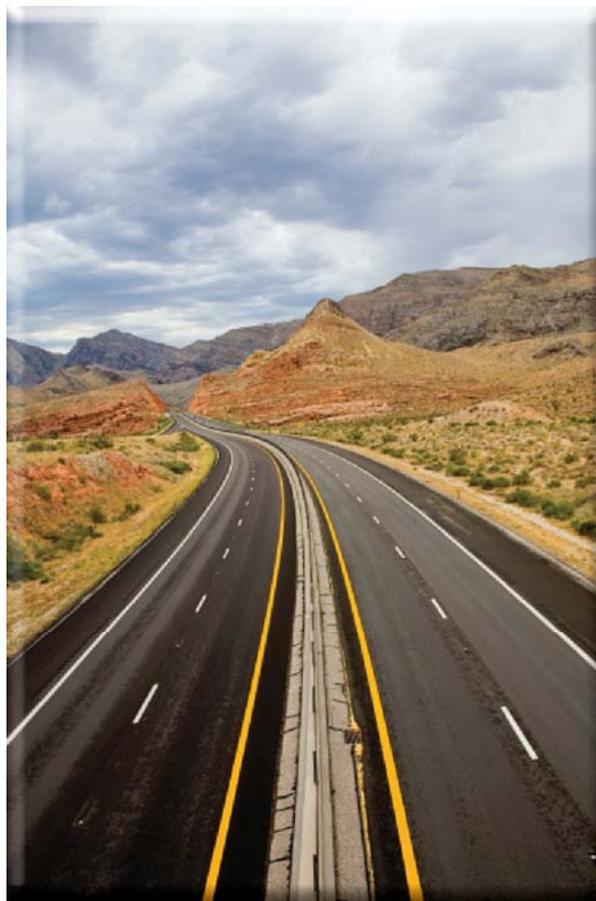


# Building a Quality Arizona

## Framework Studies Proposed to Identify Transportation Needs

Identifying statewide transportation needs is the focus of a series of proposed mobility studies that will span the state of Arizona. The “framework” studies are expected to result in a comprehensive statewide transportation package that could guide infrastructure development for future generations.

The framework studies will look at ways to get ahead of growth by identifying land use, socioeconomic and development patterns. They will also identify key transportation corridors and develop mobility strategies. The studies were among the recommendations of a Statewide Intrastate Mobility Reconnaissance Study implemented by a broad partnership known as “Building a Quality Arizona.” The partnership brings together elected officials from all of the regional planning agencies of the state, along with the State Legislature, the Governor’s Office, the Arizona Department of



Transportation (ADOT), and the business community.

Over the past year, the Arizona Association of Councils of Governments and Metropolitan Planning Organizations (COG/MPO Association) has been meeting with business representatives to discuss growth and transportation issues. As a result of these meetings, it was recommended that a reconnaissance study be conducted to examine transportation bottlenecks and to develop a statewide “travel demand tool” that will provide a consistent method of analysis to identify the state’s primary transportation needs. The framework studies will be largely funded through \$7 million that was approved by the State Transportation Board.

“Building a Quality Arizona represents a great opportunity to work with other regions, ADOT and the business community to develop a plan that addresses transportation needs in every area of our state,” said Maricopa Association of Governments (MAG) Regional



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**Mayor James M. Cavanaugh,**  
Goodyear

## Message From the Chair

As evidenced by our cover story, efforts to work collaboratively on a statewide transportation plan are bearing fruit. But even as we recognize the importance of improving our regional transportation system and developing the connections between the regions in our state, it is similarly important to recognize the value of looking at how Arizona's transportation network links to our neighboring states.

**"MAG will continue to engage in national efforts to increase communication among neighboring states, working within the context that our regional transportation network is a piece of a much bigger, interconnected world."**

I recently attended the 10th Anniversary Transportation Summit in Texas, the largest and most comprehensive public policy transportation conference in the nation. Industry professionals and federal, state, regional, and local elected officials from across the country met in Irving, Texas, to discuss every mode

of transportation and issues affecting highways, transit, high-speed rail, seaports, aviation, security, safety and financing. This summit underscored the mutually-beneficial rationale for working with our neighboring states, especially when the reauthorization of the federal transportation legislation, SAFETEA-LU, will focus heavily on freight routes.

In Arizona, I-10 and I-40 are examples of major freight corridors that connect our state to the rest of the nation. Interstate 10, in fact, connects us to the rest of the world: goods from Asia arrive in ports in Los Angeles and Long Beach, California, to inland destinations via Phoenix and Tucson.

