

Regional Fast Facts

MAG

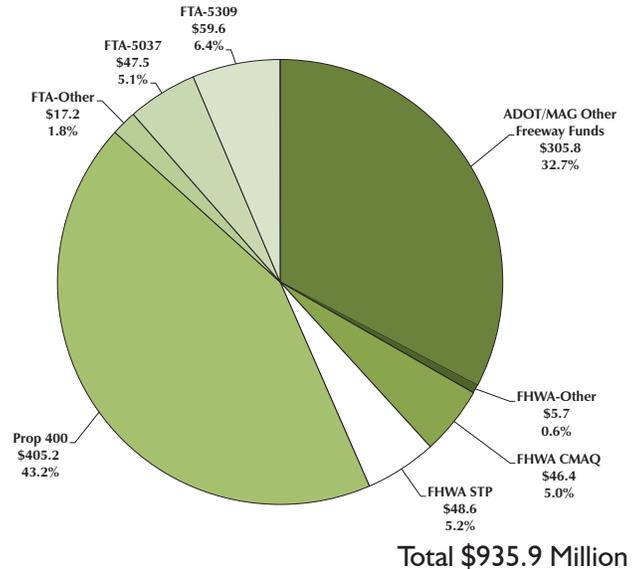
ABOUT MAG

- ◆ The Maricopa Association of Governments (MAG) is a Council of Governments (COG) and the designated Metropolitan Planning Organization (MPO) for regional planning in the greater Phoenix region.
- ◆ Established in 1967, MAG provides regional planning and policy decisions in areas of transportation, air quality, water quality, human services, and economic development.
- ◆ MAG consists of 27 incorporated cities and towns, three Native American Indian Communities, Maricopa County, and portions of Pinal County.
- ◆ The Regional Council serves as the governing board and includes representatives from the above agencies, as well as the Arizona Department of Transportation and the Citizens Transportation Oversight Committee.
- ◆ MAG's policy making structure includes the Regional Council, the Executive Committee, Transportation Policy Committee, Management Committee, Economic Development Committee and a number of advisory and technical advisory committees.

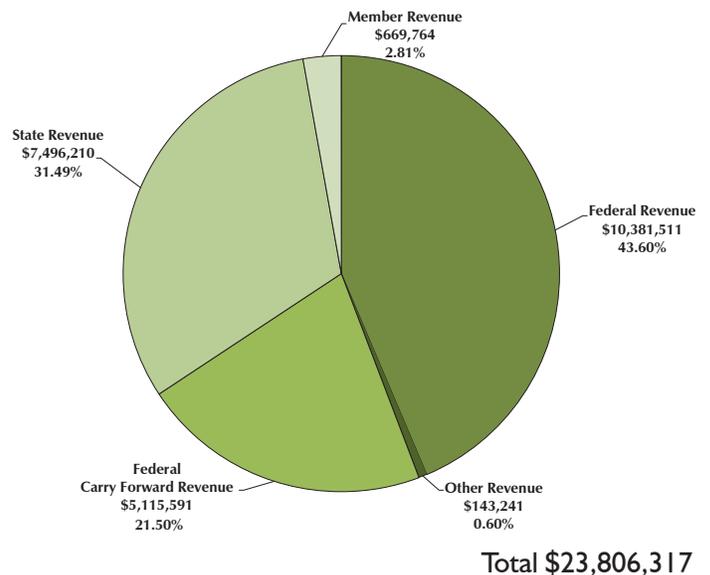
FUNDING

- ◆ Funding comes from a variety of sources, with federal and state funding comprising the principal revenue source. Membership dues and special assessments—which are based on population and assessed from each member agency—provide another source of revenue to support MAG's regional activities.
- ◆ MAG plans for more than \$852.4 million in total regional funding, including funding for the freeway program.
- ◆ MAG's FY 2015 Unified Planning Work Program and Annual Budget is \$32.8 million, which includes an operating budget of about \$23.4 million. The difference is for carry forward consulting contracts and funding for other agencies with pass-through agreements.

