways.
  Result: *Completed data collection and analysis for the 2007 Regional Travel Speed Study.*

- **Measure:** Initiate the intermediate household survey and conduct data collection.
  Result: *Initiated household survey in cooperation with Federal Highway Administration. The data collection is scheduled to begin in the Fall 2008.*

- **Measure:** Continue the Texas Transportation Institute (TTI) Urban Transportation Performance Measure Research Project to be informed of the best methods to estimate system performance.
  Result: *Continued the TTI Urban Transportation Performance Measure Research Project. Provided input and structured project agenda in accordance with MAG planning requirements and needs.*

- **Measure:** Implement the Freeway Network Usage and Performance Project. This project will lead to the development of a coordinated network of traffic monitoring, measuring, information dissemination, and control devices on the freeway systems in the MAG region.

Result: *Proceeded with the preliminary design for the Automatic Traffic Recorders Installation in cooperation with ADOT. This project will continue through FY 2009.*

- **Measure:** Initiate the 2008 External Travel Survey. The purpose is to collect information about vehicle travel that crosses into or out of the MAG modeling area (Maricopa County and much of Pinal County). This information is used to calibrate the MAG travel demand model and explain travel that passes through the region, especially truck travel.
  Result: *Initiated 2008 External Travel Survey in cooperation with Pima Association of Governments.*

FY 2009 Objectives

- Continue to make improvements in the accessibility and utilization of the transportation data collected and maintained by MAG.

- Conduct data collection exercises necessary for timely analysis and simulation of the emerging transportation phenomena as per data collection program.

- Continue participation in the Texas Transportation Institute Urban Transportation Performance Measure Study and TRB Urban Transportation Data and Information Systems Committee.

FY 2009 Outcome Measures

- Complete development and implementation of the Traffic Counts Data Retrieval System. The system will drastically improve accessibility of the traffic data collected by MAG and member agencies through a Web-based Graphical Interface. The system will automate commonly performed analytical tasks and substantially increase efficiency of data analysis for local transportation professionals.

- Complete the second phase of the Transportation Geographic Information System, so that network coding business processes and modeling network consistency can be substantially improved.

- Complete complementary traffic data collection, so that model validation and improvement procedures can be carried forward as required by the regional planning needs.

- Proceed with the intermediate 2008 Regional Household Survey. Rapid Growth in the region resulted in necessity to update major data sets used for travel forecasting model calibration and development. MAG is cooperating with the Federal Highway Administration and is participating in a nation wide effort together with 19 other States and Metropolitan Planning Organizations.

Transportation Public Involvement 600-9900

Maintain a proactive, coordinated, and cooperative public involvement process with the Arizona Department of Transportation (ADOT), the Regional Public Transportation Authority (RPTA/Valley Metro), Valley Metro Rail (METRO), and the City of Phoenix Public Transit Department as outlined in the MAG Public Participation Plan. The plan provides complete information and full access to key decisions by all segments of the population, with special consideration to Title VI and Environmental Justice populations as defined in federal transportation guidelines known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). In addition, MAG's goal is to continue to assist in the implementation of the new MAG Regional Transportation Plan (RTP) and continue to increase awareness of MAG's role as the region's Metropolitan Planning Organization (MPO).

Follow-up on FY 2008 Outcome Measures

- **Measure:** Participate in and/or schedule at least five special events to increase awareness of MAG's role as the Metropolitan Planning Organization (MPO) and to pass out information to Valley residents on the Regional Transportation Plan implementation, relying heavily on visual aids as directed under SAFETEA-LU. This will be done in order to help Valley residents better understand the planning and implementation process regarding the RTP. Feedback at each event will be used to measure the effectiveness of the information provided.
  Result: *MAG public involvement staff participated in more than 10 special events to increase public awareness during FY 2008, such as the MLK Day Festival, North Scottsdale Realtor Expo, Hispanic Women's Conference, Independent Living Summit, Arizona Disability Expo, National Federation of the Blind of Arizona Statewide Conference, four Latino Institute events, Tempe Tardeada, Chicanos Por La Causa Spanish Language Business Expo, One Stop Over the Top Community Health and Information Fair, John F. Long Community Information Fair, Scottsdale Hispanic Heritage Festival, EarthFest, and four I-17 Road Show(s), among others. At some of these events, MAG coordinated efforts with the Arizona Department of Transportation (ADOT), Valley Metro, Valley Metro Rail (METRO), and the City of Phoenix Public Transportation Department. At most of the events listed, MAG utilized maps and other forms of visual aides to help event attendees better understand what the transportation network would look like in the future. This also enabled staff to better inform the public on which parts of the Regional Transportation Plan would be built and when and how they would be phased into the programming process.*

- **Measure:** Utilizing the MAG Awareness Survey, increase the level of awareness of MAG to ensure that the greatest numbers of people are aware of MAG plans, policies, and programs.
  Result: *MAG staff distributed nearly 240 surveys at a variety of events in order to increase awareness of MAG and its plans and programs. Nearly 35 percent of respondents said they were aware of MAG. This was up from 30 percent last year. In addition, nearly 55 percent of respondents said they had an excellent or good perception of MAG. This was also up five percent from last year. MAG will continue to distribute the survey throughout the year – and track the results from year to year – in order to ensure Valley residents are aware of MAG's plans and programs.*

- **Measure:** Utilizing the MAG Awareness Survey, increase the percentage of respondents who rank their perception of MAG as "Excellent" or "Good," to ensure the highest customer satisfaction possible.
  Result: *Nearly 55 percent of respondents said they had an "Excellent" or "Good" perception of MAG. This was up five percent from last year. MAG staff will continue to distribute the survey, gather input, and attempt to create the best possible relationship between Valley residents and the MAG organization.*

- **Measure:** Distribute and receive back 100 surveys designed to elicit continued input on transportation priorities and issues surrounding the implementation of the Regional Transportation Plan (RTP). Compare to the prior calendar year and determine if there has been a shift in citizen priorities.
  Result: *MAG designed the new MAG Awareness Survey to include specific questions about transportation modes. There were five categories: Freeway, Street, Bus, Light Rail, and Bike/Pedestrian. Respondents were asked to rank from the highest to the lowest priority – with the number "1" being the highest and "5" being the lowest. Information received from the surveys was primarily consistent with how the Regional Transportation Plan was developed. About 26 percent had "Freeway" as their first or second priority, with 29 percent responding with "Street." The "Bus" category received 19 percent, "Light Rail" 15 percent, and "Bike/Pedestrian" 11 percent. The totals show about 55 percent of respondents favor freeways and/or streets as their number one or two priority, with transit second at 34 percent. The RTP was divided 58 percent for freeways, 32 percent for transit. MAG staff will continue to distribute the survey and monitor any perceived changes in priorities.*

- **Measure:** From the surveys, utilize zip code tracking to measure whether the awareness, perception, or priorities of Title VI communities differs significantly from other respondents, ensuring that no disparities exist as outlined under Title VI of the Civil Rights Act or environmental justice provisions. This information can then be disseminated and distributed to MAG policymakers for consideration in their transportation decision-making process.
  Result: *Through the utilization of GIS maps, MAG public involvement staff used the Awareness Survey to track the percentage of awareness and perception of MAG throughout the Valley. The results revealed that some areas with a high minority concentration (e.g. Title VI communities) were as likely, or even more likely, to be aware of MAG as other communities. Other areas with high minority concentrations were not as likely to be aware of MAG. The largest percentage of awareness was in the Northeast Valley, where many public involvement activities were held surrounding the I-17 widening project. The Central area of the Valley also recorded high awareness levels and a good perception of MAG. Based on zip code analysis, areas where additional outreach is needed are in the far Southwest Valley. MAG public involvement staff will use these results as a baseline for next year, work to maintain and improve its perception, and increase awareness throughout the Valley.*

- **Measure:** Utilizing the new MAG Awareness Survey, establish a baseline of respondents who have provided comment to MAG, as a means of tracking continued participation in MAG in future years and to ensure an increasing level of input in MAG plans and programs.

Result: *A baseline of 240 surveys received was created for the 2007 calendar year. MAG staff will continue to distribute surveys in calendar year 2008, with the goal of increasing the number of surveys received.*

- **Measure:** The MAG Community Outreach Specialist will schedule at least three meetings with Hispanic-based media outlets to discuss the implementation of the Regional Transportation Plan, MAG's role as the MPO in the region and/or other issues as they relate to MAG plans and programs.
  Result: *The MAG Community Outreach Specialist participated in more than three discussions with Hispanic-based media. They included interviews/press briefings with television stations: Telemundo, Azteca America and Univision; radio stations: Radio Nueva Onda, Radio Campesina, Radio Unica; and print media: Prensa Hispana, La Voz, and El Debate. The MAG Outreach Specialist also participated in interviews /press briefings with other minority-owned print media outlets such as the Asian Times and Arizona Informant. Topics covered during these interviews/press briefings included: transportation, population growth, homelessness, domestic violence (and other human services issues), as well as the MAG's Don't Trash Arizona campaign and air quality.*

- **Measure:** In order to provide ongoing communication and provide input opportunities, Communications Division staff will participate in at least four partnership opportunities with Title VI community groups, such as the Arizona Hispanic Chamber of Commerce, the Phoenix Black Chamber of Commerce, the Arizona Native American Chamber of Commerce, and the Arizona Asian Chamber of Commerce. MAG will work with these groups to provide information on the new Plan and when projects are expected to be implemented. In addition, staff will solicit input for inclusion into any new TIP and Plan updates. In addition, the MAG Community Outreach Specialist will identify and participate in three new special events hosted by populations identified as Title VI and Environmental Justice communities.
  Result: *During all input opportunities, all minority based chambers of commerce are included in the targeted mailings and solicited for input into the planning and programming process. In addition to the media contacts previously mentioned, MAG community outreach efforts also included participation in several informal and formal community events sponsored by those listed above and other community-based organizations, such as Chicanos Por La Causa, Valle Del Sol, Latino Business Coalition, Phoenix Latino Institute, Southside Salvation Army Center, American Indian Prevention Coalition, National Hispanic Women's Corporation, Arizona Minority Business Enterprise Center, Touchstone Community Services, Phoenix Community Assistance Center, Chandler Southside Self-Help Inc. and Northwest Black History Project. During participation in these events, the Outreach Specialist solicited input and distributed information about MAG plans and programs. In addition, MAG public involvement staff also participated in several events targeting the disability community.*

FY 2009 Objectives

- Continue to conduct a public involvement process for the Transportation Improvement Program (TIP) and any Regional Transportation Plan updates that is consistent with the MAG Public Participation Plan and federal guidelines. Continue to seek public participation in the MAG planning process by providing input opportunities through public hearings and other events, and effectively

communicate this input to decision makers so that public input is fully considered in the decision-making process.

- Support Building a Quality Arizona (BQAZ) public involvement efforts through a variety of methods to obtain input from residents, including public meetings, special events, and online feedback opportunities.

- Coordinate identified public involvement activities with the Arizona Department of Transportation, Valley Metro, Valley Metro Rail (METRO), and the City of Phoenix Public Transit Department in order to provide the public with an opportunity to interact with all of the regional transportation entities and the largest city transit provider in one place, to make it easier for citizens to understand the different functions of each agency and how the agencies work together.

- Continue to seek participation from Title VI, Environmental Justice, and disability communities in the planning process as outlined in MAG's Public Participation Plan, utilizing the MAG Community Outreach Specialist to engage the Hispanic/Latino community in the decision-making process and provide bilingual support. The MAG Community Outreach Specialist will continue to work with social services agencies, minority business organizations, cultural groups, Title VI community groups, and individual community leaders to increase awareness of MAG and its programs and to increase involvement in the MAG process. The specialist will help MAG identify transportation needs and issues of traditionally underserved communities through meetings, special events, and other methods. In addition, the MAG Disability Outreach Associate will provide outreach to members of the disability community, including providing materials in alternative formats such as large print and Braille.

- The MAG Community Outreach Specialist will maintain its relationship with Hispanic-based media outlets and seek new contacts who frequently want to discuss the implementation of the Regional Transportation Plan, MAG's role as the MPO in the region, and/or other issues as they relate to MAG plans and programs. This is done to ensure that the largest minority population in the region continues to be informed of MAG's programs and projects through interaction with minority-focused media outlets.

- Continue to expand the Spanish language link on the MAG Web page, including translation of MAG news releases, reports, and other pertinent documents and information.

- The MAG Community Outreach Specialist will regularly communicate information and notices of events to Title VI and Environmental Justice communities and seek input into MAG transportation plans and programs to ensure that underserved populations in Maricopa County have input into the transportation planning process and to meet the goals set forth in the MAG Public Participation Plan.

- Seek out opportunities to utilize MAG's video resources to enhance MAG's public involvement/community outreach efforts.

FY 2009 Outcome Measures

- Participate in and/or schedule at least 10 special events to increase awareness of MAG's role as the Metropolitan Planning Organization (MPO) and to pass out information to Valley residents on the Regional Transportation Plan implementation.

- Utilizing the MAG Awareness Survey, increase the level of awareness of MAG and the percentage of respondents who rank their perception of MAG as "Excellent" or "Good."

- Distribute and receive back 100 surveys designed to elicit continued input on transportation priorities and issues surrounding the implementation of the Regional Transportation Plan (RTP) and BQAZ, resulting in a better understanding of citizen priorities and concerns.

- In order to gauge participation, the MAG Community Outreach Specialist will distribute and receive back 50 surveys specifically from Title VI and Environmental Justice communities to measure transportation priorities and the communities' overall perception of MAG.

- The MAG Community Outreach Specialist will schedule at least four meetings with Hispanic-based media outlets to discuss the implementation of the Regional Transportation Plan, BQAZ and MAG's role as the MPO in the region and/or other issues as they relate to MAG plans and programs, resulting in additional understanding by the media of MAG's key messages and role in the region.

- MAG public involvement staff will schedule four presentations/outreach efforts with the MAG Disability Outreach Associate to further engage the disability community in the transportation planning and programming process.

- In order to provide ongoing communication and provide input opportunities, Communications Division staff will participate in at least five partnership opportunities with Title VI community groups, such as the Arizona Hispanic Chamber of Commerce, the Phoenix Black Chamber of Commerce, the Arizona Native American Chamber of Commerce, and the Arizona Asian Chamber of Commerce. MAG will work with these groups to provide information on the new Plan and when projects are expected to be implemented. In addition, staff will solicit input for inclusion into any new TIP and Plan updates and gather input, where appropriate, on BQAZ. In addition, the MAG Community Outreach Specialist will identify and participate in four new special events hosted by populations identified as Title VI and Environmental Justice communities, resulting in broader participation in MAG's planning process.

MAG Information Center

700: MAG Information Center

MAG Information Center 700-1

MAG Information Center

Program Description

In June 1998, the MAG Regional Council created the Maricopa Association of Governments Information Center (MAGIC). MAG has been producing a wealth of information for many years that is central to its various regional planning activities. These activities include transportation, water quality, air quality, solid waste, human services, urban growth and regional development, land use, and infrastructure planning. Through MAGIC, MAG supplies member agencies and others with value-added information services and technical consulting and provides additional fee-earning alternatives to supplement the resources required to maintain both the information resource and technical expertise.

Both the underlying data and analyses that result are highly regarded by member agencies and are used by numerous other public and private sector groups and individuals. While there is extensive use of this data, the involvement of MAG in any analysis process has been, to a great extent, a function of funding availability. While the studies performed reflect the eligibility of the funding sources, there are only limited resources to undertake other projects that would be beneficial to the region.

Through MAGIC, this information could be used much more effectively by making it more accessible. Many agencies, including utilities, economic development groups, and school boards, frequently pay for their own, often duplicative, data development. Data made available for other uses or to other agencies or groups could also provide additional resources for MAG to further extend the value of the data already collected.

Mission Statement

The mission of the MAG Information Center (MAGIC) is to provide member agencies, staff, the public and private sectors, and the community with quality data and information designed to enhance their decision making activities; to capitalize on the wealth of information produced by MAG and utilize the data more effectively; to provide customized formatting and additional analysis of this information for a fee; and to inform the public about the wealth of information housed at MAG and encourage them to think of MAG as the primary source of regional data, information, and analysis.

2007-2008 Accomplishments

- Provided technical support regarding socioeconomic data and projections, as well as information management, using databases and Geographic Information Systems (GIS) for the purpose of developing critical planning information for the Central Arizona Project.

- Provided technical support to the Central Arizona Association of Governments in the preparation of databases, the implementation of a GIS system, and the development and implementation of processes for preparing and reviewing socioeconomic estimates and projections.

- Prepared and distributed data, publications and maps, including the MAG 2007 Socioeconomic Projections, various land use coverages and the major development database to promote a better understanding of the MAG region.

- Provided additional maps and analysis of students and applicants for a major charter school in the area.

- Prepared maps of families in poverty for a local food bank.

- Provided information to a private company for their use in analyzing future office locations and to a research company to analyze commercial development.

Special Studies and Applications 700-0110

The work done in this area is dependent upon additional sources of funding provided by potential clients as well as MAG staff availability for such activities. MAG provides data and associated products, upon request, to customers in the private sector as well as nonprofit organizations and government agencies. MAG Associates may be used to reduce overall costs of updating or creating additional databases. Any costs will be passed on to the MAGIC clients.

Follow-Up on FY 2008 Outcome Measures

- **Measure**: Initiate diversification of funds at MAG and the reputation and acceptance of MAG data and analysis by contracting for at least one major activity for a regional or statewide agency.
  Result: *Under an agreement with the Central Arizona Association of Governments, MAG provided technical support in the creation of databases such as job centers, assistance on GIS issues relating to residential completions and land use coverages, and guidance on employer database procedures. In addition, the Central Arizona Project has engaged MAGIC to continue to work with them to provide planning information and Georgraphic Information Systems support.*

- **Measure:** Develop at least four client assignments, as time allows, for maps and other consulting activities based on Census 2000, 2005 Census Survey, GIS, and regional information, to enhance the reputation of MAG data and analysis.
  Result: *MAG has provided maps and services to more than 10 clients in nonprofit, education, public, quasi-public, and the private sector.*

FY 2009 Objectives

- Continue to provide quality information to all existing audiences in order to maintain appreciation of MAG as the primary source of data, information, and expertise.

- Identify creative and innovative ways to use existing data in new applications, to enhance the reputation of MAG data and analysis.

- Provide technical support to MAG member agencies in preparing for programs related to Census 2010.

FY 2009 Outcome Measures

- Continue to support diversification of funds at MAG and the reputation and acceptance of MAG data and analysis by contracting for at least one major activity for a regional or statewide agency.

- Develop at least four client assignments, as time allows, for maps and other consulting activities based on Census 2000, 2005 Census Survey, GIS, and regional information, to enhance the reputation of MAG data and analysis.

Central Arizona Project (CAP) Data Collection and Update 700-0116

MAG, as the Metropolitan Planning Organization for the region, has responsibility for collecting socioeconomic data and preparing official socioeconomic estimates and projections for subareas within Maricopa County. The Central Arizona Project (CAP) has responsibility for meeting the water needs of its customers and projecting water usage. MAGIC has been collaborating with CAP to use MAG socioeconomic projections data and assist CAP staff with the development of water use projections.

The work performed for CAP consists of gathering and analyzing data, creating a database for the Central Arizona Groundwater Replenishment District (CAGRD) member land analysis, and preparing databases, GIS coverages, and documentation associated with preparation of demographic projections.

Follow-Up on FY 2008 Outcome Measures

- **Measure**: Complete a set of projections for CAGRD member lands and for CAP water providers based on the MAG 2007 Socioeconomic Projections to enable CAP to determine water demand by the water providers.
  Result: *MAGIC provided the Central Arizona Project with a set of projections for CAGRD member lands and for CAP water providers based on the MAG 2007 Socioeconomic Projections. MAGIC also updated the CAP areas outside of Maricopa County when possible.*

FY 2009 Objectives

- Prepare a set of projections for CAGRD member lands and for CAP water providers based on the MAG 2007 Socioeconomic Projections and on the updated Socioeconomic Projections from the Pima Association of Governments.

- Assist CAP staff with transition to in-house preparation of data for CAGRD member lands and for CAP water providers.

FY 2009 Outcome Measure

- Complete a set of projections for CAGRD member lands and for CAP water providers based on the MAG 2007 Socioeconomic Projections and on the updated Socioeconomic Projections from the Pima Association of Governments to enable CAP to understand population growth in their service area.

Central Arizona Association of Governments (CAAG) Socioeconomic Support 700-0119

MAG prepares socioeconomic estimates and projections for subareas within Maricopa County. However, the Phoenix metropolitan area is rapidly extending into Pinal County, which falls within the planning jurisdiction of the Central Arizona Association of Governments (CAAG). Because of the interrelationships between Maricopa County and Pinal County growth, it is important that sound estimates and projections be developed for Pinal County. MAG has been under contract with CAAG to guide CAAG in setting up a socioeconomic program at CAAG and assisting in the preparation of socioeconomic estimates and projections for Pinal County. The work performed for CAAG consists of guiding CAAG in creating a Population Technical Advisory Committee; collecting, compiling, and reviewing Pinal County and Pinal County jurisdiction data; and providing technical assistance in analysis and socioeconomic projections.

Follow-Up on FY 2008 Outcome Measures

- **Measure**: Provide a set of socioeconomic projections for Pinal County by Socioeconomic Analysis Zone to be used for regional planning purposes.
  Result: *Socioeconomic projections by small geographies rely on a county control total and good data sets. The Central Arizona Association of Governments has made great strides in preparing the data sets, but the revised county control totals are not anticipated to be ready until spring of 2009. MAG has been working closely on the preparation of the data sets and their consultant project to provide county control totals. However, this measure will have to be postponed until next year.*

FY 2009 Objectives

- Prepare socioeconomic projections of population, housing, and employment for subregions within Pinal County.

- Continue to provide guidance and technical assistance in the collection and preparation of data necessary to run the socioeconomic model.

FY 2009 Outcome Measure

- Provide a set of socioeconomic projections for Pinal County by Socioeconomic Analysis Zone to be used for regional planning purposes.

Information and Technology

800: Information and Technology

Socioeconomic Information and Analysis 800-1
Telecommunications Programs 800-14

Socioeconomic and Economic Information and Analysis

Program Description

The primary responsibility of the Socioeconomic and Economic Information and Analysis Program is to develop socioeconomic estimates and projections for use by MAG and member agency planning and modeling activities and to evaluate regional economic impacts. In accordance with Executive Order 95-2, the Arizona Department of Economic Security (ADES) develops resident population totals for each county, while MAG develops subregional estimates and projections based upon the Maricopa County resident population control totals. The function previously performed by ADES moved to the Arizona Department of Commerce in December 2007 with a goal of providing more efficient research data and information to Arizona communities, businesses, planners, lawmakers, economists, and others.

Midyear estimates of resident population by municipal boundaries are produced annually. Municipal Resident Population Estimates are used to distribute $23 million in lottery funds annually and billions of dollars a year in state-shared revenue every five years. In 2004, state law was amended to allow for the use of a census survey for the distribution of state-shared revenue from 2006 to 2011. MAG member agencies decided to use the census survey to provide an accurate count of people in each city, town, and unincorporated area of the county. A collaborative effort among the Census Bureau, MAG, and MAG member agencies was undertaken to design and plan a program to carry out the 2005 Census Survey, the largest census survey of its kind in the United States.

Projections of population, housing units, and employment are developed using the latest decennial or special census as the base. These projections are developed at three levels of subregional geography: Municipal Planning Area (MPA), Regional Analysis Zone (RAZ), and Socioeconomic Analysis Zone (SAZ). The projections are used by the MAG transportation and air quality models to produce traffic and emissions forecasts. In addition, they are used for a wide variety of other regional planning programs. In particular, these projections and the Geographic Information Systems (GIS) coverages and data that are used as input to these projections, facilitate the review and analysis of issues and provide consistent credible information for MAG and MAG member agency planning. In addition, MAG socioeconomic models will begin to incorporate activity-based models, where the behavior of each person in an area is modeled.

MAG provides information and analysis focused on the economic, demographic, fiscal, and development conditions in the region. Data and analysis for the nation, state, and region are gathered from national and state sources. This is used to provide specific information for use by regional and local leaders in understanding the conditions and choices for future infrastructure needs and development within the region.

In conjunction with the development of estimates and projections, MAG compiles and maintains a variety of databases. These databases include, but are not limited to, census data, residential building completions by unit type, employment, existing land use, large scale development, and General Plan land use. In addition, imagery must be maintained to evaluate many of these coverages. Similarly, surveys are conducted regularly to ensure that the assumptions made in the models are based on current data. The update of these databases, together with Census 2000 and 2005 Special Census Survey data, was used as the base to prepare the 2007 MAG Socioeconomic Projections.

Mission Statement

The mission of the Socioeconomic and Economic Information and Analysis Program is to develop base data, information, and modeling analysis not only for population and socioeconomic updates and projections, but also for the economy for use by member agencies, other public and private sector groups, the community, and the MAG planning programs.

2007-2008 Accomplishments

- Presented information on growth in Arizona and the six county Sun Corridor Region (including Cochise, Maricopa, Pima, Pinal, Santa Cruz, and Yavapai Counties) from 2000 to 2050 to many outside agencies and conferences. This presentation identified the importance of Arizona State Trust Lands and was the impetus for a number of regional and statewide efforts.

- Provided information to regional and state decision makers to better understand the cost of construction of transportation facilities, the relationships between an adequate transportation system and economic growth, and current funding and revenue support for public infrastructure development and maintenance.

- Ensured that the 2005 Census Survey results were incorporated as the revised base for population estimates and projections, as well other programs relying upon population estimates for resource allocation. Building on the established coordination and professional teamwork among the Census Bureau, MAG, and member agencies, MAG staff began work on preparing for 2010 Census.