During the Texas trip, I also had an opportunity to meet with the River of Trade Corridor Coalition, of which MAG is a recent member. The 3,300 mile-long corridor spans nine states. The coalition unites cities, counties, transportation authorities, freight movement entities, and businesses along its route. The coalition maintains that, as international trade to and from the U.S. continues to increase significantly, it is important for governments, businesses, and international entities to work together to "improve and ensure" the efficient and safe movement of trade to and through the U.S. This trade provides valuable economic development opportunities to the coalition's collective communities.

While our focus will always be on regional planning, MAG will continue to engage in national efforts to increase communication among neighboring states, working within the context that our regional transportation network is a piece of a much bigger, interconnected world. 

# MAGAZine

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

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

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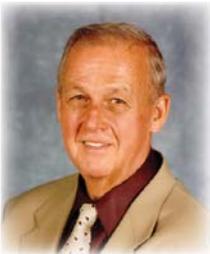
# REGIONAL council members

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Goodyear, *Chair*
- ◆ **Mayor Mary Manross**  
Scottsdale, *Vice Chair*
- ◆ **Councilmember Peggy Neely**  
Phoenix, *Treasurer*
- ◆ **Mayor Marie Lopez Rogers**  
Avondale, *At-Large Member*
- ◆ **Mayor Steve Berman**  
Gilbert, *At-Large Member*
- ◆ **Mayor Tom Schoaf**  
Litchfield Park, *At-Large Member*
- ◆ **Mayor Ken Hawker**  
Mesa, *Past Chair*
- Councilmember Robin Barker**  
Apache Junction
- Mayor Bobby Bryant**  
Buckeye
- Mayor Wayne Fulcher**  
Carefree
- Councilmember Dick Esser**  
Cave Creek
- Mayor Boyd Dunn**  
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- Mayor Fred Waterman**  
El Mirage
- President Raphael Bear**  
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- Mayor Fred Hull**  
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- Mayor Bernadette Jimenez**  
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- Mayor Adolfo Gamez**  
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Youngtown
- Joe Lane and Felipe Zubia**  
Arizona Department of Transportation
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Citizens Transportation Oversight Committee
- ◆ Executive Committee Members

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



## Voices From the Council



*While air quality around the Valley has come under intense scrutiny, the Town of Fountain Hills is working to reduce our portion of the problem. Town Council has created an Environmental Working Group (EWG), which is currently in the process of shaping the town's environmental policy. Topics include water, air quality and even protecting saguaros at the town level. Early next year, the EWG will be reporting its recommendations to the council in an effort to make sure future generations are protected. In addition, streets are cleaned with PM-10 street sweepers to greatly reduce the amount of dust being flung into the air with each brush. This is yet another way to cut down on dust and protect our citizens' lungs and overall health.*

—Fountain Hills Mayor Wally Nichols, commenting on the town's recent environmental efforts.

*The Arizona director for the Trust for Public Land recently talked about the links between open space preservation and stronger local economies, higher property values, lower crime rates and better public health. Some of our MAG communities have recognized these benefits and taken important steps to protect open spaces. I'm pleased with those efforts. To take preservation to the next level, we need the state's help. Governor Napolitano has committed to making State Land reform a priority in the coming year in order to strengthen the region's economy and maintain our quality of life.*

—Scottsdale Mayor Mary Manross, who also serves as the vice chair of MAG, asking for the state's help on land reform.



*During the Avondale "Voices of Youth Teen Summit," more than 65 teens came out to learn the importance of having a voice in their community. They met to discuss issues important to them and how they can be the catalysts for change. The summit reinforced the importance of programs like MAG's Youth Empowerment Project, which engages teens in speaking to their peers about teen dating violence. To access information and resources, we encourage these young people to visit MAG's project Web site, [www.WebofFriends.org](http://www.WebofFriends.org).*

—Avondale Mayor Marie Lopez Rogers, commenting on a teen summit that took place on Saturday, October 20, 2007, at the Boys and Girls Club Tri-City West Thornwood Branch in Avondale.



# ANTI-TRASH COSTUME BASH

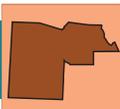


Arizona State University (ASU) students dressed up in some pretty trashy costumes this Halloween. To promote litter-free highways and to spread the message, "Don't Trash Arizona," ASU students competed in an "Anti-Trash Costume Bash" featuring costumes made almost completely from recyclable materials.

The Halloween event was organized by MAG in conjunction with ASU. During the contest, students built costumes from some of the most common recyclable materials found along Valley freeways. At least 90 percent of each costume had to be made from recyclable materials. The purpose of the event was to garner student support of Don't Trash Arizona's efforts to reduce litter statewide.



Tempe Mayor Hugh Hallman interacts with contestants.



Mayor Thomas Schoaf, City of Litchfield Park



## Quality of Life Issues Are Focus for Litchfield Park Mayor

**M**aking his community a place people want to be is the top goal for Litchfield Park Mayor Thomas Schoaf. The challenge, he says, comes from the fact that “quality of life” means different things to different people.