FY 2016 COOPERATIVELY DEVELOPED FUNDING



FY 2016 FUNDING SOURCES



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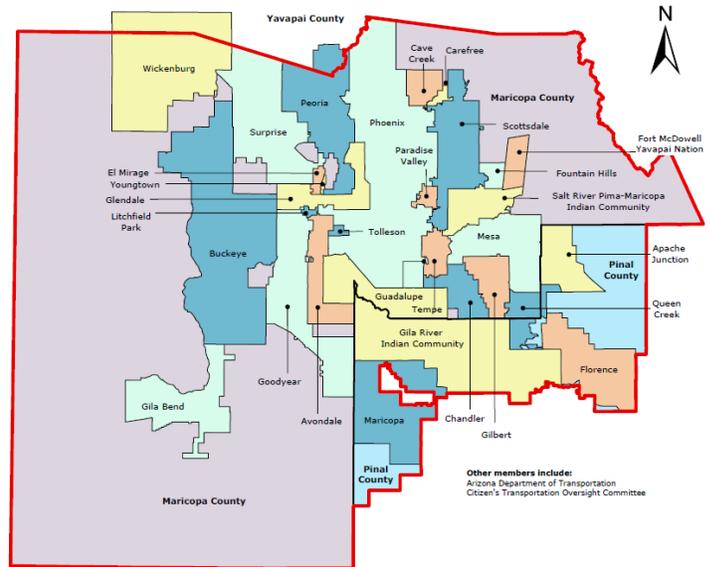
POPULATION & GROWTH

AREA

When it comes to population and growth statistics for planning by the Maricopa Association of Governments (MAG), statistics vary by three different types of geography:

- ◆ **Metropolitan Planning Organization (MPO) area**
The MAG MPO area is 10,654 square miles and consists of 27 cities and towns, three Native American Indian Communities, all of Maricopa County, and portions of Pinal County.
- ◆ **Phoenix-Mesa-Scottsdale Metropolitan Statistical Area (Phoenix MSA)**
The Phoenix MSA includes all of Maricopa and Pinal counties and is 14,587 square miles (Maricopa County, 9,223 square miles and Pinal County, 5,364 square miles).

MAG PLANNING AREA



POPULATION

- ◆ The population of the MAG MPO is 4.3 million (July 1, 2014, estimate), which is 64% of the state's population.
- ◆ The population of the Phoenix MSA is approximately 4.4 million (July 1, 2014, estimate), with a projected population of 7.1 million by 2040. The Phoenix MSA makes up 66% of the state's population.
- ◆ The population of Maricopa County is approximately 4 million (July 1, 2014 estimate), with a projected population of 6.2 million by 2040. Maricopa County includes 60% of the state's population and contains

nine of the 10 cities in Arizona with a population above 100,000.

- ◆ Arizona's population is 6.67 million (July 1, 2014, estimate).
- ◆ Since 1980, Maricopa County's population has been among the fastest growing in the nation. Average annual growth had slowed during the recession and has begun to pick up, increasing from 1.1% in 2012 to 1.6% growth in 2014. The county continues to show stronger annual growth than the state, which grew 1.3% from 2013 to 2014.

POPULATION GROWTH

Date	Maricopa County Population*	Average Annual Growth	Arizona Population*	Average Annual Growth	U.S. Population*	Average Annual Growth
1980	1,509,000	4.5%	2,718,000	4.4%	226,542,000	1.1%
1990	2,122,000	3.5%	3,665,000	3.0%	248,710,000	0.9%
2000	3,072,000	3.8%	5,131,000	3.4%	281,422,000	1.2%
2010	3,817,000	2.2%	6,392,000	2.2%	308,746,000	1.0%
2011	3,843,000	0.5%	6,438,000	0.6%	311,722,000	0.6%
2012	3,885,000	1.1%	6,499,000	0.9%	314,112,000	0.8%
2013	3,945,000	1.5%	6,581,000	1.3%	316,498,000	0.8%
2014	4,009,000	1.6%	6,667,000	1.3%	318,857,000	0.7%
2020	4,507,000	1.9%	7,485,000	1.9%	333,896,000	0.8%
2030	5,359,000	1.7%	8,853,000	1.7%	358,471,000	0.7%
2040	6,175,000	1.4%	10,218,000	1.4%	380,016,000	0.6%

Arizona and Maricopa county estimates and projections from the Arizona State Demographer's Office; U.S. estimates and projections from the U.S. Census Bureau.
* Population rounded to the nearest 1,000.

