

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

February 28, 2001  
MAG Office, Saguaro Room  
Phoenix, Arizona

**MEMBERS ATTENDING**

Mayor Skip Rimsza, Phoenix, Chairman  
Vice Mayor Marie Lopez-Rogers for  
Mayor Ron Drake, Avondale  
\* Mayor Dusty Hull, Buckeye  
Mayor Edward Morgan, Carefree  
\* Mayor Vincent Francia, Cave Creek  
Vice Mayor Boyd Dunn for  
Mayor Jay Tibshraeny, Chandler  
Mayor Roy Delgado, El Mirage  
\* Mayor Sharon Morgan, Fountain Hills  
\* Mayor Chuck Turner, Gila Bend  
\* Governor Donald Antone, Gila River Indian  
Community  
Councilmember Les Presmyk for  
Mayor Cynthia Dunham, Gilbert  
\* Mayor Elaine Scruggs, Glendale  
Mayor Bill Arnold, Goodyear  
Councilmember Margarita Garcia, Guadalupe  
Mayor J. Woodfin Thomas, Litchfield Park  
Supervisor Andy Kunasek, Maricopa County

Mayor Keno Hawker, Mesa  
Mayor Edward Lowry, Paradise Valley  
Vice Mayor Ken Forgia for Mayor John  
Keegan, Peoria  
\* Mayor Wendy Feldman-Kerr, Queen Creek  
\* President Ivan Makil, Salt River Pima-Maricopa  
Indian Community  
Mayor Mary Manross, Scottsdale  
\* Mayor Joan Shafer, Surprise  
Mayor Neil Giuliano, Tempe  
\* Mayor Adolfo Gamez, Tolleson  
Vice Mayor Lon McDermott for Mayor Larry  
Roberts, Wickenburg  
\* Mayor Eugene Russell, Youngtown  
F. Rockne Arnett, ADOT  
Dallas Gant, ADOT  
Bill Beyer, Citizens Transportation Oversight  
Committee  
+ Mayor Douglas Coleman, Apache Junction

\*Those members neither present nor represented by proxy.

+Non-voting

Chairman Rimsza stated that agenda items not requiring Council action would be considered until a quorum was met.

4. Call to the Audience

This agenda item was taken out of order.

Chairman Rimsza recognized public comment from Bob McKnight, who stated that members need to consider appointing the Chair from a smaller city. He stated that smaller cities are more receptive to the wishes of the people. Mr. McKnight suggested moving the grant reciprocity from Phoenix to El Mirage. He said that the bus terminal will not work. He stated that Phoenix builds projects and then people don't like

them. Smaller cities make do with what they have. Chairman Rimsza thanked Mr. McKnight for his comments.

Chairman Rimsza recognized public comment from DD Barker, who expressed thanks to Ken Driggs for the transit tickets. She stated that the MAGAZine now includes information on bike rack accommodations, but still needs to include bus pass information. Ms. Barker commented on minutes from the Regional Council retreat that car supports itself, that mass transit is subsidized, buses aren't a solution, and rail should be considered an investment. She stated that buses are an investment that work and they bring in revenue from fare boxes. Ms. Barker commented on the speed advantage that rapid express buses have over a trolley and that more rapid bus service is needed. She stated that at the January Regional Council meeting, her public comment was taken after the vote for the agenda items ADOT Cooperatively Developed FY 2002-2006 Highway Construction Program and Amendment of MAG Transportation Model Enhancements Consultant Contract for Station Demand Forecasting, whereas Mr. Crowley's were taken before the vote. She stated that this is discriminatory. Chairman Rimsza thanked Ms. Barker for her comments.

5. Executive Director's Report

James M. Bourey updated member on impending legislation. He stated that HB 2507, noise wall legislation, bears watching due to potential impacts. He will keep members informed.

Mr. Bourey stated that a decision point is approaching on whether to proceed with a 2005 Special Census. He indicated that he will attend a meeting with the Census Bureau in Washington on March 6th to discuss this.

Mr. Bourey stated that MAG hosted a visit from a delegation from Azerbaijan. They are interested in creating regional agencies.