- Adopted an updated set of socioeconomic projections of population, housing, and employment for 2010, 2020, and 2030 by Municipal Planning Areas and Regional Analysis Zones. The projections were based on the 2005 Special Census Survey results. A Regional Profiles report with analysis of land use, base 2005 and socioeconomic projections was also developed.

- Enhanced the interactive mapping tool on the MAG Web site to allow interactive analysis of regional and statewide information with improved format and user operability. The improvements include advanced spatial analysis of data and user-friendly mapping and reporting capabilities.

- Provided aerial imagery to MAG member agencies to assist them in their planning activities.

- Continued to work with Arizona Councils of Governments (COGs) and Metropolitan Planning Organizations (MPOs) to develop a statewide socioeconomic data collection and modeling strategy. MAG and Pima Association of Governments (PAG) will have completed the Phase I implementation of a new socioeconomic modeling suite by the end of this fiscal year. Dr. Paul Waddell from the University of Washington is working as a consultant on this suite, known as the Arizona Socioeconomic Modeling, Analysis and Reporting Toolbox, or AZ-SMART.

- Participated in the Arizona Data Estimates and Projections Task Force (ADEPT), set up by an Executive Order by Governor Janet Napolitano, to recommend enhancements to the preparation of population and employment estimates and projections. The final report of the Task Force was

produced in 2007, and the recommendations were forwarded to the Governor for consideration. A key focus of the report was to increase the communication and cooperation between the State, regional organizations, and cities, towns, and tribal lands. Additionally the recommendations focus on the data, methods, and process for producing demographic and employment projections.

Geographic Information Systems and Database Development and Support 800-0110

Develop and compile socioeconomic data and other databases and perform analysis as necessary to effectively carry out planning responsibilities and respond to data requests of MAG and MAG member agencies. Ensure consistent collection of Geographic Information Systems (GIS) spatial and tabular data and develop selected new datasets to aid MAG and MAG member agencies. Provide support for MAG staff and MAG member agencies in GIS applications. Perform updates and maintenance of all GIS data and coverages including, but not limited to, existing land use, General Plan land use, development areas, employer locations and residential completions. Maintain current aerial imagery to support data collection and analysis. Conduct surveys or research projects to better understand socioeconomic characteristics such as household size, composition, and age, income levels, job/housing balance, seasonal and transient populations, etc. Based on these surveys and research, develop assumptions for the projections of these socioeconomic attributes. Investigate sources of new data or improved data such as employment-related building databases, and on-line mapping and imagery. Use interns and/or MAG Associates when possible to reduce overall costs of maintenance.

Follow-up on FY 2008 Outcome Measures

- **Measure:** Enhanced understanding of the region by MAG staff, member agencies, elected officials, and the public through the development of a minimum of six innovative presentations, posters, maps, or charts for use in MAG planning programs.
  Result: *Numerous maps and tables were prepared for decision makers. These included presentation maps showing regional data in Maricopa County, interesting projects completed through MAGIC, and other innovative uses of GIS at MAG for presentation at the Environmental Systems Research Institute (ESRI) and Arizona Geographic Information Council (AGIC), GIS User Conferences, and other MAG presentations. Created numerous maps for the MAG Regional Transportation Plan updates and several widely used regional vicinity maps with various overlays for analysis and presentations. In addition, the MAG Web site was updated with new maps based on the 2007 MAG Socioeconomic Projections.*

- **Measure:** Heighten understanding of the regional implications of existing and future land use, development, and redevelopment through annual updates of databases required for the socioeconomic projections process and development in the region, including those parts of Pinal County within the MAG Transportation Modeling Area. These databases will be sent to jurisdictions for review to ensure the updated information reflects jurisdiction knowledge of their area.
  Result: *Based on member agency input, both spatial and tabular databases are regularly updated and sent to member agencies for their review. In addition, MAG has worked extensively with the Central Arizona Association of Governments (CAAG), as necessary, to ensure all demographic data*

required for socioeconomic and transportation modeling is updated. The General Plan land use and development area coverages, employer, transient and seasonal population, and post high school databases have been updated and sent to jurisdictions for review.

- **Measure:** Updated look and functionality for end users of the MAG interactive Web site by enhancing the interfaces for thematic mapping and providing more flexibility with reporting tools.
  Result: *MAG has enhanced the interactive mapping portion of the MAG Web site. This site provides users thematic mapping and reporting flexibility along with an improved interface for MAG member agencies, staff, and the general community.*

- **Measure:** Update residential completion database that enhances MAG's ability to monitor growth and prepare accurate midyear estimates of population.
  Result: *The residential completion database is being continually updated and specific geographic locations are being assigned to each residential completion. The database has been used extensively by MAG, member agencies, and by many other agencies and consultants.*

FY 2009 Objectives

- Monitor changes to existing land use, jurisdictional General Plans, development, and redevelopment plans to maintain and update all MAG socioeconomic databases and Geographical Information Systems (GIS) coverages and update procedures to support projection activities and provide support to staff, member agencies, and the public.

- Maintain database coverages, including existing land use, General Plans, development and redevelopment, residential completions, and employment, to support projection activities and provide information to staff, member agencies, and the public.

- Conduct surveys and/or research projects to better understand socioeconomic characteristics such as household size, composition and age, income levels, job/housing balance, and seasonal and transient populations, etc.

- Enhance the MAG interactive web site to provide users with additional functionality and services for MAG member agencies, MAG staff and the general public.

- Create a unified employment and building database that will allow for better modeling and visualization capabilities for MAG staff and MAG member agencies.

- Support other divisions' GIS and database activities as time and budget allow.

FY 2009 Outcome Measures

- Enhance understanding of the region by MAG staff, member agencies, elected officials, and the public through the development of a minimum of six innovative presentations, posters, maps, or charts for use in MAG planning programs.

- Heighten understanding of the regional implications of existing and future land use, development, and redevelopment through annual updates and analysis of databases required for the socioeconomic projections process and development in the region. Working with member agencies, these databases will be compiled and sent to jurisdictions for review to ensure the updated information reflects jurisdiction knowledge of their area.

- Continue to improve upon the functionality of the MAG interactive Web site by enhancing the existing tools and adding additional functionality and services for both MAG member agencies and MAG staff.

- Update residential completion database that enhances MAG's ability to monitor growth and prepare accurate midyear estimates of population. Provide analysis of residential completions for presentation to appropriate committee(s).

Socioeconomic Updates, Projections, Modeling and Analysis 800-0120

Develop midyear updates of population; establish procedures for long-term socioeconomic projections by Municipal Planning Area, Regional Analysis Zone, and Socioeconomic Analysis Zone; maintain state-of-the-art MAG socioeconomic models; continue enhancing the modeling process; prepare long-term socioeconomic projections; and analyze trends and patterns of physical development and socioeconomic components of the region. create computer programs and run scenarios that evaluate alternatives for timing of General Plan land use implementation and economic development, consistent with the goals of the MAG Regional Council.

Follow-up on FY 2008 Outcome Measures

- **Measure:** Implement a small area model as Phase I of the Arizona Socioeconomic Modeling, Analysis, and Reporting Toolbox (AZ-SMART) to support socioeconomic modeling activities at MAG and to enable the use of data created by areas outside of the MAG region for MAG's modeling needs.
  Result: *Phase I of AZ-SMART will be implemented by the end of FY2008. This work includes the development of a comprehensive data model, a graphical user interface, user friendly model infrastructure, and a set of models capable of reproducing the current land use modeling process in MAG's Subarea Allocation Model (SAM-IM).*

- **Measure:** Create Phase II of the project, which will incorporate models at different levels of geography, extend the database design to easily increase model boundaries, and provide additional calibration to support socioeconomic, transportation, and air quality modeling activities for the MAG region and for statewide planning initiatives.
  Result: *Large scale model infrastructure development was undertaken as part of the Phase I project. This work will greatly help in the implementation work of Phase II. Work on Phase II of AZ-SMART will commence after the completion of Phase I at the end of FY2008.*

- **Measure:** Adoption of July 1, 2007, resident population updates, by municipality, which will enable MAG member agencies to receive their share of the $23 million in lottery funds allocated based on their population.
  Result: *MAG staff developed resident population updates by municipality for July 1, 2007 that were approved by the MAG Regional Council in December 2007.*

- **Measure:** Create a minimum of two analysis reports based upon the new 2010-2035 socioeconomic projections and other MAG databases.
  Result: *MAG staff developed numerous analytical maps based on the 2007 MAG Socioeconomic Projections. A poster based on the historic and projected urban area was selected for printing in the Annual ESRI Map Book. Charts and maps were also prepared in support of the Regional Economic Growth Outcomes Report.*

- **Measure:** Create an orientation workshop for members of the MAG Population Technical Advisory Committee (POPTAC) that explains the role of the MAG POPTAC, why MAG prepares population estimates and socioeconomic projections, and how those projections are prepared, to enable the POPTAC and others to participate more fully in the population process.
  Result: *MAG staff created and conducted an orientation workshop for the members of MAG POPTAC. MAG staff also held meetings with individual member agencies to discuss the socioeconomic projections process and its data needs.*

FY 2009 Objectives

- Complete implementation of Phase II of the Arizona Socioeconomic Modeling, Analysis, and Reporting Toolbox (AZ-SMART) including the employment classification and redevelopment enhancements. Phase II of the project will incorporate models at different levels of geography, extend the database design to easily increase model boundaries, and provide additional calibration. Based on work in Phase I of AZ-SMART development additional tasks have been identified. These tasks include modeling employment by industry and occupational classification, and methods for modeling redevelopment and infill development. The continued work on this socioeconomic modeling suite will support socioeconomic activities at MAG and will be available to other Councils of Governments, such as the Pima Association of Governments (PAG), and the Central Arizona Association of Governments (CAAG), and elsewhere throughout the state. By taking the lead on such a socioeconomic modeling suite, MAG will also be able to use data created by areas outside the MAG Region for MAG's modeling needs.

- Work with consultants to explore, identify and develop activity based sub-models using the AZ-SMART framework. The models to be explored may include school enrollment, temporal dimensions of employment, and detailed household characteristics.

- Participate with the Arizona Department of Commerce to update the July 1, 2008 resident population of Maricopa County and prepare the July 1, 2008 municipality resident population and housing unit updates to ensure the population and housing for the MAG municipalities are allocated appropriately.

- Provide socioeconomic modeling support for member agencies and other MAG divisions as time and budget allow.

FY 2009 Outcome Measures

- Create Phase II of the AZ-SMART project, which will incorporate models at different levels of geography, extend the database design to easily increase model boundaries, and provide additional calibration to support socioeconomic, transportation, and air quality modeling activities for the MAG region and for statewide planning initiatives.

- Include employment classification by industry and occupation and redevelopment activity enhancements into Phase II of AZ-SMART. Also develop enhanced sub-models that may include school enrollment and employment and household characteristics in order to support socioeconomic, transportation, and air quality modeling activities for the MAG region and for statewide planning initiatives.

- Adoption of July 1, 2008 resident population updates, by municipality, which will enable MAG member agencies to receive their share of the $23 million in lottery funds allocated based on their population.

- Create a minimum of two analytical presentations based upon the land use and socioeconomic projections and other MAG databases to inform MAG member agencies and others about growth and growth implications in the MAG Region.

- Provide an orientation workshop for members of the MAG Population Technical Advisory Committee (POPTAC) that explains the role of the MAG POPTAC, why MAG prepares population estimates and socioeconomic projections, and how those projections are prepared, to enable the POPTAC and others to participate more fully in the population process.

Decennial Census Support and Other Census Products 800-0130 and 800-0131

Provide support for the 2010 Decennial Census. Facilitate the allocation of Census data to MAG geographies, the understanding and the dissemination of the 2005 Census Survey, other Census products (such as the American Community Survey, the Economic Census, and other special tabulations).

Follow-up on FY 2008 Outcome Measures

- **Measure:** Provide MAG member agencies and MAG staff with lessons learned from the previous census survey in preparation for the 2010 census.
  Result: *MAG completed the 2005 Census Survey Final Report, which documents the procedures followed in conducting the MAG 2005 Census Survey and identified lessons learned to better prepare MAG staff and member agency staff for future Census efforts.*

FY 2009 Objectives

- Hold Census Workshops to provide information, promote understanding and participation, and provide technical assistance to member agencies with Census 2010 preparations and programs.

- Support 2010 Census efforts by assisting in identifying areas for local census offices to test and train census employees.

- Assist in publicity and promotional efforts for the Census 2010, in addition to the Census Bureau's own publicity efforts. Partner with member agencies, community organizations, neighborhood groups, and other local groups to ensure accurate complete for counts in Maricopa County.

- Continue to support MAG member agencies and the general public with information on Census 2000, the MAG 2005 Census Survey, and other Census products.

FY 2009 Outcome Measure

- Understand and distribute information and analysis based on Census developed data to member agencies and the general public. Provide information on how the Census 2010 data will differ from the Census 2000 data.

- Encourage and assist MAG member agencies in their: (1) review of Census 2010 Local Update of Census Addresses (LUCA) submission/Master Address File (MAF), (2) participation of and completion the 2009 Boundary and Annexation Survey (BAS), and (3) receipt and completion in the Participant Statistical Areas Program (PSAP) materials to the Census Bureau. This will support MAG member agencies in their efforts to ensure all people are counted in Census 2010.

- Provide local and regional information and feedback to the Census Bureau to (1) determine what MAG can do to assist with such programs as group quarters, outdoor locations and new construction in order to support MAG member agencies in their efforts to ensure all people are counted in Census 2010 and (2) understand the effectiveness of the Census Bureau efforts in the region by providing local information and estimates when possible.

- Assist in the identification, naming, and numbering of Census geographies, such as tracts, block groups, Census places, and other defined areas. Also, provide information and assistance to ensure consistency in census geography to aid in use of Census data in research and planning activities in the future.

- Promote Census 2010 at MAG meetings and events, as well as other opportunities within the region.

Economic Monitoring, Modeling, Projections, and Analysis 800-0140

MAG provides information and analysis focused on the economic, demographic, and fiscal conditions in the region. This information and analysis is produced by using data from various sources, including national economic data services and a number of governmental economic data sources.

MAG has a state-of-the-practice economic policy model for the metro area. This model is used, in conjunction with other estimated and forecasted data, to understand the likely impacts and outcomes resulting from the development and growth of the regional economy.

Efforts are also focused on translating the current economic changes and trends for the nation, the state, the metropolitan region, and other metropolitan areas into useful information for use by regional and local leaders in understanding the conditions and choices for future infrastructure needs and development within the region. These efforts have included providing analysis on a number of topics, including housing and commercial market analysis, economic and employment growth and changes, and construction activity. MAG staff provides information on economic impacts of interest to member agencies for their own operation and planning, as requested.

MAG also provides timely information and assistance to local government elected officials and staff, regional decision makers, and state elected and appointed officials to aid their understanding of the regional economic changes and growth.

Follow-up on FY 2008 Outcome Measures

- **Measure:** Initiate a monthly economic summary and update, incorporating a series of economic indicators to provide information that is informative and useful for member agency planning and which can be used by program decision makers.
  Result: *MAG provided monthly economic updates to member agency staff through MAG committees and stakeholder groups. The updates included information on general economic conditions, current housing, employment and retail activity, and analysis of special concerns to member agency staff. Specific topics discussed this year included bankruptcy and foreclosure activity, status of Arizona's state shared revenue pools, and commercial construction activity.*

- **Measure:** Develop an updated and enhanced ADOT/MAG Cost of Construction Update Report with local price indicators, along with national price measures, and composite price index to provide more locally-focused information to support planned construction of the Regional Transportation Plan.
  Result: *A monthly update of commodity price and labor wage changes was produced and distributed to regional transportation program leaders. The monthly update includes both national and local data, and work continues to add additional local price data into the update.*

- **Measure:** Provide analysis of individual alternative fiscal approaches for funding needed for transportation infrastructure improvements, illustrating the choices and implications of these approaches for local and regional decision makers as they consider means to address the growing transportation issues.
  Result: *Several analyses were completed to better understand fiscal alternatives, value or costs resulting from congestion, and the potential impacts of an under-built (or over demanded) transportation system. These analyses were provided to regional and state elected and appointed policy decision leaders.*

- **Measure:** Provide technical economic assistance and data for member agencies and partner state and regional organizations, with regard to time and budget considerations, to assist in addressing local and regional challenges and opportunities.
  Result: *MAG provided economic and demographic data and information requested by member agency staff and other local, regional, and state organizations and agencies. The requested data supported local, regional, and state decisions, plans, and programs to understand current and future growth and development choices. Nearly 100 specific data and information requests were answered on economic and demographic topic issues. In addition, MAG served on the Governor's Arizona Data Estimates and Projections Task Force providing policy and technical understanding and input in the Task Force's efforts to recommend improvements in demographic and labor force estimates and projections.*

FY 2009 Objectives

- Develop, maintain, and share data and analyses about the regional economy with MAG member agencies, other agencies, and the private sector. This economic data and analysis is focused on enabling MAG member agencies to understand and discuss current economic trends and projections that affect local government planning and programs, as well as providing current and reliable information for planning and policy decision-making by groups across the region.

- Maintain and update, as appropriate, economic projections information used by MAG member agencies and other regional agencies for land use, transportation, economic development, and workforce planning. Ensure that MAG economic projections and their underlying growth assumptions are based on the local current and historic information and national economic forecasts. Assist state agencies in the development and updating of economic estimates and projections to ensure consistency in data and projections for regional and state planning and decision making.

- Develop and share data and analyses focused on the long-term development and growth issues in the state and the region. This information focuses on understanding the general infrastructure need, the relationships, patterns, and types of economic activity and growth, and the fiscal alternatives and impacts.

- Assist member agencies in issue areas related to the economy, community and economic development, and transportation mobility by providing information and technical knowledge.

FY 2009 Outcome Measures

- Provide monthly economic updates to provide information that is informative and useful for member agency planning and program decision makers. The updates will include economic and demographic indicates highlight general and issue specific conditions and changes. One specific monthly update is focused on changes in the costs of commodities and labor wages used in construction of public infrastructure. Additional issues of specific concern include housing market conditions, retail activity, and governmental fiscal conditions and revenue collections.

- Update data and maintain MAG economic models and analysis to assist MAG and MAG member agencies in understanding choices, impacts, and projections about future economic activity. Provide technical assistance and review of economic and demographic analysis, methods, and approaches completed and used by other regional and state agencies.

- Provide economic and technical support of long-term growth and development issues discussions by member agency, regional, and state decision makers. Information and analysis will be provided on timely economic and fiscal issues, such as alternative fiscal approaches for funding needed transportation infrastructure improvements, changes in the type and level of economic activity, and impacts resulting from a changing population.

- Provide technical assistance and data requests on economic factors, economic development, and fiscal issues from member agencies and partner state and regional organizations, with regard to organizational time and budget constraints.

Regional Economic Growth and Development 800-0141

(Formerly Regional Economic Growth Outcomes)

As the MAG region further develops and grows, the likely impacts and outcomes for residents, employees, and firms will vary by the development patterns and choices of each member agency. This work area focuses on understanding these combined impacts and outcomes at the regional and subregional scale. The information developed through this work effort will be provided to local and regional decision-makers for their use in making policy and program choices for the region and their own communities. One of the objectives of this information is to contribute to the member agencies' efforts to develop their communities economically and residentially. The anticipated result is to reduce daily demand on the regional transportation system, through lowering the cross-region work commuting. Through understanding and providing information about employment areas and their characteristics, and identifying the linked residential areas where workers are commuting from and to these employment locations, programs and policies could be developed to strengthen subregional travel choices and behavior.

MAG also provides information and analysis on regional and local economic activity and economic development, partners with the member agencies' economic development departments, Greater Phoenix Economic Council, the Arizona Department of Commerce, and other organizations participating in economic development strategic planning and activities that affect the MAG region.

Follow-up on FY 2008 Outcome Measure

- **Measure:** Produce an updated regional map showing the locations, size, and characteristics of the member agencies' job centers as well as a report describing the characteristics, types, and scale of the job centers by subregion. This will also support economic development as well as future socioeconomic modeling activities.
  Result: *MAG collected updated job center locations and related information from each member agency. This data was assembled to show the type and timing of all job centers in the region. The*

analysis of these job centers was incorporated into the Regional Economic and Growth Outcomes (REGO) report. This report linked the current job centers to worker commuting patterns, and residential community locations.

- **Measure:** Develop a report describing subregional economic areas based on employment areas and related development and activity patterns in order to evaluate travel patterns and possibly contribute to the reduction of vehicle miles traveled.
  Result: *A report identifying existing and projected employment in each job center was prepared along with the employment activity in regional subareas. The report, which will be final by the end of this fiscal year, highlights the connection between employment submarket areas and residential neighborhoods throughout the region. The existing work travel patterns were used to illustrate the cross-regional transportation demand.*

- **Measure:** Create a report of specific indicators to describe the characteristic, impacts, and outcomes of the subregional economic areas in order to track population and housing characteristics, commuting patterns, retail activity markets, residential and employment connections, and planned type and timing of development and growth for future socioeconomic and transportation modeling.
  Result: *The REGO report provides information of current demographic, housing, and economic conditions in the region's subareas. This descriptive analysis provides a starting place for understanding the impacts and changes resulting from future growth and development.*

FY 2009 Objectives

- Understand future demand for regional infrastructure, particularly transportation infrastructure, within the region and the economic subregions.

- Illustrate the economic and demographic linkages, outcomes, and benefits of changes in planned development patterns, within the region and each subregion. This information about projected growth and development conditions within the region and regional subareas can be used to support member agency and regional planning and program efforts.

- Review general plans and major amendments for all member agencies, working closely with member agency planning staff, in order to meet state law and MAG policy.

- Provide planners from all member agencies with the opportunity to make presentations on activities in their jurisdictions to peers from other member agencies, so that every member agency is aware of potential impacts to its agency as well as to the MAG Region.

- Encourage communication and collaboration of regional and local economic and community development efforts within the region, through coordinating and participation in regional forums such as the MAG Planners Stakeholder Group and the regional Economic Development Directors Team meetings.

- Provide data and information about the community and economic development of the metropolitan region for member agencies, which may be useful in regional and community strategic development

planning. Additionally, provide similar economic and community information about other metropolitan regions to understand and determine strengths and opportunities for maintaining and improving the quality of residential and work life in the region.

FY 2009 Outcome Measures

- Identify and estimate indicators showing the demand and changes in the regional public infrastructure resulting from increased development and growth.

- Prepare a report, building on the current information in the region's subareas, demonstrating the outcomes and changes resulting from the planned development in the region. The report will also illustrate the outcomes and links between employment activity, residential development, and transportation infrastructure demand within the region and the region's market subareas. The report will be a reference as community and regional development plans change, and can illustrate the impacts of these changes.

- Coordinate the MAG Planners Stakeholder Group, a forum encouraging member agency collaboration and communication on regional and local development issues and concerns. In addition, participate and assist in other regional and state-wide community and economic development meetings and forums focused on assisting in implementing member agency and regional development policies and plans.

- Complete an analysis of the strategic economic, demographic, and development conditions in competing regions and the MAG region. This analysis can be used in regional and community planning and economic development efforts.

Telecommunications Program

Program Description

The objective of the Telecommunications Program is to work with member agencies to ensure MAG and member agencies have effective telecommunications support to allow for more productive use of staff resources, reduce travel, relieve congestion, and reduce air pollution.

MAG supports telecommunication issues in conjunction with the MAG Telecommunications Advisory Group (MAGTAG).

Mission Statement

The mission of the Telecommunications Program is to encourage development and maintenance of the telecommunications infrastructure and applications that increase the efficiency of government operations, improve access to public information, and expedite the delivery of government services in Maricopa County. This includes, but is not limited to, improving air quality by reducing commuting and/or business-related trips through the use of video and audio conferencing and high-speed telecommunications infrastructure connections.

2007-2008 Accomplishments

- Held Information Sharing Sessions on a variety of topics of interest to Information Technology and Telecommunications staff at Member Agencies. Topics covered include: Disaster Recovery, e-Discovery, Procurement, and the Health Insurance Portability and Accountability Act (HIPAA).

Telecommunications Support 800-0210

Staff and help implement the plans established by the MAG Telecommunications Advisory Group (MAGTAG).

Follow-up on FY 2008 Outcome Measure

- **Measure:** Improve the knowledge of telecommunications issues affecting member agencies, by arranging a minimum of 10 external speakers at a minimum of three forums to speak to MAGTAG, hosted by the MAGTAG Information Sharing Working Group.
  Result: *By the end of FY 2008, MAGTAG will have received presentations on telecommunications and technology topics from more than 10 different external speakers at five forums.*

FY 2009 Objective

- Provide updates to MAG staff, committees, and member agencies, as necessary, about MAG telecommunications projects and other related MAG and non-MAG projects and technologies, to widen understanding by hosting guest speakers.

FY 2009 Outcome Measure

- Enhance the knowledge and understanding of telecommunications and technology issues affecting member agencies, by arranging a minimum of 10 external speakers at a minimum of three forums to speak to MAGTAG, hosted by the MAGTAG Information Sharing Working Group.

Program Support

1000: Program Support

Administration of Programs, Communications, and Agency Public Involvement 1000-1
Agency Technological and Communications Support 1000-7

Administration of Programs, Communications, and Agency Public Involvement

(Formally Program Support)

Program Description

The Administrative Division is responsible for coordinating information received from various technical committees. This information is forwarded to the MAG Management Committee, Transportation Policy Committee, MAG Executive Committee, and the MAG Regional Council. To assist in the coordination and understanding of this information, meetings with Intergovernmental Representatives are held. To take a longer policy view, annual goals are reviewed by the members of the MAG Regional Council Executive Committee and approved in the MAG Unified Planning Work Program. External relationships with other organizations, such as the National Association of Regional Councils, Greater Phoenix Economic Council, East Valley Partnership, WESTMARC, the Business Coalition, and other local business groups, are also part of our administrative functions.

