

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 Maricopa region.
- ◆ Established in 1967, MAG provides regional planning and policy decisions in areas of transportation, air quality, water quality, and human services.
- ◆ MAG consists of 25 incorporated cities and towns, three Native American Indian Communities and Maricopa 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, and a number of advisory and technical advisory committees.

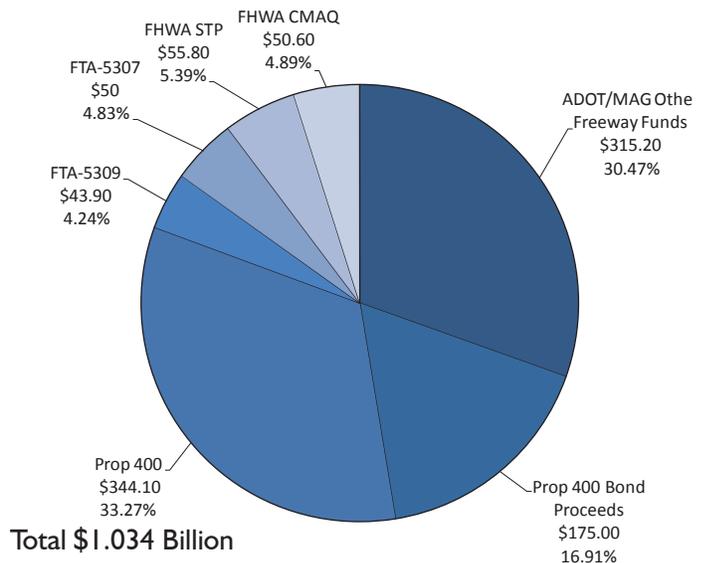
FUNDING

- ◆ 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 \$1 billion in total regional funding, including funding for the freeway program.
- ◆ MAG's FY 2013 Unified Planning Work Program and Annual Budget is \$31.5 million, which includes an operating budget of about \$21.3 million. The difference is for carry forward consulting contracts and funding for other agencies with pass-through agreements.

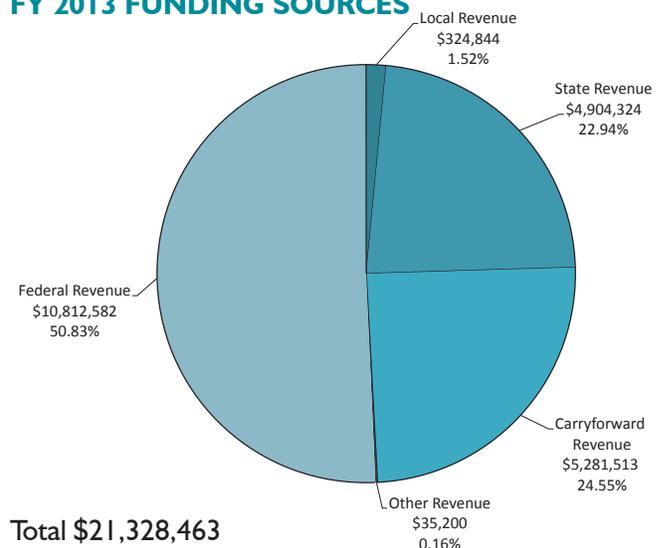
MAG MEMBER AGENCIES



FY 2013 COOPERATIVELY DEVELOPED FUNDING



FY 2013 FUNDING SOURCES



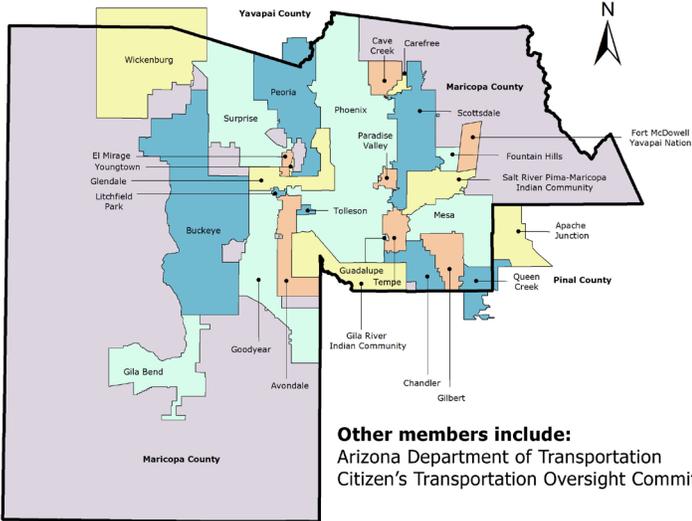
Regional Fast Facts

POPULATION & GROWTH

AREA

- ◆ Maricopa County is 9,223 square miles. MAG's planning area encompasses about 9,486 square miles.