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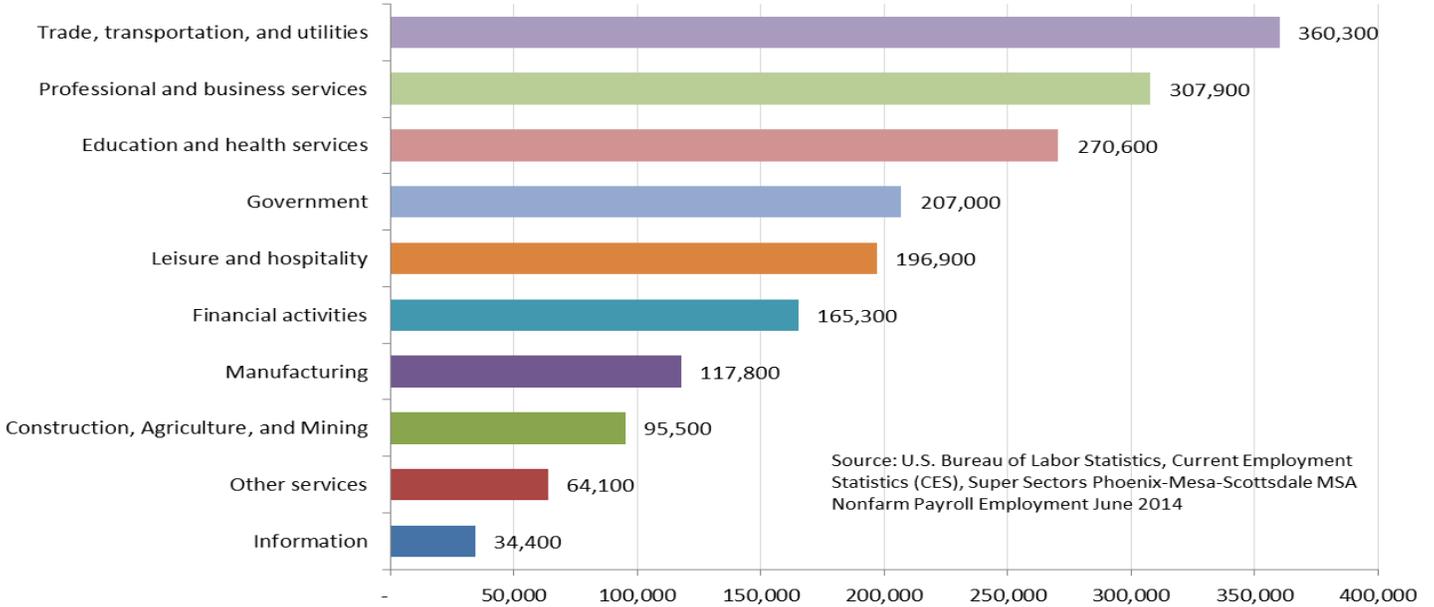
POPULATION & GROWTH

EMPLOYMENT

- ◆ In June 2014, total non-farm employment for the Phoenix MSA was estimated at 1.8 million, which is 72% of employment in Arizona.
- ◆ The average weekly wage in the Phoenix MSA for the 2nd quarter of 2014 was \$909.



EMPLOYMENT BY INDUSTRY (MSA)

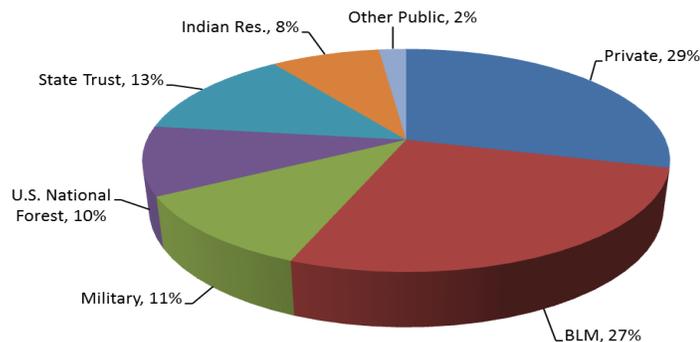


LAND OWNERSHIP (MPO)

(from Arizona State Land Department, 2014)

- ◆ Twenty-nine percent of land ownership is private, 27% is U.S. Bureau of Land Management (BLM), 11% is Military, 13% is State Trust, 10% is U.S. National Forest, 8% is Indian Reservation, and 2% is other public land.

LAND OWNERSHIP



Source: Arizona State Land Department, January 2014

TAX STATISTICS

- ◆ Over \$3.5 billion in sales tax revenue was collected in Maricopa County during FY 2014, a 6.8% increase from FY 2013.
- ◆ The Phoenix MSA accounted for 70% of the total sales tax in the state in FY 2014.

