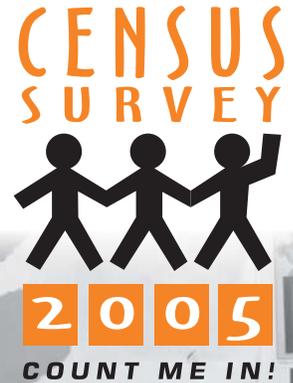


## 2005 Census Survey Efforts Underway



Six minutes. That’s approximately all the time it will take for Valley residents to answer the nine short questions contained in the 2005 Census Survey. But those six minutes could have a five-year impact on the amount of funding their city or town receives for municipal services such as police and fire protection, libraries, parks, senior centers, schools, and other important public services.

On September 1, 2005, about one in every 13 households in Maricopa County will receive the 2005 Census Survey. The survey will help determine the number of people in each city, town, and unincorporated area of the county. The Maricopa Association of Governments (MAG) contracted with the U.S. Census Bureau to conduct the mid-decade census survey.

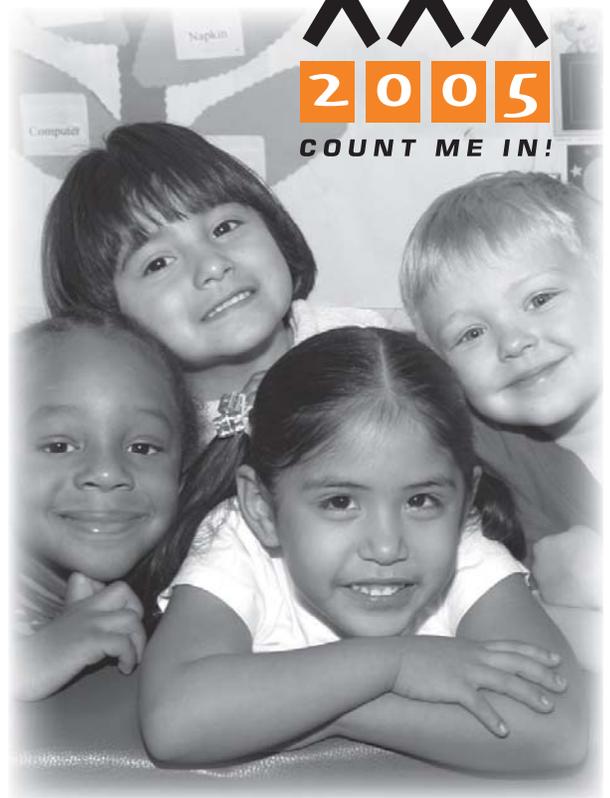
“When the state of Arizona collects money through taxes and other sources, it returns nearly \$1 billion per year to cities and towns,” said MAG Census Survey

Oversight Committee Chair George Pettit, Town Manager of Gilbert. “The amount of money each city, town, or unincorporated area receives is based on its population. That is why your community needs the most accurate count possible.”

The MAG Regional Council voted in December 2003 to conduct a statistical survey as a means of capturing the region’s rapid population growth. A survey takes a representative sample of all of the housing units in an area, and from that sample uses statistical methods to estimate the population.

MAG Regional Council Chair Keno Hawker, Mayor of Mesa, said the survey method was chosen because it is a more economical and accurate means of counting population.

“The primary reason for conducting a survey instead of a full count is cost,” said Mayor Hawker. “A full count would have cost



us about \$31 million, while the survey is estimated to cost \$7.5 million. With an accuracy rate of about 95 percent, the Regional Council believed it was the

**2005 Census Survey**  
continued on page 8

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Mayor Keno Hawker, Mesa

## From the Chair

In September, the City of Mesa will have the pleasure of serving as the host city for the 2005 League of Arizona Cities and Towns Annual Conference. This year's theme is "Regional Cooperation Statewide," and the sessions are designed to enhance mutual understanding of the challenges our individual communities face, as well as to identify practical solutions to common problems.

As a member of the Transportation Policy Committee, I have seen firsthand how regional cooperation brought great success in the area of transportation planning and financing. We also have seen great regional successes in our continuing efforts to address retail incentives, air quality issues and homeland security.

Over the course of the conference, we'll come together to address some of our state's most pressing issues—from immigration to water resources and issues surrounding the continued diversion of money from the Highway User Revenue Fund.

When I say "we," it is in the broadest sense of the word. In order to take Arizona to the next level, our dialogue needs to include the participation of all of our neighbors, including Arizona's vibrant and successful tribal communities. That is why, for the first time ever, the League of Arizona Cities and Towns is extending an invitation to the state's tribal communities to participate in its annual conference.