“The answer will vary from person to person, because it is about individual qualities that people find important. For some people, it is essential that we have a vibrant arts community. For others, it revolves around their kids—the education of their kids, and the sports and recreation opportunities we offer the family. For others, it may revolve around fine dining,” says Schoaf. “It’s a variety of things for each person, so at the end of each day when they reflect on how the day went and what’s going to happen tomorrow, they’re happy that they live here.”

When asked about the individual qualities he finds important in his community, Schoaf points to three key areas: education, economic development and transportation.

### Education

“Education is clearly at the top of list,” says Schoaf. “We must do a better job of educating our youth, and that’s from preschool through college. It is absolutely essential for our future generations to be prepared to compete in the economy that we’re going to leave them. That economy is going to place a high value on dealing with technology and problem solving and working in groups, flexibility—there’s a tremendous number of skills that our kids must have to be globally competitive.”

### Economic Development

Schoaf, who received a bachelor of science degree in metallurgical engineering at the University of Notre Dame and later went back to earn his law degree in 1976, first entered the business world in 1980, when he bought a small manufacturing business. Since then, he has become involved in a variety of businesses, and says that the region needs to do all it can to “encourage the kind of economic development in our region that will provide people with interesting jobs that compensate them at levels that will maintain our lifestyle.” He adds, “It really needs to be a regional effort, because the people who work at these businesses will live in all of our communities,” he says.

### Transportation

A third area Mayor Schoaf finds important in a community is transportation. “You clearly must be able to get around the Valley. We must be able to travel from Point A

to Point B without it being such a major undertaking that we decide not to go,” he says. “Regional transportation planning needs to move forward, and, as a state, we must find a way to fund the transportation projects that we so dearly need.”

### A History of Involvement

When asked what inspired him to run for public office, Schoaf says he has always been involved in whatever community he was living in, beginning with student governance issues at Notre Dame. When he moved to Litchfield Park in 1980, he became involved with his sons in a variety of youth sports and other recreational activities, eventually becoming a member of the elementary school board. When Litchfield Park incorporated, Schoaf was on the very first city council in 1987. Once the city was up and running, Schoaf turned his attention to his business and family. He returned to politics when his children were finished with college.

“I got involved again because of a particular interest in the area of fire and emergency services. That got me engaged in city issues, which eventually led to running for mayor,” he says. Schoaf says he will continue in public service for “as long as I feel I have something to offer.”

### Wild Hogs of Litchfield Park?

Some might be surprised to learn that the normally reserved mayor spends some of his spare time on his Harley Davidson motorcycle, often taking long trips with buddies.

Continued on next page



Mayor Schoaf greets pilots at an air base in Singapore. Schoaf traveled to the island nation as part of a cultural exchange program organized by Luke Air Force Base.

# MAG to Submit Dust Plan in December

Following months of arduous work by cities and staff, the Maricopa Association of Governments is on track to meet a federal deadline for submitting a stringent plan to reduce dust pollution.

MAG has until December 31, 2007, to submit its Five Percent Plan to Reduce PM-10 to the Environmental Protection Agency (EPA). PM-10 is a type of pollutant that encompasses coarse particulate matter 10 microns in diameter and smaller. The region failed to meet a 2006 deadline for attaining the federal standard for PM-10,

and under the federal law, the plan submitted by MAG must demonstrate how the region will reduce dust emissions by five percent each year until the health standards are met.



“We have received commitments from the 23 cities and towns located in the PM-10 nonattainment area, outlining the measures they will implement within their communities to reduce dust emissions,” said MAG Environmental Director Lindy Bauer. “These are legally binding commitments to implement measures to demonstrate attainment of the federal standard,” she said, noting that a wide variety of measures were provided for inclusion in the plan.

Plans for paving and stabilizing unpaved roads, shoulders and alleys were among the most common commitments. In all, 276 miles of roads and alleys and another 289 miles of unpaved shoulders will be paved or stabilized by 2010. The paving efforts received a boost earlier in the year when the MAG Regional Council approved an additional \$5 million in federal funds to pave 15 miles of roads and 45 miles of shoulders. The Arizona Department of Transportation has also committed to adding rubberized asphalt, which reduces tire wear emissions, on portions of I-10 and State Route 143. Other commitments involved restrictions on leaf blowers, open burning and off-road vehicle use.

Maricopa County, which enforces the fugitive dust control rules, also submitted a \$23 million package of commitments, including hiring 91 additional personnel to assist in training and enforcement.

“It is critical that these measures are implemented, that they are complied with and enforced,” said Bauer.

Along with the member agency commitments, the State Legislature also provided some teeth to dust control efforts when it approved a major air quality bill that put many measures recommended by MAG into state statute. These measures were also included in the Five Percent Plan.