FY 2013-2014 Sales Tax* Collection			
Area	Total Collections	Change from FY2013-14	Percent of State Total
Maricopa Co.	\$3,511,894,019	6.8%	67.9%
Phoenix MSA	\$3,656,255,567	6.8%	70.7%

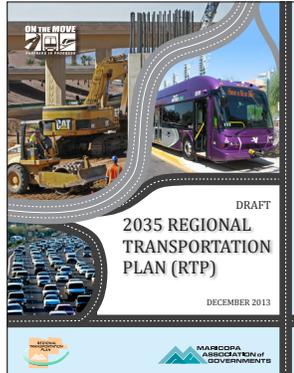
*Transaction Privilege and Severance Tax
Source: Arizona Department of Revenue 2014 Annual Report

Regional Fast Facts

TRANSPORTATION

REGIONAL TRANSPORTATION PLAN

◆ The MAG Regional Transportation Plan (RTP) serves as the policy framework that directs major transportation investments in the region and represents the Valley's transportation blueprint for the next 20 years and beyond.



◆ Initially adopted in 2003, the RTP was most recently updated in January 2014 and extends through fiscal year 2035. The RTP was developed and is maintained through the MAG Transportation Policy Committee (TPC), a public/private partnership charged with finding solutions to the region's transportation challenges. The TPC makes recommendations to the Regional Council.

◆ Regional funding distribution amounting to \$25 billion for the Regional Transportation Plan includes:

- 54% Freeways and Highways
 - \$12.7 billion highway construction
 - \$690 million highway operations (litter pickup, noise mitigation, freeway operations)
- 32% Regional Transit
 - \$1.6 billion bus capital
 - \$3.0 billion bus operations and maintenance
 - \$3.2 billion rail capital
- 12% Street Improvements
 - \$2.9 billion
- 2% Other (air quality measures, bike and pedestrian programs, etc.)
 - \$529 million

FREEWAY/STREETS

- ◆ There are approximately 431 miles of freeway comprising the freeway system in the Metropolitan Planning Area.
 - 137 miles are freeways built under Proposition 300—a half-cent sales tax for transportation passed by voters in 1985.

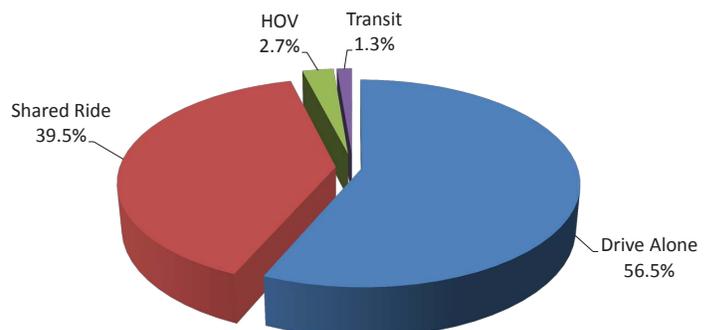
- When Proposition 400 was passed in 2004, the freeway plan included 78 miles of new freeways and 253 miles of improvements to existing highway facilities. Major progress has been made on these facilities, including:
 - 35 miles of new freeways have been completed or are nearing completion, and an additional 22 miles are programmed for construction.
 - 119 miles of new HOV lanes on existing freeways have been completed or are nearing completion.
 - 107 miles of new general purpose lanes on existing freeways and highways have been completed or are nearing completion.
 - 21 projects to install new freeway interchanges with arterial streets or to improve existing locations have been completed or are under construction.

◆ There are nearly 3,400 miles of arterial streets in the region.

◆ Estimates for 2015 show that the daily VMT (Vehicle Miles Traveled) for our region is approximately 83 million per day (freeways and arterials). By 2030, daily VMT is projected to grow to about 115 million.

◆ According to the Texas Transportation Institute, the Phoenix urban area ranked 15th in the nation for annual hours of delay per traveler. Arizona drivers each spend about 35 hours a year stuck in traffic.