MAG PLANNING AREA



Other members include:
 Arizona Department of Transportation
 Citizen's Transportation Oversight Commit

POPULATION

- ◆ The population of Maricopa County is approximately 3.9 million (July 1, 2012 estimate), with a projected population of 5.4 million by 2030.
- ◆ Arizona's population is 6.5 million (July 1, 2012 estimate). Maricopa County makes up 60% of the state's population and contains nine of the ten cities in Arizona with a population above 100,000.
- ◆ Since 1980, the region's population has been among the fastest growing in the nation. Average annual growth slowed over the last year to 1.1%, though still stronger than both the state at 0.9% and the nation at 0.7%.

POPULATION GROWTH

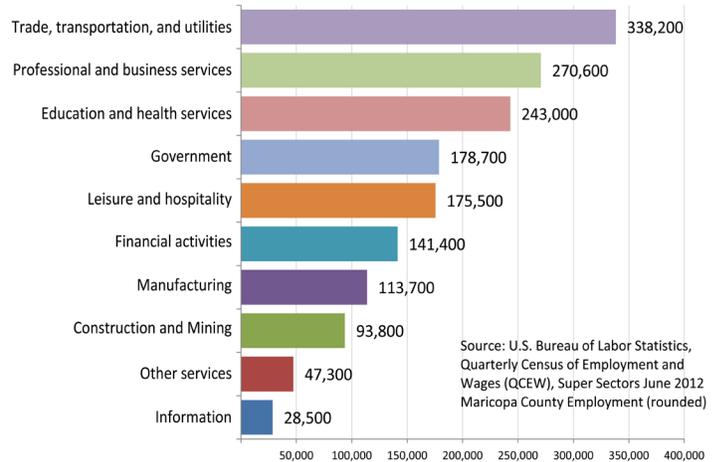
Year	Maricopa County Population	Average Annual Growth Rate	Arizona Population	Average Annual Growth Rate
1980	1,509,000	4.5%	2,718,000	2.1%
1990	2,122,000	3.5%	3,665,000	5.3%
2000	3,072,000	3.8%	5,130,000	3.4%
2010	3,817,000	2.2%	6,392,000	2.2%
2011	3,843,000	0.5%	6,438,000	0.6%
2012	3,885,000	1.1%	6,499,000	0.9%

Source: U.S. Census Bureau, Decennial Census Program

EMPLOYMENT

- ◆ In June 2012, total county employment was estimated at 1.6 million.
- ◆ The average weekly wage in Maricopa County is \$905 (June 2012).

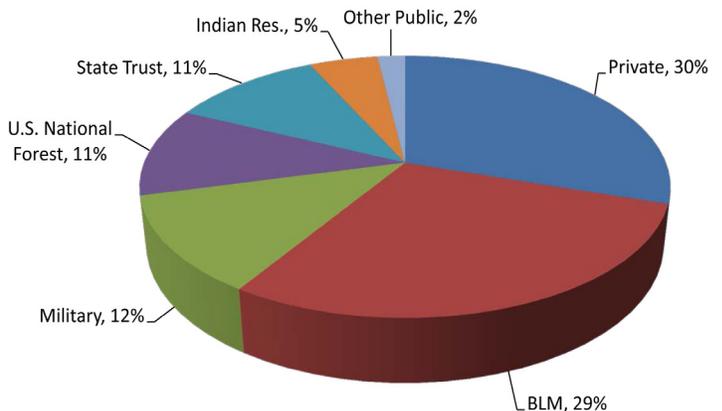
EMPLOYMENT BY INDUSTRY



LAND USE

- ◆ The predominant land use is agricultural (45%) followed by open space (42%), residential (8%), and all other uses, including business and industry, (5%). Thirty (30) percent of land ownership is private, U.S. Bureau of Land Management 29%, Military 12%, State 11%, U.S. National Forest 11%, Indian 5%, and other public 2%.