This dialogue is critical when we look at the tremendous growth that will continue to transform and define our region. In the East Valley, growth in Pinal County is already creating significant changes in our own communities. This is happening on all edges of the region, and with Arizona's growth expected to more than triple by 2050, no community will remain unaffected. This growth also is placing additional pressure on tribal communities when it comes to managing development and transportation issues.

Although our communities may vary greatly in size, there are numerous issues we face that know no borders. I believe our best resource is sharing information with one another, and we can find the answers through communication and collaboration.

Working together, we can build on the successes made possible through regional cooperation and extend that cooperation statewide to enhance Arizona's global presence—ensuring future economic vitality for all of our communities. 

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Mesa, Chair
- ◆ Mayor J. Woodfin Thomas  
Litchfield Park, Vice Chair
- ◆ Mayor Mary Manross  
Scottsdale, Treasurer
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Tolleson
- Mayor Ron Badowski  
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Youngtown
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- F. Rockne Arnett  
CTOC
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## 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.

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Regional Council Chair

**Dennis Smith**  
Executive Director

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**Kelly Taft, Editor**

**Gordon Tyus, Graphic Design**



## Voices From the Council



*As a newly-elected mayor and a new member of MAG, I am looking forward to the opportunity to discuss with other mayors the issues that our towns and cities are challenged with. Guadalupe is a small region and we are land-locked between major cities. Therefore, this forum will provide us with beneficial information on developments within these cities and the impact they may have on our community.*

– Town of Guadalupe Mayor Bernadette Jimenez, on becoming a member of the MAG Regional Council.

*The Town of Youngtown recently dedicated a park in the honor of fallen Phoenix Police Officer David Uribe. I would like to thank the City of Phoenix, Mayor Gordon and his staff for their assistance in this effort.*

– Youngtown Mayor Bryan Hackbarth, on the dedication of David C. Uribe Park.



*These are the teachers, nurses, public service workers, and many more who find it increasingly difficult to afford quality housing. The City of Chandler is very committed to creating a strong, sustainable community that fosters an environment of quality job growth, stable neighborhoods, and opportunities for family growth and development. I look forward to working with the Task Force to ensure that quality recommendations are developed and an implementation plan is in place.*

– Chandler Mayor Boyd W. Dunn, on working with the Regional Task Force on Quality Workforce Housing.

*Luke Air Force Base is the largest single-site employer in Arizona. It is necessary that we protect it, not only during the current base realignment and closure process, but well into the future.*

– Peoria Mayor John Keegan, on the importance of preserving Luke Air Force Base.



*For a relatively small community, the Town of Paradise Valley is experiencing a record number and value of building permits, indicating that new construction and reconstruction is at an all-time high. The new Montelucia Resort will be built on the La Posada Resort site this coming year, and Mountain Shadows Resort will be completely redeveloped. Negotiations regarding the 120-acre property at the northeast corner of Scottsdale Road and Lincoln Drive continue, with the goal of building a new world-class resort and associated residential development in the next couple of years. Concurrent with these activities, the Town is actively improving our infrastructure, including roads, sewer, water and undergrounding of utilities. Our challenge is to preserve the character and quality of life that brought us to Paradise Valley.*

– Paradise Valley Mayor Ron Clarke, on the town's growth challenges.

*With the help of sponsors like Univision Arizona and Ramón Pineda, we can continue to expand the program and reach into more and more communities. It's no secret that my goal as Mayor is to make Phoenix the safest city in America. That's why we have a bench program. When people sit on their front porch bench, they help our community-based policing, they help our police and fire by being vigilant and aware of what's going on in their community. Bottom line: they help each other out. And that's what this program is all about."*

– Phoenix Mayor Phil Gordon, on a recent reception supporting the mayor's "Front Porch Bench" initiative, during which Univision, KTVW-Channel 33, donated \$5,000 for the purchase of benches.



## Regional Profile:

# Regional Issues Top Priority for Chandler Mayor



Chandler Mayor  
Boyd Dunn



Ask Chandler Mayor Boyd Dunn what he sees as the most significant issue facing the region and he immediately responds, “regional cooperation.”

Dunn says he saw how well regional cooperation worked during the development of the Regional Transportation Plan, the first issue he worked on when he became mayor in 2002.

“It was a very gratifying experience for us to achieve a regional transportation plan. Regional cooperation is the key in making sure that our area benefits as a whole and that we continue our efforts in other areas such as economic development and the environment,” said Dunn. “For example, we’re now dealing with

affordable housing on a regional basis, so hopefully we can find solutions that can be applied in any city,” he said.

