

**MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL RETREAT**

January 12, 2001
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Mayor Skip Rimsza, Phoenix, Chairman	Mayor Keno Hawker, Mesa
Councilmember Marie Lopez- Rogers for Mayor Ron Drake, Avondale	* Mayor Edward Lowry, Paradise Valley
* Mayor Dusty Hull, Buckeye	Mayor John Keegan, Peoria
* Mayor Edward Morgan, Carefree	Mayor Wendy Feldman- Kerr, Queen Creek
* Mayor Vincent Francia, Cave Creek	* President Ivan Makil, Salt River Pima- Maricopa Indian Community
Mayor Jay Tibshraeny, Chandler	Mayor Mary Manross, Scottsdale
Mayor Roy Delgado, El Mirage	Mayor Joan Shafer, Surprise
* Mayor Sharon Morgan, Fountain Hills	* Mayor Neil Giuliano, Tempe
* Mayor Chuck Turner, Gila Bend	* Mayor Adolfo Gamez, Tolleson
* Governor Donald Antone, Gila River Indian Community	Vice Mayor Lon McDermott for Mayor Larry Roberts, Wickenburg
Mayor Cynthia Dunham, Gilbert	* Mayor Eugene Russell, Youngtown
* Mayor Elaine Scruggs, Glendale	F. Rockne Arnett, ADOT
Mayor Bill Arnold, Goodyear	* Dallas Gant, ADOT
Councilmember Margarita Garcia, Guadalupe	Brian Campbell for Bill Beyer, Citizens Transportation Oversight Committee
Mayor J. Woodfin Thomas, Litchfield Park	
* Supervisor Andy Kunasek, Maricopa County	

*Those members neither present nor represented by proxy.

The Regional Council retreat was called to order by Chairman Skip Rimsza at 9:00 a.m.

Chairman Rimsza introduced the guest speaker, Jon Talton, columnist for *The Arizona Republic*. Self introductions followed.

Regional Stewardship

Chairman Rimsza stated that the focus of the retreat is working together. He noted the productive cooperative efforts on transportation. Chairman Rimsza stated that the challenge is planning and facilitation is needed. He stated that he recently attended a meeting of the Northeast Arizona Mayors. State funding and transportation were discussed. Chairman Rimsza stated their concerns of the benefits of a statewide sales tax on their communities. Chairman Rimsza stated that they realize that the MAG region would be a donor region and would not be receiving back the revenue paid in. He indicated that MAG residents are users of facilities in other parts of the state. Chairman Rimsza stated that smaller communities cannot generate the revenue through sales tax to fund some services, such as Dial a Ride. He also mentioned the fact that residents will go to another community to make large purchases to avoid a city-levied sales tax. The statewide sales tax would level the playing field and could supply revenue for needed services that could be otherwise unavailable.

What Are We Leaving Our Grandchildren? - View of the Valley in 2040

James M. Bourey introduced the facilitator for the retreat, Lance Decker. Mr. Bourey reviewed the retreat agenda. He stated that the presentations on demographics, growth and development; and transportation given by MAG staff would provide a view of conditions in the Valley in 2040. He introduced Rita Walton, who gave a presentation on demographics. Ms. Walton displayed a graph that showed the population growth from 1940 to 2040. She stated that the current population for the region is approximately 3,000,000 and is projected to be approximately 6,300,00 in 2040. Two cities in the region currently have a population of 250,000 or greater. In 2040, this number of cities is projected to be nine.

Ms. Walton reviewed race and ethnic mix data. Currently, one in five people in the region is Hispanic, which is expected to be one in three in 2040. Ms. Walton commented on issues that could be created by language barriers. Ms. Walton displayed a pie chart comparing age groups in 2000 and 2040. By 2040, the percentage of seniors will increase and the percentage of children will decrease. She explained how age groups impact the need for schools, transportation, housing, police and fire and social and health services. Ms. Walton displayed a graph of the projected impacts of the aging shift on Social Security, In 1960, 5.1 workers paid social security taxes per beneficiary as opposed to a projected 2.1 in 2040.