The Arizona Department of Transportation (ADOT) is designated the cognizant agency for Federal Highway Administration (FHWA) transportation funding in Arizona. FHWA funding is apportioned to MAG on a cost reimbursement basis which is administered through a contract between MAG and ADOT. Renewal of the MAG-ADOT contract for FHWA funding is renewed every five years. The contract is scheduled to be renewed July 1, 2011.

The funding for MAG is administered by the MAG Fiscal Services Division. This funding is presented in the MAG Unified Planning Work Program and Annual Budget. This document, which has received awards from the Government Finance Officers Association (GFOA), describes the major program activity and budget for the organization. The budget is developed and presented incrementally, beginning in January, through approval of the final budget in May. This incremental budget development process, approved by the MAG Regional Council in FY 2003, provides for early input and discussion throughout its development. Revenue and expenditure projections, proposed projects, staffing, and line item year-to-year comparisons are given a thorough review in the series of budget presentations to the MAG Executive Committee, MAG Management Committee, and MAG Regional Council. Relevant budget issues are also reviewed with technical committees. A budget workshop, presented each February, provides a forum for additional public involvement.

Mission Statement

The mission of Program Support is to provide a regional policymaking process that will improve the quality of life for the citizens of this region, by sharing ideas, resources, and a commitment to address regional challenges.

FY 2008 Major Activities

The MAG Executive Committee and Building Lease Working Group (BLWG)

In FY 2008, MAG continued work on the Regional Office Center. At the conclusion of the initial process with the contractor and the building partners it was determined to reissue a Request for Qualifications for the Regional Office Center following a Title 34 Procurement process. This resulted in a ranking of contractors that was accepted by the Regional Council. To secure the land for the Regional Office Center, the partnering agencies contributed towards an option payment on the land. Financial details were refined for the project and the partnering agencies were requested to share in the preconstruction services. If the building proceeds, it is anticipated that a guaranteed maximum price will be known in June 2008. At that time the partnering agencies would make a decision on proceeding with the project. If the partnering agencies do not proceed with the project, options will be pursued to address MAG's office needs.

Building a Quality Arizona

During FY 2008, MAG continued to facilitate a statewide collaboration with the Councils of Governments, Metropolitan Planning Organizations, and business representatives to develop a stronger regional network and discuss statewide issues such as transportation needs and growth management. On December 13, 2006, the MAG Regional Council approved MAG assisting in funding a portion of a statewide reconnaissance study along with the Pima Association of Governments and the Arizona Department of Transportation. In 2007, the majority of the Study was completed, including the development of a sketch modeling tool for the State of Arizona. This tool graphically displayed the lack of capacity on many of Arizona's key transportation corridors. The Reconnaissance Study also described the boundaries for future framework studies throughout the state. The State Transportation Board provided $7 million to have these framework studies conducted. The Arizona Department of Transportation has hired a master consultant and a team of consultants to conduct the framework studies. It is anticipated that these framework studies will be completed in approximately one year and then complied into a new state transportation plan.

RTP Partners

To ensure coordination of the Regional Transportation Plan, during FY 2008, the RTP Partners continued to meet to discuss project coordination. The RTP partners comprise the directors and senior staff of MAG, the Arizona Department of Transportation, the Regional Public Transportation Authority, and Valley Metro Rail, which are the agencies that have the primary responsibility for the implementation of Proposition 400. An example of the coordinated efforts is the development of the Unified Planning Work Program, where the agencies share their proposed projects to ensure coordination in the coming year.

Cooperative Efforts

As the metropolitan area expands, MAG has continued to work cooperatively with adjoining counties to conduct regional planning that crosses county boundaries. This has included implementing the Hidden Valley Study that is examining the land use and transportation options for the area south of Interstate 10 in the Goodyear area, extending into Pinal County. This is a cooperative effort with neighboring cities, Maricopa County, Pinal County, and the Arizona Department of Transportation.

2007-2008 Accomplishments

- Continued to implement the projects identified in the Regional Transportation Plan.
- Worked with the Regional Council to approve the I-10 widening project for State Transportation Acceleration Needs II account funding. Signed the Intergovernmental Agreement to implement the project.
- Worked with the partnering agencies to conduct a Title 34 Procurement for the Regional Office Center project. The ranking from this procurement was approved by the Regional Council. Also worked with the partnering agencies to make an option payment on the proposed site for the Regional Office Center.
- Worked with the Arizona Councils of Governments (COGs) and Metropolitan Planning Organizations (MPOs) Chairs and Directors, business representatives, and the Arizona Department of Transportation to fund and implement a Statewide Reconnaissance Study. This Study developed a sketch modeling tool for the state and identified the boundaries for future framework studies.
- Awarded the Government Finance Officers Association Certificate for Excellence in Financial Reporting for our 2007 Comprehensive Annual Financial Report (CAFR). Received the Distinguished Budget Presentation Award for our FY 2008 Unified Planning Work Program and Annual Budget. Both documents have received these awards for ten consecutive years.
- Held a successful staff retreat to promote professional and personal development. The retreat focused on team building using Appreciative Inquiry as a model for positive outcomes in planning.
- Conducted a rigorous and consistent personnel evaluation system completing evaluations of staff, providing timely feedback to employees regarding their performance.
- Worked with the public accounting firm of Cronstrom & Osuch, PC, to complete the FY 2007 Financial and Single Audit of the MAG program.
- Exceeded the MAG campaign goal for the annual United Way program. The 2007 campaign resulted in the highest dollar amount raised in MAG history.
- Worked with the Building Lease Working Group and the MAG Executive Committee to reissue a Request for Qualifications following a Title 34 procurement process, resulting in a ranking of firms by the Regional Council.
-

Administration of Program 1000-0010

Follow-up on FY 2008 Outcome Measures

- **Measure:** A planning process that meets all federal requirements exhibited by a successful review of the planning process by the Federal Highway Administration (FHWA) and the Federal Transit

Administration (FTA) during the Intermodal Planning Group review of the Unified Planning Work Program, resulting in approval of the Unified Planning Work Program by the Arizona Department of Transportation and the FHWA.
Result: *Continued our commitment to the cooperative partnership envisioned by the federal law with the implementation of the Casa Grande Resolves. This planning partnership with ADOT and the Regional Planning Transportation Authority (RPTA) resulted in a cooperatively-developed plan and program, which are assessed annually by the Intermodal Planning Group. The MAG planning process has been certified by the FHWA and the FTA. The FY 2008 Work Program was approved by ADOT and FHWA*

- **Measure:** Responsible use of public funds as measured by an audit that meets all federal requirements.
  Result: *MAG was audited by the firm Cronstrom & Osuch, PC, for FY 2007. The Auditors' Report and Single Audit comments reported two findings in MAG's financial reporting and management.*

- **Measure:** Increased dialogue and relationship building with other Councils of Governments. Share information and best practices regarding issues such as transportation, air quality, growth, and economic development.
  Result: *MAG continued to facilitate meetings of the Arizona COG/MPO Association, culminating in the implementation of a statewide reconnaissance study for transportation. This Study produced a sketch modeling tool for the State of Arizona and developed the boundaries for framework studies throughout the State. The Arizona State Transportation Board contributed $7 million to fund framework studies on a statewide basis.*

- **Measure:** Development of working papers from the Reconnaissance Study that can be used by the Governor's Office and the Legislature to frame the options for statewide legislation that leads to a statewide voter referendum to pay for needed transportation infrastructure.
  Result: *The findings of the Reconnaissance Study were completed and the output from the Study has been presented to groups throughout the state to assist in defining the transportation challenge for Arizona. The issue of a statewide referendum has not been resolved regarding the content of the referendum or the timing for the election.*

- **Measure:** Fill vacant positions with qualified staff to provide adequate resources to serve member agencies and to ensure continuity.
  Result: *In 2007, 11 individuals were hired.*

- **Measure:** Secure legal documents and begin construction of the Regional Office Center.
  Result: *In 2007, a new procurement was initiated for the Regional Office Center. A Title 34 procurement procedure was followed resulting in a ranking of contractors for the building. The partnering agencies assisted MAG in paying an option to reserve the land for the building and financial planning was done for the meeting. The partnering agencies have been requested to participate in paying for the new design of the building that will provide a guaranteed maximum price.*

FY 2009 Objectives

- Continue to improve the policymaking process of the MAG Management Committee and MAG Regional Council by focusing on discussions with individual members of the MAG Management Committee and MAG Regional Council regarding major policy issues.

- Continue to work with regional agencies, the Building Lease Working Group, and the MAG Executive Committee on constructing a Regional Office Center. If the Regional Office Center is not pursued, work to find a solution for MAG's office needs.

- Continue to communicate and work with the Arizona Council of Governments (COGs) and Metropolitan Planning Organizations (MPOs) on issues that affect our regions.

- Continue to work with the Arizona State Legislature to provide information on issues of a regional nature affecting MAG.

- Improve the linkage with the other Councils of Governments and Metropolitan Planning Organizations in Arizona by participating in the Arizona COG/MPO Directors Association.

- Improve the linkage with other regional organizations on a nationwide basis by participating in the National Association of Regional Councils (NARC).

- Improve MAG's planning process by participating in the Intermodal Planning Group sponsored by the Federal Region IX agencies.

- Enhance the sharing of regional planning strategies by participating in the Four Corner COG Directors meeting.

- Increase the understanding of the MAG budgeting process by following the criteria established by the Government Finance Officers Association and communicating budget information incrementally throughout the budget development process.

- Provide professional development and training opportunities to the MAG employees to improve job skills and knowledge of current practices.

FY 2009 Outcome Measures

- A planning process that meets all federal requirements exhibited by a successful review of the planning process by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) during the Intermodal Planning Group review of the Unified Planning Work Program, resulting in approval of the Unified Planning Work Program by the Arizona Department of Transportation and the FHWA.

- Responsible use of public funds as measured by an audit that meets all federal requirements.

- Increased dialogue and relationship building with other Councils of Governments and Metropolitan Planning Organizations. Share information and best practices regarding issues such as transportation, air quality, growth, and economic development.

- Continue the dissemination of information from the Reconnaissance Study, complete the Hidden Valley Framework Study, complete the Transit Framework Study, update the costs for the Regional Freeway System, and update the Regional Transportation Plan in preparation for a potential statewide voter referendum to pay for needed transportation infrastructure.

- Fill vacant positions with qualified staff to provide adequate resources to serve member agencies and to ensure continuity.

- Secure legal documents and begin construction of the Regional Office Center or an option that will meet MAG's Office needs.

Agency Technological and Communications Support

Program Description

The Maricopa Association of Governments (MAG) requires ongoing agency technological and communications support in order to perform many program-essential functions.

On the communications side, this support includes dissemination of information to MAG members and the public through newsletters, reports, e-mail, and the MAG Web site; ongoing public involvement activities for all MAG divisions; and feedback through surveys and other types of communication.

On the technological side, this support includes transportation, air quality, and land use modeling; geographic information systems; and automated accounting, professional, and administrative tasks involving extensive word processing, spreadsheets, and databases. Each of these functions requires the reliable operation of desktop computers and workstations interconnected by a local area network. In addition, the technological support provided by additional graphics capabilities ensures that citizens, affected public agencies, and other interested parties are kept updated on MAG activities in a way that is both interesting and informative.

Mission Statement

The mission of the Agency Technological and Communications Support Program is to identify the Maricopa Association of Governments among all relevant publics as the leading authority on transportation, air quality, regional information services and human services issues; to establish MAG among these publics as the preferred forum for regional problem solving and public participation; to create awareness that MAG is made up of public officials elected by local citizens; to promote the message that cooperation among local governments is necessary to ensure that citizens get the utmost value for every dollar spent on regional operations; and to position MAG as a trusted public partner dedicated to improving the quality of life in the Maricopa Region.

The overall goals of this program are to:

- *Provide outreach and information to MAG member agencies, the public and private sectors, and the regional community.*
- *Actively inform the public about the Maricopa Association of Governments and its activities and to increase the ability of Valley residents to provide input on MAG activities.*
- *Ensure that MAG planning and administrative processes are not interrupted by excessive computer and network downtime.*
- *Provide quality graphics support to the organization to more clearly communicate important information about MAG's plans and programs.*
- *Provide the Maricopa Association of Governments staff with quality technological support.*

2007-2008 Accomplishments

- Enhancing regional communication continued to be a key focus at MAG, including continued implementation of a comprehensive public information program to support MAG policy committees

and provide information about MAG programs and activities. MAG continued its proactive public involvement activities with numerous opportunities provided for input, ranging from formal public hearings and stakeholder presentations to hosting information booths at special events, and with targeted efforts toward Title VI communities. (See also the Transportation Public Involvement Section, Task #600-9900.)

- Continued to build agency partnerships, working with MAG member agencies, partnering agencies, and related groups such as the Valleywide Public Information Officers (PIO) Group. These groups work to provide consistent information and messages on issues of mutual concern throughout the region.

- Continued partnership with the Clean Air Campaign and Valley Metro to plan and carry out summer and winter campaigns to reduce air pollution. Campaign activities included broadcast and print advertising, as well as public relations efforts.

- MAG continued to reach out to stakeholders through the distribution of the quarterly publication, *MAGAZine*, monthly Regional Council Activity Report, monthly E-Updates, Input Opportunity Reports, and project-specific public involvement mailings. Other materials distributed included flyers, invitations, printed materials, graphics, Web pages, other newsletters, freeway and bike maps, air quality materials, information resources, and surveys. Transitioned to a four-color printing process for the *MAGAZine*, resulting in a newsletter that is more visually dynamic and interesting for the newsletter's 4,000 subscribers.

- Continued to increase positive media coverage through targeted communications, including press releases, individual reporter contacts, special events and increased public outreach. These contacts helped secure numerous positive media placements–leading to increased participation in MAG events and activities.

- Continued implementation of the *Don't Trash Arizona!* litter prevention and education program. (Reference Task # 500-0595.) The Arizona Department of Public Safety recently cited the campaign as a major reason for a reduction in litter citations. For the year 2007, DPS officers issued 408 citations for littering, a 25 percent decrease from the 539 citations issued for the year 2006. In addition, DPS officers issued 470 citations in 2007 for unsecured loads, a 30 percent decrease from the 674 issued in 2006.

- Continued to implement strategies to keep employees informed and engaged in their workplace environment through improved internal communication. Redesigned the employee Web site in both look and functionality to enable perpetual access to information pertinent to MAG employees. Also continued production of employee newsletter, *iMAGine*. This newsletter contains employee profiles of new hires, notices of MAG activities, information about employee happenings, and computer tips.

- Continued to update and maintain the MAG Web site and affiliated sites. The MAG Web site continued to include periodic news releases, monthly meeting schedules, newsletters, requests for proposals, employment notices, and electronic versions of nearly 4,500 MAG documents, including plans, agendas, and minutes. The Spanish language Web page was kept up to date with press

releases and other important materials translated into Spanish. Created the *Don't Trash AZ* Web site in support of a statewide project to reduce litter. Developed a Web site for the *Building a Quality Arizona* project to facilitate communication between MAG, local jurisdictions and the general public regarding current transportation framework studies. Upgraded the FedTIP Web site and included an updated database, a project calculator and reformatting search results to include more detail. Continued to update affiliated external Web sites, including the Let's Keep Moving site, the Web of Friends site, Building Codes Committee Web page, the Regional Recycling Information Exchange Web site, and the Domestic Violence Web site.

- Continued outreach through the MAG video program by producing videos related to a variety of MAG programs, including Crossing Guard Safety (in English and Spanish), Public Service Announcements for the Domestic Violence Program, Human Services Coordinating Committee luncheon introductory video, *Don't Trash Arizona!* cover video of various events, and a video profiling the rubberized asphalt program.

- Coordinated news conference and other efforts to promote Domestic Violence Awareness Month. The press conference attracted extensive print and broadcast media coverage in both English and Spanish. The focus of the press conference was "Speak Out and Be Heard," to let teens know about new efforts to place useful, age-appropriate information about domestic violence and domestic violence resources directly into their hands. A "Text-A-Thon" was held at a Valley High School to help spread the message and promote the teen-friendly Web site: *WebofFriends.org*.

- Provided communication, presentation, and graphics support to all MAG divisions, including materials and presentations for major events such as the 2008 Desert Peaks Awards and public outreach events in support of the Regional Transportation Plan process. Also provided graphics support for human services planning, environmental programs, and other transportation planning. Provided administrative support for activities such as the *MAG FY 2008 Work Program and Annual Budget* and support for meetings of technical committees, policy committees, Management Committee, Transportation Policy Committee, and Regional Council.

- Installed 10 TB of additional network space and upgraded the backup system to improve data recovery capabilities.

- Upgraded the Web servers and bandwidth to provide an enhanced experience for our customers and provide a more pleasant Internet mapping experience.

Follow Up on FY 2008 Outcome Measures

- **Measure:** Develop new user-friendly, visually dynamic collateral materials for MAG, including new general MAG brochure and MAG mission poster, to outline MAG's goals and increase awareness of MAG's mission. Utilize empirical research gathered at special events through the MAG awareness survey to measure the public's general understanding about MAG's role in the region, and compare with earlier surveys to see if understanding is enhanced.
  Result: *A variety of collateral materials were developed, including several trifold brochures related to the Don't Trash Arizona! program. Several posters targeting divisional efforts such as Teen*

Dating Violence were created. Content discussions are underway for a general MAG brochure, but focus has shifted to make commonly requested maps and informational materials, such as the MAG Information Book, available through the Web site rather than via hard copy. Empirical research finds that more residents are aware of MAG, and more of those who are aware have a favorable impression (see final bullet of this section, below).

- **Measure:** Use media tracking to enumerate print and broadcast media "hits," compare with 2007 data to determine whether more positive publicity is being generated and whether target messages are being disseminated.
  Result: *In calendar year 2007, there were 1,917 print media clips generated, compared to 1,450 in calendar year 2006. The majority of clips were centered on transportation issues, including the Don't Trash Arizona! program. Additional "hits" were generated by human services and air quality activities. There were 43 broadcast hits recorded during calendar year 2007, with an estimated total audience of 2,724,559 (compared to 1,711,029 in 2006) and a total media value of $29,143 (compared to $13,726 in 2006). The majority of coverage was either neutral or positive, and targeted messages were carried in all cases where the coverage was generated through MAG press releases.*

- **Measure:** Provide communication support, such as press releases, printed materials, newsletters, brochures, graphics, and Web pages to enable MAG staff to communicate MAG's role and mission in easily understood, visually interesting, and dynamic formats, resulting in staff who are professionally prepared and focused on customer service.
  Result: *Press releases and a variety of printed materials were produced to assist not only MAG divisions, but also member agencies in communicating MAG's role and mission in easily understood and visually interesting formats. Twenty-four press releases were distributed (compared to 13 in 2006), including news and information regarding domestic violence and homeless programs, transportation issues and events, MAG's 40th anniversary, census findings, and election of officers.*

- **Measure:** Hold at least one media training or presentation seminar for staff, resulting in professionally-prepared staff capable of comfortably representing the agency in live interview or presentation situations.
  Result: *One-on-one training was provided to individuals appearing in various MAG videos, including teen dating violence PSAs and human services training videos. Press release writing skills were shared with several members of the human services staff. MAG staff also assisted Valley Metro in a media training seminar for its employees. Additional presentation seminars are anticipated for the fourth fiscal quarter.*

- **Measure:** Maintain or increase awareness of MAG and its programs as measured through the distribution of the MAG Awareness Survey, with specific emphasis on increasing favorable perception responses among those who have not heard of MAG prior to the survey and who are responding with first impressions.
  Result: *MAG staff distributed nearly 240 surveys at a variety of events in order to increase awareness of MAG and its plans and programs. Nearly 35 percent of respondents said they were aware of MAG. This was up from 30 percent last year. In addition, nearly 55 percent of respondents said they had an excellent or good perception of MAG. This was also up five percent*

from last year. MAG will continue to distribute the survey throughout the year – and track the results from year to year – in order to ensure Valley residents are aware of MAG's plans and programs.

FY 2009 Objectives

- Continue to provide communication support for all divisions as needed, including support for forums and special events such as Domestic Violence Awareness Month, Building a Quality Arizona project, *Don't Trash Arizona!* litter education program, celebration completing Loop 202, and other divisional requests.

- Provide communication support to MAG member agencies, such as talking points, background, editorials, PowerPoint presentations, and other materials as needed to assist local elected officials and member agency staff in communicating comfortably and confidently about MAG plans and programs. Provide outreach to member agencies through targeted presentations and distribution of collateral materials.

- Provide communication and public involvement support for all MAG divisions, with specific emphasis on the implementation of the Regional Transportation Plan. Utilize the MAG Community Outreach Specialist and Disability Outreach Associate to provide targeted outreach to minority and low-income communities. (See also Task #600-9900.)

- Provide targeted public involvement opportunities for the Building a Quality Arizona project, to help identify citizen transportation needs and priorities. (See also Task #600-9900.)

- Inform member agencies, media, and citizens about MAG functions and responsibilities and increase agency recognition in order to allow the utmost participation possible in MAG activities.

FY 2009 Outcome Measures

- Use media tracking to enumerate print and broadcast media "hits," compare with 2008 data to determine whether more positive publicity is being generated and whether target messages are being disseminated.

- Provide communication support, such as press releases, printed materials, newsletters, brochures, graphics, and Web pages to enable MAG staff to communicate MAG's role and mission in easily understood, visually interesting, dynamic formats, resulting in staff who are professionally prepared and focused on customer service.

- Hold at least one media training or presentation seminar for staff, resulting in professionally-prepared staff capable of comfortably representing the agency in live interview or presentation situations.

- Maintain or increase awareness of MAG and its programs as measured through the distribution of the MAG Awareness Survey, with specific emphasis on increasing favorable perception responses.

- Provide at least three opportunities for elected officials to represent MAG in stories covered by the media, resulting in greater public awareness that MAG represents cities and towns and is governed by local elected officials.

Graphics Support 1000-0020

Graphics support provides print, presentation, and electronic publications to support MAG programs and activities within time and budget constraints. Activities include graphic design, publication layout, photo editing, charting, illustration, document conversion, scanning, and other graphics creation.

Follow-up on FY 2008 Outcome Measures

- **Measure:** Provide training opportunities to enable graphics support staff to have up-to-date training and experience with software tools and graphics techniques, including continued self-directed learning and participation in other educational and informative events, conferences, and/or training seminars.
  Result: *MAG staff attended a class on photography lighting techniques. Self-directed learning included completing tutorials on Final Cut Pro and Motion. Graphics staff also familiarized themselves with new features in the updated Adobe CS 3 Design Suite of software applications. Completed online tutorials at kirupa.com.*

- **Measure:** Achieve a high level of satisfaction with MAG graphics products as measured through an internal graphics survey and ongoing internal feedback.
  Result: *In February 2008, an internal survey of staff members who utilized graphics services showed an extremely high level of satisfaction. The survey asked respondents to rank graphics/web services in six categories on a scale of 1 to 5, with 4 and 5 being the highest ranking of "excellent." Every survey returned ranked the graphics support in the "excellent" range, with an overall average score of 4.88 out of 5.*

- **Measure:** Produce presentations and publications as required by other work elements within time and budget constraints, including design, layout, and production of plan documents, fliers, brochures, notices, and advertisements, resulting in an organization recognized as highly professional and efficient as measured through evaluations conducted at special forums such as the Regional Town Hall, Desert Peaks Awards, or other venues.
  Result: *MAG graphics staff produced requested publications by their required deadlines. These included cover designs for various publications, event notices, document design and layout, and other graphics requests. Graphics staff also provided presentation support for Regional Council, Management Committee, and Transportation Policy Committee meetings. PowerPoint template designs were updated for 2008. Graphics and presentation support were provided for several events, including a Human Services Summit, the Annual Continuum of Care Luncheon, the MAG Manager's Forum and Don't Trash Arizona! public events. The graphics staff has produced nomination forms and updated the Web site for the 2008 Desert Peaks Awards, and will provide other graphics and presentation support leading up to the event in June 2008. An evaluation survey*

will be distributed at the Desert Peaks Awards to determine where opportunities for improvement exist.

FY 2009 Objectives

- Produce presentations and publications as required by other work elements within time and budget constraints, including design, layout, and production of plan documents, fliers, brochures, notices, and advertisements, as well as the *MAGAZine* and *iMAGine* newsletters, resulting in an organization recognized to be highly professional and efficient, as measured through evaluations conducted at special forums such as the regional events, Desert Peaks Awards, or other venues.

- Provide ongoing computer presentation support, including technical support, during Management Committee and Regional Council meetings, resulting in better communication regarding MAG plans and programs. Also provide presentation graphics support for special events to better communicate MAG input opportunities and objectives.

- Provide internal graphics support, such as design and layout services for administrative documents such as the *MAG Information Book*, fact sheets, and the *MAG Unified Planning Work Program and Annual Budget*. Provide scanning and document conversion services. Provide internal support for items such as letterhead, envelopes, organizational charts, business cards, invitations, and signs, with support services resulting in an organization recognized as highly professional and efficient, as measured through the internal graphics survey and ongoing internal feedback.

- Remain abreast of new technologies and advances in the field of graphic art, resulting in highly prepared, knowledgeable, efficient, and capable graphics staff.

FY 2009 Outcome Measures

- Provide training opportunities to enable graphics support staff to have up-to-date training and experience with software tools and graphics techniques, including continued self-directed learning and participation in other educational and informative events, conferences, and/or training seminars.

- Achieve a high level of satisfaction with MAG graphics products as measured through an internal graphics survey and ongoing internal feedback.