In fact, planning for the future has always been Dunn’s primary focus. He decided to run for mayor after serving for seven years on Chandler’s planning and zoning commission, because he soon learned that the decisions he made on the commission weren’t always final.

“I’ve always been very interested in the planning aspect of government, and how such policies can better develop neighborhoods and our cities. I felt I needed to be on the City Council in order to adopt key policies and help guide our vision more directly,” he states.

With his community approaching buildout within the decade, Mayor Dunn says it’s important to plan now so there will be no surprises—financially or otherwise.

“We need to make certain that when we reach buildout, we can effectively change our policies of



growth to that of sustaining the quality of our neighborhoods. We can be so geared up for growth that we can be caught in an awkward position when growth goes away. We need to change the machinery of government to effectively address new concerns, such as ongoing revenues when resources such as impact fees go away.”

Another top priority for Dunn has been to improve residential and commercial design standards. Under his leadership, the city’s vision has also changed to a community of far less density than originally anticipated.

“As a matter of fact, when the City of Chandler builds out, it will



On June 11, 2005, Mayor Dunn addressed the crowd at the opening of the latest segment of the Santan freeway in Chandler.

Continued on page 5

## Regional Profile: Mayor Dunn

have 50,000 fewer people than originally anticipated. This is directly related to the residential development standards adopted that greatly reduced the density of housing that was occurring at that time.”

Dunn says he often advises other cities about the importance of planning.

“We can develop our community in accordance with a vision developed by our citizens if it is developed early enough and strictly followed. There’s no question in my mind that you can go a long way in developing a community that is unique, that is of high quality, and that is well-balanced when it comes to jobs, retail and housing.”

A family law attorney for 26 years, Dunn continues to spend time in the courtroom, and once served in Superior Court as a judge pro tem.

“I’ve been on both sides of the

bench,” says Dunn. “Family law can be challenging, but I find it rewarding, because you are both helping people through a difficult time and focusing on issues that affect our community. Domestic violence and protecting our children are critical issues. My practice can also be very different from what I do as mayor.”

Still, Dunn says his law practice has given him good negotiation skills, and taught him that a sense of humor can be a useful tool in stressful situations—both of which he applies often in his elected capacity. He says he hopes to continue as mayor for as long as he can.

“I enjoy being mayor so much... I just really enjoy working with people. Chandler is at the stage now where we are getting more neighborhood and citizen involvement, and I think that is great. It’s very encouraging to see people interested in what is happening in the community,” he says.

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“I’ve always been very interested in the planning aspect of government, and how such policies can develop neighborhoods and our cities.”

—Chandler Mayor Boyd Dunn

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In his free time, Dunn enjoys spending time with his wife, Nancy, and two teenage sons. The family has done a lot of traveling, especially because Nancy is a Captain in the U.S. Naval Reserve and is a Gulf War veteran. He says the family will do its part if she gets called to serve in Iraq.

“We’re ready, and with the boys being older it should be easier. When Nancy was recalled during Desert Storm, after the third month the boys and I were getting tired of each other without Mom, but they were much smaller then. But that’s okay. They’re very proud of their mother, and so am I.”

Many people don’t know that Dunn has a twin brother, who also lives in Chandler.

“I call him my evil twin—he’s a developer,” laughs Dunn.

The family is close, and Dunn has a simple solution for when people confuse the two brothers.

“The only advice I give to him, is when someone comes up and says, ‘Hi, Mayor,’ please smile and say ‘Hi,’ back.” 🏔️



Mayor Dunn participates in a trail ride in the East Valley.

# Freeway Message Sign Saves Children



AMBER Alerts like this one in July are saving children's lives.

An electronic freeway message board is credited with saving two children from a kidnapper, thanks to an alert Valley cab driver who recognized the suspect and his van after seeing the freeway sign.

"It was an extremely dangerous situation and without a doubt, that freeway sign is what saved those kids' lives," said Sgt. Dan Masters of the Tempe Police Department.

On the evening of June 25, 2005, Yellow Cab driver Earl Vanover was traveling along Mill Avenue in Tempe when he recognized a green-and-white van from information he had seen on an AMBER Alert sign on a Valley freeway.

"He cut me off actually, and when I took a closer look, I realized it was a green van like the one on the information I had seen earlier

on the freeway sign," Vanover said. "I took a closer look to get the license plate number and when I saw it was the same as they were looking for, I called Tempe police and relayed the information to them as I followed," he said.

Within minutes of the cabbie's call, police had stopped the van and captured 35-year-old Raphael Arredondo, rescuing a 3-year-old boy and his 8-year-old sister, who were unharmed.