Ms. Walton stated that by 2040, 825 new schools will be needed in new growth areas and older schools may require replacement. She noted the alternative uses may need to be found for schools in slow or no growth areas. Ms. Walton displayed a bar chart that showed the increasing disparity between low and high incomes. Ms. Walton stated that cities

will be larger, people will be more ethnically and racially diverse, and older, which will present increased and different service demands on the region.

Jack Tomasik gave a presentation on the impacts of growth and development. He stated that the buildout population of member agencies' general plans is 13 million in approximately 100 years. This compares to New York with 20.2 million, Los Angeles with 16.7 million and Chicago with 8.9 million. Mr. Tomasik stated that the opportunity is present to shape growth. He displayed a map that showed the dramatic progression of development from 1912 to buildout. Mr. Tomasik mentioned that capacity is 13.9 million when all of the master plans are built out. Mr. Tomasik pointed out the spread of development from Pinal County up through Casa Grande to the MAG region. Mr. Tomasik explained that the region could be impacted by fringe developments and impacts of sheer size. He showed two maps comparing the job/housing balance in 2000 and 2040. Mr. Tomasik explained the regional infrastructure costs of transportation, water treatment, wastewater treatment, and schools.

Mr. Tomasik stated that a survey of registered voters showed that they feel there is not enough permanently protected open space. He stated that buying the open space land is the only way to protect it from development. Mr. Tomasik pointed out that the latest Morrison Institute quality of life survey showed that nearly half of all registered voters would leave metro Phoenix today if they could. Of these respondents, the large majority would leave because of too many people, bit city and other quality of life problems that are going to worsen as the area continues to expand to greater size. Mr. Tomasik asked the questions: Who is leading development? Who should be leading development? Who can lead development? Mr. Tomasik noted that fewer options for regional problem solving will be available over time. And those solutions will become more expensive.

Eric Anderson stated that it has been 40 years since the initial blueprint for the freeway system was drafted. The MAG Freeway Program will be complete in 2007. Mr. Anderson stated that currently, there are about 13 million trips on an average workday covering a total of 67 million miles, which is expected to increase by 140 percent by 2040. Mr. Anderson stated that projected daily vehicle miles of travel (VMT) in 2040 is 175 million, which is about the same as the Chicago/Northwest Indiana metro area has today. Today about 20 percent of the intersections and 17 percent of freeways are congested. By 2040 congestion is expected to triple and extend throughout the region. Mr. Anderson displayed maps comparing the roadway and freeway daily level of service for 2000 and 2040. He pointed out that the red arterials and roadways on the maps indicated level of service F, which means that they are gridlocked most of the day.

Mr. Anderson stated that mobility preservation is needed to maintain economic viability. He showed a 2040 map that included all of the transportation investments in the current MAG 20-year plan, which total \$23.5 billion. Mr. Anderson pointed out that the MAG plan includes about \$9.4 billion of funds from sources not currently on the books. Additional revenues from such sources as an extension of the sales tax and periodic increases in the gas tax have been assumed to complete all of the projects in the plan.

Mr. Anderson displayed a map that showed the impact of population growth and travel increase on projected travel times. Commute times are anticipated to more than double. Mr. Anderson stated that congestion impacts also show up in the average speeds. Average peak hour freeway speeds are projected to decline from 35 miles per hour to 16 miles per hour by 2040. Speed on arterials falls by 50 percent from 24 to 12 miles per hour.

Mr. Anderson stated that the number of transit trips will increase modestly over the next 40 years. With continued investment in public transit after 2020, transit share may rise to 1.3 percent with the total number of transit trips in the region tripling.

Mr. Anderson stated that projections of aviation growth rates past 2020 yields passenger boardings at Sky Harbor approaching 60 million annually, which is about the same as LAX today. Freight traffic is expected to grow from about one-half million tons today to 9 million tons in 40 years.