LAND OWNERSHIP



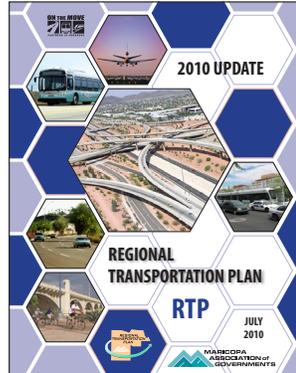
Source: Arizona State Land Dept., January 2010

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 July 2010 and extends through fiscal year 2031. 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 \$30 billion for the Regional Transportation Plan includes:

- 57% Freeways and Highways
 - \$17.1 billion highway construction
 - \$565 million highway operations (litter pickup, noise mitigation, freeway operations)
- 30% Regional Transit
 - \$1.6 billion bus capital
 - \$3.1 billion bus operations and maintenance
 - \$4.1 billion rail capital
- 11% Street Improvements
 - \$3.2 billion
- 2% Other (air quality measures, bike and pedestrian programs, etc.)
 - \$454 million

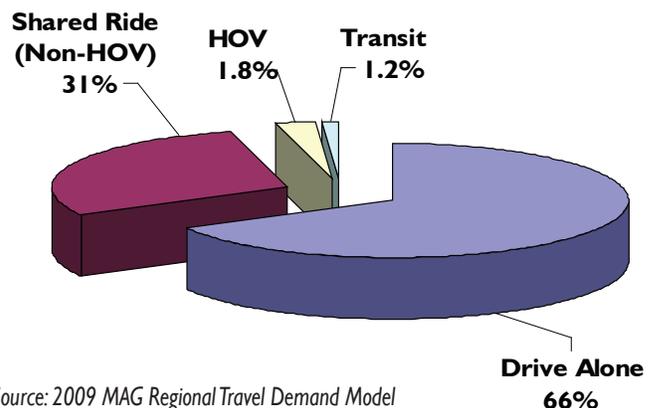
FREEWAY/STREETS

- ◆ There are approximately 267 miles of freeway comprising our regional freeway system.
 - 137 miles are freeways built under Proposition 300—a half-cent sales tax for transportation passed by voters in 1985.

- 78 miles of new freeways and 253 miles of improvements to existing highway facilities are included in the freeway plan, which is funded, in part, by Proposition 400, the half-cent sales tax extension passed by the voters in 2004.
- Major progress has been made on the freeway plan since Proposition 400 funding started in 2005:
 - 27 miles of new freeways are under construction or completed.
 - 107 miles of new HOV lanes on existing freeways have been completed.
 - 40 miles of new general purpose lanes on existing freeways and highways have been completed.
 - 19 projects to install new freeway interchanges with arterial streets or improve existing locations have been completed or are under construction.

- ◆ There are nearly 3,000 miles of arterial streets in the region.
- ◆ Current estimates show that the daily VMT (Vehicle Miles Traveled) for our region is approximately 80 million per day (freeways and arterials). By 2015, daily VMT is projected to grow to about 126 million and by 2030, approximately 140 million.
- ◆ According to the Texas Transportation Institute, the Phoenix urban area ranked 14th in the nation for annual hours of delay per traveler. Arizona drivers each spend about 44 hours a year stuck in traffic.

DAILY PERSON TRIPS BY MODE OF YEAR 2010



Source: 2009 MAG Regional Travel Demand Model

TRANSPORTATION: TRANSIT

LIGHT RAIL



- ◆ The initial 20-mile segment opened in December 2008. An additional 37 miles of extensions are planned to be built through local funding (10 miles) and Proposition 400 (27 miles).
- ◆ In April 2012, METRO recorded approximately 47,400 boardings a day on the light rail system. Each two-car train can carry 400 passengers.
- ◆ Trains currently run every 12 minutes all day. Stations are about one-half mile apart. Light rail trains travel at the posted speed limit. It takes about an hour 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 through Tempe to Mesa, ending at Sycamore and Main Street. Planned future extensions include:
 - **Central Mesa Extension:** A 3.1-mile extension from Main and Sycamore streets to Main St. and Mesa Dr.
 - **Glendale Extension:** A 5-mile extension from 19th Ave. to downtown Glendale.
 - **Northeast Phoenix Extension:** A 12-mile extension planned to link central Phoenix with the Paradise Valley Mall area.
 - **Northwest Extension:** A 3.2-mile extension from 19th Ave. and Montebello to 19th Ave. and Dunlap (Phase I), and later extend west to 25th Ave. and north to Mountain View Rd. (Phase II).
 - **Phoenix West Extension:** An 11-mile extension from downtown Phoenix along I-10 to 79th Ave.
 - **Tempe Streetcar:** A 2.6-mile modern streetcar from Rio Salado Pkwy. to Southern Ave. along Mill Ave.