- Produce presentations and publications as required by other work elements within time and budget constraints, including design, layout, and production of plan documents, fliers, brochures, notices, and advertisements, resulting in an organization recognized as highly professional and efficient as measured through evaluations conducted at special forums such as the regional events, Desert Peaks Awards, or other venues.

Video Outreach Program 1000-0025

Surveys have found that an overwhelming majority of Americans get their news and information through the medium of television over all other forms of media. Through the use of television

production equipment and facilities, MAG utilizes its Video Outreach Program to help inform Valley residents of MAG's role and responsibilities in the region and to encourage public participation in the development of MAG plans and programs. These video segments will be distributed to air on city cable channels and other broadcast outlets in order to reach the broadest possible community.

Follow-up on FY 2008 Outcome Measures

- **Measure:** As part of the MAG Video Outreach Program efforts, produce at least three for-air videos in FY 2008 to help inform Valley residents of MAG's role and responsibilities in the region and to encourage public participation in the development of MAG plans and programs. Distribute to city cable channels and other broadcast outlets in order to reach the broadest possible community. Evaluate how often produced programs are selected for air by broadcast outlets and how often they are run, and monitor public reaction to the programs through the help of MAG member agencies.
  Result: *MAG produced three for-air videos in FY 2008, including a Crossing Guard Safety Video in English and Spanish, Public Service Announcements targeting teen dating violence, and an introductory video outlining the MAG Human Services program for the MAG Human Services Coordinating Committee luncheon. In addition, MAG provided "B-roll" (cover video) that was picked up by mainstream media on several topics including the Domestic Violence press conference, Census Bureau press conference, and the "hot spots" press conference for the "Don't Trash Arizona!" program. All videos, with the exception of the Crossing Guard video which was produced for an internal audience, were carried on Channel 11 or mainstream media television stations.*

FY 2009 Objectives

- Further develop the MAG Video Outreach Program to support public outreach efforts. Utilize the MAG Video Outreach Program to help inform Valley residents of MAG's roles and responsibilities in the region and to encourage public participation in the development of MAG plans and programs.

FY 2009 Outcome Measures

- Recruit a MAG Video Production Associate to assist in the writing and production of MAG videos, resulting in significantly reduced lag times between pre-production and for-air distribution.

- Produce at least four for-air videos in FY 2009 to help inform Valley residents of MAG's role and responsibilities in the region and to encourage public participation in the development of MAG plans and programs. Distribute to city cable channels and other broadcast outlets in order to reach the broadest possible community. Evaluate how often produced programs are selected for air by broadcast outlets and how often they are run, and monitor public reaction to the programs through the help of MAG member agencies.

Newsletter/Web/Library 1000-0030

Provide information and encourage public involvement in the MAG planning process through such vehicles as the quarterly newsletter, Regional Council Activity Report, E-updates, Web site, and MAG library.

Maintain and update the MAG Web site and companion sites to ensure that accurate and timely information is disseminated and access to public records and MAG archives is widely available to members of the public and member agencies. Assist the general public and member agencies with access and input through timely response to feedback requests.

Follow-up on FY 2008 Outcome Measures

- **Measure:** Develop and produce the *MAGAZine* newsletter on time each quarter to provide ongoing education to member agencies and the public about MAG activities, resulting in members who are more aware of MAG's roles and responsibilities and citizens with a better understanding of how to participate in the planning process.
  Result: *The MAGAZine newsletter was produced on time each quarter, resulting in greater awareness by subscribers of MAG's responsibilities and activities. Residents also benefitted from timely notice of MAG events and a better understanding of how to participate in planning activities.*

- **Measure:** Produce the Regional Council Activity Report on time each month to provide a consistent information stream about Regional Council activities and actions to city member agency officials and staff, resulting in stakeholders who are better informed about MAG's activities and accomplishments.
  Result: *The Regional Council Activity Report was produced on time each month, and published concurrently as a news release and as a PDF resource. The report is distributed to elected officials, member agencies, and the public, resulting in a greater understanding of the deliberations and actions of the Regional Council.*

- **Measure:** Complete the update of the MAG employee Web site and include profiles and photos of all current MAG employees. The employee manual and other relevant documents will also be added to ensure easy access to MAG documents and to increase efficiency. Site usage will be tracked by use of a simple hit counter.
  Result: *The update of the MAG employee Web site was completed in a timely manner. Manuals and relevant documents were added, as well as additional resources such as task numbers and employee profiles and photos.*

- **Measure:** Produce comprehensive documentation for a major update and redesign of the MAG Web site. The document should describe the nature of the information made available by MAG and how it will be made available via the Web site. The document should recommend an indexing scheme, a graphical map of the proposed site, and detailed methods for the inclusion of new technologies and data formats.
  Result: *Documentation for future development of the MAG Web site was produced. The document describes revisions to the indexing of documents within committee and project pages and how best*

to display that indexing. Also included is a proposed site map, interface designs, and suggestions for implementing new data types.

FY 2009 Objectives

- Maintain and update the MAG Web site and monitor feedback to provide a professional, user-friendly site that is beneficial to MAG members and the public. Provide ongoing support for the MAG Web site and seamlessly incorporate upgrades and changes. Provide additional features as feasible.

- Public will have additional and easy access to information about MAG meetings, agendas, news releases, and electronic publications through timely posting of these materials on the MAG Web site. Newer Internet technologies that increase usability will be incorporated into the MAG Web site, as feasible. Access and usage of the MAG Web site will be measured by tracking Web site statistics and production of a bimonthly usage report. Statistics on use of the feedback mechanism will also be included.

- Communicate with the public and stakeholders about MAG plans and programs through the production of a four-color quarterly newsletter that is informative, interesting, visually dynamic, and focused on member agency participation.

- Provide a Regional Council Activity Report to MAG members following each Regional Council meeting to inform and update member agencies and elected officials on critical issues.

- Equip the MAG library with copies of MAG publications. Provide major MAG publications to selected local and regional libraries to ensure that MAG publications are widely available to members of the public regardless of geographic location.

- Complete RFP for and begin working with a Web services consultant. The consultant will provide advice and services pertaining to the redesign of the MAG Web site.

FY 2009 Outcome Measures

- Develop and produce the *MAGAZine* newsletter on time each quarter to provide ongoing education to member agencies and the public about MAG activities, resulting in members who are more aware of MAG's roles and responsibilities and citizens with a better understanding of how to participate in the planning process.

- Produce the Regional Council Activity Report on time each month to provide a consistent information stream about Regional Council activities and actions to city member agency officials and staff, resulting in stakeholders who are better informed about MAG's activities and accomplishments.

- Increase the visibility of the main MAG Web site, as well as all affiliated sites, to all major search engines. This should be accomplished through fine tuning of security measures such that Web

crawling programs have easier access to the sites in order to facilitate the cataloging and indexing of MAG affiliated sites.

- Track the success of search engine optimization through use of Web statistics analysis. Issue bimonthly reports on site traffic for the main MAG Web site as well as affiliated sites.

- Addition of content to the MAG employee Web site on a bimonthly basis. This should include new task numbers, tutorials, new employees, schedules, and news.

- Take significant steps toward the redesign of the MAG Web site, with the help of a Web services consultant.

- Continue to track Web hits to determine areas of priority and interest among stakeholders.

Computer Support 1000-0040

Ongoing support of MAG's complex network of PCs, Linux workstations, NT servers, and conferencing system is essential to MAG planning efforts to ensure that the MAG planning and administrative processes are not interrupted by excessive downtime.

Follow-up to 2008 Outcome Measures

- **Measure:** Maintain 95 percent uptime for those areas within MAG's immediate control.
  Result: *To date, MAG has exceeded meeting this goal, with an uptime of greater than 99 percent.*

- **Measure:** Update the MAG Automation Support Strategy to provide minimum standards and direction for future technology purchases.
  Result: *MAG updates its Automation Support Strategy yearly to make sure that the technology available to staff is helping the organization meet its strategic goals. An annual update will be completed prior to the end of FY 2008.*

- **Measure:** Offer at least two training classes to MAG staff to ensure that they are using programs efficiently and productively.
  Result: *MAG offered informal training to staff on a variety of office productivity packages and custom database applications. MAG also offered training on the use of meeting rooms and presentation equipment. Other classes will be offered prior to the end of FY 2008.*

- **Measure:** Provide computer hardware and related software support that meets the satisfaction and requirements of MAG staff and enables them to perform functions efficiently and effectively, as measured by a survey form at the end of FY 2008.
  Result: *A survey will be completed and given by the end of FY 2008. Previous surveys have indicated great satisfaction with automation support activities.*

- **Measure:** Significantly expand available disk space through the introduction of a Storage Area Network (SAN) or similar technology and begin the implementation of an Information Lifecycle Management (ILM) Program.
  Result: *Implemented a SAN and backup solution that significantly increase available disk space and added to the reliability of MAG's backups.*

- **Measure:** Maintain site coordinator training to support conferencing technologies by updating the training guide annually and providing additional training and support as necessary.
  Result: *MAG provided ad hoc training to member agencies and staff on the conferencing systems as required. Materials relating to the use of the system were maintained throughout the year.*

FY 2009 Objectives

- Maintain MAG PCs, workstations, servers, and network.
- Troubleshoot technical computer problems and coordinate repairs as necessary.
- Assist in acquiring and installing new software and hardware.
- Support the MAG software and hardware requirements of the telecommuting program.
- Participate in conferences and other educational and informative events to receive continued training on computer support issues and to maintain an acceptable level of industry knowledge.
- Provide training to internal staff in the use of MAG software and hardware.
- Promote the effective flow of information between MAG and its member agencies.
- Facilitate effective and timely communication between agencies via conferencing technologies.

FY 2009 Outcome Measures

- Maintain 95 percent uptime for those areas within MAG's immediate control.
- Update the MAG Automation Support Strategy to provide minimum standards and direction for future technology purchases.
- Offer at least two training classes to MAG staff to ensure that they are using programs and equipment efficiently and productively.
- Provide computer hardware and related software support that meets the satisfaction and requirements of MAG staff, and enables them to perform functions efficiently and effectively, as measured by a survey at the end of the FY 2009.

- Increase collaboration and accuracy of data and GIS information by providing a repository of accurate and current shared geographic and tabular information that is readily available to the main transportation agencies through a shared GIS server.

- Maintain site coordinator training to support conferencing technologies by updating the training guide annually and providing additional training and support as necessary.

Database Support 1000-0045

Ongoing support of MAG's complex databases is essential to MAG planning efforts to ensure that the MAG planning and administrative processes are not interrupted by excessive downtime or data corruption, and that databases are available and accurate for decision support.

Follow-up to 2008 Outcome Measures

- **Measure:** Maintain 95 percent uptime for MAG databases.
  Result: *To date, MAG has exceeded meeting this goal, with an uptime of greater than 99 percent.*

- **Measure:** Create a MAG Database Support Strategy to provide minimum standards and direction for future technology purchases.
  Result: *The database administrator is collecting information and a Database Support Strategy will be completed prior to the end of FY 2008.*

- **Measure:** Provide database and programming support that meets the satisfaction and requirements of MAG staff, and enables them to perform functions efficiently and effectively, as measured by a survey at the end of FY 2008.
  Result: *A survey will be completed and given by the end of FY 2008. Staff comments have indicated great satisfaction with database support activities.*

FY 2009 Objectives

- Maintain MAG databases and GIS infrastructure including an environment for the development of applications.

- Design new applications and databases to facilitate the work of MAG's divisions.

- Troubleshoot technical database problems and coordinate repairs as necessary.

- Assist in acquiring and installing new database software and hardware.

- Participate in conferences and other educational and informative events to receive continued training on database and programming issues to maintain an acceptable level of industry knowledge.

- Provide training to internal staff in the use of MAG databases and applications.

FY 2009 Outcome Measures

- Maintain 95 percent uptime for MAG databases.
- Update the MAG Database Support Strategy to provide minimum standards and direction for future technology purchases.
- Provide database and programming support that meets the satisfaction and requirements of MAG staff, and enables them to perform functions efficiently and effectively, as measured by a survey at the end of FY 2009.

Appendix

Program Allocations and Funding Sources A-1
Summary of Budgeted Positions A-11
Time Estimates (By Position By Program) A-13
Proposed Funding for FY 2009 Consultants and Pass-Through Projects A-15
Estimated Dues and Assessments A-17
Capital Outlays Fiscal Year 2009 and Schedule of Lease Commitments A-18
Glossary of Financial Terms A-19
Frequently Used Acronyms A-23

Program Allocations and Funding Sources

Task Allocation and Funding Sources FY 2009

Task #	Task Description	Total FEDERAL	Total State	Total Donations	TOTAL MEMBER	TOTAL Other/Service	Budgeted Costs 2009
100-0110-09	Regional Solid Waste Planning	-	-	-	10,000	-	$ 10,000
100-0210-09	Regional Water Quality Planning	63,422	-	-	-	-	$ 63,422
100-0310-09	Air Quality Planning and Monitorin	583,008	-	-	-	-	$ 583,008
100-0320-09	Carbon Monoxide Planning	3,927	-	-	-	-	$ 3,927
100-0330-09	Ozone Planning	45,681	-	-	-	-	$ 45,681
100-0340-09	Particulate Matter Planning	119,349	-	-	-	-	$ 119,349
100-0350-09	Conformity Analysis	30,977	-	-	-	-	$ 30,977
100-0410-09	Air Quality Modeling and Analysis	997,759	-	-	-	-	$ 997,759
100-9900-09	Air Quality Public Involvement	3,436	-	-	-	-	$ 3,436
100	**PROGRAM TOTALS**	**$ 1,847,560**	**$ -**	**$ -**	**$ 10,000**	**$ -**	**$ 1,857,560**
200-0110-09	Building Codes Development	-	-	-	-	15,557	$ 15,557
200-0210-09	Specifications and Details Update	-	-	-	-	20,143	$ 20,143
200	**PROGRAM TOTALS**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 35,700**	**$ 35,700**
300-0110-09	Human Services Planning	145,613	-	-	-	-	$ 145,613
300-0111-09	Human Services Transportation Pl	117,946	-	-	-	-	$ 117,946
300-0112-09	Human Services Elderly Mobility S	-	-	-	-	365,460	$ 365,460
300-0310-09	Human Services Domestic Violenc	77,056	-	-	-	-	$ 77,056
300-0510-09	Human Services Homeless	3,618	39,053	-	4,000	-	$ 46,671
300-9900-09	Human Services Public Involveme	13,429	-	-	-	-	$ 13,429
300	**PROGRAM TOTALS**	**$ 357,662**	**$ 39,053**	**$ -**	**$ 4,000**	**$ 365,460**	**$ 766,175**
400-0310-09	RCP - Domestic Violence	-	-	10,000	-	-	$ 10,000
400	**PROGRAM TOTALS**	**$ -**	**$ -**	**$ 10,000**	**$ -**	**$ -**	**$ 10,000**
500-0110-09	Trip Reduction Program	1,143,046	-	-	-	-	$ 1,143,046
500-0120-09	Travel Reduction Program	170,622	-	-	-	-	$ 170,622
500-0130-09	Regional Rideshare Program	793,628	-	-	-	-	$ 793,628
500-0140-09	Telework and Ozone Outreach Pro	511,859	-	-	-	-	$ 511,859
500-0160-09	PM-10 Certified Street Sweepers	4,744,720	-	-	-	-	$ 4,744,720
500-0510-09	Public Safety Implementation 911	-	-	-	143,872	-	$ 143,872
500-0595-09	Litter Education	-	847,647	-	-	-	$ 847,647
500-0621-09	Arterial Life Cycle Program Implem	25,160	100,000	-	-	-	$ 125,160
500-0625-09	VMR Light Rail Transit Project Dev	212,580	-	-	-	-	$ 212,580
500-0630-09	MAG/VM Bicycle Ed Project	82,000	150,000	-	-	-	$ 232,000
500-0641-09	Regional Transportation Performa	25,000	25,988	-	-	-	$ 50,988
500-0643-09	Highway Performance Monitoring S	56,727	-	-	-	-	$ 56,727
500-0651-09	Traffic Signal Optimization Progra	314,598	43,969	-	-	-	$ 358,567
500-0653-09	Intelligent Transportation Systems	69,543	-	-	-	-	$ 69,543
500-0654-09	Integrated Corridor Management S	-	99,079	-	-	-	$ 99,079
500-0658-09	Coordination of Regional Smart Co	206,853	-	-	-	-	$ 206,853
500	**PROGRAM TOTALS**	**$ 8,356,335**	**$ 1,266,683**	**$ -**	**$ 143,872**	**$ -**	**$ 9,766,890**

Program Allocations and Funding Sources

Task Allocation and Funding Sources FY 2009

Task #	Task Description	Total FEDERAL	Total State	Total Donations	TOTAL MEMBER	TOTAL Other/Service	Budgeted Costs 2009
600-0110-09	Regional System Planning	513,896	55,000	-	-	-	$ 568,896
600-0120-09	Regional Highway Planning	267,629	-	-	-	-	$ 267,629
600-0123-09	U.S. 60/Grand Avenue Access Mg	499,503	-	-	-	38,000	$ 537,503
600-0125-09	2008 SW Valley/West Pinal Trans	8,190	-	-	-	570,000	$ 578,190
600-0130-09	Regional Bicycle Planning	781,815	75,000	-	-	-	$ 856,815
600-0140-09	Regional Pedestrian Planning	468,287	-	-	-	-	$ 468,287
600-0150-09	Regional Transit Planning	391,428	600,000	-	-	-	$ 991,428
600-0160-09	Regional Aviation System Planning	11,676	-	-	-	-	$ 11,676
600-0170-09	Intelligent Transportation System P	570,829	130,000	-	-	-	$ 700,829
600-0180-09	Transportation Safety Planning	289,857	300,047	-	-	34,540	$ 624,444
600-0190-09	Regional Freight Planning	96,226	-	-	-	-	$ 96,226
600-0195-09	08 Regional Transit Framework St	1,030,000	-	-	-	-	$ 1,030,000
600-0631-09	Travel Forecasting and Transporta	2,857,693	250,000	-	-	-	$ 3,107,693
600-0633-09	Transportation Data Collectiion an	490,000	425,000	-	-	-	$ 915,000
600-0661-09	Transportation Improvement Progr	512,902	150,000	-	-	-	$ 662,902
600-0662-09	Transportation Programming Proc	10,150	-	-	-	-	$ 10,150
600-0663-09	Transportation Enhancement Func	24,359	-	-	-	-	$ 24,359
600-0900-09	VMR Light Rail System Study	266,753	-	-	-	-	$ 266,753
600-0910-09	VMR Light Rail Design Standards	35,631	-	-	-	-	$ 35,631
600-0920-09	VMR Planning Support	-	500,000	-	-	-	$ 500,000
600-0950-07	Regional Statewide Planning Dialo	157,000	-	-	-	-	$ 157,000
600-9900-09	Transportation Public Involvement	172,485	30,000	-	-	-	$ 202,485
600	**PROGRAM TOTALS**	**$ 9,456,307**	**$ 2,515,047**	**$ -**	**$ -**	**$ 642,540**	**$ 12,613,894**
700-0110-09	Special Studies and Applications	-	-	-	-	31,472	$ 31,472
700-0116-09	CAP Data Collection & Update	-	-	-	-	32,266	$ 32,266
700-0119-09	CAAG/MAG MAGIC Socioeconom	-	-	-	-	9,113	$ 9,113
700	**PROGRAM TOTALS**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 72,852**	**$ 72,852**
800-0010-09	Information Systems Program Sup	198,857	-	-	-	-	$ 198,857
800-0110-09	GIS & Database Development	675,208	-	-	-	-	$ 675,208
800-0120-09	Socioeconomic Updates, Projectio	1,162,976	-	-	-	58,446	$ 1,221,422
800-0130-09	Decennial Census (was Census 2	78,250	-	-	-	-	$ 78,250
800-0131-09	Other Census Products (was 2005	15,022	-	-	-	-	$ 15,022
800-0140-09	Economic Monitoring, Modeling, P	74,194	-	-	-	-	$ 74,194
800-0141-09	Regional Economic Growth and D	64,838	-	-	-	-	$ 64,838
800-0210-09	Telecommunications Support	5,953	-	-	-	-	$ 5,953
800	**PROGRAM TOTALS**	**$ 2,275,299**	**$ -**	**$ -**	**$ -**	**$ 58,446**	**$ 2,333,745**
1000-0025-0	MAG Video Production Support	24,000	-	-	-	-	$ 24,000
1000-0030-0	News Letter/WEB/Library	20,000	-	-	-	-	$ 20,000
1000	**PROGRAM TOTALS**	**$ 44,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 44,000**
	Budgeted Totals	$ 22,337,164	$ 3,820,783	$ 10,000	$ 157,872	$ 1,174,998	$ 27,427,965

FY 2009 FHWA Allocations and Funding Sources

Task #	Task Description	SPR 2009	SPR 2008	SPR 2007	SPR 2005	STP 2008	STP 2007	STP 2006	STP 2005	STP 2004	PL 2008	PL 2007	PL 2006	PL 2005	Budgeted Costs FY 2009
100-0210-09	Regional Water Quality Planning	-	-	-	-	-	-	-	-	59,222	-	-	-	-	59,222
100-0310-09	Air Quality Planning and Monitoring	-	-	-	-	-	-	-	-	45,749	280,000	102,652	154,607	-	583,008
100-0320-09	Carbon Monoxide Planning	-	-	-	-	-	-	-	-	3,927	-	-	-	-	3,927
100-0330-09	Ozone Planning	-	-	-	-	-	-	1,355	24,245	5,400	-	-	14,681	-	45,681
100-0340-09	Particulate Matter Planning	-	-	-	-	-	-	56,465	-	-	-	62,884	-	-	119,349
100-0350-09	Conformity Analysis	-	-	-	-	-	-	30,977	-	-	-	-	-	-	30,977
100-0410-09	Air Quality Modeling and Analysis	400,000	-	-	-	-	-	80,000	-	-	210,000	-	-	-	690,000
100-9900-09	Air Quality Public Involvement	-	-	-	-	-	-	3,436	-	-	-	-	-	-	3,436
100	PROGRAM TOTALS	$400,000		$ -	$ -	$ -	$ -	$ 172,233	$ 24,245	$ 114,299	$ 490,000	$ 165,536	$ 169,288	$ -	$ 1,535,601
500-0621-09	Arterial Life Cycle Program Implementation Management	-	-	-	-	-	-	25,160	-	-	-	-	-	-	25,160
500-0625-09	VMR Light Rail Transit Project Development	-	-	-	-	-	-	-	212,580	-	-	-	-	-	212,580
500-0641-09	Regional Transportation Performance Monitoring	-	-	-	-	-	-	25,000	-	-	-	-	-	-	25,000
500-0643-09	Highway Performance Monitoring System	-	-	-	-	-	-	56,727	-	-	-	-	-	-	56,727
500-0651-09	Traffic Signal Optimization Program	-	-	-	-	-	-	-	-	-	5,092	-	-	-	5,092
500-0653-09	Intelligent Transportation Systems Evaluation	-	-	-	-	-	-	-	-	69,543	-	-	-	-	69,543
500	PROGRAM TOTALS	$ -	$ -	$ -	$ -	$ -	$ -	$ 106,886	$ 212,580	$ 69,543	$ 5,092	$ -	$ -	$ -	$ 394,102
600-0110-09	Regional System Planning	-	-	-	-	-	-	163,896	-	-	-	-	-	-	163,896
600-0120-09	Regional Highway Planning	-	-	-	-	-	497	192,131	-	-	75,000	-	-	-	267,629
600-0123-09	U.S. 60/Grand Avenue Access Mgmt Study	-	-	-	-	-	499,503	-	-	-	-	-	-	-	499,503
600-0125-09	2008 SW Valley/West Pinal Transportation Study	-	-	-	-	-	-	-	-	-	-	8,190	-	-	8,190
600-0130-09	Regional Bicycle Planning	-	-	-	-	-	-	-	5,000	-	-	-	-	300,000	305,000
600-0140-09	Regional Pedestrian Planning	-	-	-	-	-	-	-	22,217	-	-	-	200,000	-	222,217
600-0160-09	Regional Aviation System Planning	-	-	-	-	-	-	11,676	-	-	-	-	-	-	11,676
600-0170-09	Intelligent Transportation System Planning	-	-	-	-	-	-	165,753	100,000	-	300,000	-	-	5,076	570,829
600-0180-09	Transportation Safety Planning	-	5,000	-	-	-	-	34,592	5,034	-	100,000	143,231	-	2,000	289,857
600-0190-09	Regional Freight Planning	-	-	-	-	-	-	-	-	-	-	-	76,150	-	76,150
600-0195-09	08 Regional Transit Framework Study	-	-	-	-	-	-	530,000	-	-	-	-	-	-	530,000
600-0631-09	Travel Forecasting and Transportation Modeling	350,000	-	95,000	-	-	-	-	-	-	500,000	500,590	500,000	-	1,945,590
600-0633-09	Transportation Data Collection and Management	-	-	-	-	95,000	-	-	-	-	375,000	20,000	-	-	490,000
600-0661-09	Transportation Improvement Program	-	-	-	-	-	-	-	-	-	51,562	401,340	-	-	452,902
600-0662-09	Transportation Programming Process (was TIP Guid.Repor	-	-	-	-	-	-	-	-	-	5,150	-	-	-	5,150
600-0663-09	Transportation Enhancement Funds	-	-	-	-	-	-	-	-	-	24,359	-	-	-	24,359
600-0900-09	VMR Light Rail System Study	-	-	-	-	-	-	-	266,753	-	-	-	-	-	266,753
600-0910-09	VMR Light Rail Design Standards Study	-	-	-	-	-	-	-	35,631	-	-	-	-	-	35,631
600-0950-09	Regional Statewide Planning Dialogue	-	-	-	72,000	-	-	-	-	-	85,000	-	-	-	157,000
600-9900-09	Transportation Public Involvement	-	-	-	-	20,000	-	-	-	-	132,485	-	20,000	-	172,485
600	PROGRAM TOTALS	$ 350,000	$ 5,000	$ 95,000	$ 72,000	$ 115,000	$ 500,000	$ 1,098,047	$ 434,634	$ -	$ 1,648,555	$ 1,073,351	$ 796,150	$ 307,076	$ 6,494,814
800-0010-09	Information Systems Program Support	-	-	-	-	-	-	-	-	-	198,857	-	-	-	198,857
800-0110-09	GIS & Database Development	-	-	-	-	205,000	-	-	-	-	444,208	-	26,000	-	675,208
800-0120-09	Socioeconomic Updates, Projections and Modeling	-	-	-	-	295,000	-	5,000	165,000	30,000	277,976	190,000	200,000	-	1,162,976
800-0130-09	Decennial Census (was Census 2000)	-	-	-	-	50,000	-	-	-	-	28,250	-	-	-	78,250
800-0131-09	Other Census Products (was 2005 Census Survey)	-	-	-	-	-	-	-	-	-	15,022	-	-	-	15,022
800-0140-09	Economic Monitoring, Modeling, Projections, and Analysis	-	-	-	-	-	-	-	-	-	74,194	-	-	-	74,194
800-0141-09	Regional Economic Growth and Development	-	-	-	-	-	-	-	-	-	64,838	-	-	-	64,838
800-0210-09	Telecommunications Support	-	-	-	-	-	-	-	-	-	5,953	-	-	-	5,953
800	PROGRAM TOTALS	$ -	$ -	$ -	$ -	$ 550,000	$ -	$ 5,000	$ 165,000	$ 30,000	$ 1,109,299	$ 190,000	$ 226,000	$ -	$ 2,275,299
1000-0025-0	MAG Video Production Support	-	-	-	-	24,000	-	-	-	-	-	-	-	-	24,000
1000-0030-0	News Letter/WEB/Library	-	-	-	-	20,000	-	-	-	-	-	-	-	-	20,000
1000	PROGRAM TOTALS	$ -	$ -	$ -	$ -	$ 44,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 44,000
	Budgeted Totals	$750,000	$5,000	$95,000	$72,000	$709,000	$500,000	$1,382,167	$836,459	$213,842	$3,252,946	$1,428,887	$1,191,438	$307,076	$10,743,815