The commitments in the plan are expected to reduce dust emissions even more than the target five percent of 4,730 tons each year. 

For more information visit: [www.mag.maricopa.gov/division.cms?item=67](http://www.mag.maricopa.gov/division.cms?item=67)

## Mayor Thomas Schoaf (continued)

“I’ve had this particular motorcycle since 1999, and it has been in almost every state in the union, so we go on some very long rides,” says Schoaf, who laughs at the comparison to the recent movie, “Wild Hogs,” starring Tim Allen. “Except we’ve been doing it a little bit longer and we don’t get in fights with biker gangs,” he says.



### Accomplishments

When asked what accomplishment he’s most proud of, Schoaf says, “The fact that I have three children who are grown, educated and able to take care of themselves.”

That doesn’t preclude the mayor from thinking about the future.

“Among the things that will lead the Valley to be better than what it might otherwise be are the regional efforts that are ongoing at MAG,” he says. “We don’t want to be a collection of isolated housing subdivisions. Hopefully, as we become more sophisticated in our regional relationships, we can build a community that encompasses large areas, if not the entire Valley,” concludes Schoaf. 



# Building a Quality Arizona (continued from page 1)



Mayor James M. Cavanaugh, Goodyear

Council Chair James M. Cavanaugh. "We will work with the Governor's Growth Cabinet and the Legislature's Blue Ribbon Transportation Committee as we move forward with a comprehensive plan that will give citizens a choice for addressing mobility," he said.

In August, the Building a Quality Arizona partnership met to discuss the areas throughout the state that would benefit from framework studies. A preliminary map (right) breaks the state into six framework areas, consisting of 11 focus areas. Two of the areas identified are already the focus of framework studies in the MAG region: the Interstate 10/Hassayampa Valley Framework Study and the Interstates 8 and 10 Hidden Valley Framework Study, which are currently nearing completion.



Mayor Mary Manross, Scottsdale

"When we developed the Regional Transportation Plan for Prop 400, we were able to base many of our key decisions on the technical analysis we received from regional transportation studies conducted at that time," said MAG Vice Chair Mary Manross. "I believe that we need to complete the framework studies before any decisions are made so that we have a better handle on what a technically sound, economically feasible statewide plan would entail," she said.



Councilmember Peggy Bilsten, Phoenix

MAG Transportation Policy Committee (TPC) Chair Peggy Bilsten said she is excited to see the partnership coalescing.

"We especially appreciate Governor Napolitano's leadership in recognizing transportation as a top priority for Arizonans, and for working collaboratively with the regional planning agencies," said Bilsten.



Mayor Keno Hawker, Mesa

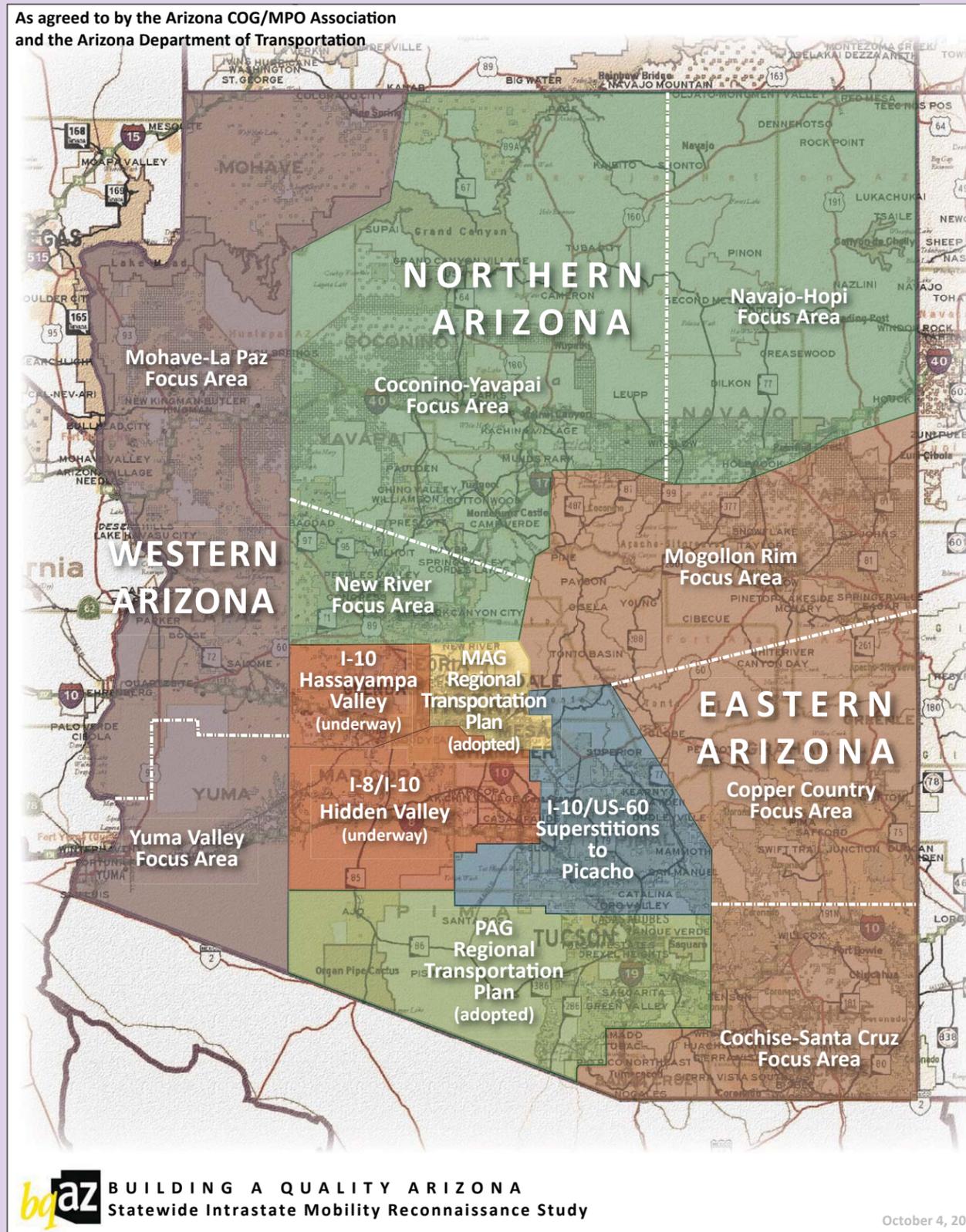
TPC Vice Chair Keno Hawker said the COGs and MPOs should play the greatest role in developing the statewide plan.