Mr. Anderson expressed concern for transportation funding revenue. The current plan needs \$9.4 billion to complete the projects identified in the plan. Without substantial new revenue sources for transportation, this gap could become \$20 billion, or even higher, by 2040. Mr. Anderson explained the erosion of current funding sources, including the decline in gas tax and the possibility of eliminating or reducing Vehicle License Taxes.

Mr. Anderson stated that new technologies may present potential for new sources of funding. He gave as an example, Progressive Insurance Company's testing of a system using GPS to track vehicle usage so that insurance premiums reflect usage levels. There exists the possibility that there could be a user fee based on miles driven in the future to pay for transportation improvements. Mr. Anderson stated that congestion pricing may be a method to moderate travel. Automated guideways, smart vehicles, and real-time, adaptive traffic signal systems could improve mobility and safety.

Mr. Anderson commented on the transportation challenges ahead. He indicated that the challenge could be met by encouraging different travel behavior, increasing the efficiency

of what we currently have in place, and making strategic investments in new transportation infrastructure.

Chairman Rimsza commented on whether the demographics reflected an assumption that because people will live longer, they could be working longer, which could impact Social Security. Mr. Anderson stated that is a major element in transportation planning. He commented that many could start entirely new careers after retirement. This needs to be incorporated into transportation models. Mr. Anderson acknowledged that Social Security is a factor. Chairman Rimsza brought up the consideration that older residents may decide to live in a more dense area, closer in to work. Mr. Bourey stated that this type of element would be included in the discussion at the Regional Transportation Plan forums scheduled in February and March.

Roc Arnett asked if the assumption for continued funding includes the continuation of RARF revenue. Mr. Anderson replied that the straight line of federal funding formulas are assumed. Mr. Anderson stated that assumption of the sales tax revenue in 20 years, transit and roadway funding would continue. He commented on the impacts of erosion of the gas tax on HURF. Mr. Anderson stated that the 18 cents per gallon fuel tax has not changed since 1990.

Mayor Keegan commented on the impacts to population projections because of gridlock. Mr. Anderson stated that central city gridlock affects all. People may choose to live and work differently. Mayor Keegan indicated that providing the 2040 presentation to organizations, such as Chambers of Commerce, GPEC, etc. would be helpful. He stated that providing job opportunities within communities where people also live, could decrease transportation gridlock.

Councilmember Garcia expressed concern over the rich getting richer and the poor getting poorer. More seniors have to work because of the rising costs and health care costs. She expressed concern with providing affordable housing for lower income and middle income as well.

Mayor Shafer commented that the group must think "we" instead of "I" in transportation. Safety needs to be ensured for commuters. She commented that concerns should be regional.

Mayor Hawker stated that the Pinal County influence can't be ignored. Pinal County will have a huge impact on the MAG region. Mayor Hawker stated that the concept of charging for miles driven is intriguing. He asked about transit share of travel. He stated that the

1.3 in 2040 seems like a small number. Mayor Hawker asked how much funding will be allocated? Mr. Anderson stated that the 2040 transit share was based on trends from 2020, since that is as far as the LRTP goes. He commented on growth occurring on the periphery and the need to become more aggressive in expanding transit service. As area expands, need for transit service expands. Mr. Anderson commented on continuing current trends for a 39 mile system in place, tripling of bus service, and quadrupling of express bus service.

Mayor Hawker commented that in the future, autos may not be the vehicles using roadways, but perhaps some new technology. Mayor Thomas stated that a way to continue encouraging reduction in travel is needed.

Chairman Rimsza stated that the need is to focus on rush hour, high level congestion, not over total trips. Transit is a commuter service and does not have a high number of total trips, even in a commuter city like New York City. Transit is a rush hour reliever. Chairman Rimsza stated that people think transit is not worth the investment, but it gives relief especially for those with low incomes.

Review of Action Steps Taken in Other Regions

Mr. Bourey reviewed action steps taken in other regions to address growth and its impacts. He stated that other regions have adopted regional development principles. As an example, Mr. Bourey explained that most of the jurisdictions in Colorado have entered into the Mile High Compact, which is an agreement guiding the development of communities' master plans. Mr. Bourey explained the concept of Regional Adequate Facilities, where adequate public facilities must be in place before a development project is completed.