FY 2009 CMAQ Allocations and Funding Sources

Task #	Task Description	CMAQ 2009	CMAQ 2008	CMAQ 2007	CMAQ 2006	Budgeted Costs FY 2009
500-0110-09	Trip Reduction Program	915,546	227,500	-	-	1,143,046
500-0120-09	Travel Reduction Program	136,872	33,750	-	-	170,622
500-0130-09	Regional Rideshare Program	645,128	148,500	-	-	793,628
500-0140-09	Telework and Ozone Outreach Pro	302,112	75,000	-	134,746	511,859
500-0160-09	PM-10 Certified Street Sweepers	1,215,342	1,110,000	1,808,080	611,297	4,744,720
500-0630-09	MAG/VM Bicycle Ed Project	24,000	58,000	-	-	82,000
500-0651-09	Traffic Signal Optimization Progra	294,908	-	-	14,598	309,506
500-0658-09	Coordination of Regional Smart Co	-	-	-	206,853	206,853
500	**PROGRAM TOTALS**	**$ 3,533,908**	**$ 1,652,750**	**$ 1,808,080**	**$ 967,495**	**$ 7,962,233**
600-0130-09	Regional Bicycle Planning	-	-	30,000	-	30,000
600-0140-09	Regional Pedestrian Planning	-	-	-	6,461	6,461
600	**PROGRAM TOTALS**	**$ -**	**$ -**	**$ 30,000**	**$ 6,461**	**$ 36,461**
	Budgeted Totals	$ 3,533,908	$ 1,652,750	$ 1,838,080	$ 973,956	$ 7,998,694

FY 2009 FTA Allocations and Funding Sources

Task #	Task Description	FTA # 16 Sec. 5303 2008	FTA # 15 Sec. 5303 2007	FTA # 14 Sec. 5303 2006	FTA # 13 Sec. 5303 2005	FTA Sec. 5317 2007	FTA Sec. 5339 2008	Budgeted Costs FY 2009
100-0410-09	Air Quality Modeling and Analysis	91,720	216,039					307,759
100	**PROGRAM TOTALS**	**$ 91,720**	**$ 216,039**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 307,759**
300-0111-09	Human Services Transportation Pl	5,000	-	-	-	48,838	-	53,838
300	**PROGRAM TOTALS**	**$ 5,000**	**$ -**	**$ -**	**$ -**	**$ 48,838**	**$ -**	**$ 53,838**
600-0110-09	Regional System Planning	200,000	150,000	-	-	-	-	350,000
600-0130-09	Regional Bicycle Planning	250,000	33,435	-	163,380	-	-	446,815
600-0140-09	Regional Pedestrian Planning	179,553	-	-	60,056	-	-	239,609
600-0150-09	Regional Transit Planning	230,717	55,344	-	105,367	-	-	391,428
600-0190-09	Regional Freight Planning	-	20,076	-	-	-	-	20,076
600-0195-09	08 Regional Transit Framework St	-	50,000	450,000	-	-	-	500,000
600-0631-09	Travel Forecasting and Transporta	72,104	400,000	-	-	-	440,000	912,104
600-0661-09	Transportation Improvement Progr	60,000	-	-	-	-	-	60,000
600-0662-09	Transportation Programming Proc	5,000	-	-	-	-	-	5,000
600	**PROGRAM TOTALS**	**$ 997,374**	**$ 708,855**	**$ 450,000**	**$ 328,803**	**$ -**	**$ 440,000**	**$ 2,925,032**
	Budgeted Totals	$ 1,094,095	$ 924,894	$ 450,000	$ 328,803	$ 48,838	$ 440,000	$ 3,286,630

FY 2009 Other Federal Allocations and Funding Sources

Task #	Task Description	DES Planning 2009 HHS SSBG	DES Homeless 2009 HHS SSBG	2009 Governor's DV Grant Yr. 3	ADEQ 2009 Water Quality	Budgeted Costs FY 2009
100-0210-09	Regional Water Quality Planning	-	-	-	4,200	4,200
100	**PROGRAM TOTALS**	**$ -**	**$ -**	**$ -**	**$ 4,200**	**$ 4,200**
300-0110-09	Human Services Planning	139,231	6,382	-	-	145,613
300-0111-09	Human Services Transportation Planning	64,108	-	-	-	64,108
300-0310-09	Human Services Domestic Violence	33,232	-	43,824	-	77,056
300-0510-09	Human Services Homeless	-	3,618	-	-	3,618
300-9900-09	Human Services Public Involvement	13,429	-	-	-	13,429
300	**PROGRAM TOTALS**	**$ 250,000**	**$ 10,000**	**$ 43,824**	**$ -**	**$ 303,824**
	Budgeted Totals	$ 250,000	$ 10,000	$ 43,824	$ 4,200	$ 308,024

FY 2009 State Allocations and Funding Sources

Task #	Task Description	2008 Sales Tax	2007 Sales Tax	2006 Sales Tax	2009 ADOH Homeless Plan.	2008 ADOH Homeless Plan.	2009 MAG RTP Funds	Budgeted Costs FY 2009
300-0510-09	Human Services Homeless	$ -	$ -	$ -	$ 35,000	$ 4,053	$ -	$ 39,053
		-	-	-	-	-	-	
300	PROGRAM TOTALS	$ -	$ -	$ -	$ 35,000	$ 4,053	$ -	$ 39,053
		-	-	-	-	-	-	
500-0595-09	Litter Education	$ 300,000	$ 380,000	$ 37,428	$ -	$ -	$ -	$ 717,428
500-0621-09	Arterial Life Cycle Program Implementation Management	$ -	$ -	$ 100,000	$ -	$ -	$ -	$ 100,000
500-0630-09	MAG/VM Bicycle Ed Project	$ 150,000	$ -	$ -	$ -	$ -	$ -	$ 150,000
500-0641-09	Regional Transportation Performance Monitoring	$ -	$ -	$ 25,988	$ -	$ -	$ -	$ 25,988
500-0651-09	Traffic Signal Optimization Program	$ -	$ -	$ 43,969	$ -	$ -	$ -	$ 43,969
500-0654-09	Integrated Corridor Management Systems	$ -	$ -	$ 99,079	$ -	$ -	$ -	$ 99,079
		-	-	-	-	-	-	
500	PROGRAM TOTALS	$ 450,000	$ 380,000	$ 306,464	$ -	$ -	$ -	$ 1,136,464
		-	-	-	-	-	-	
600-0110-09	Regional System Planning	$ 55,000	$ -	$ -	$ -	$ -	$ -	$ 55,000
600-0130-09	Regional Bicycle Planning	$ 75,000	$ -	$ -	$ -	$ -	$ -	$ 75,000
600-0150-09	Regional Transit Planning	$ -	$ -	$ -	$ -	$ -	$ 600,000	$ 600,000
600-0170-09	Intelligent Transportation System Planning	$ -	$ 130,000	$ -	$ -	$ -	$ -	$ 130,000
600-0631-09	Travel Forecasting and Transportation Modeling	$ 250,000	$ -	$ -	$ -	$ -	$ -	$ 250,000
600-0633-09	Transportation Data Collection and Management	$ 175,000	$ 250,000	$ -	$ -	$ -	$ -	$ 425,000
600-0661-09	Transportation Improvement Program	$ -	$ 150,000	$ -	$ -	$ -	$ -	$ 150,000
600-0920-09	VMR Planning Support	$ 500,000	$ -	$ -	$ -	$ -	$ -	$ 500,000
600-9900-09	Transportation Public Involvement	$ 30,000	$ -	$ -	$ -	$ -	$ -	$ 30,000
		-	-	-	-	-	-	
600	PROGRAM TOTALS	$ 1,085,000	$ 530,000	$ -	$ -	$ -	$ 600,000	$ 2,215,000
	Budgeted Totals	$ 1,535,000	$ 910,000	$ 306,464	$ 35,000	$ 4,053	$ 600,000	$ 3,390,517

FY 2009 Member Agency Allocatons and Funding Sources

Task #	Task Description	2009 Member Dues	2009 Solid Waste Assessment	2009 Water Quality Assessment	2009 Emerg. 911 Assessment	2009 Human Services Assessment	Budgeted Costs FY 2009
100-0110-09	Regional Solid Waste Planning	$ -	$ 10,000	$ -	$ -	$ -	$ 10,000
100	PROGRAM TOTALS	$ -	$ 10,000	$ -	$ -	$ -	$ 10,000
300-0510-09	Human Services Homeless	$ -	$ -	$ -	$ -	$ 4,000	$ 4,000.00
300	PROGRAM TOTALS	$ -	$ -	$ -	$ -	$ 4,000	$ 4,000
500-0510-09	Public Safety Implementation 911	$ -	$ -	$ -	$ 143,872	$ -	$ 143,872
500	PROGRAM TOTALS	$ -	$ -	$ -	$ 143,872	$ -	$ 143,872
	Budgeted Totals	$ -	$ 10,000	$ -	$ 143,872	$ 4,000	$ 157,872

FY 2009 Service/Other Allocations and Funding Sources

Task #	Task Description	2007 ADOT Contract Agreements	2007 City of Phoenix Transit	2008 MAGIC Cemex	2006 PAG Socioeconomic	City of Surprise U.S. - 60 Acs. Mgmt. Pln.	2007 Hidden Valley W. Pinal Study	2006 CAAQ/MAG MAGIC	2005 MAGIC Fluid Solutions	2007 CAP/MAG Data Collection	2008 MAGIC Publication Sales	MAGIC Claritas Tract Estimates	2008 Publications	Budgeted Costs FY 2009
200-0110-09	Building Codes Development	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 19,567	$ 19,567
200-0210-09	Specifications and Details Update	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 20,143	$ 20,143
200	PROGRAM TOTALS	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 35,700	$ 35,700
300-0112-09	Human Services Elderly Mobility Signage	$ -	$ 365,460	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 365,460
300	PROGRAM TOTALS	$ -	$ 365,460	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 365,460
500-0595-09	Litter Education	$ 130,219	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 130,219
500	PROGRAM TOTALS	$ 130,219	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 130,219
600-0123-09	U.S. 60/Grand Avenue Access Mgmt Study	$ -	$ -	$ -	$ -	$ -	$ 38,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 38,000
600-0125-09	2008 SW Valley/West Pinal Transportation Study	$ -	$ -	$ -	$ -	$ -	$ -	$ 570,000	$ -	$ -	$ -	$ -	$ -	$ 570,000
600-0180-09	Transportation Safety Planning	$ 300,047	$ 34,540	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 334,587
600	PROGRAM TOTALS	$ 300,047	$ 34,540	$ -	$ -	$ -	$ 38,000	$ 570,000	$ -	$ -	$ -	$ -	$ -	$ 942,587
700-0110-09	Special Studies and Applications	$ -	$ -	$ 3,500	$ -	$ -	$ -	$ -	$ -	$ 100	$ 25,000	$ 2,372	$ 500	$ 31,472
700-0116-09	CAP Data Collection & Update	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 32,266	$ -	$ -	$ 32,266
700-0119-09	CAAQ/MAG MAGIC Socioeconomic	$ -	$ -	$ -	$ -	$ -	$ -	$ 9,113	$ -	$ -	$ -	$ -	$ -	$ 9,113
700	PROGRAM TOTALS	$ -	$ -	$ 3,500	$ -	$ -	$ -	$ 9,113	$ 100	$ 57,266	$ 2,372	$ 500	$ -	$ 72,852
800-0120-09	Socioeconomic Updates, Projections and Modeling	$ -	$ -	$ -	$ 58,446	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 58,446
800	PROGRAM TOTALS	$ -	$ -	$ -	$ 58,446.41	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 58,446.41
	Budgeted Totals	$ 430,265.50	$ 400,000.00	$ 3,500.00	$ 58,446.41	$ 38,000.00	$ 570,000.00	$ 9,113.26	$ 100.00	$ 57,266.16	$ 2,372.39	$ 500.00	$ 35,700.28	$ 1,605,263.98

FY 2009 Contribution/Donation Funding Sources

Task #	Task Description	2009 Stardust	Budgeted Costs FY 2009
400-0310-09	RCP - Domestic Violence	$ 10,000	$ 10,000
400	PROGRAM TOTALS	$ 10,000.00	$ 10,000.00
	Budgeted Totals	$ 10,000.00	$ 10,000.00

Maricopa Association of Governments
Summary of Budgeted Positions

	FY 2007	FY 2008	FY 2009
Administration			
Executive Director	1	1	1
Executive Assistant	1	1	1
Management Analyst III	1	1	1
Senior Policy Planner	1	1	1
Financial Services			
Fiscal Services Manager	1	1	1
Budget & Grants Analyst	1	1	1
Senior Accountant	1	1	1
Contracts Specialist I	1	1	1
Accountant I	1	1	1
Assistant Accountant	1	1	1
Information Processing Specialist	1	1	1
Environmental Programs			
Environmental Director	1	1	1
Air Quality Modeling Program Manager	1	1	1
Air Quality Planning Program Specialist	1	1	1
Senior Air Quality Project Manager	1	1	1
Air Quality Engineer II	4	4	4
Environmental Planner III	1	1	1
Environmental Planning Program Manager	1	1	1
Administrative Assistant	1	1	1
Human Services			
Human Services Manager	1	1	1
Human Services Planner III	1	1	0
Human Services Planner II			1
Human Services Planner I	1	1	1
Administrative Assistant	1	1	1
Transportation Programs			
Transportation Director	1	1	1
Senior Project Manager	1	1	1
Transportation Program Manager	1	1	1
System Modeling Engineer	2	2	2
ITS & Safety Program Manager	1	1	1
ITS/Safety Engineer II	0	0	2
ITS/Safety Engineer I	2	2	0
System Analysis Program Mgr	1	1	1

Maricopa Association of Governments
Summary of Budgeted Positions

	FY 2007	FY 2008	FY 2009
Transportation Programs (Continued)			
Senior Engineer	1	1	1
Transportation Planner II	4	3	2
Transportation Planner III	0	1	2
Decision Support Analyst III	1	1	1
Transportation Engineer II	5	4	2
Transportation Engineer III	0	1	3
Performance Program Manager	1	1	1
Transit Planning Project Manager	1	1	1
Administrative Assistant	1	1	1
Communication Services			
Communications Manager	1	1	1
Public Involement Planner II	1	1	1
Graphics Specialist III	1	1	1
Web Specialist I	1	1	1
Community Outreach Specialist II	1	1	1
Information Services			
Information Services Manager	1	1	1
Senior Project Manager	1	1	1
Automation Support Program Mgr	1	1	1
GIS & Socioeconomic Program Mgr	1	1	1
Database Administrator	1	1	1
Information Processing Specialist	1	1	1
Regional Planner III	0	0	1
Regional Planner II	1	1	0
Automation Support Technician II	0	0	1
Automation Support Technician I	1	2	1
Socioeconomic Modeling Program Mgr	1	1	1
Decision Support Analyst I	1	0	0
Decision Support Analyst II	4	0	0
GIS Analyst I	0	1	0
GIS Analyst II	0	1	1
GIS Analyst III	0	1	1
Modeling Analyst I	0	0	1
Modeling Analyst II	0	1	1
Modeling Analyst III	0	1	1
Senior Regional Economist	1	1	1
Office Services			
Human Resources Program Manager	1	1	1
Office Services Specialist	1	1	1
Receptionist	1	1	1
Copy/Mail Room Lead	1	1	1
Copy/Mail Room Clerk	1	1	1
General Office Clerk (part-time)	0.25	0.25	0.25
TOTALS	74.25	75.25	75.25

FY 2009 Time Estimates (by Position/by Program)

Employee Position	100's Total	200's Total	300's Total	400's Total	500's Total	600's Total	700's Total	800's Total	1000's Total	Totals
Administration										
Executive Director	7%	0%	0%	0%	0%	20%	0%	0%	72%	100%
Senior Policy Planner	0%	0%	0%	0%	14%	13%	0%	0%	74%	100%
Executive Assistant	0%	0%	0%	0%	2%	24%	0%	0%	73%	100%
Management Analyst III	0%	0%	0%	0%	0%	0%	0%	0%	100%	100%
Financial Services										
Fiscal Services Manager	0%	0%	0%	0%	0%	0%	0%	0%	100%	100%
Budget & Grants Analyst	0%	0%	0%	0%	0%	0%	0%	0%	100%	100%
Assistant Accountant	0%	0%	0%	0%	0%	0%	0%	0%	100%	100%
Senior Accountant	0%	0%	0%	0%	0%	0%	0%	0%	100%	100%
Information Processing Spec	0%	0%	0%	0%	0%	0%	0%	0%	100%	100%
Contracts Specialist I	0%	0%	0%	0%	0%	0%	0%	0%	100%	100%
Accountant I	0%	0%	0%	0%	0%	0%	0%	0%	100%	100%
Environmental Programs										
Environmental Director	91%	0%	0%	0%	0%	0%	0%	0%	9%	100%
Air Quality Modeling Program Mgr	85%	0%	0%	0%	0%	0%	0%	0%	15%	100%
Air Quality Engineer II	89%	0%	0%	0%	0%	0%	0%	0%	11%	100%
Air Quality Planning Program Spec	80%	0%	0%	0%	10%	0%	0%	0%	10%	100%
Environmental Planner III	82%	0%	0%	0%	7%	0%	0%	0%	12%	100%
Air Quality Engineer II	92%	0%	0%	0%	0%	0%	0%	0%	8%	100%
Air Quality Engineer II	93%	0%	0%	0%	0%	0%	0%	0%	7%	100%
Air Quality Engineer II	100%	0%	0%	0%	0%	0%	0%	0%	0%	100%
Senior Air Quality Project Mgr	93%	0%	0%	0%	0%	0%	0%	0%	7%	100%
Environmental Planning Program Mgr	100%	0%	0%	0%	0%	0%	0%	0%	0%	100%
Administrative Assistant	95%	0%	0%	0%	0%	0%	0%	0%	5%	100%
Human Services										
Human Services Manager	0%	0%	89%	0%	0%	0%	0%	0%	11%	100%
Human Services Planner II	0%	0%	88%	0%	0%	0%	0%	0%	12%	100%
Administrative Assistant	0%	0%	86%	0%	0%	0%	0%	0%	14%	100%
Human Services Planner I	0%	0%	90%	0%	0%	0%	0%	0%	10%	100%
Human Services Intern	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%
Transportation Programs										
Transportation Director	0%	0%	0%	0%	13%	72%	0%	0%	16%	100%
System Modeling Engineer	0%	0%	0%	0%	0%	86%	0%	0%	14%	100%
Transportation Planner II	0%	0%	24%	0%	0%	58%	0%	0%	17%	100%
ITS & Safety Engineer II	0%	0%	0%	0%	0%	95%	0%	0%	5%	100%
Transportation Planner III	0%	0%	0%	0%	0%	83%	0%	0%	17%	100%
Senior Engineer	0%	0%	0%	0%	0%	88%	0%	0%	13%	100%
Senior Project Manager	0%	0%	0%	0%	0%	80%	0%	0%	20%	100%
Transportation Engineer II	0%	0%	0%	0%	0%	88%	0%	0%	12%	100%
ITS & Safety Program Mgr	0%	0%	0%	0%	0%	90%	0%	0%	10%	100%
Transportation Engineer II	0%	0%	0%	0%	0%	100%	0%	0%	0%	100%
ITS & Safety Engineer II	0%	0%	0%	0%	0%	90%	0%	0%	10%	100%
Transit Planning Project Mgr	0%	0%	0%	0%	0%	91%	0%	0%	9%	100%
Transportation Planner II	0%	0%	0%	0%	78%	14%	0%	0%	8%	100%
Transportation Intern	0%	0%	0%	0%	0%	100%	0%	0%	0%	100%
Decision Support Analyst III	0%	0%	0%	0%	0%	79%	0%	0%	21%	100%
System Analysis Program Mgr	0%	0%	0%	0%	0%	90%	0%	0%	10%	100%
Administrative Assistant	0%	10%	0%	0%	0%	72%	0%	0%	18%	100%
Transportation Planner III	0%	0%	0%	0%	32%	57%	0%	0%	11%	100%
System Modeling Engineer	0%	0%	0%	0%	0%	91%	0%	0%	9%	100%
Performance Program Mgr	0%	0%	0%	0%	35%	0%	0%	0%	65%	100%
Transportation Intern	0%	0%	0%	0%	0%	100%	0%	0%	0%	100%
Transportation Engineer III	0%	0%	0%	0%	0%	87%	0%	0%	13%	100%
Transportation Program Mgr	0%	0%	0%	0%	48%	41%	0%	0%	11%	100%
Transportation Engineer III	0%	0%	0%	0%	0%	92%	0%	0%	8%	100%
Transportation Engineer III	0%	0%	0%	0%	0%	91%	0%	0%	9%	100%

FY 2009 Time Estimates (by Position/by Program)

Employee Position	100's Total	200's Total	300's Total	400's Total	500's Total	600's Total	700's Total	800's Total	1000's Total	Totals
Information Services										
Information Services Manager	0%	0%	0%	0%	0%	0%	5%	80%	15%	100%
Socioeconomic Modeling Program Mgr	0%	0%	0%	0%	0%	5%	5%	75%	15%	100%
GIS Analyst II	0%	0%	0%	0%	0%	5%	0%	80%	15%	100%
Automation Support Technician II	5%	0%	0%	0%	0%	20%	0%	17%	58%	100%
Automation Support Technician I	7%	0%	0%	0%	0%	30%	0%	30%	33%	100%
Information Processing Specialist	0%	0%	0%	0%	0%	0%	0%	65%	35%	100%
GIS Intern	0%	0%	0%	0%	0%	0%	45%	50%	5%	100%
GIS Analyst III	0%	0%	0%	0%	0%	0%	0%	85%	15%	100%
Regional Planner II	0%	15%	0%	0%	0%	0%	0%	70%	15%	100%
Modeling Analyst III	2%	0%	0%	0%	0%	4%	4%	75%	15%	100%
Senior Regional Economist	0%	0%	0%	0%	0%	0%	0%	85%	15%	100%
Automation Support Program Mgr	20%	0%	0%	0%	0%	20%	5%	20%	35%	100%
Database Administrator	5%	0%	0%	0%	0%	20%	0%	20%	55%	100%
Modeling Analyst I	0%	0%	0%	0%	0%	0%	5%	80%	15%	100%
Information Services Intern	0%	0%	0%	0%	0%	0%	0%	90%	10%	100%
Modeling Analyst II	0%	0%	0%	0%	0%	0%	0%	85%	15%	100%
Senior Project Manager	0%	0%	0%	0%	0%	0%	0%	85%	15%	100%
GIS & Socioeconomic Program Mgr	0%	0%	0%	0%	0%	0%	8%	77%	15%	100%
Communication Services										
Communications Manager	1%	0%	6%	0%	17%	20%	0%	0%	57%	100%
Community Outreach Specialist II	0%	0%	1%	0%	0%	77%	0%	0%	22%	100%
Web Specialist I	0%	0%	5%	0%	6%	7%	0%	0%	82%	100%
Public Involvement Planner II	0%	0%	0%	0%	0%	87%	0%	0%	13%	100%
Graphics Specialist III	1%	12%	9%	0%	2%	6%	0%	0%	70%	100%
Office Services										
Human Resources Program Mgr	0%	0%	0%	0%	0%	0%	0%	0%	100%	100%
Copy/Mail Room Clerk	5%	1%	1%	0%	1%	6%	0%	0%	86%	100%
Office Services Specialist	0%	0%	0%	0%	0%	0%	0%	0%	100%	100%
Receptionist	0%	0%	0%	0%	0%	0%	0%	0%	100%	100%
Copy/Mail Room Lead	5%	1%	1%	0%	1%	6%	0%	0%	86%	100%
General Office Clerk	0%	0%	0%	0%	0%	0%	0%	0%	100%	100%