"Above all, the plan needs to reflect the individual needs of the regions," said Hawker. "Rural areas will have vastly different needs than urban areas, and if we want a transportation package that will pass statewide, we will

Continued on next page



# Proposed BQAZ Frameworks Study Locations



# Building a Quality Arizona (continued from page 6)

need to have the support of residents living in each of these unique regions," he said.

Phoenix Mayor Phil Gordon agreed, noting that a main advantage of the Regional Transportation Plan is that it contains multimodal options for addressing congestion.

"For the urban areas, transit elements will continue to be an important solution to our transportation challenges, as will new and improved arterial streets, which carry 60 percent of our traffic," he said.

A Transportation Futures Forum summarizing the Reconnaissance Study is scheduled for late 2007. It will provide an opportunity for regional leaders to assess the study recommendations and determine the best approach for guiding future infrastructure. The Regional Council will further consider the findings at its meeting in January 2008.

For more information on the Building a Quality Arizona project, please visit: [www.mag.maricopa.gov/project.cms?item=7667](http://www.mag.maricopa.gov/project.cms?item=7667)



Mayor Phil Gordon, Phoenix

## MAG Moment



Central Arizona Shelter Services (CASS) CEO Mark Holleran (left) is presented a \$25,000 check by Paradise Valley Town Clerk Duncan Miller (right) on behalf of the Paradise Valley Town Council in support of the CASS overflow shelter.

# Construction Inflation Affecting All Sectors

After a brief respite, economists say the costs of both construction materials and labor are beginning to go up again. Two recent national reports document the significant increases in construction costs and provide a bleak outlook for the future. The increases are affecting all sectors of construction and are increasing construction costs throughout the United States.

A report produced by Associated General Contractors of America, "AGC's Construction Inflation Alert," predicts rough waters ahead in almost every area of construction. While nonresidential construction fared much better than residential construction and the market saw a significant slowdown in materials cost increases that plagued the industry in 2004-2006, observers expect that the end of the calm is coming soon.

In the report, AGC Chief Economist Ken Simonson bases predictions on the worsening slide in homebuilding and turmoil in the credit markets. Simonson says the Producer Price Index (PPI) for construction "inputs," which covers items used in construction such as diesel fuel and project materials, is expected to "accelerate to a three to five percent annual rate of increase from the recent 1.5 to three percent range." Simonson cites international market pressures, along with the damage to oil and gas production facilities caused by hurricanes Katrina and Rita, as some of the reasons for the widespread impacts.

The report states that the escalation of costs reflects structural economic changes as a result of global economic growth. Factors include the demand for commodities; higher oil prices that impact transportation costs and the cost of petroleum-based products, such as asphalt; and the cost to operate construction machinery.