Police said that earlier on June 25, Arredondo had stabbed his wife, Angelica Silva, several times in the chest while they fought in the van at the Greenway Apartments at 1330 W. Broadway Road in Tempe, leaving the knife embedded in her chest. A 12-year-old daughter escaped to call for help, but Arredondo took off with his two younger children. Authorities, fearing for the children's safety, quickly activated the AMBER Alert.

"Undoubtedly, the kids were in grave danger. Thanks to that variable message sign, with the license plate and the description that led to this taxicab driver reading that... a few hours later (he) spotted that van in Tempe and called us," said Sgt. Masters. "Without that, I think we could be possibly talking about a much worse ending."

The variable message signs on the freeway are considered an integral part of the Freeway Management System, which utilizes federal funds directed by MAG. The signs are most often used to provide important traffic information to motorists, such as notifications of crashes or detours. Under the AMBER Alert program, they are also used to inform the public when children have been kidnapped or abducted and taken by the suspect in a vehicle. In Arizona, the AMBER Alert system has been available since March 2001. According to Department of Public Safety (DPS) officials, the messaging alert program has proven its worth in saved lives every year, including the last one.

"We have activated the system seven times since July 2004 at the request of several local jurisdictions, including the Maricopa County Sheriff's Office and police departments in Kingman, Mesa, Phoenix, Tempe, Queen Creek and El Mirage. Each time, the victims were recovered safely," said DPS officer Dan Palmer.

The emergency notification

Continued on next page



## AMBER Alert (continued)

system is operated by DPS in conjunction with the Arizona Department of Transportation (ADOT).

“There are 120 signs around the state, 60 of which are located in the Phoenix area,” said Tim Wolfe, ADOT’s Assistant State Engineer for Transportation Technology. “In addition, the information is provided over the phone via 511 and through the Internet on the AZ511.com Web site. The whole goal is to try and have everyone be the eyes and ears to find missing and abducted children,” said Wolfe. With three children of his own, he adds, “I cannot imagine the anguish and horror that parents must go through when they discover that their child is missing.”

The AMBER Alert system began in 1996 in the Dallas-Fort Worth area as a cooperative effort between broadcasters and law enforcement authorities. Although AMBER is an acronym for America’s Missing: Broadcast Emergency Response, it is named for 9-year-old Amber Hagerman, who was kidnapped in Arlington, Texas while riding her bicycle. She was found four days later in a drainage ditch with her throat cut. Her kidnapping and murder remain unsolved. 

# MAG Work Program and Budget Approved

Transportation safety and performance measurement will be two increased areas of focus under a \$20.7 million budget approved by the MAG Regional Council for Fiscal Year 2006.

The FY 2006 Unified Planning Work Program and Annual Budget includes 12 recommended new projects representing about \$2 million. The FY 2006 budget represents an overall decrease of nearly six percent over FY 2005.

One area of emphasis will be in performance measurement for the regional transportation system. The new budget will allow MAG to hire a senior performance engineer, who will be responsible for setting up a systematic process to collect, analyze and publish information on how the regional transportation system is performing.

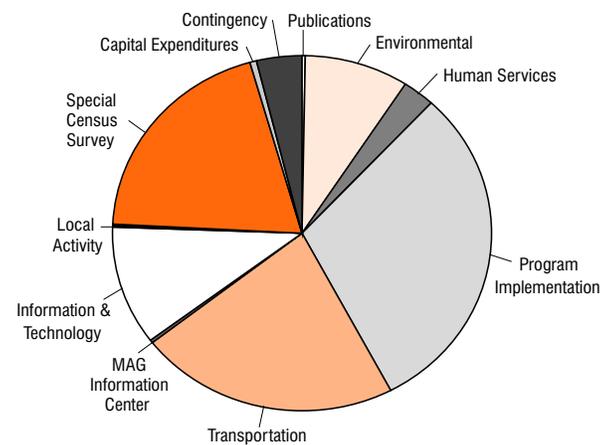
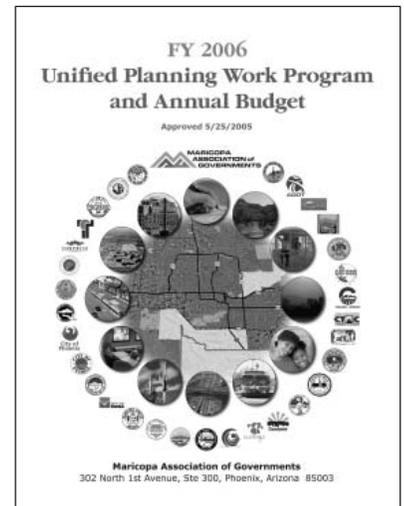
In addition, MAG will be ramping up its computer modeling capacity to improve responsiveness in providing data to MAG member agencies.