Mr. Bourey stated that in a proposal considered by a Growing Smarter committee, local comprehensive plans, plan amendments and developments of regional impact, would be reviewed for their consistency with regional plans, principles in Growing Smarter legislation, impacts on other jurisdictions, and adequacy of public facilities. Mr. Bourey displayed a flow chart of a possible regional plan review procedure.

Mr. Bourey stated that other regions have developed a regional collaboration of business, education, and governmental interests. He stated that options that have been discussed at MAG include expanding the MAG membership, holding a community-based annual regional policy congress, establishing a standing committee of regional planning partners, and collaboration on specific issues.

Mayor Feldman-Kerr stated that her Town's ordinance has been helpful. Mayor Thomas stated that developers are exploiting those areas that do not have impact fees. He commented that the State needs to step up to the plate and take the lead. Brian Campbell commented that environmental compliance will become increasingly important.

Report from the Management Committee and Discussion

Mr. Bourey reviewed the three major points that were the consensus of the Management Committee at their retreat.

Regional Review of Local Plans

Mr. Bourey stated that the Management Committee discussed how a regional review of local comprehensive plans, plan amendments and developments which have a regional impact would be reviewed for consistency with regional plans, principles contained in the Growing Smarter legislation, their impacts on other local government jurisdictions, and adequacy of regional public facilities. He stated that the Management Committee discussed how a threshold could be established by which developments of regional impact would be reviewed and all projects which meet certain criteria would be reviewed. Mr. Bourey noted the already established enhanced notification procedure in which cities and town notify each other on projects that meet certain criteria. He indicated that further enhancement of this process is desired. Mr. Bourey displayed examples of the criteria for land use activities.

Broadening Public and Private Sector Participation

Mr. Bourey stated that the Management Committee agreed that more fully involving other public sector groups and the private sector in the MAG process would both improve the process and gain support for MAG actions. Mr. Bourey stated that expanding the MAG membership, holding a community based annual Regional Policy Congress, forming a standing committee of regional planning partners, and collaboration on specific issues are options that could assist in these participation efforts.

Regional Revenue Generation and Sharing

Mr. Bourey stated that the reliance on sales tax generated by commercial development leads a high level of competition among cities. He stated that options could be explored for generating local government revenue and distributing the resources in way that could foster cooperation and lead to appropriate distribution on commercial development.

Mr. Decker asked for members' observations. Mayor Thomas commented on hanging together or hanging separately. All need to think regionally, but can't let region take over

individual cities. Mayor Hawker commented on the concern for having MAG telling cities what to do.

Chairman Rimsza stated that a regional review of local plans is the issue, not control of cities. The review could help communities get more out of developments and enable them to know what other cities are doing. Others could be included at the table, such as other counties.

Mayor Hawker stated that time is money and developers don't want delays. Standards could be developed, but each project would go through individual zoning.

Mayor Dunham expressed concern that a regional view could be used against municipalities. She indicated that an outside view could be helpful. Mayor Dunham stated that criteria needs to be defined, whether number of acres, how far, etc.

Mayor Manross stated that each city has a better feel for what it needs. For areas outside of municipalities it would be very helpful, for example, to know if a facility or development is planned within a certain distance from existing facilities.

Chairman Rimsza asked members for their thoughts on whether it would be best for the region in the long term to be able to review the planning developments that have some criteria, then coordinate with the planning process in each city.

Mayor Tibshraeny commented on the value of a city reviewing another's plans, unless the planned development would be one of environmental impact.

Mayor Feldman-Kerr expressed concern with sameness. If there is a regional decree on minimum standards, developers will argue how undeserving we are of their presence. She expressed a need for review of development of environmental or economic impact.

Mayor Shafer stated that a regional review is needed when boundaries abut.

Mr. Campbell stated that air pollution generated by gridlock affects all, not just the project in the individual city.