The increases are likely to affect transportation projects, many of which rely on the same commodities as the homebuilding and commercial construction industries. The Federal Highway Administration released a report in September that found that highway funds allocated in the federal transportation bill, SAFETEA-LU, will have lost between 37 and 60 percent of their value between 2005 and 2009. The report states that the \$42 billion of federal funds that Congress allocated for 2009 could be equivalent to

\$16.8 billion after accounting for the inflation during the five-year period—a 60 percent loss in purchasing power.

"This is a global issue that is affecting construction pricing around the world, so we must continue to closely watch the commodities markets," said State Transportation Board member Felipe Zubia, who serves on the MAG

Regional Council. "No one could have predicted the extent of the impacts, or that the cost increases would be sustained for so long. As we award (highway) construction contracts (at the State Transportation Board), we continue to see costs at historical high levels above our Department estimates.

Some costs have stabilized, however; once the housing market picks up, we could see more cost increases," he said.

MAG built contingencies into the Regional Transportation Plan that will accommodate some shifts in costs,

but if these increases continue for a prolonged period of time, Zubia said it could result in some projects being built later than expected.

Since the MAG Regional Transportation Plan was approved in the fall of 2003, construction costs have continued to increase beyond the historical average. Between 2003 and 2006, the consumer price index for urban areas rose 9.6 percent. By comparison, during the same period, the construction cost index for highway construction and maintenance for California rose 88.7 percent, for Colorado it rose 65.5 percent, and for Texas, highway costs increased 58.8 percent. Although an Arizona-specific index is not available, similar increases have been seen for the Arizona market.

AGC's Simonson says the moves by the Federal Reserve to lower short-term interest rate targets and encourage banks to borrow from its "discount window" will enable more families to buy or hang onto houses. In addition, companies will have more access to credit. But, he reports, lending standards are likely to remain tighter than before the turmoil and the lowering of U.S. interest rates may depress the dollar. Simonson says that highway construction is likely to slow, as federal and state highway funds become depleted by a combination of high materials costs and sluggish growth of gas tax receipts. 



# Teen Text-a-Thon Highlights Dating Violence

Nearly 200 teens participated in the region's first "Text-a-Thon" to raise awareness about teen dating violence as the nation, state and region recognized Domestic Violence Awareness Month during the month of October.

The Maricopa Association of Governments (MAG) partnered with Coronado High School in a Youth Empowerment news conference to highlight the role teens can play in promoting relationship safety. The event encouraged teens to empower each other in seeking the resources they need to address dating violence.

Focus groups conducted by MAG found that dating violence is very common among teens, regardless of income, ethnicity or geography. More than half of the teens participating reported that they, or someone they know, have been involved in an abusive dating relationship. The teens indicated that they will talk with their peers before anyone else for the support and guidance they need.

"One of the goals of the MAG Regional Domestic Violence Council is to get ahead of the problem by empowering teens to support each other, and encouraging them to take a stand against acceptance of abusive and dangerous dating relationships," said Scottsdale Mayor Mary Manross, who chairs the Council. Manross added that the feedback from teens resulted in the creation of the Youth Empowerment Project, a program aimed at helping youth access information and resources about dating violence.

"As important as intervention is, we will never end domestic violence if we don't address its causes. We need to stop the problem before it starts. We can do that by engaging our youth to be part of the solution," said Manross. "This is more than giving teens information about dating violence. This is about putting our trust in them to create powerful changes in our



**DATING  
VIOLENCE  
IS  
NEVER  
O.K.**



Speakers at the event (from left to right): Scottsdale Mayor Mary Manross, Coronado High School Principal John Biera, MEGA 104.3's "Manic Hispanic" James Rivas, and teen advocate Leshay Relf.

communities. Teens are doing that through the Youth Empowerment Project by reaching out to their friends about dating violence and building strong support systems. They can make an incredible difference in the effort to end dating violence," she said.

The Youth Empowerment Project was launched through grant funding from the Governor's Office for Children, Youth and Families—Division for Women.

"Our goal is to reduce the burden on law enforcement, the court system and social services by initiating this prevention program with the help of youth in our region. This is not only cost effective, it helps to build strong communities," said Manross. The project led to the creation of a "Web of Friends" Internet site, which posts information to help teens protect each other.

The news conference culminated in a history-making text-a-thon, in which nearly 200 teens pulled out their cell phones and sent the following text message to three friends: *Speak out and be heard. Visit [www.WebofFriends.org](http://www.WebofFriends.org).*

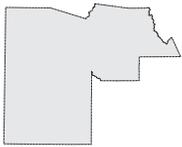
"I have friends who've been in bad situations, and it's good to know that there is something more I can do and someplace to direct them for more information," said one 15-year Coronado student, who asked not to be identified. "I think the text-a-thon is a great way of bringing attention to the issue," she said.