According to MAG Executive Director Dennis Smith, all of the agencies in the region depend on the MAG transportation models to predict future traffic conditions. Those forecasts help state and local agencies to properly size streets, highways and bus routes. Following the passage of Proposition 400, requests for modeling information grew immensely. MAG has taken steps in the new budget to increase its capacity through the

purchase of new computers and the addition of a database manager position.

A second major emphasis area will be in the area of safety. During a certification process in May 2004, the Federal Highway Administration

discussed the continuing number of fatal crashes in the region. This region also has a high number of pedestrian accidents. In January 2004 the Regional Council established a Transportation Safety Committee. The new budget allows for the hiring of an additional safety planner to work with the MAG Safety Committee and the Governor’s Traffic Safety Advisory Council to analyze crashes and find solutions for reducing traffic fatalities. 



**MAG Funding Expenditures by Program**



## 2005 Census Survey (continued from page 1)

most cost-effective way to get a valid count," he said.

Because not every household will receive a survey, Pettit said it is even more important for residents who get one to fill it out and return it.

"If your address is among those selected to receive a survey, you are representing many others in your neighborhood," Pettit said. "The survey provides you with a unique and important opportunity to help your community."

If your address is selected, Pettit said you will receive a letter in late August from the director of the U.S. Census Bureau announcing that the survey is on its way. On August 30, the questionnaire packet will be mailed. The packet

will contain the survey along with a postage-paid return envelope. It will also include a letter from the city or town mayor encouraging the resident to fill out the form.

"There are nine simple questions," said Pettit. "Residents will be asked how many people were living there on September 1, 2005. They'll be asked the age and sex of individuals living in the household, but that information is only used to confirm the count put down by the respondent. They'll be asked the type of residence, such as whether it's an apartment or mobile home. But that's it. We won't be collecting information on race, ethnicity, income level, or other demographic data that is typically asked in the decennial census," he said.

Census Bureau can not give your information to anyone.

"By federal law, the Census Bureau can not share your answers with others, including welfare agencies, immigration authorities, Internal Revenue Service, courts, police and other law entities," said Bosque-Diaz. "Since the very first census was conducted in 1790, the Census Bureau has never violated this policy. In more than 200 years, without exception, the Census Bureau has held each person's answers safe and confidential," she said.

If residents don't respond to the survey, they will get a second questionnaire packet in the mail, followed by a phone call and finally a personal visit. If all else fails, neighbors may be asked to provide information.

### Public Involvement Efforts Recognized

The Public Relations Society of America (PRSA) has presented the Maricopa Association of Governments with a Copper Anvil Award of Excellence in the category of Public Service. The award was given in recognition of the historic involvement of the public and business community in developing the Regional Transportation Plan.

The Copper Anvil Awards are an annual competition sponsored by the Phoenix Chapter of PRSA and represent the highest standards of performance in public relations. Each winning entry must score highly in the areas of research, planning, execution and evaluation. Entries were judged out of state. The Maricopa Association of Governments was one of only 10 Valley agencies to receive an Award of Excellence.



Many residents, especially those with a mistrust of government, are concerned about filling out the survey out of fear the information will be shared with other agencies. But Jacque Bosque-Diaz, chair of the Media Subcommittee for the Phoenix 2005 Census Complete Count Committee, said that the

Cities and towns across the Valley are working to get the word out to residents that the Census Survey is coming. Televised public service announcements will hit the air in early August, featuring local celebrities and news leaders.

Along with the count of residential population, a full count of group quarters and outdoor locations will be conducted in early September. Group quarters consist of facilities where occupants share their living arrangements, such as college dorms, group homes and prisons. Outdoor locations refer to places occupied by homeless individuals. 

For more information, please visit: [www.census2005.com](http://www.census2005.com)