DAILY PERSON TRIPS BY MODE OF YEAR 2014



Source: 2014 MAG Regional Travel Demand Model

TRANSPORTATION: TRANSIT

LIGHT RAIL



- ◆ The first 20 miles of light rail opened in December 2008. Seven light rail extensions are planned or are under construction that will create a 60-mile system by 2034.
- ◆ In Fiscal Year 2014, Valley Metro Rail recorded an average of 44,000 weekday boardings. Each two-car train can carry 400 passengers.
- ◆ Valley Metro Rail operates 365 days a year, 20+ hours a day, with a 12-minute peak hour frequency. Stations are about one-half mile apart. Light rail trains travel at the posted speed limit. It takes 65 minutes to travel the entire 20-mile route.
- ◆ The 20-mile system runs from 19th Avenue and Montebello Avenue in central Phoenix, through downtown Phoenix and Tempe to Mesa, ending at Sycamore and Main Street. Planned future extensions include:
 - **Central Mesa Light Rail Extension:** A 3.1-mile extension from the current end-of-line, running east on Main Street through downtown Mesa to Mesa Drive. Scheduled to open in 2015.
 - **Northwest Light Rail Extension:** A 5-mile extension from the current end-of-line, running north on 19th Avenue. This extension will be built in two phases, with the first phase of 3.2 miles ending at Dunlap Avenue. Phase I is scheduled to open in 2016; Phase II in 2026.
 - **Tempe Streetcar:** The region's first modern streetcar will run in the Mill Avenue corridor and on Rio Salado Parkway and/or Apache Boulevard. Scheduled to open in 2018.
 - **Gilbert Road Light Rail Extension:** A 1.9-mile extension that will travel east from Mesa Drive on Main Street to Gilbert Road. Scheduled to open in 2018.

- **Capitol/I-10 West Light Rail Extension:** An 11-mile extension running west from downtown Phoenix by the State Capitol area to the I-10 freeway ending at 79th Avenue. Scheduled to open in 2023.
- **West/Phoenix/Central Glendale Transit Corridor Study:** A five-mile study area running northwest into downtown Glendale. Scheduled to open in 2026. Transit mode and route to be determined.
- **Northeast Transit Corridor Study:** A 12-mile study area running northeast toward Paradise Valley Mall. Scheduled to open in 2034. Transit mode and route to be determined.
- **South Central Transit Corridor Study:** An adopted locally preferred alternative for light rail on Central and 1st avenues connecting from Washington/Jefferson streets south to Baseline Rd.

BUS/OTHER



- ◆ Ridership (total boardings) in FY 2014 was 72 million (bus and light rail.)
- ◆ There are a total of 400 active vanpools in the program today.
- ◆ In 2014, ShareTheRide.com, a ride-matching system that allows commuters to quickly and securely find a commute partner, reached 30,000 active users. Users logged 12 million commute miles in 2014, saving \$1.3 million in commute costs and more than 7.2 million pounds of greenhouse gas emissions.

Regional Fast Facts

AIR QUALITY

AIR QUALITY REQUIREMENTS

- ◆ MAG was designated by the governor in 1978 to serve as the Regional Air Quality Planning Agency. Within this role, MAG develops air quality plans required by the Clean Air Act to reduce carbon monoxide, ozone and particulate pollution.
- ◆ MAG also conducts the air quality conformity analysis on the Regional Transportation Plan and Transportation Improvement Program to ensure that transportation activities do not contribute to air quality violations.
- ◆ When a region fails to meet federal air quality standards as outlined under the Clean Air Act, it is classified as being in “nonattainment” of the standards.

AIR QUALITY POLLUTANTS

- ◆ At one time, our region was designated by the Environmental Protection Agency (EPA) to be in nonattainment for three pollutants: carbon monoxide, ozone and PM-10. While significant progress has been made in all areas, particulate pollution remains a major challenge for the region. Here is the current status:
 - **Carbon Monoxide:** There have been no violations of the one-hour carbon monoxide standard since 1984 and the eight-hour standard since 1996. EPA redesignated (April 2005) the Maricopa County nonattainment area as having met the federal air quality standards for carbon monoxide. The EPA also approved the MAG Maintenance Plan, which indicates that the standards would be maintained through 2015. The nonattainment area is now a Maintenance Area. The MAG 2013 Carbon Monoxide Maintenance Plan indicates that the standards would be maintained through 2025.
 - **One-Hour Ozone:** There were no violations of the one-hour ozone standard at any monitor after 1996. EPA redesignated the Maricopa County nonattainment area as having met the federal one-hour ozone standard (June 2005) and the area was reclassified as a Maintenance Area. EPA also approved the MAG Maintenance Plan, which indicates that the standard would be maintained through 2015. However, on June 15, 2005, EPA revoked the one-hour standard.