Funding For FY 2009 New Consultant and Pass-Through Projects

New Consultant Projects:

Task Number	Project Name	Project Total	STP 2008	STP 2007	PL 2008	CMAQ 2009	CMAQ 2008	FTA # 16 Sec. 5303 2008	Total FEDERAL	2008 Sales Tax	City of Phoenix Elderly Mobility Signage	Total State	2009 Stardust	Total Donations	2009 Emerg. 911 Assessment	2009 Human Services Assessment	TOTAL MEMBER	2005 CAP/MAG Data Collection	TOTAL Other/Service
100-0310-09	2009 Air Quality Technical Assistance On-Call	$ 280,000			280,000				$ 280,000			$ -		$ -			$ -		$ -
100-0410-09	2009 MAG Air Quality Associate	$ 130,000			130,000				$ 130,000			$ -		$ -			$ -		$ -
100-0410-09	2009 MAG Air Quality Associate	$ 80,000			80,000				$ 80,000			$ -		$ -			$ -		$ -
300-0111-09	2009 Ambassador Program Support	$ 5,000						5,000	$ 5,000			$ -		$ -			$ -		$ -
300-0510-09	2009 HUD Application Support	$ 4,000							$ -			$ -		$ -		4,000	$ 4,000		$ -
400-0310-09	2009 Continuum of Care Support	$ 10,000							$ -			$ -	10,000	$ 10,000			$ -		$ -
500-0595-09	2009 Litter Prevention and Education	$ 300,000							$ -	300,000		$ 300,000		$ -			$ -		$ -
500-0651-09	2009 Traffic Signal Optimization Program (TSOP) On-Call	$ 300,000			5,092		294,908		$ 300,000			$ -		$ -			$ -		$ -
600-0110-09	2009 Transportation Planning Workshop Series	$ 20,000							$ -	20,000		$ 20,000		$ -			$ -		$ -
600-0110-09	2009 Assessment of Access Management Practices	$ 35,000							$ -	35,000		$ 35,000		$ -			$ -		$ -
600-0120-09	2009 MAG Traffic Interchange (TI) Spacing Policy Study	$ 75,000			75,000				$ 75,000			$ -		$ -			$ -		$ -
600-0130-09	2009 MAG Reg Bicycle & Ped Facilities Integration Study	$ 75,000							$ -	75,000		$ 75,000		$ -			$ -		$ -
600-0130-09	2009 Bicycle Design Assistance Program	$ 250,000						250,000	$ 250,000			$ -		$ -			$ -		$ -
600-0140-09	2009 Pedestrian Design Assistance	$ 150,000						150,000	$ 150,000			$ -		$ -			$ -		$ -
600-0170-09	2009 Non-Recurring Transportation Congestion Study	$ 300,000			300,000				$ 300,000			$ -		$ -			$ -		$ -
600-0180-09	2009 Non-Eng Strategies for Improving Road Safety On-Call	$ 50,000			50,000				$ 50,000			$ -		$ -			$ -		$ -
600-0180-09	2009 Safety Eval of the MAG Elderly Mobility Sign Proj On-Call	$ 50,000		15,452					$ 15,452		34,548	$ 34,548		$ -			$ -		$ -
600-0180-09	2009 Evaluation of Roundabout Signage On-Call	$ 50,000			50,000				$ 50,000			$ -		$ -			$ -		$ -
600-0631-09	2009 Trans Software Development & Support On Call	$ 250,000							$ -	250,000		$ 250,000		$ -			$ -		$ -
600-0631-09	2009 Dev of MAG Reg Activity-Based Model - Phase II	$ 500,000			500,000				$ 500,000			$ -		$ -			$ -		$ -
600-0633-09	2009 TTI Research of Archived Traffic Data	$ 95,000	95,000						$ 95,000			$ -		$ -			$ -		$ -
600-0633-09	2009 TTI Urban Transportation Performance Measure Research	$ 25,000							$ -	25,000		$ 25,000		$ -			$ -		$ -
600-9900-09	2009 Public Involvement Disability Outreach Associate	$ 20,000	20,000						$ 20,000			$ -		$ -			$ -		$ -
600-9900-09	2009 Transportation Public Involvement Suppport	$ 30,000							$ -	30,000		$ 30,000		$ -			$ -		$ -
700-0110-09	2009 MAGIC Assistance	$ 25,000							$ -			$ -		$ -			$ -	25,000	$ 25,000
800-0110-09	2009 Digital Aerial Photography	$ 80,000	80,000						$ 80,000			$ -		$ -			$ -		$ -
800-0110-09	2009 MAG GIS Assistance	$ 25,000	25,000						$ 25,000			$ -		$ -			$ -		$ -
800-0110-09	2009 Building & Employment Database	$ 100,000	100,000						$ 100,000			$ -		$ -			$ -		$ -
800-0120-09	2009 Activity Based Socioeconomic Modeling Sub-models	$ 100,000	100,000						$ 100,000			$ -		$ -			$ -		$ -
800-0120-09	2009 AZ-SMART Enhancements - Emplymnt, Class, & Redevelop	$ 150,000	150,000						$ 150,000			$ -		$ -			$ -		$ -
800-0120-09	2009 AZ-SMART Consultant Support for MAG	$ 45,000	45,000						$ 45,000			$ -		$ -			$ -		$ -
800-0130-09	2009 MAG Associate, Census 2010	$ 50,000	50,000						$ 50,000			$ -		$ -			$ -		$ -
1000-0025-09	2009 Video Outreach Associate	$ 24,000	24,000						$ 24,000			$ -		$ -			$ -		$ -
1000-0030-09	2009 MAG Web Site Support	$ 20,000	20,000						$ 20,000			$ -		$ -			$ -		$ -
									$ -			$ -		$ -			$ -		$ -
Total FY 2009 NEW Consultants		$ 3,703,000	$ 709,000	$ 15,452	$ 1,470,092	$ -	$ 294,908	$ 405,000	$ 2,894,452	$ 735,000	$ 34,548	$ 769,548	$ 10,000	$ 10,000	$ -	$ 4,000	$ 4,000	$ 25,000	$ 25,000

New Pass-Through Agreements:

Task Number	Project Name	Project Total	STP 2008	STP 2007	PL 2008	CMAQ 2009	CMAQ 2008	FTA # 16 Sec. 5303 2008	Total FEDERAL	2008 Sales Tax	City of Phoenix Elderly Mobility Signage	Total State	2009 Stardust	Total Donations	2009 Emerg. 911 Assessment	2009 Human Services Assessment	$ - TOTAL MEMBER	2005 CAP/MAG Data Collection	$ - TOTAL Other/Service
									$ -			$ -		$ -			$ -		$ -
500-0110-09	2009 Trip Reduction Program	$ 910,000				910,000			$ 910,000			$ -		$ -			$ -		$ -
500-0120-09	2009 Travel Reduction Program	$ 135,000				135,000			$ 135,000			$ -		$ -			$ -		$ -
500-0130-09	2009 Regional Rideshare Program	$ 594,000				594,000			$ 594,000			$ -		$ -			$ -		$ -
500-0140-09	2009 Telework and Ozone Outreach Program	$ 300,000				300,000			$ 300,000			$ -		$ -			$ -		$ -
500-0160-09	2009 PM-10 Streetsweepers	$ 1,210,000				1,210,000			$ 1,210,000			$ -		$ -			$ -		$ -
500-0510-09	2009 Emergency 911 Planning	$ 105,885							$ -			$ -		$ -	105,885		$ 105,885		$ -
500-0630-09	2009 Regional Bike Safety Education Campaign	$ 174,000				24,000			$ 24,000	150,000		$ 150,000		$ -			$ -		$ -
600-0150-09	2009 Valley Metro/RPTA Planning Support	$ 224,720						224,720	$ 224,720			$ -		$ -			$ -		$ -
600-0920-09	2009 VMR Planning Support	$ 500,000							$ -	500,000		$ 500,000		$ -			$ -		$ -
									$ -			$ -		$ -			$ -		$ -
Total 2009 NEW Pass-Through Agreements		$ 4,153,605	$ -	$ -	$ -	$ 3,173,000	$ -	$ 224,720	$ 3,397,720	$ 650,000	$ -	$ 650,000	$ -	$ -	$ 105,885	$ -	$ 105,885	$ -	$ -
TOTAL Consultant and Pass-Through Agreements:		$ 7,856,605	$ 709,000	$ 15,452	$ 1,470,092	$ 3,173,000	$ 294,908	$ 629,720	$ 6,292,172	$ 1,385,000	$ 34,548	$ 1,419,548	$ 10,000	$ 10,000	$ 105,885	$ 4,000	$ 109,885	$ 25,000	$ 25,000

Funding For FY 2009 Carry Forward Consultant and Pass-Through Projects

2009 Carry Forward Consultants

Task Number	Project Name	Carryforward Project Total	SPR 2008	SPR 2005	STP 2007	STP 2006	STP 2005	STP 2004	PL 2008	PL 2007	PL 2006	PL 2005	CMAQ 2008	CMAQ 2007	CMAQ 2006	FTA # 14 Sec. 5303 2006	FTA # 13 Sec. 5303 2005	MAG RTP Funds	FTA Sec. 5339 2008	Total FEDERAL	2008 Sales Tax	2007 Sales Tax	2006 Sales Tax	City of Phoenix Elderly Mobility Signage	2007 ADOT Contract Agreements	Total State	2006 PAG Socioeconomic	City of Surprise U.S. - 60 Acs. Mgmt. Pln.	2007 Hidden Valley W. Final Study	TOTAL Other/Service
100-0410-09	2008 Air Quality MAG Associate	$ 80,000				80,000														$ 80,000						$ -				$ -
100-0310-09	2007 Air Quality Technical Assistance On-Call	$ 102,652								102,652										$ 102,652						$ -				$ -
500-0595-09	2007 Litter Education	$ 300,000																		$ -		300,000				$ 300,000				$ -
500-0595-09	2007 Litter Education	$ 80,000																		$ -		80,000				$ 80,000				$ -
500-0651-09	Traffic Signal Optimization Program On-Call	$ 11,843																		$ -			11,843			$ 11,843				$ -
500-0653-09	ITS Evaluation - MAG Consultant On-Call	$ 69,544						69,544												$ 69,544						$ -				$ -
500-0654-09	Integrated Corridor Management Systems On-Call	$ 99,079																		$ -			99,079			$ 99,079				$ -
500-0658-09	Coordinate Regional Smart Corridors	$ 179,949													179,949					$ 179,949						$ -				$ -
600-0123-09	U.S. 60/Grand Avenue Access Mgmt Study	$ 537,503			499,503															$ 499,503						$ -		38,000		$ 38,000
600-0125-09	2007 SW Valley/West Final (Hidden Valley) Trans Study	$ 579,053								25,471										$ 25,471						$ -			553,582	$ 553,582
600-0130-09	2007 Bicycle Design Assistance Program-Avondale	$ 43,415															43,415			$ 43,415						$ -				$ -
600-0130-09	2007 Bicycle Design Assistance Program-Gilbert	$ 64,255															64,255			$ 64,255						$ -				$ -
600-0130-09	2007 Bicycle Design Assistance Program-Mesa	$ 55,710															55,710			$ 55,710						$ -				$ -
600-0130-09	Regional Bicycle Map - MAG Consultant	$ 30,000												30,000						$ 30,000						$ -				$ -
600-0130-09	Update and Printing of Regional Bicycle Map	$ 5,000					5,000													$ 5,000						$ -				$ -
600-0130-09	2008 City of Scottsdale Pedestrian & Bike Connection	$ 55,000										55,000								$ 55,000						$ -				$ -
600-0130-09	2008 Town Of Gilbert Bike Crossing Demonstration Phase II	$ 90,000										90,000								$ 90,000						$ -				$ -
600-0130-09	2008 City of Peoria, New River Underpass	$ 125,000										125,000								$ 125,000						$ -				$ -
600-0130-09	2008 Bicycle/Shared Use Design Assistance Program	$ 30,000										30,000								$ 30,000						$ -				$ -
600-0140-09	Pedestrian Design Assistance Program - MAG Consultant	$ 10,041					10,041													$ 10,041						$ -				$ -
600-0140-09	Pedestrian Design Assistance Program - MAG Consultant	$ 12,176					12,176													$ 12,176						$ -				$ -
600-0140-09	2008 Town of Gilbert Pesedtrian Safety & Traffic Calming	$ 75,000									75,000									$ 75,000						$ -				$ -
600-0140-09	Gilbert Industrial Campus Retrofit	$ 27,755															27,755			$ 27,755						$ -				$ -
600-0140-09	Mesa Adobe Road Pedestrian Design Project	$ 27,036															27,036			$ 27,036						$ -				$ -
600-0140-09	2008 Pedestrian Design Assistance Program	$ 125,000									125,000									$ 125,000						$ -				$ -
600-0150-09	2007 Commuter Rail Update (Phase I)	$ 105,367															105,367			$ 105,367						$ -				$ -
600-0150-09	2008 Commuter Rail Corridor Development Plan	$ 600,000																600,000		$ 600,000						$ -				$ -
600-0170-09	ITS - Planning - MAG Consultant On-Call	$ 5,076										5,076								$ 5,076						$ -				$ -
600-0170-09	2008 ITS & Traffic Mgmt Guidelines for Growing Communities On-C	$ 60,000																		$ -		60,000				$ 60,000				$ -
600-0170-09	Update of the Regional ITS Architecture - MAG Consultant On-Call	$ 100,000					100,000													$ 100,000						$ -				$ -
600-0170-09	2008 MAG ITS Strategic Plan On-Call	$ 50,000																		$ -		50,000				$ 50,000				$ -
600-0170-09	2008 Dynasmart-P Software Purchase and Training	$ 20,000																		$ -		20,000				$ 20,000				$ -
600-0180-09	Safety Analysis Support On-Call	$ 15,452				15,452														$ 15,452						$ -				$ -
600-0180-09	Transportation Safety Management System On-Call	$ 284,082																		$ -					284,082	$ 284,082				$ -
600-0180-09	School Crossing Training Workshops On-Call	$ 5,034					5,034													$ 5,034						$ -				$ -
600-0180-09	2008 Regional Crossing Guard Training Workshops	$ 5,000	5,000																	$ 5,000						$ -				$ -
600-0180-09	2008 Regional Transportation Safety Forum and Workshop	$ 2,000										2,000								$ 2,000						$ -				$ -
600-0190-09	Truck Travel/Freight Analysis - Consultant	$ 76,150									76,150									$ 76,150						$ -				$ -
600-0195-09	2008 Regional Transit Framework Study	$ 980,000				530,000										450,000				$ 980,000						$ -				$ -
600-0631-09	2008 Reg Travel Demand Model Improvements On-Call	$ 940,000									500,000								440,000	$ 940,000						$ -				$ -
600-0631-09	2007 Regional Travel Speed Study	$ 200,590								200,590										$ 200,590						$ -				$ -
600-0631-09	2007 External Travel Study	$ 300,000								300,000										$ 300,000						$ -				$ -
600-0633-09	2008 Traffic Count Retrieval System	$ 150,000																		$ -	150,000					$ 150,000				$ -
600-0633-09	2008 MAG Transportation Database GIS System Phase II	$ 250,000																		$ -		250,000				$ 250,000				$ -
600-0661-09	2008 Perf Measurement Framework & Congestion Mgmt Update	$ 550,000								400,000										$ 400,000		150,000				$ 150,000				$ -
600-0950-09	Statewide Intrastate Mobility Reconnaissance Study	$ 72,000		72,000							-									$ 72,000						$ -				$ -
600-0950-09	08 Statewide Transportation Survey	$ 55,000							55,000											$ 55,000										
800-0110-09	GIS and Database Support - Associate	$ 26,000									26,000									$ 26,000						$ -				$ -
800-0120-09	2007 Socioec Models Surveys & Assumptions Enhancement On-Call	$ 290,000				5,000	65,000	30,000		190,000										$ 290,000						$ -				$ -
800-0120-09	2008 AZ-Smart Phase II	$ 200,000									200,000									$ 200,000						$ -				$ -
800-0120-09	MAG/PAG Socioeconomic AZ-SMART	$ 125,000					100,000													$ 100,000						$ -	25,000			$ 25,000
																				$ -						$ -				$ -
Total FY 2009 CF Consultants		$ 8,281,760	$ 5,000.00	$ 72,000.00	$ 499,502.58	$ 630,451.69	$ 297,250.53	$ 99,544	$ 55,000	$ 1,218,713	$ 1,002,150	$ 307,076	$ -	$ 30,000	$ 179,949	$ 450,000	$ 323,538	$ 600,000	$ 440,000	$ 6,210,175	$ 150,000	$ 910,000	$ 110,922	$ -	$ 284,082	$ 1,455,003	$ 25,000	$ 38,000	$ 553,582	$ 616,582

Pass-Through Agreements:

Task Number	Project Name	Project Total	SPR 2008	SPR 2005	STP 2007	STP 2006	STP 2005	STP 2004	PL 2008	PL 2007	PL 2006	PL 2005	CMAQ 2008	CMAQ 2007	CMAQ 2006	FTA # 14 Sec. 5303 2006	FTA # 13 Sec. 5303 2005	MAG RTP Funds	Sec. 5339 2008	Total FEDERAL	2008 Sales Tax	2007 Sales Tax	2006 Sales Tax	City of Phoenix Elderly Mobility Signage	2007 ADOT Contract Agreements	Total State	2006 PAG Socioeconomic	City of Surprise U.S. - 60 Acs. Mgmt. Pln.	2007 Hidden Valley W. Final Study	$ - TOTAL Other/Service
300-0112-09	2007 MAG Elderly Mobility Signage Project	$ 365,452																		$ -				365,452		$ 365,452				$ -
500-0110-09	Trip Reduction Program	$ 227,500											227,500							$ 227,500						$ -				$ -
500-0120-09	Travel Reduction Program	$ 33,750											33,750							$ 33,750						$ -				$ -
500-0130-09	Regional Rideshare Program	$ 148,500											148,500							$ 148,500						$ -				$ -
500-0140-09	Telework and Ozone Outreach Program	$ 75,000											75,000							$ 75,000						$ -				$ -
500-0160-09	PM-10 Streetsweepers (FY 2008)	$ 1,110,000											1,110,000							$ 1,110,000						$ -				$ -
500-0160-09	PM-10 Streetsweepers (FY 2007)	$ 1,808,080												1,808,080						$ 1,808,080						$ -				$ -
500-0160-09	PM-10 Streetsweepers (FY 2006)	$ 611,297													611,297					$ 611,297						$ -				$ -
500-0160-09	PM-10 Streetsweepers (FY 2005)	$ -																		$ -						$ -				$ -
500-0625-09	VMR Light Rail Transit Project Development	$ 200,000					200,000													$ 200,000						$ -				$ -
600-0900-09	VMR LR Design Standards Study	$ 260,000					260,000													$ 260,000						$ -				$ -
500-0630-09	MAG/Valley Metro Bicycle Safety Education Program (FY 08& 10)	$ 58,000											58,000							$ 58,000						$ -				$ -
																				$ -						$ -				$ -
Total 2009 CF Pass-Through Agreements		$ 4,897,579	$ -	$ -	$ -	$ -	$ 460,000	$ -	$ -	$ -	$ -	$ -	$1,652,750.00	$ 1,808,080.19	$ 611,297	$ -	$ -	$ -	$ -	$ 4,532,127	$ -	$ -	$ -	$ 365,452	$ -	$ 365,452	$ -	$ -	$ -	$ -
TOTAL CF Consultant and Pass-Through Agreements:		$ 13,179,339	$ 5,000	$ 72,000	$ 499,503	$ 630,452	$ 757,251	$ 99,544	$ 55,000	$ 1,218,713	$ 1,002,150	$ 307,076	$ 1,652,750	$ 1,838,080	$ 791,246	$ 450,000	$ 323,538	$ 600,000	$ 440,000	$ 10,742,302	$ 150,000	$ 910,000	$ 110,922	$ 365,452	$ 284,082	$ 1,820,455	$ 25,000	$ 38,000	$ 553,582	$ 616,582

Maricopa Association of Governments
Fiscal Year 2009
February 5, 2008
Draft Dues And Assessments

Jurisdiction	FY 2009 Budget (a) Population Totals	MAG Member Dues	Solid Waste (b) Planning Assessment	Water Quality Planning Assessment	9-1-1 (c) Planning Assessment	Human Services Planning Assessment	Homeless (d) Prevention Assessment	Total (e) FY 2009 Estimated Dues & Assessments	Total FY 2008 Dues & Assessments	$ Change from FY 2009 to 2008 Dues & Assessments
Apache Junction (g)	34,071	$1,751	$86	$1,015	$2,040	$624		$5,516	$5,839	($323)
Avondale	75,256	$3,868	$191	$2,241	$4,505	$1,379		$12,184	$11,887	$297
Buckeye	40,467	$2,080	$103	$1,205	$2,423	$742		$6,552	$4,353	$2,199
Carefree	3,871	$199	$10	$115	$232	$71		$627	$632	($5)
Cave Creek	5,028	$258	$13	$150	$301	$92		$814	$818	($4)
Chandler	241,205	$12,397	$612	$7,183	$14,440	$4,420	$4,167	$43,219	$43,730	($511)
El Mirage	33,583	$1,726	$85	$1,000	$2,011	$615		$5,437	$5,495	($58)
Fort McDowell Yavapai Nation	824	$259	$2	$25	$49	$15		$350	$350	$0
Fountain Hills	25,540	$1,313	$65	$761	$1,529	$468		$4,135	$4,199	($64)
Gila Bend	1,891	$141	$5	$56	$113	$35		$350	$350	$0
Gila River Indian Community (i)	2,742	$141	$7	$82	$164	$50		$444	$469	($25)
Gilbert	203,656	$10,468	$517	$6,065	$12,192	$3,732	$3,519	$36,492	$32,785	$3,707
Glendale	246,076	$12,648	$624	$7,328	$14,732	$4,509	$4,252	$44,093	$45,913	($1,820)
Goodyear	55,954	$2,876	$142	$1,666	$3,350	$1,025		$9,059	$7,920	$1,139
Guadalupe	5,606	$288	$14	$167	$336	$103		$908	$952	($44)
Litchfield Park	5,055	$260	$13	$151	$303	$93		$818	$776	$42
Maricopa County (f)	239,308	$12,300	$607	$7,126	$14,327	$4,385	$4,135	$42,880	$42,882	($2)
Mesa	456,344	$23,455	$1,158	$13,589	$27,320	$8,362	$7,884	$81,768	$84,885	($3,117)
Paradise Valley	14,215	$731	$36	$423	$851	$260		$2,301	$2,376	($75)
Peoria (h)	151,551	$7,789	$384	$4,513	$9,073	$2,777	$2,618	$27,155	$26,169	$986
Phoenix	1,538,568	$79,079	$3,903	$45,816		$28,193	$26,583	$183,575	$185,585	($2,010)
Queen Creek (g)	21,853	$1,123	$55	$651	$1,308	$400		$3,538	$2,813	$725
Salt River Pima-Maricopa	6,835	$351	$17	$204	$409	$125		$1,107	$1,162	($55)
Scottsdale	240,126	$12,342	$609	$7,151	$14,376	$4,400	$4,149	$43,026	$44,471	($1,445)
Surprise	104,895	$5,391	$266	$3,124	$6,280	$1,922		$16,983	$15,127	$1,856
Tempe	167,871	$8,628	$426	$4,999	$10,050	$3,076	$2,900	$30,079	$31,406	($1,327)
Tolleson	6,680	$343	$17	$199	$400	$122		$1,082	$1,114	($32)
Wickenburg	6,380	$328	$16	$190	$382	$117		$1,033	$1,042	($9)
Youngtown	6,332	$325	$16	$189	$379	$116		$1,025	$1,056	($31)
TOTALS	3,941,783	$202,861	$10,000	$117,379	$143,872	$72,231	$60,207	$606,550	$606,556	-$6

FY 2008 Total Costs		$202,861	$10,000	$117,379	$143,872	$72,231	$60,207
Based on Population		$0	$0	$0	$0	$0	$0
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Per Capita Cost		$0.05699	$0.00281	$0.03298	$0.04042	$0.02029	$0.01691

The annual Dues and Assessments are apportioned according to per capita populations. Dues and Assessments are not increased for FY 2009. Changes in population account for the difference between FY 2008 and FY 2009 Dues and Assessments totals.

(a) MAG July 1, 2007 Approved Population

(b) The Solid Waste Planning Assessment remains at the FY 2006 level of $10,000. There is no anticipated increased activity in fiscal year 2009 for this program.

(c) The 9-1-1 assessment is apportioned according to per capita populations excluding the City of Phoenix.

(d) The Homeless Prevention assessment is only charged to cities who are CDBG recipients and have populations over 50,000 and to Maricopa County.

(e) Total Dues and Assessments are based on a minimum of $350 per member.

(f) The Maricopa County portion of the dues and assessments includes the balance of the county, excluding Gila River Indian Community, the Fort McDowell Yavapai Nation, and the Salt River Pima-Maricopa Indian Community (except when calculating the Homeless Prevention assessment).