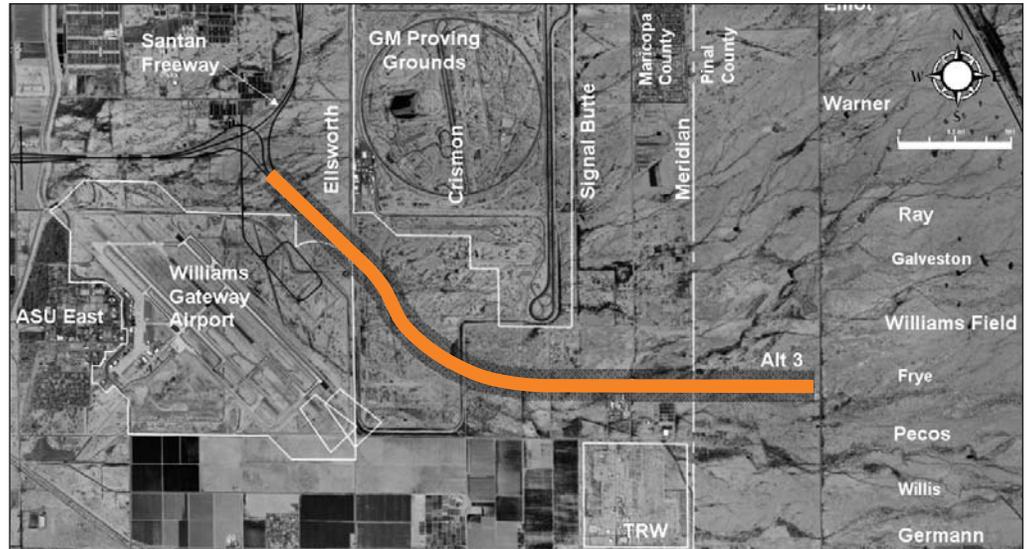
# Preferred Alignment Set for Williams Gateway Freeway

An alignment through Mesa on Frye Road has been identified as the preferred corridor for the new Williams Gateway Freeway.

The MAG Regional Council voted in July to accept the Frye Road alignment as the preferred alignment. The motion included a recommendation to the Arizona Department of Transportation (ADOT) to continue to consider a second alignment along Ryan Road in Queen Creek when the agency conducts more detailed environmental and design concept studies of the corridor. Those studies will result in the final decision of the alignment for the facility.

The vote on the preferred alignment follows the completion of the first phase of an engineering study commissioned by MAG that evaluated a number of potential freeway corridors. That study will now go into a second phase, which will identify the specific characteristics of the preferred alignment. The results of the MAG study will guide future development in the freeway corridor and provide input for ADOT's later evaluation.

"Due to the significant growth in the East Valley, there has been tremendous interest in this alignment," said MAG Regional Council Chair Keno Hawker, Mayor of Mesa. "The Williams Gateway Freeway will become a major east-west transportation corridor that will provide a link to the Williams Gateway complex and other key existing and projected employment centers," he said.



The Williams Gateway Freeway is one of four new major freeways that will be built as part of the new Regional Transportation Plan funded by voters through Proposition 400. Following the successful vote in November 2004, MAG initiated an Alignment and Environmental Overview Study to develop a preferred alignment for the facility. The study narrowed down the potential corridors to a short list of three possible options: the Frye Road alternative in Mesa, a Willis Road alternative in Mesa, and a Ryan Road alternative in Queen Creek.

The alternatives were rated on nine evaluation criteria, including mobility, safety, general plan consistency, access, natural environment, physical environment, socioeconomic impacts, estimated cost, and Pinal County considerations. According to the study, the Frye Road alternative scored highest of the three final alternatives in total points, but also dominated

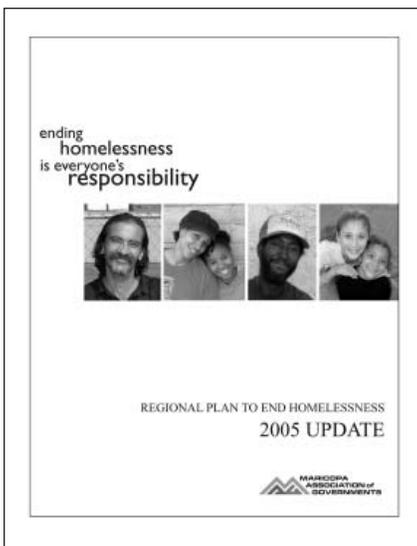
"more performance measures than the other two alternatives combined—including three of the four cost measures."

The Town of Queen Creek had advocated for the Ryan Road alignment, citing a need to serve more than a hundred thousand new housing units in the Hunt Highway corridor in Pinal County, as well as overcome geographical barriers that prevent the town from taking advantage of the one-mile grid system present in other jurisdictions. As a result of Queen Creek's input, the recommendation was made that Ryan Road continue to be considered in the design concept/environmental evaluation that will be conducted by ADOT. The City of Mesa also is considering making changes to its arterial street plan to better accommodate movement of traffic between the Frye alignment and Queen Creek's proposed industrial/commercial corridor. 🏔️

For more information, please visit: [www.mag.maricopa.gov/project.cms?item=4668](http://www.mag.maricopa.gov/project.cms?item=4668)

# Homeless Plan Updated

Significant progress is being made in the effort to end homelessness, but more needs to be done when it comes to making services and housing available. That's the conclusion drawn in an update to the *Regional Plan to End Homelessness* published by the Maricopa Association of Governments (MAG).