The news conference also provided an opportunity to launch the second public service announcement competition, which offers junior high and high school students the opportunity to create messages that will drive teens to the [WebofFriends.org](http://WebofFriends.org) site. Teens are asked to write a 30-second radio spot or an e-mail invitation that includes the following messages:

- Verbal and emotional abuse is never okay. This includes put downs, name calling, spreading rumors, controlling, jealousy, blaming.
- Everyone deserves respect.
- Support is available.
- Visit [WebofFriends.org](http://WebofFriends.org).

A panel of teens and professionals will judge the entries. The deadline for the contest is December 14, 2007. 

**WEBOFFRIENDS.ORG** 



# Maricopa County a “Great Place to Live”

## New Census Data Highlights Regional Trends

Newly released census survey findings show there are a number of positive reasons for living in Maricopa County.

“All in all, I’d say Maricopa County is a great place to live,” said U.S. Census Bureau Deputy Director Preston Jay Waite during a recent news conference hosted by MAG. The Bureau selected the MAG region to release the results of the 2006 American Community Survey, an annual survey that provides an in-depth look at every county in the United States through detailed analysis of social, economic and housing characteristics.

“The American Community Survey is a powerful new tool that provides communities the detailed data they need to make decisions every year, rather than just once a decade,” said Waite. “This information is needed



Mayor Manross speaks about the importance of updated data at the recent Census Bureau news conference.

every day by state governments as well as by local officials and the private sector to plan and make decisions,” he said.

Waite noted that, while the decennial census creates a snapshot of the population that becomes increasingly outdated with each passing year, the American Community Survey

provides an annually updated, moving picture of how things are changing.

MAG Vice Chair Mary Manross, mayor of the city of Scottsdale, agreed that having the information available every year is helpful to local governments in their planning efforts.

“As one of the fastest-growing states and one of the fastest-growing regions, there is tremendous pressure on Arizona communities to build the infrastructure and provide the necessary services to accommodate the region’s rapid growth,” she said. “Like many cities in our region, Scottsdale has experienced its own dynamic growth. Elected officials need the most detailed information possible to make effective planning decisions that will most benefit our residents,” she said.

The 2006 American Community Survey provides population profiles for almost 200 selected population groups. Not surprisingly, the MAG

Continued on page 11

### Below are some additional findings:

- The City of Phoenix had the largest population increase of any city in the nation between 2005 and 2006, adding more than 43,000 residents to reach 1.5 million total population. Phoenix is the nation’s fifth most populous city.
- Maricopa County had the largest numerical population increase of all the nation’s 3,141 counties last year.
- The region gained 696,000 residents between 2000 and 2006, which is more than the state of Alaska’s total population (670,053).
- In 2006, Maricopa County had the second-longest commute to work in the state. Residents took an average of 26 minutes to travel to work, which is about the national average. Pinal County residents led the state by driving an average of 31 minutes to work.
- Those long commutes had one positive effect: Phoenix has one of the highest rates of carpooling in the nation, with 16.2 percent of residents commuting to work with others.
- While Los Angeles County, California, had the largest Hispanic population in 2006, Maricopa County had the largest numerical increase in the Hispanic population of any county in the nation, growing 71,000 since July 2005.

# Use Your Cell Phone to Avoid Traffic Congestion

Your cell phone can now save you from getting stuck in traffic, thanks to new technology developed by the Maricopa Association of Governments (MAG), the Arizona Department of Transportation (ADOT), and the Texas Transportation Institute (TTI). Until now, that information was available only by home or office computer.

The new technology makes freeway travel speed and travel time information accessible via mobile Internet devices such as cell phones and personal digital assistant (PDA) devices.

*Warning: In the interest of road safety, mobile traffic information should only be used by persons not actively engaged in the task of driving a vehicle.*

About 100 miles of freeways in the Phoenix area are equipped to gather traffic flow information.

Many Maricopa County residents are already familiar with the ADOT Web site at [www.az511.com](http://www.az511.com), which provides a color coded "speed map" that shows how well the freeway is moving. But until now, once you were in your car away from your computer, there was no way to access the speed map.

In January 2007, MAG and ADOT launched a project to develop a system to optimize the travel information content for small hand-held devices. The system was developed with technical assistance from TTI. Users simply type in the Internet address [www.az511.com/pda/](http://www.az511.com/pda/) on the Internet browser of their cell phone or PDA to access the freeway speed map and travel time information. With this information, you can check your route or select a better route, and also estimate how long it might

take to reach your destination.

"This is a significant milestone in the delivery of real-time travel information to the public," said Dr. Sarath Joshua, MAG program manager for Intelligent Transportation Systems and Safety. "The traveling public can now access freeway traffic information anywhere, anytime, and without a computer," he said.

The 5-1-1 phone system is another way to find out if there are reported crashes on your route. Joshua said future applications of the system might include providing bus and light rail transit schedule information. 