(g) Maricopa and Pinal County portions

(h) Maricopa and Yavapai County portions

(i) Maricopa County portion only

Capital Outlays FY 2009

Item Requested	No. of Units	Cost/ Unit	Total Cost
Computer Hardware:			
SAN Expansion	1	$ 45,000	$ 45,000
Workstations	4	$ 5,000	$ 20,000
Server	5	$ 10,000	$ 50,000
Color View Finder	1	$ 5,000	$ 5,000
Computer Software:			
ArcEditor	4	$ 6,000	$ 24,000
ArcGIS	1	$ 36,000	$ 36,000
SDE	1	$ 10,000	$ 10,000
Furniture:			
Furniture	1	$ 10,000	$ 10,000.00
TOTAL			**$ 200,000.00**

Schedule of Lease Commitments FY 2009

YEAR	TOTAL
2008	$ 584,614.00
2009	$ 584,269.00
2010	$ 265,397.00

Glossary of Financial Terms

Accounting System: The total set of records and procedures that are used to record, classify, and report information on the financial status of an entity or fund during a specific time period.

Accrual Basis: A basis of accounting in which transactions are recognized at the time they are incurred, as opposed to when cash is received or spent.

Activity: A specific and distinguishable service performed for the purpose of accomplishing a program for which MAG is responsible. An activity is the second level of the MAG UPWP and budget structure.

Adopted Budget: The official expenditure plan of the association as authorized by the Regional Council for a specified fiscal year.

Amended Budget: A budget that includes Regional Council and the granting agencies authorized changes to the original adopted budget.

Appropriation: An authorization granted by the Regional Council to make expenditures and to incur obligations for specific purposes.

ASRS: The Arizona State Retirement System, of which most state employees are members.

Benefits: Federal and State mandated employee benefits and other Regional Council approved programs such as health insurance, dental, etc.

Budget: A financial plan containing estimated expenditures and revenues to cover the program expenditures for a specified period of time, usually a fiscal year.

Budget Basis: Specifically refers to the timing of when revenues, expenditures, transfers, and the related assets and liabilities are recognized in the accounts and reported.

Budget Calendar: A timetable mutually agreed upon between the Regional Council and the granting agencies that is followed in budget preparation and adoption.

Budget Resolution: A formal action by the Regional Council to establish spending authority for the agency passed at a public meeting and documented in writing. A copy is included in this document.

Capital Budget: A financial plan for projected capital projects (i.e., a building) and capital purchases (i.e., a truck) containing estimated expenditures and revenues to cover those expenditures for a specified period of time, usually a fiscal year.

Capital Outlay: Expenditures budgeted to purchase fixed assets costing $5,000 or more with an expected useful life of at least two (2) years.

Carryforward Revenue: Grant revenues encumbered for consultant contracts that were not completed in the current period are needed to cover the consultant contract costs in the next fiscal year. Program cost savings also contribute to carryforward revenue.

Cash Basis: A basis of accounting under which transactions are recognized only when cash is received or disbursed.

Charge-Back: A system used to account for services provided by one department of the agency to others within the agency on a cost-reimbursement basis. MAG uses a charge-back system to charge in-house printing costs to program tasks.

Contingency: Unallocated appropriations for unanticipated expenditures. The contingency balance is found in Program 1000.

Direct Cost: Expenses specifically traceable to specific goods, services, or programs. Direct expenses differ from indirect expenses in that the latter cannot be specifically traced and so must be allocated on some systematic and rational basis.

Encumbered Carryforward: A reserve of financial resources for a consultant contract awarded in a prior year that are brought forward to a subsequent fiscal year passed at a public meeting and documented in writing. A copy is included in this document.

Executive Committee: A committee consisting of at least three Regional Council members elected at the annual meeting to serve a one year term. Currently the Executive Committee consists of seven members. The MAG By-Laws allow the Executive Committee to address issues that arise between the meeting of Regional Council.

Expenditures: The total amount of funds paid out by MAG to acquire various goods and services.

Fiscal Year (FY): The period designated for the beginning and ending of transactions. The MAG By-Laws sets this period as beginning July 1 and ending June 30.

Fringe Benefits: Non-salary employee compensation.

Full Time Equivalent Positions (FTE's): The amount of staff resources dedicated to a function converted to a decimal equation related to a full time position based on 2080 hours per year. For example, a part-time position working 20 hours a week would be equivalent to .5 of a full time position. This does not include positions that are not used on a regular schedule but fill in as necessary.

Fund: A fiscal and accounting entity with a self-balancing set of accounts in which cash and other financial resources, all related liabilities and residual equities, or balances, and changes therein, are recorded and segregated to carry on specific activities or attain certain objectives in accordance with special regulations, restrictions, or limitations.

Fund Balance: The amount of resources remaining in a fund when revenues exceed expenditures.

Generally Accepted Accounting Principles: Generally Accepted Accounting Principles (GAAP) which refer to a set of standard accounting rules and procedures used by governmental agencies to account for the receipt and expenditure of funds.

Grant: A contribution by a government or other organization to support the MAG programs as authorized by the Regional Council.

HURF: Highway User Revenue Fund, which is used primarily for state transportation projects.

ICMA-RC: International City/County Management Association Retirement Corporation.

Indirect Cost: Those elements of cost necessary in the production of a good or service which are not directly traceable to the product or service. Usually these costs relate to objects of expenditure that do not become an integral part of the finished product or service, such as rent, insurance, and audit services.

In-Kind Contributions: Match requirements met by non-monetary means. MAG captures in-kind contributions through service time donations from member agencies.

Line-Item Budget: A traditional budget format. Costs included in a line-item budget include items such as personnel, non-personnel, indirect costs (overhead), and consultants that are allocated to specific program tasks.

Management Committee: A committee consisting of the chief administrators from each member agency. The Management Committee receives and votes on recommendations presented by the advisory and policy committees before presenting the approved recommendations to MAG's governing body, the Regional Council.

Modified Accrual: A method for recording the receipt and expenditure of funds in which revenues are recorded when the amount becomes measurable and available to pay current liabilities and expenditures are recorded when the liability is actually incurred.

Non-Personnel Costs: A category of expenditures that are not part of personnel expenses such as telephone, supplies, advertising, travel, and postage.

One-time: Refers either to revenues or expenditures and denotes budget items that will only have an impact for one fiscal year.

Ongoing: Refers either to revenues or expenditures. Ongoing items, sometimes called permanent, are expected to impact budgets for several years, if not indefinitely.

Operating Budget: A financial plan for providing day to day costs of performing the MAG programs for a specified period of time, usually a fiscal year.

Paratransit: Any type of public transportation that is distinct from conventional transit, such as flexibly scheduled and routed services such as airport limousines, carpools, etc.

Performance Measure: A target or result to accomplish during a one-year time frame (or other time frame as noted) which is specific, measurable, realistic, and consistent with overall departmental and organizational goals. Data is subsequently collected to determine how effective or efficient a program is in achieving its overall goals.

Personnel Costs: A category of expenditures for employee salaries and related taxes benefits.

Program: An organized set of activities directed toward a common goal proposed by an organization to carry out its responsibilities. A program is also the highest level at which MAG would amend the budget with a grantor and the Regional Council.

Program Budget: A budget that shows all costs related to providing a particular program.

Regional Council: The governing and chief policy-making body for the organization. It is composed of elected officials from each member agency.

Restricted Reserves: Resources including monies, the use of which is restricted by legal or contractual requirements.

Revenues: The gross income received by MAG to be used for the provision of programs.

Task: A task is the lowest level in the MAG Unified Planning Work Program (UPWP) and Annual Budget structure. The most specific service performed for the purpose of accomplishing a program for which MAG is responsible.

Unencumbered Carryforward: Grant award available to pay current or future fiscal year expenditures.

Unified Planning Work Program and Annual Budget: The UPWP and Annual Budget is prepared annually by the MAG program staff to describe the regional planning activities that will be conducted during the coming year. The report highlights the accomplishments of the prior year and identifies the goals, objectives, and new projects that MAG will pursue in the new fiscal year.

The UPWP details the regional activities that MAG conducts and coordinates with federal and state grantors and local participating agencies in the following planning areas: environmental programs, human services/safety & justice, transportation programs, and socioeconomic and physical development planning. Information about how these planning activities will be administered and a detailed budget summary for each program is included in the UPWP and Annual Budget. This document also explains how federal assistance will be utilized in these planning programs.

Frequently Used Acronyms

Organizations

ACAA	Arizona Community Action Agency
ADEQ	Arizona Department of Environmental Quality
ADOA	Arizona Department of Administration
ADOT	Arizona Department of Transportation
AMWUA	Arizona Municipal Water Users Association
BLM	Bureau of Land Management
COG	Council of Governments
CTOC	Citizens Transportation Oversight Committee
DES	Arizona Department of Economic Security
DWR	Arizona Department of Water Resources
EPA	U.S. Environmental Protection Agency
FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GASB	Governmental Accounting Standards Board
GFOA	Government Finance Officers Association
GITA	Government Information Technology Agency
HUD	U.S. Department of Housing and Urban Development
ICBO	International Conference of Building Officials
ICC	International Code Council
IPG	Intermodal Planning Group
MAG	Maricopa Association of Governments
MAGIC	Maricopa Association of Governments Information Center
MCDOT	Maricopa County Department of Transportation and Development
MPO	Metropolitan Planning Organization
NFPA	National Fire Protection Association
RCP	Regional Community Partners
RPTA	Regional Public Transportation Authority (Valley Metro)
SROG	Sub-regional Operating Group
TTI	Texas Transportation Institute
USDOT	U.S. Department of Transportation
USHUD	U.S. Department of Housing and Urban Development
VMR	Valley Metro Rail (METRO)

Transportation Related Terms

ADT	Average Daily Traffic
BRT	Express Bus/Bus Rapid Transit
CD	Collector/Distributor
CIP	Capital Improvement Program
CMAQ	Congestion Management/Air Quality Improvement Program
DCR	Design Concept Report

EA	Environmental Assessment
EIS	Environmental Impact Statement
FAR	Federal Aviation Regulations
FEMA	Federal Emergency Management Act
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
HURF	Highway User Revenue Fund
ISTEA	Intermodal Surface Transportation Efficiency Act
ITS	Intelligent Transportation Systems
LOS	Level of Service
LRT	Light Rail Transit
PF	Federal Planning Funds
PL	Federal Highway Administration Planning Funds
RARF	Regional Area Road Fund
RASP	Regional Aviation System Plan
RAZ	Regional Analysis Zone
RCTO	Regional Concept of Transportation Operations
RTP	Regional Transportation Plan
RORS/RRS	Roads of Regional Significance
ROW	Right-of-Way
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SAZ	Socioeconomic Analysis Zone
SOV	Single Occupancy Vehicle
SPR	State Planning and Research Funds
SR	State Route
STP	Surface Transportation Program
STS	Special Transportation Systems
TAZ	Traffic Analysis Zones
TEA-21	Transportation Equity Act for the 21st Century
TPC	Transportation Policy Committee
TDM	Transportation Demand Management
TI	Traffic Interchange
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TRP	Trip Reduction Program
TSM	Transportation System Management
TSOP	Traffic Signal Optimization Program
V/C	Vehicle to Capacity Ratio
VMT	Vehicle Miles Traveled

Miscellaneous

AZ PDES	Arizona Pollutant Discharge Elimination System
BLWG	Building Lease Working Group
CAFR	Comprehensive Annual Financial Report
CDBG	Community Development Block Grant

CENS	Community Emergency Notification System
CO	Carbon Monoxide
DBE	Disadvantaged Business Enterprise
EADV	Employers Against Domestic Violence
EITC	Earned Income Tax Credit
FIP	Federal Implementation Plan
FY	Fiscal Year
GIS	Geographic Information System
HMIS	Homeless Management Information System
LTF	Licensing Time Frames
MAGNet	MAG Street Centerline File
MAGTAG	MAG Telecommunications Advisory Group
MPA	Municipal Planning Area
MSA	Metropolitan Statistical Area
PM-10	Small Particulate Pollutants
PSAP	Public Safety Answering Point
RCP	Regional Community Partners
REMI	Regional Economic Model, Inc.
RFB	Request for Bids
RFP	Request for Proposals
RFQ	Request for Qualifications
RTSP	Regional Telecommunications Strategic Plan
RVS	Regional Videoconferencing System
SFY	State Fiscal Year
SIP	State Implementation Plan
SROG	Subregional Operating Group
SSBG	Social Services Block Grant
SWIMS	Solid Waste Information Management System
TANF	Temporary Assistance for Needy Families
TCSP	Transportation and Community System Preservation
UPWP	Unified Planning Work Program
WESTCAPS	West Valley Central Arizona Project Subcontractors

Agenda Item #5F

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

DATE:
March 18, 2008

SUBJECT:
MAG 208 Water Quality Management Plan Amendment for the City of Goodyear Sonoran Valley Planning Area

SUMMARY:
The City of Goodyear has requested that MAG amend the 208 Water Quality Management Plan to include four water reclamation facilities (WRFs) for the Sonoran Valley Planning Area. The ultimate capacities for the State Land WRF (SLWRF) and Southern Region WRF (SRWRF) would be 4.75 million gallons per day (mgd) and 24 mgd, respectively. The Section 23 WRF (S23WRF) and Section 28 WRF (S28WRF) would each have an ultimate capacity limited to 0.6 mgd. Reclaimed water from the four facilities would be disposed of through reuse, recharge, and Arizona Pollutant Discharge Elimination System Permit discharge points to the Waterman Wash. The project is located within three miles of the City of Avondale, Town of Buckeye, City of Maricopa, the Gila River Indian Community, and unincorporated Maricopa and Pinal Counties. To date, five of the six entities have indicated no objections.

The Sonoran Valley Planning Area is separated into two distinct developable areas. The northern developable area is referred to as the State Land Area and would be served by the SLWRF. The southern developable area is referred to as the Southern Region Area and would be served by the SRWRF, S23WRF, and S28WRF; however, the SRWRF would be sized to serve the entire Southern Region Area. The S23WRF and S28WRF would be satellite plants that would serve as the initial facilities while flows in the area are low. As flows increase and the SRWRF is constructed, the S23WRF and S28WRF may transition into scalping plants and just treat the required flows to satisfy adjacent reclaimed water needs. The excess flows would be routed to the SRWRF for treatment.

On December 13, 2007, the MAG Water Quality Advisory Committee authorized a public hearing for the Draft 208 Plan Amendment for the City of Goodyear Sonoran Valley Planning Area. The public hearing was conducted on February 13, 2008. The Goodyear consultant received verbal comments from two individuals/entities during the public comment period and one member of the public provided testimony at the public hearing. Based on comments received during the public comment period, the 208 amendment has been revised to reflect the January 2007 Goodyear Land Use Plan and clarify that Goodyear City Code requires parcels that are served by septic tanks to connect to the municipal sewer system within one year of municipal sewer service becoming available to the parcel. The ultimate capacities and locations of the four water reclamation facilities remained the same and the changes made to the amendment are not considered significant.

PUBLIC INPUT:
On February 13, 2008, the MAG Water Quality Advisory Committee conducted a public hearing on the Draft MAG 208 Plan Amendment for the City of Goodyear Sonoran Valley Planning Area. During

the public comment period, the Goodyear consultant received verbal comments from two individuals/entities. At the public hearing, one member of the public provided testimony.

Verbal comments were received by the Goodyear consultant from a representative of Entellus, Inc. He indicated that the land use plans in the 208 Plan Amendment were based on an outdated (July 2006) Goodyear Land Use Plan. He stated that the latest Goodyear Land Use Plan is dated January 2007.

Verbal comments were received by the Goodyear consultant from a representative of the Arizona Department of Environmental Quality. The comments included: the status of a no objection letter from the Gila River Indian Community; the plan regarding the existing septics in the area and how it is addressed in the 208 Amendment; and that the Avondale Municipal Planning Area, shown in Figure 2, should not include the Sierra Estrella Wilderness Area since it is federal land. She indicated that she would contact the City of Avondale to correct the boundary.

Testimony was received from a representative of Montage Holdings. He indicated that he is a partner with Montage Holdings which is the majority land holder in the area. He stated that Montage Holdings owns approximately 10,000 of the 25,000 developable acres in the area and is in full support of the City of Goodyear's application.

PROS & CONS:

PROS: Approval of the 208 Plan Amendment for the City of Goodyear Sonoran Valley Planning Area would make the facilities included in the amendment consistent with the MAG 208 Plan. The MAG 208 Water Quality Management Plan is the key guiding document used by Maricopa County and the Arizona Department of Environmental Quality in granting permits for wastewater treatment systems in the MAG region.

CONS: Currently, there do not appear to be any negative impacts associated with the approval of the 208 Plan Amendment.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The facilities included in the Goodyear 208 Plan Amendment are needed to accommodate growth in the City of Goodyear.

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

ACTION NEEDED:

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

PRIOR COMMITTEE ACTIONS:

Management Committee: On March 14, 2008, the MAG Management Committee unanimously recommended approval of the Draft MAG 208 Plan Amendment for the City of Goodyear Sonoran Valley Planning Area.

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.

Water Quality Advisory Committee: On February 13, 2008, the MAG Water Quality Advisory Committee conducted a public hearing on the Draft 208 Plan Amendment for the City of Goodyear Sonoran Valley Planning Area. Following the hearing, the Committee unanimously recommended approval of the Draft 208 Plan Amendment to the MAG Management Committee.

MEMBERS ATTENDING

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

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

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

Agenda Item #6

MARICOPA ASSOCIATION of GOVERNMENTS

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March 18, 2008

TO: Members of the MAG Regional Council

FROM: Dennis Smith, Executive Director

SUBJECT: REGIONAL OFFICE CENTER UPDATE

At the March 17, 2008, Regional Council Executive Committee meeting, the Committee discussed the status of the Regional Office Center Project and the actions of the Valley Metro Rail (METRO) Board and the Regional Public Transportation Authority (RPTA) that had transpired since the February Executive Committee meeting.

At the February 19, 2008, Regional Council Executive Committee meeting, the Committee recommended the Amended and Restated Memorandum of Cooperation (MOC) and authorized the MAG Executive Director to enter into a preconstruction services contract with McCarthy Building Companies contingent upon approval of the Amended and Restated MOC without further changes by the other agency boards. Since that time, the Valley Metro Rail (METRO) Board provided a conditional approval of the preconstruction services contract and the Regional Public Transportation Authority (RPTA) Board approved the preconstruction services contract by a vote of 7 to 6. MAG staff requested direction regarding the METRO Board contingent approval, and the action taken by the RPTA Board, and the future direction for MAG.

At the March 17, 2008, Regional Council Executive Committee meeting, the Committee recommended to 1) Terminate the terms of the Memorandum of Cooperation (MOC) for the Regional Office Center with the RPTA and METRO based on METRO's action to not accept the amended and restated MOC without further changes, and 2) Direct MAG staff to inform McCarthy Building Companies that negotiations regarding the Regional Office Center are suspended until further notice from MAG. The Committee also directed MAG staff to explore other options for MAG office space and present that information at a future meeting.

Background: At the February 19, 2008, Executive Committee meeting, the Committee voted to recommend 1) Approval of an Amended and Restated Memorandum of Cooperation increasing the maximum of shared equal costs among the agencies from $330,000 to $550,000 each, including clarification of certain other provisions, with no further amendments and 2) Authorizing the MAG Executive Director to enter into a preconstruction services contract with McCarthy Building Companies not to exceed $500,000 contingent upon approval of the Amended and Restated MOC by the other agencies.

On February 21, 2008, the RPTA Board approved the Amended and Restated Memorandum of Cooperation (MOC) increasing the maximum of shared equal costs among the agencies from $330,000 to $550,000 each, including clarification of certain other provisions, and authorized entering into a preconstruction services contract with McCarthy Building Companies not to exceed $500,000 by a vote of 7-6. Several comments were made at the RPTA Board concerning the size of the project, necessity for the project, and the wisdom of proceeding considering that our regional economy has changed significantly since this project was envisioned. MAG has been requested to return to the RPTA Board on March 20 to provide information on several questions that were raised by the RPTA Board (Attachment One).

On February 20, 2008, the METRO Board voted unanimously to approve the Amended and Restated Memorandum of Cooperation (MOC) increasing the maximum of shared equal costs among the agencies from $330,000 to $550,000 each, including clarification of certain other provisions, and to authorize entering into a preconstruction services contract with McCarthy Building Companies not to exceed $500,000, with the stipulation that each member city approves its share of the cost and pending negotiation with MAG and the RPTA to assist METRO in assuming possible liability in their current lease upon locating in the Regional Office Center (Attachment Two).

After discussing the actions that had transpired since the February Executive Committee, the Executive Committee recommended the following: 1) Terminate the terms of the Memorandum of Cooperation (MOC) for the Regional Office Center with the RPTA and METRO based on METRO's action to not accept the amended and restated MOC without further changes, and 2) Direct MAG staff to inform McCarthy Building Companies that negotiations regarding the Regional Office Center are suspended until further notice from MAG. The Committee also directed MAG staff to explore other options for MAG office space and present that information at a future meeting.

If you have any questions, please contact me at (602) 254-6300 or Alana Chávez at (602) 452-5033.

Attachment 1

In December 2007, the RPTA Board of Directors approved a Memorandum of Cooperation ("**MOC**") involving the sharing of costs and the allocation of responsibilities in connection with the design, construction, financing and operation of a Regional Office Center that will house RPTA, MAG and METRO. At that time, the Board authorized the expenditure of up to $330,000 for the ROC. In January 2008, the Board approved an additional $220,000 to provide for preconstruction services in order to obtain a guaranteed maximum price for the ROC and to pay for ongoing legal and other expenses.

Also in January 2008, the Board delegated to the Executive Director the power to review various documents concerning the design, construction and development of the Regional Office Center in order to provide MAG with input concerning RPTA needs. The Board directed Mr. Boggs to brief the Board members in connection with his review of these documents in his monthly Executive Director's Report to the Board.

At the January 2008 RPTA Board meeting, members of the Board had the questions listed below:

1. What is the decision process that has taken place to proceed with the ROC and what will be the process going forward?

2. How will the Board decide whether and when to authorize construction and what approval rights will the Board have concerning the design and project costs.

3. Is it possible to that the cost of the project will change in light of the impact of current market conditions on the construction industry?

4. What is the status of the current lease for the space the RPTA will occupy in the ROC?

5. Will the project have to be redesigned to come in under budget? What limitations will be imposed to prevent the design builder from reducing the scope and quality of the ROC?

6. Could payments be held back from the design builder if the costs of the project could be reduced?

7. What is the status of the METRO request to the RPTA and MAG for assistance regarding the termination of its current office lease?

At the March 20, 2008 RPTA Board meeting, MAG (as the lead agency for the ROC project) will answer the operational, design and construction questions and RTPA staff and outside counsel will answer questions concerning the process for RPTA review, input and approval

Attachment 2

DRAFT AMENDMENT TO THE PARTIES' MEMORANDUM OF COOPERATION

ARTICLE: XX METRO LEASE

1. METRO's headquarters lease agreement with Bankam, L.L.C. (Landlord) dated June 30, 2005, as amended, has an initial Term ending December 30, 2015 (Lease). The Lease expressly grants to METRO a right to sublease all or a portion of the leased premises subject to the Landlord's approval, which will not be unreasonably withheld. The Lease also grants to METRO the right to retain all sublease receipts including profits (See: Lease Article 15).

2. In connection with the construction of the Regional Office Center (ROC), METRO agrees to initiate good-faith subleasing efforts for all or such portion of the leased premises that METRO plans to vacate, such efforts to begin not less than twelve (12) months prior to the ROC's then scheduled completion date. METRO may choose to enlist the aid of a real estate broker, in its sole and absolute discretion.

3. In preparation for its planned relocation to the ROC, METRO agrees to enter into one or more sublease agreements for all or part of its leased premises when METRO deems it to be in its best interest to do so, with market conditions and other factors taken into consideration. METRO's decision whether or not to enter into any sublease will be made in METRO's sole and absolute discretion.

4. To the extent any sublease entered into by METRO contains a provision for tenant improvements paid for by METRO, both RPTA and MAG agree to share such expenses on a pro-rata basis.

5. To the extent any sublease entered into by METRO contains a lease rental payment, whether base rent or additional rent (as those terms are used in the Lease), which is less than the lease rental payment then payable by METRO to its Landlord (shortfall), both RPTA and MAG agree to absorb the shortfall on a pro-rata-basis.

6. To the extent any sublease entered into by METRO contains a lease rental payment, whether base rent or additional rent (as those terms are used in the Lease), which is more than the lease rental payment then payable by METRO to its Landlord (surplus), METRO agrees that such surplus shall be shared with both RPTA and MAG on a pro-rata basis.