- **Eight-Hour Ozone:** EPA designated (June 2004) the eight-hour ozone nonattainment boundary, located mainly in Maricopa County and Apache Junction in Pinal County. The area had a June 2009 attainment date. MAG submitted an Eight-Hour Ozone Plan (2007) that demonstrated attainment of the standard by June 2008. In February 2009, the MAG Eight-Hour Ozone Redesignation Request and Maintenance Plan was submitted to the EPA, which demonstrated that the standard would be maintained through 2025. There have been no violations of the 0.08 parts per million eight-hour standard at air quality monitors since 2004. On June 13, 2012, EPA published a final notice to approve the MAG 2007 Eight-Hour Ozone Plan. On September 17, 2014, EPA published a final notice to approve the MAG 2009 Eight-Hour Ozone Redesignation Request and Maintenance Plan.

In 2008, EPA revised the eight-hour ozone standard to 0.075 parts per million (from 0.08 ppm). On May 21, 2012, EPA published a final rule to designate the Maricopa nonattainment area as a Marginal Area. The boundaries of the nonattainment area were expanded slightly to the west and south to include new power plants. On June 27, 2014, the MAG 2014 Eight-Hour Ozone Plan-Submittal of Marginal Area Requirements for the Maricopa Nonattainment Area was transmitted to EPA. Due to a subsequent court ruling, EPA published a final rule on March 6, 2015 revising the attainment date for Marginal Areas from December 31, 2015 to July 20, 2015.

- **PM-10 (Particulate matter that is 10 microns in diameter or less):** Currently, the Maricopa County nonattainment area is classified as a Serious Area for

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AIR QUALITY

PM-10 particulate pollution. The new MAG 2012 Five Percent Plan for PM-10 is designed to meet the requirements of the Clean Air Act and address the technical approvability issues with the prior 2007 Five Percent Plan identified by the EPA. The plan contains a wide variety of existing control measures and projects that have been implemented to reduce PM-10 and includes a new measure designed to reduce PM-10 during high risk conditions, including high winds. While the 2007 Five Percent Plan was withdrawn to include new information, a wide range of control measures in that plan, which continue to be implemented to reduce PM-10, were resubmitted. The plan demonstrates that the measures will reduce emissions by five percent per year and demonstrates attainment of the PM-10 standard as expeditiously as practicable, which is 2012.

On July 20, 2012, EPA made a completeness finding on the plan, which stopped the sanctions clocks that were related to the withdrawal of the prior 2007 plan. On June 10, 2014, EPA published a final notice to fully approve the MAG 2012 Five Percent Plan for PM-10, effective July 10, 2014.

- **PM-2.5 (Particulate matter that is 2.5 microns in diameter or less):** The region is in attainment for PM-2.5.

ADDITIONAL PM-10 INFORMATION

- ◆ More than three exceedances at any one monitor over a three-year period equal a violation.
- ◆ Sanctions can be imposed for:
 - Failure to submit a plan.
 - Failure to implement any plan requirement.
 - Failure to make any required submission.
 - EPA disapproval of the plan.
- ◆ **Conformity Freeze** – Occurs 30 to 90 days after final disapproval of plan (without a protective finding) is published in the *Federal Register*.
 - Only projects in the first four years of the conforming Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) can proceed.
 - No new TIPs, RTPs or projects can proceed until a

Five Percent Plan revision is submitted that fulfills the Clean Air Act requirements, EPA finds the conformity budget adequate or approves the submission, and conformity to the plan revision is determined.

- ◆ **Clean Air Act sanctions** would be imposed if the problem is not corrected within:
 - 18 months from the disapproval action. Sanctions include:
 - Tighter controls on major industries (2:1 offsets in emissions).
 - 24 months from the disapproval action. Sanctions include:
 - Loss of federal highway funds equating to tens of thousands of jobs. In addition a federal implementation plan will be imposed.
- ◆ **Imposition of highway sanctions** may trigger a conformity lapse.
 - Major projects in the MAG Transportation Improvement Program could not proceed.

HOW CAN THE PUBLIC HELP?

Remember, the dust we raise is the dust we breathe. Dust in the air is a problem we can solve. Here are some simple steps people can take to reduce dust pollution:

- ◆ Don't drive on dirt:
 - Don't take short cuts across vacant lots.
 - Don't drive on dirt shoulders.
 - Don't park on dirt.
 - Drive slowly on unpaved roads.
- ◆ Avoid using leaf blowers and gas-powered lawn and garden equipment.
- ◆ Reduce fireplace and wood stove use, and don't use your wood-burning fireplace on no-burn days.
- ◆ Ride ATVs and other off-road vehicles outside the Valley's nonattainment area. Off-road vehicles are prohibited in many areas, especially on high pollution advisory days. Drivers should check with the appropriate agency before driving, riding or parking on any land.