Mayor Arnold commented on the competition between communities trying to get jobs and establish a tax base. Revenue sharing could provide better services all around.

Chairman Rimsza commented on previous unsuccessful attempts with revenue sharing. He indicated that revenue sharing could be successful if both communities share the concern that they may not get the facility.

Mayor Tibshraeny explained that Chandler has had a couple of instances in shared revenue. He stated that developers "shop" between communities to get the best deal. In one of their experiences, the losing community received a percent of the sales tax instead of giving it back to the dealer. This type of revenue sharing could be accomplished on border projects.

Mayor Thomas stated that the mayors communicated to protect Luke Air Force Base. He indicated that more input is needed from the County.

Mayor Manross commented on including the Arizona State Land Department at the table.

Mayor Thomas commented on receiving input from the Governor especially in regard to issues such as Growing Smarter.

Mayor Keegan commented on including input from the Bureau of Land Management, since the land, infrastructure and provided services will be federal.

Mayor Shafer stated that one of the biggest problems is education. Arizona is 48th the in nation for spending. Mayor Shafer stated that mayors hear questions about a solution. Mayors should have a closer tie to educational groups. Mayor Shafer commented that forty years from now, the students of today will be running the cities. To ensure that in 2040 the region is a decent place to live, we need to educate the students of today.

Mr. Arnett commented on including the business community and organizations, such as Chambers of Commerce, in addition to developers.

Chairman Rimsza stated that the question is whether MAG is prepared to have others at the table. He commented on considering taking the role of activists and not waiting for change to be forced upon us. He stated that additional input is inevitable. In that event, what form should the input take? Chairman Rimsza stated that businesses that are considering expansion like the fact that this region does not have a lot of levels of government. Chairman Rimsza expressed concern with adding another level of bureaucracy. Chairman Rimsza noted that there is the possibility of establishment of a regional planning authority if it's not done voluntarily.

Mayor Manross expressed her agreement with Chairman Rimsza. She indicated that more review and discussion would be beneficial. Mayor Manross stated that member agencies cooperate on a lot of issues, but not revenue sharing. Competitiveness can be destructive.

Councilmember Garcia stated that input from the University is needed.

Chairman Rimsza commented on the possibility that Indian communities could be more willing to accept 99 year leases on their lands. He asked if residential development is being discounted on these lands. Ms. Walton explained that Indian communities have development regulations for their lands, which could possibly change over time.

Mr. Bourey referred to a draft memo of four options for broadening public and private sector participation. He indicated that these options have been discussed by the Executive Committee and Management Committee.

Chairman Rimsza commented on adding national delegation representation. He spoke about the possibility of establishing a regional, elected planning board of community leaders. Chairman Rimsza stated that the Regional Council needs to be kept in the mix.

Mr. Arnett stated that partnerships helped with the acceleration of the regional freeway system, when business got involved. He indicated that bringing in more members and changing MAG's name could be positive. Mr. Arnett commented on partnering with the business community could help to achieve success. He stated that changing the name could be a good idea.

Mayor Hawker stated that not all representatives would have a vote on all matters, but would rather be based on their expertise. Subcommittees should be isolated and voting carefully apportioned.

Mayor Manross stated that MAG must move ahead and determine the future, or it will be determined by others. Regional governance issues that failed on the ballot need to be addressed. Our opportunity to do that is to do it in-house. If action is not taken by MAG, issues could end up on the ballot. Mayor Manross stated that there is a consequence if nothing is done. Potentially, establishment by legislative action of a regionally elected, empowered planning board that will approve the developments. She stated that partnerships with votes on all issues are not needed, although their expertise would be welcome.

Mayor Shafer agreed with bringing others to the table, but expressed concern for giving them a vote.

Education is important.

Mayor Dunham stated that to be effective, the support of others is needed. She expressed that caution should be used in the selection of representatives, which would require approval of MAG.