Agenda Item #7

MAG Related Bills

BILL SUMMARY

(48th Legislature – 2nd Regular Session)

Updated March 18, 2008

New Bills Noted in **BOLD**

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
			TRANSPORTATION		
Transportation; HOV lanes; Hours	SB 1039	Sen. Harper	The times when the use of HOV lanes is restricted to vehicles of 2 or more persons become specified in statute as Monday through Friday, between 5am and 9am and between 3pm and 7pm. Current waivers for alt fuels are unchanged. [Effect is to extend the HOV lanes restriction by one hour in the morning. Current statute does not contain specific hours, leaving ADOT to establish restrictive hours by rule.]	Senate 1st Read: 1/14/08 2nd Read: 1/15/08 Committees Trans: 1/14/08 Rules: 1/14/08	Monitor/ Oppose
Transportation; HOV lanes; Hybrids	SB 1041	Sen. Harper	Hybrid vehicles may use the HOV lanes at any time if the vehicle has at least 45% fuel efficiency in combined city-highway fuel economy based on information provided by the federal government. Previously, hybrid vehicles could use the HOV lanes at any time if the federal government allowed it.	Senate 1st Read: 1/14/08 2nd Read: 1/15/08 Committees Trans: DP 2/26/08 Rules: PFC 3/10/08 3rd Read: Passed 3/13/08	Oppose

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Toll Roads; ADOT; Private Entity	SB 1042	Sen. Harper	By December 31, 2009, the Arizona Department of Transportation (ADOT) must issue a request for proposals for a private entity to construct a toll road between the intersection of the Loop 303 and 75th Avenue, and Prescott. Proposals must be submitted by June 30, 2010, and ADOT must award the contract by December 31, 2010. Various restrictions on private toll roads, including the requirement for private roads to be constructed only where reasonable alternative public routes exist, are eliminated.	Senate 1st Read: 1/14/08 2nd Read: 1/15/08 Committees Trans: 1/14/08 Rules: 1/14/08	Monitor
Planned Communities; Authority Over Roadways	SB 1058	Sen. Gray C	An HOA has no authority over any roadway, easement or other area owned by, under the legal authority of or dedicated for use by a government entity (regardless of any provision in community documents).	Senate 1st Read: 1/14/08 2nd Read: 1/15/08 Committees Gov: 1/14/08 Rules: 1/14/08	Support
State Transportation Board	SB 1204	Sens. Hale, Arzberger, Blendu, Landrum Taylor, Miranda, O'Halleran, Rios, Reps. Ableser, Chabin, McClure:	Adds a representative of a tribal government to the state transportation board.	Senate 1st Read: 1/28/08 2nd Read: 1/29/08 Committees: Trans: 1/28/08 Rules: 1/28/08	Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Transportation Financing; Revenue Anticipation Bonds	SB 1276	Sen. Huppenthal	The State Transportation Board is authorized to issue revenue anticipation bonds. Issues may not carry maturity dates longer than five years. Of the proceeds, a maximum may be used for the following purposes: $3 billion for capital improvements in high traffic corridors; $3 billion for improvements to highways based on how the current traffic load compares with the vehicle capacity of the highway; $3 billion to municipalities for improvements to streets and intersections; and $3 billion to mass transit. A final $8 billion is reserved for grants to persons who submit bids for transportation projects; awards go to projects that anticipate the least cost per passenger mile in amounts capped at $160 million per project. A Transportation Finance Committee is created to recommend to the Transportation Board the source of taxation to be used to secure the revenue anticipation bonds.	Senate 1st Read: 1/30/08 2nd Read: 1/31/08 Committees: Trans: HELD 2/26/08 Fin: W/D 2/13/08 Rules: 1/31/08	Monitor
Transportation Districts; Board Membership	SB 1415	Sens. Rios, Hale, Landrum Taylor, Miranda, Pesquiera; Sens. Aboud, Arzberger	Adds 4 new transportation districts (to 10 from 6) in the state. The new districts are Coconino County, Pinal County, Yavapai County and Yuma County (7-10 respectively). Changes the number and qualifications for members of the Transportation Board.	Senate 1st Read: 2/05/08 2nd Read: 2/07/08 Committees: Trans: 2/07/08 Rules: 2/07/08	Monitor/ Oppose
Toll Roads; Public Highway Authorities	SB 1420	Sen. Tibshraeny	Local governments are authorized to establish public highway authorities to construct toll roads. Authority revenue is not subject to taxation. Authorities may issues bonds and pledge revenues from the tolls to pay the bonds. Boards of directors govern the authorities, and make rules relating to toll collection and enforcement. Toll evasion is subject to a civil penalty of $10 to $150. Existing statutes relating to transportation project privatization (Title 28, Chapter 22) are repealed.	Senate 1st Read: 2/05/08 2nd Read: 2/07/08 Committees: Trans: DP 2/26/08 Fin: W/D 2/25/08 Rules: PFC 3/10/08	Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Transportation; Innovation Partnerships Program	SB 1465	Sen. Gould; Sens. Harper, Huppenthal, Verschoor, Reps. Groe, Pearce	Makes several changes to statutes relating to transportation, including allowing for a motor vehicle fuel tax refund for motor vehicle fuel used in a motor vehicle operating on a transportation facility or toll road, repealing statutes relating to transportation project privatization are repealed and requiring the Dept of Transportation to establish the Innovative Partnerships Program for the planning, acquisition, financing, development, design, construction, reconstruction, replacement, improvement, maintenance, management, repair, leasing and operation of transportation projects.	Senate 1st Read: 2/05/08 2nd Read: 2/11/08 Committees: Trans: DPA 2/26/08 App: DP 3/04/08 Rules: PFC 3/10/08	Monitor
ADOT Continuation; Five Years	SB 1468	Sen. Gould; Rep. Groe, Sen. Harper	Statutory life of the Department of Transportation is extended five years to July 1, 2013. A purpose section states four missions of the department. Retroactive to July 1, 2008.	Senate 1st Read: 2/05/08 2nd Read: 2/11/08 Committees: Trans: DP 2/12/08 Rules: PFC 2/18/08 COW: DPA 3/03/08 3rd Read: Passed 3/13/08	
Department of Transportation; Continuation	SB 1469	Sen. Gould; Rep. Groe	Statutory life of the Department of Transportation is extended ten years to July 1, 2018. A purpose section states four missions of the department. Retroactive to July 1, 2008.	Senate 1st Read: 2/05/08 2nd Read: 2/11/08 Committees: Trans: 2/11/08 Rules: 2/11/08	
HOV Lane Conversion; Toll Lane	SB 1471	Sen. Gould, Rep. Groe	By November 15, 2013, the Dept of Transportation shall issue a request for proposals for the conversion of the HOV lane on State Route 51 into a high occupancy toll lane and may issue a request for proposals for such conversion on any other highway in the state.	Senate 1st Read: 2/05/08 2nd Read: 2/11/08 Committees: Trans: DP 2/19/08 Rules: 2/11/08	Oppose

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Light Rail Performance Audit	SB 1495	Sen. Gorman; Sens. Blendu, Gould, Gray L, Johnson, Biggs, Kavanagh, Nichols, Pearce, Yarbrough	If the portion of the Phoenix Metro light rail system referred to as the "minimum operating segment" is not operational by January 1, 2009, a performance audit shall be ordered conducted by a nationally recognized auditor with expertise in evaluating light rail systems. The audit shall be conducted 12 months after the segment begins operations. The cost of the audit shall be paid from county transportation excise tax revenue.	Senate 1st Read: 2/05/08 2nd Read: 2/11/08 Committees: Trans: DP 2/19/08 Rules: PFC 3/05/08 3rd Read: Passed 3/13/08	Oppose
Public-Private Partnerships in Transportation	SB 1498	Sen. Gorman; Sens. Blendu, Harper	The Dept of Transportation is authorized to use a variety of procurement methods to develop and operate "eligible facilities" (defined). Language exempting leases of facilities related to privatized transportation projects from the sales tax imposed on commercial leases is deleted. Requires 2/3 vote of each house for passage due to increase in state revenue.	Senate 1st Read: 2/05/08 2nd Read: 2/12/08 Committees: Trans: DP 2/26/08 Rules: PFCA 3/10/08	Monitor
Transportation; F.A.S.T. Lanes	SB 1503	Sen. Gorman, Sen. Blendu, Rep. Nichols	By July 1, 2009, the Dept of Transportation must issue RFPs for a private entity to construct "freeway acceleration and sensible transportation lanes" for which single occupancy vehicle users will be charged a fee. A variable fee shall be charged to "ensure unrestricted access" to the lanes by eligible vehicles, including those with two or more people, buses, EPA certified vehicles, etc.	Senate 1st Read: 2/05/08 2nd Read: 2/12/08 Committees: Trans: DP 2/19/08 Rules: 2/12/08	Oppose/ Monitor
States; Withdrawal; Federal Highway System	SCM 1009	Sen. Gould, Rep. Groe; Sen. Harper	The Legislature represents that the current federal highway system allows the federal government to mandate that states adopt certain policies or risk losing federal highway money, it and further represents that the system is "nearly bankrupt" and monies from the program will "diminish drastically" after 2009. The Legislature therefore urges Congress to enact legislation ending the current federal highway system or allowing states to opt out of the program and maintain their own roads.	Senate 1st Read: 2/05/08 2nd Read: 2/12/08 Committees: Trans: DP 2/26/08 Rules: PFC 3/05/08 3rd Read: Passed 3/13/08	Support/ Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
ADOT Rule Revisions	HB 2049	Rep. McClure	Removes the authority of the Department of Transportation to make certain rules, including rules regarding priority programs and revenue bonds. Removes the authority of the director to adopt rules for the expenditure of monies in the state fund.	House 1st Read: 1/14/08 2nd Read: 1/15/08 Committees Trans: DP 2/07/08 Rules: C&P 2/19/08 COW Calendar: DPA 2/28/08 3rd Read: Passed 3/03/08 Transmit to Senate: 3/03/08 Senate 1st Read: 3/04/08 2nd Read: 3/6/08 Committees: Trans: 3/6/08 Rules: 3/6/08	Monitor
Toll Road Companies; Headquarters in U.S.	HB 2087	Rep. Biggs: Rep. Murphy, Sen. Johnson	A company with which the Dept of Transportation may contract to build a privately-operated toll road must have its corporate headquarters in the United States.	House 1st Read: 1/16/08 2nd Read: 1/17/08 Committees Com: 1/16/08 Trans: 1/16/08 Rules: 1/16/08	Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Transportation Plans; Ballot; Mode Delineation	HB 2092	Reps. Biggs, Murphy, Sen. Gorman: Reps. Barto, Clark, Crump, Groe, Kavanagh, Sen. Johnson	A strike everything amendment to **HB 2092** (formerly HB 2091) by inserting language from HB 2091 received DPA/SE from Judiciary on 2/07/08. State or county transportation plans that are submitted for voter approval must appear on the ballot which each mode of transportation and its costs clearly delineated. Voters must be allowed to vote yes or no on each transportation mode separately.	House 1st Read: 1/14/08 2nd Read: 1/15/08 Committees Trans: HELD 1/31/08 Jud: DPA/SE 2/07/08 Rules: C&P 2/26/08 COW Calendar: DPA 2/28/08 Third Read: FAILED 3/10/08 Motion to Reconsider: Passed 3/11/08 House Reconsider: 3/17/08	Oppose
Highway Project Advancement Notes	HB 2094	Rep. Biggs	Definition of excise taxes is expanded to include taxes imposed by a county, city or town (formerly, limited to city or town). Definition of highway project is expanded to include a transportation improvement plan of a regional association of governments.	House1st Read: 1/22/08 2nd Read: 1/23/08 Committees Trans: DP 1/31/08 CMMA: DP 2/12/08 Rules: C&P 2/19/08 2/19/08 to House consent calendar.	Support

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Transportation Districts	HB 2133	Rep. Rios	For the purposes of state transportation planning, if a county reaches 500,000 population, it becomes its own transportation district. [Capitol Reports note: currently of the six districts, only Maricopa and Pima counties are single-county districts; the other 13 counties are splint among the remaining four districts.]	House 1st Read: 1/22/08 2nd Read: 1/23/08 Committees Trans: DP 2/28/08 WM: W/D 3/03/08 Rules: C&P 3/11/08	Monitor
Regional Transportation Authorities	HB 2164	Reps. Prezelski, Farley: Thrasher	A regional transportation authority may be established in any county that is a member of a regional council of governments (formerly, only a county with a population of 400,001- 1 million could establish a regional transportation authority). The executive director of the authority must reside in the geographic boundaries of the authority. If approved by the voters at a countywide election, the authority shall levy and the Dept of Revenue shall collect a transportation excise tax.	House 1st Read: 1/16/08 2nd Read: 1/17/08 Committees Trans: 1/16/08 CMMA: 1/16/08 Rules: 1/16/08	Monitor
Driving on Highways; Speed Limits	HB 2314	Reps. Sinema, Ableser: Reps. Campbell CH, Lopes, Meza	The presumed speed limit on highways outside urban areas (defined as an area with more than 50,000 persons) is reduced to 60 mph from 65 mph, for commercial vehicles, vehicle combinations weighing more than 26,000 pounds, and vehicles pulling a pole trailer that weighs 6,000 or more pounds.	House 1st Read: 1/22/08 2nd Read: 1/23/08 Committees Trans: 1/22/08 Rules: 1/22/08	Oppose/ Monitor
Motor Fuel Taxes; Annual Adjustment	HB 2593	Rep. Prezelski, Farley, Gallardo: Reps. Campbell CH, Lujan, Sinema, Thrasher	Beginning January 1, 2010, motor vehicle fuel taxes and use fuel taxes are adjusted annually by the percentage change in the gross domestic product index factor for Arizona. The fixed 13-cent use fuel tax for vehicles transporting forest products ends on Jan 1, 2010, and is replaced by the adjusted tax rate as provided in this act.	House 1st Read: 1/29/08 2nd Read: 1/30/08 Committees: Trans: 1/29/08 App: 1/29/08 Rules: 1/29/08	Support

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Development Fees; Public Transportation	HB 2665	Rep. Farley, Prezelski, Sinema: Reps. Ableser, Gallardo, Ulmer, Sens. Aboud, Aguirre	A municipality or county may assess development fees to offset costs associated with providing public transportation.	House 1st Read: 2/04/08 2nd Read: 2/05/08 Committees: CMMA: 2/04/08 Trans: 2/04/08 Rules: 2/04/08	
Highway User Revenue Fund Uses	HCR 2001	Rep. Campbell CH	The 2008 general election ballot is to carry the question of whether to amend the constitution expand the permitted uses of highway user revenues to include any transportation project (formally only highway and street projects were permitted).	House 1st Read: 1/14/08 2nd Read: 1/15/08 Committees Trans: 1/14/08 CMMA: 1/14/08 Rules: 1/14/08	Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
			AIR QUALITY		
Air Quality; Violation Reports	HB 2044	Rep. Robson	The annual date on which the county or special district officer in charge of enforcing air quality laws must submit a report to the governor and the Legislature regarding entities that have been issued an order of abatement or a renewal of an order is changed to October 1 from December 1.	House 1st Read: 1/14/08 2nd Read: 1/15/08 Committees Env: 1/14/08 Rules: 1/14/08	Monitor
Incinerators; Municipalities and Counties	HB 2135	Rep. Ableser	Counties and municipalities in air quality Area A (Phoenix metro) and Area B (Tucson metro) must limit the capacity of new incinerators in the jurisdiction and not increase the capacity of any existing incinerator within the jurisdiction.	House 1st Read: 1/22/08 2nd Read: 1/23/08 Committees Env: 1/22/08 CMMA: 1/22/08 Rules: 1/22/08	Monitor
Land Divisions; Water Requirements	HB 2144	Rep. Ableser	A county or municipality shall not allow land divisions of 5 or fewer lots, tracts, or parcels without a water supply as determined by statute.	House 1st Read: 1/22/08 2nd Read: 1/23/08 Committees WA: 1/22/08 CMMA: 1/22/08 Rules: 1/22/08	Monitor
Emissions Testing; Motorcycles; Area A	HB 2280	Reps. Weiers JP: Reps. McLain, Nichols, Pancrazi	All motorcycles in the state are exempt from vehicle emissions inspection (formerly, only motorcycles in air quality area B – Tucson metro – were exempt). Does not become effective unless the EPA issues a vehicle emissions testing exemption for motorcycles in air quality area A (Phoenix metro) by July 1, 2010.	House 1st Read: 1/22/08 2nd Read: 1/23/08 Committees: Env: DP 1/30/08 Trans: DP 2/21/08 Rules: C&P 2/26/08	Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Clean Car Standards; No Idling	HB 2308	Rep. Sinema, Ableser: Reps. Campbell CH, Gallardo, Lopes, Meza, Miranda B	Requires the director of ADEQ to adopt the California Motor Vehicle Emissions Standards for passenger cars, light duty trucks and medium duty passenger vehicles. The Dept may adopt the Zero Emission Vehicle Program Regulations contained in the California Code of Regulations only in air quality area A or B (Phoenix metro and Tucson metro) as necessary to meet applicable air quality standards. The rules shall apply to new vehicles sold in this state beginning in 2009. The director shall adopt by rule standards for commercial vehicles and government fleets designed for a reduction in vehicle idling time of 80% by 2011 and 100% by 2016.	House 1st Read: 1/22/08 2nd Read: 1/23/08 Committees Env: 1/22/08 Trans: 1/22/08 Com: 1/22/08 Rules: 1/22/08	Monitor
Air Quality; Cumulative Modeling	HB 2543	Rep. Sinema, Ableser, Chabin: Reps. Campbell CH, Lopes, Sen. Landrum Taylor	The Dept of Environmental Quality is authorized to require applicants for an air quality permit to include modeling that considers the cumulative impact of particulate matter emissions from sources in proximity to the applicant's source.	House 1st Read: 1/29/08 2nd Read: 1/30/08 Committees: Env: 1/29/08 Rules: 1/29/08	Monitor
Vehicle Emissions Testing; Onboard Diagnostics	HB 2725	Rep. Nichols	On request of an owner or operator of a vehicle, a vehicle that would otherwise be subject to an onboard diagnostic check shall be permitted to take a tailpipe emissions test without receiving the onboard diagnostic, and any vehicle that fails an onboard diagnostic check shall immediately be subjected to a tailpipe emissions test.	House 1st Read: 2/06/08 2nd Read: 2/07/08 Committees: Env: DP 2/20/08 Rules: 2/06/08	Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
			HUMAN SERVICES		
Deferred Presentment Transactions; Regulations	SB 1239	Sen. Blendu	Information in the annual license renewal application required to be submitted by payday loan companies (officially termed deferred presentment companies) is expanded to include (for the previous calendar year); the total number and dollar amount of loans, the annual average percentage rate, average dollar amount, average length of terms for loans, total dollar amount of fees collected, the total amount written off, and the total number of customers that entered into more than one loan transaction. The Dept of Financial Institutions is to aggregate the information and report to the Legislature and governor by November 1 every year. Laws authorizing payday loan transaction in the state, due to sunset on July 1, 2010 are extended two years to July 1, 2012. In session law, the Dept of Financial Institutions is to conduct a review by July 1, 2010, of information reported annually by the companies and of comparable loan rates and terms.	Senate 1st Read: 1/29/08 2nd Read: 1/30/08 Committees: FIIR: DP 2/18/08 Rules: PFC 3/10/08 Consent: Object 3/10/08	Monitor
Budget Reconciliation; Health and Welfare	**SB 1304**	Sen. Burns	An emergency measure resetting the Maricopa and Pima County contributions to the Arizona Long Term Care System (ALTCS) for FY 2007-2008. Suspends expenditures for the General Assistance (GA) Program in the Department of Economic Security (DES) for the remainder of FY 2007-2008 and requires Legislative Council staff to prepare legislation to eliminate the Program beginning FY 2008-2009.	Senate 1st Read: 1/30/08 2nd Read: 1/31/08 Committees: App: DPA/SE: 2/19/08 Rules: 1/31/08	Monitor
Domestic Violence; Definition	SB 1386	Sen. Gray L	Changes the statutory definition of "domestic violence" for purposes of the criminal code to exclude violence between persons residing together as roommates.	Senate 1st Read: 2/05/08 2nd Read: 2/06/08 Committees: PSHS: HELD 2/28/08 Jud: W/D 2/19/08 Rules: 2/05/08	Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Payday Loans; Repeal Termination Date	SB 1492	Sen. Gorman	Sunset of statutory provisions authorizing payday loans (officially called the deferred presentment licensing program) is repealed, make the authorization permanent.	Senate 1st Read: 2/05/08 2nd Read: 2/11/08 Committees: FIIR: HELD 2/25/08 Rules: 2/11/08	Monitor
Payday Loans; Regulations	HB 2148	Reps. Ableser, Farley: Sen. McCune Davis	Various changes in statute aimed at regulating the payday loan industry, including prohibiting loans of less than $3,000 unless done through chartered bank or thrift or otherwise permitted by law. Provides for various criminal and civil penalties.	House 1st Read: 1/22/08 2nd Read: 1/23/08 Committees: FII: 1/22/08 Com: 1/22/08 Rules: 1/22/08	Monitor
Domestic Violence; Dating Relationships	HB 2374	Rep. Hershberger, Sen. Rios	Expands definition of "domestic violence" to include current or previous significant romantic or sexual relationships between the victim and defendant.	House 1st Read: 1/24/08 2nd Read: 1/28/08 Committees Jud: 1/24/08 Rules: 1/24/08	Support
Strangulation & Suffocation; Study Committee	HB 2545	Reps. Sinema, Gallardo, Lujan, Schapira: Reps. Ableser, Tobin, Sen. Tibshraeny	The Strangulation and Suffocation Study Committee is established to research strangulation or suffocation in domestic violence situations and make recommendations to improve law enforcement and judicial responses. The committee must submit a report to the Governor and Legislature by December 31, 2008. Session law only; no change to statutes.	House 1st Read: 1/29/08 2nd Read: 1/30/08 Committees: Jud: 1/29/08 Rules: 1/29/08	Support
Budget Reconciliation; Health and Welfare	**HB 2859**	Rep. Boone	Dept of Economic Security expenditures for the general assistance program are suspended for the remainder of the fiscal year. Also Maricopa County's contribution to the Arizona Long Term Care System (ALTCS) is increased $5.5 million to $41 million. Emergency clause.	House 1st Read: 2/18/08 2nd Read: 2/19/08 Committees: App: DPA 2/20/08 Rules: 2/18/08	Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
			BUILDING CODES		
Solar Construction Permits	HB 2615	Reps. Mason, Ableser, Reagan	Counties and municipalities are required to adopt a set of prescribed standards for issuing permits for the use of certain solar energy devices. Also an 18-member (six are legislators) Local Government Solar Equipment Permit Process Improvement Study Committee is established to study best practices regarding permitting and removal of barriers to the permitting process. A report with recommendations is due to the Legislature and governor by Dec. 31, 2009.	House 1st Read: 2/13/08 2nd Read: 2/14/08 Committees: CMMA: DPA/SE 3/04/08 Rules: C&P 3/11/08 COW: DPA 3/13/08	Monitor
Omnibus Energy Act of 2008	HB 2766	Rep. Mason; 16 others	Establishes energy efficiency goals for residential and commercial construction, schools and state buildings. The bill also addresses renewable energy goals for public utilities, engine idling, biofuels and other motor fuel emissions.	House 1st Read: 2/13/08 2nd Read: 2/14/08 Committees: WA: DPA 2/21/08 Env: W/D 3/12/08 Rules: 2/13/08	Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
			MISCELLANEOUS		
Prisoners; Incarceration; County Jail	SB 1136	Sens. Cheuvront, Gray C	If the length of incarceration in the Dept of Corrections a person will actually serve (the sentence minus time served) is 1 year or less, the person shall serve it in a county jail. The Dept of Corrections shall provide, medical and health services and psychiatric care and treatment only to prisoners incarcerated in the Dept of Corrections.	Senate 1st Read: 1/23/08 2nd Read: 1/24/08 Committees: PSHS: 1/24/08 App: 1/24/08 Rules: 1/24/08	Monitor
Centennial Funding; Capitol Renovation	SB 1337	Sen. Flake; 60 others	Reallocates the $2.5 million appropriated in fiscal 2006-2007 to legislative council as follows: 1) $2,050,000 to the Historical Advisory Commission; and 2) $450,000 to legislative council. Emergency clause.	Senate 1st Read: 1/31/08 2nd Read: 2/04/08 Committees: App: DP 2/26/08 Rules: PFC 3/03/08 COW 1: Retained 3/11/08 COW 2: DP 3/13/08 3rd Read: 3/18/08	Monitor
Public Private Partnerships; Written Agreements	SB 1398	Sens. Johnson, Blendu; Sens. Aboud, Gould, Gray C, Verschoor	Establishes regulations for partnerships between any state department or agency or any political subdivision of this state and a private entity.	Senate 1st Read: 2/05/08 2nd Read: 2/06/08 Committees: Gov: DP 2/18/08 Rules: 2/06/08	Monitor
Annexation; Cities and Towns	HB 2051	Rep. McClure	Authority of municipalities to annex territory in an adjacent county is expanded to include territory in more than one county.	House 1st Read: 1/14/08 2nd Read: 1/15/08 Committees CMMA: 1/14/08 Rules: 1/14/08	Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Emergency Telecommunications Services	HB 2381	Reps. Weiers, Gray L	The amount permitted to be paid out of the Emergency Telecommunications Services Fund for administrative costs or fees for consultants' services is increased from 3% to 5% of the amount deposited into the fund annually.	House 1st Read: 1/24/08 2nd Read: 1/28/08 Committees NRPS: DP 2/06/08 Rules: C&P 3/13/08	Support
Census; Precinct Line Freeze	HB 2793	Rep. McComish; Rep. Clark	County boards of supervisors are prohibited from changing the boundaries of voting precincts between August 1, 2008 and Jan 1, 2011, except to split a precinct for "administrative purposes" or to provide for more than one polling place within a district.	House 1st Read: 2nd Read: 2/18/08 Committees: Jud: DP 3/06/08 Rules: C&P 3/11/08	Monitor

Committee Legend:

APP	Appropriations
APP-	Appropriations -
APP-P	Appropriations – Pearce
CED	Commerce and Economic Development
CMA	Counties, Municipalities and Military Affairs
COM	Commerce
COW	Committee of the Whole
ED	K-12 Education
ENV	Environment
FII	Financial Institutions and Insurance
FIN	Finance
FMPR	Federal Mandates and Property Rights
FS	Family Services
GAR	Government Accountability and Reform
GOV	Government
GR	Government Reform and Govt Finance Accountability
HE	Higher Education

HEA	Health
HS	Human Services
JUD	Judiciary
NRA	Natural Resources and Agriculture
NRRA	Natural Resources and Rural Affairs
NRPS	Natural Resources and Public Safety
PIR	Public Institutions and Retirement
PSHS	Public Safety and Human Services
RULES	Rules
S/E	Strike Everything
TRANS	Transportation
UCCT	Universities, Community Colleges and Technology
WA	Water and Agriculture
WM	Ways and Means
W/D	Withdrawn