The plan, first published in 2002, was recently updated through the MAG Regional Continuum of Care Committee on Homelessness. Of the original goals identified, 32 of 43 have been completed or initiated. The four main emphasis areas include preventing homelessness, increasing funding, removing barriers that prevent people from accessing available services, and improving data collection and outcomes.

“This update shows significant progress in the struggle to end homelessness,” said Committee Chair Greg Stanton. “We have moved people from the streets to self-sufficiency and increased the community’s capacity to deal more effectively and humanely with homelessness,” he said.

The homeless plan update offers detailed information on progress made as well as remaining priorities. The data was collected through an extensive process of meetings that included community and committee input. Implementation steps for the remaining goals will be identified and put into action throughout the end of the year.

Since 1999, the MAG region has been awarded more than \$86 million from the Department of Housing and Urban Development to address homeless issues. 

The update is available on the MAG Web site at [www.mag.maricopa.gov/detail.cms?item=4920](http://www.mag.maricopa.gov/detail.cms?item=4920)

## Focus Groups Provide Input on Human Services Issues

Issues such as aging, youth, disabilities, homelessness and domestic violence were among the topics discussed by about 200 volunteers during a series of focus groups and community hearings hosted by MAG. The events were held throughout June and July to collect community input for the *2006 Regional Human Services Plan*.

Citizen feedback is a critical component of the plan, which will be published in January 2006. Several focus groups were held for each issue area to ensure broad coverage of the Valley and for inclusive participation. Community hearings were also held in Avondale, Mesa and Phoenix.

The *Regional Human Services Plan* assesses current human services issues, including identification of the gaps and resources that exist as well as opportunities to strengthen services. The plan recommends priorities for the next year and possible directions for future activity and planning. The plan serves as an important tool in helping cities and towns identify regional trends and the local impact of those trends. The MAG human services committees take the lead in the formulation of the plan, with final approval by the MAG Regional Council.

Residents who missed the focus group opportunities may also offer their input by e-mailing comments to [hsplan@mag.maricopa.gov](mailto:hsplan@mag.maricopa.gov), or by leaving a voice mail message at (602) 452-5092. All comments will be kept confidential upon request. 



# New Policies in Place for Street Program

After a year of development, a document outlining the policies and procedures for the Arterial Life Cycle Program has been completed.

The Transportation Policy Committee spent months drafting the *Arterial Life Cycle Program Policies and Procedures*. Similar to the Life Cycle Program for the Regional Freeway System, the Arterial Life Cycle Program (ALCP) is designed to keep costs and revenues in balance and to deliver all of the Proposition 400 arterial street projects in an efficient and cost-effective manner.

Transportation Policy Committee (TPC) Chair Elaine Scruggs, Mayor of Glendale, called the process of developing the recommendations an outstanding example of regional teamwork and resolve to deliver the Plan approved by the voters in November 2004.

“In every discussion, the committee felt strongly that the highest priority is for arterial projects to be built on time, in the order of priority outlined in the Regional Transportation Plan approved by Valley voters,” she said. “Throughout the process, the committee reiterated this regional resolve, and our motto quickly became, ‘Build the Plan!’” said Scruggs.

In fact, at the meeting where the final vote was taken, Mayor Scruggs passed out coffee mugs emblazoned with that motto, which were donated by TPC business representative Eneas Kane.

The policies and procedures that will guide the program were approved by the MAG Regional Council on June 29, 2005.

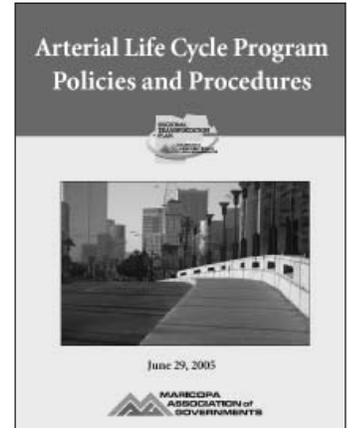
“The Arterial Life Cycle Program is a key safeguard that was part of Proposition 400 and represents more than \$1.5 billion of investment over the next 20 years,” said MAG Regional Council Chair Keno Hawker, Mayor of Mesa. “These policy considerations were vitally important in ensuring the street program remains fiscally sound throughout its 20-year life span and that the Plan is delivered as promised to voters,” he said.