Chairman Rimsza commented that voting would be on relevant issues by the appropriate jurisdiction. He gave as examples voting on model city ordinances such as dust control by cities, or transportation issues by CTOC. He indicated that in the worst case scenario, allowing voting by all, the majority would still rule. Allowing others a vote could empower them.

Councilmember Garcia asked about representation by the League. Chairman Rimsza stated that the League is a statewide agency. All of the same cities that are represented in the region are also represented within MAG membership. Councilmember Garcia suggested including the League's administration as the representative.

Mr. Arnett commented on bringing the development community and contractors to the table. The business community could help provide solutions. They should be represented, even for dust control.

Vice Mayor McDermott stated that he agreed that input is needed from affected groups. He commented that a structure over and above MAG would not be needed if MAG does a good job.

Mayor Arnold stated that the process of making key decisions could be improved by including business and educational input. The structure has been established, but the process needs to be improved.

Mayor Feldman- Kerr expressed concern with establishing a large, unwieldy committee. She stated that developers are part of the business community, so why include them as a separate entity? Mayor Feldman- Kerr expressed concern over the State's approach and with developers' control.

Mayor Thomas stated that the developers' concerns need to be heard. He stated that increased participation and involvement by the Indian Communities are needed.

Mr. Campbell noted the involvement of the business community in the East Valley Partnership. He expressed concern on giving them a vote, but stated that they need to be brought to the table.

Mayor Dunham stated that MAG has committees to provide support and input, but in order to make good decisions, the support and input from many groups are needed. Mayor Dunham stated that the final say must rest with those elected by the greater group. Special or advisory committees, appointed or elected, could be formed, but the final decision must rest with elected officials.

Chairman Rimsza summarized the comments made at the retreat. He indicated that members would be willing to have more advisory groups, including groups such as the business community, education interests, and the Governor's office, not part of the voting body, but with some level of membership. Chairman Rimsza indicated that the vote would be out for now, and more active roles for others would be pursued. Chairman Rimsza noted that a new name is needed and should reflect a larger group. Councilmember Garcia noted that homeowner's associations are becoming an important factor.

Reflections and Comments

Jon Talton stated that he is a 4th generation Arizonan but have lived in other places for the last 20 years. He stated that he does not feel the region has been ruined, despite warnings from his friends. Mr. Talton stated that cities have made smart choices, but the region is now at a crisis point of decision making. Mr. Talton stated that the New Economy has a lot to do with urbanization and quality of life.

Mr. Talton stated that he writes about the Real Estate Industrial Complex. He noted the danger when a group of relationships becomes too powerful and overcomes common good. Real estate industrial complex may be in danger of a "desert of ideas" about economic growth. It is focused on fringe development and mass production development. Cities will need to face down developers and call their bluff. Some developers need to leave. Some quality developers are into creative activities, such as infill.

Mr. Talton stated that the state's economy is dangerously out of balance, with dangerous amounts of in-migration. Mr. Talton commented on the high levels of low wage growth. He commented on the job quality issue. Corporate headquarters are struggling. Mr. Talton stated that the state does not have large corporations the equivalent of Microsoft, Band of America, or Coca Cola. A way to address economic balance is needed. Mr. Talton

mentioned other cities' economic downturns, such as Houston with oil, Akron with tires, Pittsburgh with steel.

Mr. Talton spoke about competition among cities. He noted that the taxation structure needs re-examination. Mr. Talton stated that a little competition may not be bad, and is healthy. Different amenities are good for different people. One New Economy phenomenon is competition to offer the best quality of life. People will be looking for more of that. Competition is helping. Mr. Talton stated that another layer of bureaucracy should not be there. Learn from other levels of government.

Mr. Talton stated that Denver has been built out since the mid 1970s. But Denver has thrived and its quality of life has increased. He stated that a lot can be learned from best practices nationally. Mr. Talton stated that the definition of growth needs to be reassessed. One type of growth is bringing in more houses, businesses, etc., which is just numbers. The other is how to create new wealth that reverberates in the community.