## New Census Data Highlights Regional Trends (continued from page 10)

region's rapid growth continued to be a key factor in the survey, but other findings were also noteworthy. For example, Maricopa County had the highest median family income of any Arizona county (\$62,312) and the smallest percentage of related children below the poverty level (16.7 percent) in the state.

The Maricopa County region also had the largest number of people aged 16 to 64 in the labor force (75.4 percent), and by far the lowest number of workers who worked outside their county of residence (2.2 percent).

The Bureau also released the first



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social and economic profiles of the nation's group quarters population since 1980. Approximately 20,000 group quarters were sampled, including facilities such as college dorms, prisons and nursing homes. Nationally, 8.1 million people live in

group quarters, representing about 2.7 percent of the total population. Individuals living in group quarters tend to have lower educational attainment and a lower per capita income than the total population.

Waite said that the American Community Survey eliminates the need to collect detailed demographic data in the decennial census. The 2010 Census will mark the "shortest and simplest census form since 1790." All residents will receive the "short form," which will take about 10 minutes to complete. 

## November

- 1<sup>st</sup>** 1:00 p.m. Domestic Violence Council
- 5<sup>th</sup>** 10:00 a.m. Continuum of Care Regional Committee on Homeless
- 7<sup>th</sup>** 10:30 a.m. Intelligent Transportation Systems Committee
- 7<sup>th</sup>** 12:00 p.m. Management Committee
- 7<sup>th</sup>** 1:30 p.m. Standard Specifications and Details Supplement Working Group
- 8<sup>th</sup>** 1:00 p.m. Human Services Technical Committee
- 8<sup>th</sup>** 1:30 p.m. Air Quality Technical Advisory Committee
- 12<sup>th</sup>** 1:00 p.m. Veteran's Day (Office Closed)
- 13<sup>th</sup>** 1:00 p.m. Street Committee
- 14<sup>th</sup>** 4:00 p.m. Transportation Policy Committee
- 15<sup>th</sup>** 10:00 a.m. Telecommunications Advisory Group
- 19<sup>th</sup>** 12:00 p.m. Regional Council Executive Committee
- 20<sup>th</sup>** 10:00 a.m. Transportation Safety Committee
- 20<sup>th</sup>** 10:00 a.m. Telecommunications Advisory Group
- 20<sup>th</sup>** 1:30 p.m. Regional Bicycle Task Force/ Pedestrian Working Group Joint Meeting
- 21<sup>st</sup>** 2:00 p.m. Building Codes Committee
- 22-23** Thanksgiving Holiday (Office Closed)
- 27<sup>th</sup>** 10:00 a.m. Population Technical Advisory Committee

## December

- 5<sup>th</sup>** 10:00 a.m. Intelligent Transportation Systems Committee
- 6<sup>th</sup>** 10:00 a.m. Transportation Review Committee
- 6<sup>th</sup>** 1:30 p.m. Air Quality Technical Advisory Committee (If Necessary)
- 10<sup>th</sup>** 12:00 p.m. Regional Council Executive Committee
- 10<sup>th</sup>** 2:00 p.m. Continuum of Care Regional Committee on Homeless
- 11<sup>th</sup>** 1:30 p.m. Planners Stakeholders Group
- 13<sup>th</sup>** 1:00 p.m. Human Services Technical Committee
- 18<sup>th</sup>** 10:00 a.m. Population Technical Advisory Committee
- 18<sup>th</sup>** 12:00 p.m. Regional Bicycle Task Force/ Pedestrian Working Group Joint Meeting
- 19<sup>th</sup>** 2:00 p.m. Building Codes Committee
- 19<sup>th</sup>** 5:00 p.m. Regional Council
- 25<sup>th</sup>** Christmas Holiday (Office Closed)

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

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

## January

- 1<sup>st</sup>** New Year's Holiday (Office Closed)
- 2<sup>nd</sup>** 10:00 a.m. Intelligent Transportation Systems Committee
- 2<sup>nd</sup>** 1:30 p.m. Standard Specifications and Details Committee
- 15<sup>th</sup>** 1:30 p.m. Regional Bicycle Task Force/ Pedestrian Working Group Joint Meeting
- 16<sup>th</sup>** 1:00 p.m. Human Services Coordinating Committee
- 16<sup>th</sup>** 12:00 p.m. Management Committee
- 16<sup>th</sup>** 2:00 p.m. Building Codes Committee
- 21<sup>st</sup>** Martin Luther King Jr. Holiday (Office Closed)
- 22<sup>nd</sup>** 10:00 a.m. Population Technical Advisory Committee
- 23<sup>rd</sup>** 4:00 p.m. Transportation Policy Committee
- 28<sup>th</sup>** 2:00 p.m. Continuum of Care Regional Committee on Homeless
- 30<sup>th</sup>** 5:00 p.m. Regional Council

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

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

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



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