The ALCP guidelines have been under development for more than a year, with MAG staff and member agencies working closely with the Transportation Policy Committee. Several workshops were held with member agency staff to create the policies and procedures, which address such issues as:

- How the ALCP would be adjusted if revenues are higher or lower than projected.
- How the projects in multiple jurisdictions will be managed through a lead agency.
- How the project budgets for regional funding will be adjusted for inflation.
- The process to add or change projects that are in the ALCP.
- The information required to define the scope, schedule and budget for the project.
- The content of the Project Agreements between MAG and the implementing agency.
- Invoicing and reporting requirements.

- How projects can be advanced by a local jurisdiction.

The Maricopa Association of Governments is the designated regional planning agency for the Maricopa region. In 2004, MAG initiated development of the Arterial Life Cycle Program to provide management and oversight for the street projects contained in the Regional Transportation Plan. The policies and procedures put in place in June are consistent with the requirements in House Bill 2456, passed in 2004 in association with the development of the Regional Transportation Plan and Proposition 400. Changes and revisions to the policies and procedures must go through the MAG committee process. 



## MAG Moment



Flanked by Chandler Mayor Boyd Dunn and ADOT Director Victor Mendez, Governor Janet Napolitano cuts the ribbon at the Santan freeway opening June 11, 2005.

# EVENT Calendar

# MEETING Times

# FALL 2005

## August

- 2<sup>nd</sup> 3:00 p.m. Employers Against Domestic Violence Steering Committee
- 3<sup>rd</sup> 10:00 a.m. Intelligent Transportation Systems Committee
- 3<sup>rd</sup> 1:30 p.m. Standard Specifications and Details Committee
- 4<sup>th</sup> 1:30 p.m. Air Quality Technical Advisory Committee (Tentative)
- 9<sup>th</sup> 1:30 p.m. Street Committee
- 16<sup>th</sup> 9:00 a.m. Population Technical Advisory Committee
- 16<sup>th</sup> 10:30 a.m. Census Survey Oversight Subcommittee
- 16<sup>th</sup> 1:00 p.m. Planners Stakeholders Group
- 16<sup>th</sup> 1:30 p.m. Regional Bicycle Task Force/ Pedestrian Working Group Joint Meeting
- 17<sup>th</sup> 2:00 p.m. Building Codes Committee
- 23<sup>rd</sup> 1:30 p.m. Building a Quality Regional Community
- 23<sup>rd</sup> 4:00 p.m. Youth Policy Advisory Subcommittee
- 25<sup>th</sup> 10:00 a.m. Transportation Review Committee

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

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

## September

- 1<sup>st</sup> 1:30 p.m. Air Quality Technical Advisory Committee
- 5<sup>th</sup> Labor Day: Office Closed
- 6<sup>th</sup> 9:00 a.m. Domestic Violence Council
- 7<sup>th</sup> 10:00 a.m. Intelligent Transportation Systems Committee
- 7<sup>th</sup> 1:30 p.m. Standard Specifications and Details Committee
- 7<sup>th</sup> 12:00 p.m. Management Committee
- 12<sup>th</sup> 12:00 p.m. Regional Council Executive Committee
- 13<sup>th</sup> 1:30 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
- 15<sup>th</sup> 1:00 p.m. Human Services Technical Advisory Committee
- 20<sup>th</sup> 9:00 a.m. Population Technical Advisory Committee
- 20<sup>th</sup> 10:00 a.m. Transportation Safety Committee
- 20<sup>th</sup> 10:30 a.m. Census Survey Oversight Subcommittee
- 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
- 28<sup>th</sup> 5:00 p.m. Regional Council Meeting
- 29<sup>th</sup> 10:00 a.m. Transportation Review Committee

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

## October

- 6<sup>th</sup> 1:30 p.m. Air Quality Technical Advisory Committee
- 11<sup>th</sup> 1:30 p.m. Street Committee
- 12<sup>th</sup> 12:00 p.m. Management Committee
- 12<sup>th</sup> 1:00 p.m. Human Services Coordinating Committee
- 17<sup>th</sup> 12:00 p.m. Regional Council Executive Committee
- 18<sup>th</sup> 9:00 a.m. Population Technical Advisory Committee
- 18<sup>th</sup> 10:30 a.m. Census Survey Oversight Subcommittee
- 18<sup>th</sup> 1:00 p.m. Planners Stakeholders Group
- 18<sup>th</sup> 1:30 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> 4:00 p.m. Transportation Policy Committee
- 20<sup>th</sup> 1:00 p.m. Human Services Technical Advisory Committee
- 25<sup>th</sup> 1:30 p.m. Building a Quality Regional Community
- 26<sup>th</sup> 5:00 p.m. Regional Council
- 27<sup>th</sup> 10:00 a.m. Transportation Review Committee

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)

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.



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