Mr. Talton spoke about transportation issues. He referred to a thesis that stated that the more roads that were built, the more they were congested. Mr. Talton stated that buses are not a solution. He stated that a way must be found to make rail work. He stated that people say rail won't pay its way, and noted that cars don't pay their way, either.

Mr. Talton stated that the emphasis of knowledge is very important. Ideas and intellectual property have a huge value. This region is competing against places for knowledge workers, intellectual capital and wealth creation. Cities who are winning are doing this.

Mayor Manross stated that the Real Estate Industrial Complex is a wonderful concept. She asked if he felt more tax credits to draw business should be considered. Mr. Talton replied that a tax structure reform is needed, and tax credits alone will not solely accomplish this. He indicated that because the economy may be unbalanced, the government may have to do more heavy lifting than it normally should.

Mayor Hawker asked about the types of businesses that should be attracted and alternative funding sources. Mr. Talton stated some companies may have lower property taxes than desired. Jobs in call centers, chip manufacturing are satisfactory, but a way to get more venture capital and with companies that originate this decision-making is needed. Government should make permit and regulatory climate easy while still dealing with needs of communities. The tax structure needs re-examination.

Mayor Thomas asked how the declining levels of service in transportation could be surmounted? Mr. Talton stated that light rail is good start, but the notion of these modes paying for themselves must be confronted. Examples of surmounting the issue is to look at the public good and build walking neighborhoods. Mr. Talton stated that visionary, courageous people need to step forward. One of the most significant issues is transportation. It is a tax funded process. But no matter what is done, levels of service decline.

Chairman Rimsza commented on the need to have the delegation in Washington fight for transportation funding and resources for the community. Chairman Rimsza listed previous examples of investments that included light rail, Rio Salado, CAP and dam structures. He commented that it is a challenge to get the delegation on board. Mr. Talton acknowledged that if the money does not go to this community, it will go elsewhere.

Development of MAG Action Plan

Mr. Decker asked members what actions do they want to take? Mr. Bourey stated that the regional review of local plans process is in place, but has not been greatly utilized. Mr. Bourey commented on enhancing that process. He stated that MAG has been working with communities to implement growing smarter recommendations and prepare best practices. Mr. Bourey stated that modeling comprehensive general plans is being examined.

Mayor Manross asked about the development of assessment criteria. Mr. Bourey stated that the review process would be used on developments over a certain size. He explained that much dialogue went into developing the process. Mr. Bourey noted that additionally, comprehensive plans could be examined for possible impacts. He mentioned that a process to review comprehensive plans and amendments needs to be determined, perhaps through a committee process.

Mayor Dunham suggested forming a small group to update the draft with the help of MAG staff. Mr. Bourey stated that the Management Committee expressed interest in being involved if the Regional Council recommended it.

Chairman Rimsza requested that staff put together five names that do not include the words "government," and "Maricopa," because of the involvement of Pinal and Yavapai Counties. Mayor Shafer commented on the possible names being brought back to the Regional Council.

Chairman Rimsza reviewed points determined from the discussion: to have the Management Committee draft a plan review process; to add other active participation with no voting rights; and to examine a name change that reflects where we might be in five years. Mayor Keegan stated that the Management Committee could examine both the negatives and the positives.

Mr. Bourey stated that the Management Committee recommended the study of revenue sharing. Mayor Hawker expressed concern that communities have independent elections and this could take away that sovereignty. Mr. Bourey stated that it is not intended to put all revenue into one pot, but to examine options. Mayor Dunham stated that the committee could examine areas where revenue sharing could be considered. She explained a successful revenue sharing project between Gilbert and Queen Creek.

Chairman Rimsza commented on discussion of revenue sharing for those projects along borders. He stated that developers may demand incentives and if they are not forthcoming, move or threaten to move the development to another jurisdiction. Revenue sharing could remove the demand for incentives.

Councilmember Garcia commented on the name association of MAG with certain programs.

Chairman Rimsza thanked all for attending the retreat. The retreat was adjourned at 12:05 p.m.

Chairman

Secretary