BUS/OTHER



- ◆ Ridership (total boardings) in FY 2012 was 71 million (bus and LRT).
- ◆ Bus ridership has increased 53% since 2000.
- ◆ There are a total of 375 active vanpools in the program today.
- ◆ In fiscal year 2012, users in the ShareTheRide program made 326,518 round trip entries in their commute trackers. These entries account for 11,694,270 miles of shared vehicle travel, saving nearly 7 million pounds of greenhouse gases.
- ◆ The Regional Transportation Plan includes:
 - Funding for service on 21 Express routes, 27 local/supergrid routes, and one rural route.
 - Regional transit capital projects, including:
 - 24 park-and-ride lots for bus and light rail.
 - 9 transit centers for bus and light rail.
 - 538 improved bus stops, including pullouts and shelters.
 - Two new and two expanded regional bus operations and maintenance facilities.
 - 1,487 fixed route buses to expand service and replace retired fleet.
 - 26 buses for rural transit.
 - 546 paratransit vehicles.
 - 1,305 vanpool vehicles.
 - Improved transit technologies, such as automatic vehicle location, upgraded radio system, real time and next bus information, and new fare collection systems.
 - Regionwide restructuring of commuter express bus service on freeways to utilize new park and rides, and an increase in arterial bus rapid transit services.

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.

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 with a December 31, 2015 attainment date. The boundaries of the nonattainment area were expanded slightly to the west and south to include new power plants.
 - **PM-10 (Particulate matter that is 10 microns in diameter or less):** Currently, the Maricopa County

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AIR QUALITY

nonattainment area is classified as a Serious Area for 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. To avoid a Federal Implementation Plan, EPA was required to approve the plan by February 14, 2013. On April 19, 2013, EPA proposed approval of several statutes included in the MAG 2012 Five Percent Plan for PM-10 that regulate PM-10 emissions from fugitive dust sources.

- **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 plan.
 - Failure to implement any plan requirement.
 - Failure to make any required submission.
 - EPA disapproval of 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 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 disapproval action. Sanctions include:
 - Tighter controls on major industries (2:1 offsets in emissions).
 - 24 months from disapproval action. Sanctions include:
 - Loss of federal highway funds equating to tens of thousands of jobs.
 - Federal implementation plan 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



- ◆ The impact of the recession has left the region challenged to meet the changing needs and dynamics of the people it serves. 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 2010, 17 percent of people in this region were in poverty. Of related children under 18, twenty-four percent were below the poverty level, compared with eight percent of people aged 65 years and older.
- ◆ According to the US Census Bureau, in 2010, more than 13 percent of households in the state received food stamps. Of those households, 59.9 percent included children who were under 18 years of age.
- ◆ There are more than 630,000 adults aged 60 or over, according to the 2009 American Community Survey's one-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 66 percent—from 462,000 to approximately 700,000 people.
- ◆ The rate of disability increases dramatically as people age. In this region, 11 percent of the population had at least one disability in 2010. This figure increases threefold for seniors. During the same time period, people aged 64 years and older represent 33 percent of people with disabilities.
- ◆ There are 126 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. While 94 percent of older adults report driving, just under 90 percent 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, as opposed to nearly 90 percent currently. 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 2012, there were approximately 6,800 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 persons are served in shelters. Thirty percent of people in shelters report being homeless for the first time due to loss of employment and income.
- ◆ The number of children and youth experiencing homelessness in Arizona continues to increase. The Arizona Department of Education Homeless Education

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Office reports that 30,342 children (pre-kindergarten through 12th grade) throughout the state were homeless (includes unsheltered, sheltered, and doubled up with family or friends) during State Fiscal Year (SFY) 2011. This represents a 3.5 percent increase over SFY 2010.

- ◆ 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 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 promising 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 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 Elderly and Persons with Disabilities Transportation Program Committee develops a priority listing for federal transit funding for vehicles and other equipment.