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HUMAN SERVICES

HUMAN SERVICES FACTS



- ◆ Since 1976, the MAG human services committees have collaborated with a number of key stakeholders, such as state and county agencies, municipalities, community-based organizations and funders of human services within the MAG region to identify strategies to address human services priorities at the regional level. Older adults, homeless individuals, and survivors of domestic violence are populations served through collaborative efforts across the region.
- ◆ Poverty is an issue that has no boundaries. It affects individuals and families in all age groups. In 2013, 16.7 percent of people in this region were in poverty. Of children under 18 for whom poverty status is determined, 23.9 percent were below the poverty level, compared with 7.6 percent of people aged 65 years and older.
- ◆ According to the US Census Bureau 2013 American Community Survey estimates, 43.5 percent of households in poverty receive food stamps. Of all households in Arizona that receive food stamps, 59.4 percent have children under the age of 18.
- ◆ In Arizona, there are more than 1,294,109 adults aged 60 or over, according to the 2013 American Community Survey 5-year estimate. The demographics and lifestyle choices of older adults are changing and many are living longer, healthier lives. Many are “re-careering” and looking for renewed purpose in their later years, while others have delayed retirement because the recession has depleted their savings and investments.
- ◆ It is projected that by 2020, the 65 and older population in this region will increase by 25.5 percent— from 563,721 in 2015 to 707,726 people in 2020.
- ◆ The rate of disability increases dramatically as people age. In Maricopa County, 10 percent of the population had at least one disability in 2013. This figure increases threefold for seniors. During the same time period, 32.7 percent of the population aged 65 years and older are living with a disability.
- ◆ There are 136 nonprofit, private, and public agencies that offer human services transportation in this region. Together, they provide more than nine million trips a year, connecting people to employment, medical care, and education.
- ◆ Transportation is a critical issue in this region. The vast majority of people prefer to drive now, walking is a distant second choice, followed by getting rides from family and friends. Nearly 90 percent of older adults report they drive as their primary mode of transportation. Projecting ahead 10 years, the story changes dramatically. Only two-thirds still see themselves driving in the future. Transit usage is projected to increase from 11 percent now to 30 percent in the future. Therefore, planning for the impact of the projected increase is critical.
- ◆ As of January 2014, there were approximately 5,918 homeless people living on the streets or in shelters in the region. Homeless shelters are at capacity every night.
- ◆ Over the period of one year, approximately 14,000 people are served in shelters. Thirty-eight percent of people in shelters report being homeless for the first time due to loss of employment and income.
- ◆ Domestic violence is the willful intimidation, physical assault, battery, sexual assault, and/or other abusive behavior perpetrated by an intimate partner against another (National Network to End Domestic

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HUMAN SERVICES

Violence). One in every four women will experience domestic violence in her lifetime and it is one of the most chronically underreported crimes.

- ◆ The MAG Protocol Evaluation Project is assessing the protocols used by the criminal justice system in addressing domestic violence crimes. In 2011, the project developed the region's first misdemeanor domestic violence protocol model. The model identifies 28 recommended practices for law enforcement's response to domestic violence. The model is used across Arizona.

HUMAN SERVICES COMMITTEES

- ◆ The MAG Human Services Coordinating Committee advises the MAG Regional Council on human services-related issues and develops regional human services plans. It is supported by the MAG Human Services Technical Committee.
- ◆ The MAG Continuum of Care Board is the decision-making body for the Continuum of Care. The Board 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.

Continuum of Care
- ◆ The MAG Continuum of Care Regional Committee on Homelessness develops the Regional Plan to End Homelessness and prepares a consolidated application to the U.S. Department of Housing and Urban Development (HUD) to support homeless assistance programs.
- ◆ The MAG Regional Domestic Violence Council develops and implements strategies to reduce the incidence of and trauma associated with domestic violence, including the Regional Plan to End Domestic Violence.
- ◆ The AdHoc Elderly and Persons with Disabilities Transportation Committee develops a priority listing for federal transit funding for capital, operating expenses, and mobility management projects to meet the specific needs of older adults and individuals with disabilities.