Mr. Bourey stated that Chairman Rimsza and Mayor Arnold met with the Arizona Republic Editorial Board on the Governor's Transportation Vision 21 Task Force recommendations. Mayor Arnold stated that the Task Force did not consider transit, air quality, land planning, only roads of regional significance. He mentioned that in his community, developers assist with improvements to roads of regional significance and allow money for operations. Mayor Arnold stated that one of the Task Force recommendations was the establishment of a five-member directly elected transportation governing board. He expressed concern with this recommendation. Mayor Arnold stated that his door is always open to the citizens and as a mayor, is closer to his constituents. Mayor Arnold stated that MAG needs to stand up for themselves. The Governing Board would also add another layer of government. Mayor Arnold expressed concern that the Board would be granted taxing authority. Mayor Arnold commented on the difficulties that could be encountered to get voters outside of Pima and Maricopa County to approve the extension of the half cent sales tax as a statewide tax. Mayor Arnold commented on positive steps MAG is taking on the action items determined at the Regional Council retreat, such as adding members and exploring a name change. Chairman Rimsza stated that he and Mayor Arnold had a good dialogue with the Editorial Board. He stated that the fact that roads of regional significance have already been adopted was discussed. Chairman Rimsza stated that the Editorial Board will also be meeting with Task Force Chair Marty Shultz.

Mr. Bourey stated that the Freeway Service Patrol, which began operation in December, assisted more than 400 motorists in that month alone.

Mr. Bourey informed members of a Supreme Court decision to uphold EPA's new standards for ozone and particulates. He stated that this decision could have significant implications for the MAG region.

Mr. Bourey stated that as a part of the Mid-Phase Public Involvement Process, a joint public hearing is scheduled for March 1, 2001. The panel will include members from the Regional Council Transportation Subcommittee, the State Transportation Board, and representatives from RPTA and CTOC. The public hearing will include presentations and an opportunity for public comment on the Draft TIP and Draft LRTP.

Mr. Bourey introduced new MAG staff members: Ken Hall, who replaced a former staff member in the position of transportation financial analyst. Mr. Hall had formerly served as CAAG Assistant Director. Becky Kimbrough has replaced Art Rullo as Fiscal Services Manager. Ms. Kimbrough had been the Comptroller for the Arizona Retirement System. Chairman Rimsza thanked Mr. Bourey for his report.

Chairman Rimsza recognized proxies Vice Mayor Marie Lopez-Rogers for Mayor Ron Drake, Avondale, Vice Mayor Boyd Dunn for Mayor Jay Tibshraeny, Chandler, Councilmember Les Presmyk for Mayor Cynthia Dunham, Gilbert, Vice Mayor Ken Forgia for Mayor John Keegan, Peoria, and Vice Mayor Lon McDermott for Mayor Larry Roberts, Wickenburg.

Chairman Rimsza stated that transit tickets were available following the meeting from Ken Driggs from the RPTA.

1. Call to Order

Chairman Rimsza announced that a quorum was present.

The meeting of the Regional Council was called to order by Chairman Skip Rimsza at 5:15 p.m.

3. Approval of January 12, 2001 Retreat Minutes and January 24, 2001 Meeting Minutes

Chairman Rimsza asked if there were any corrections to the minutes of the January 12, 2001 Retreat and January 24, 2001 meeting. Hearing none, he asked for a motion to approve.

Mayor J. Woodfin Thomas moved to approve the minutes of the January 12, 2001 Retreat and January 24, 2001 meeting. Bill Beyer seconded, and the motion carried unanimously.

6. Approval of Consent Agenda

Prior to action on the consent agenda, members of the audience will be provided an opportunity to comment on consent items that are being presented for action. Following the comment period, Council members may request that an item be removed from the consent agenda.

Chairman Rimsza stated that agenda items #7 and #8 were on the consent agenda. Chairman Rimsza asked for a motion to approve the consent agenda. Mayor Hawker moved, Vice Mayor McDermott seconded.

Before a vote was taken, Chairman Rimsza recognized public comment from Blue Crowley, who stated that there was no public input on the summary transmittal for agenda item #7, Participation in the U.S. Army Corps of Engineers Road Cuts Study. He commented that the Corps can be positive or negative. Mr. Crowley stated that there was no public input on the summary transmittal for agenda item #8, Consultant Assistance for the MAG Growing Smarter Implementation Project. However, there has been input because Growing Smarter was on the ballot. He commented on efforts by the Sierra Club, and said that the mayors need to get the job done. Chairman Rimsza thanked Mr. Crowley for his comments and asked for a vote on the motion.

The motion passed unanimously to approve consent agenda items #7 and #8.

7. Participation in the U.S. Army Corps of Engineers Road Cuts Study

The Regional Council, by consent, approved participating in the U.S. Army Corps of Engineers Road Cuts Study for an amount not to exceed \$75,000. In December 1999, members at the Management Committee Retreat expressed interest in a consistent approach regarding how road cuts are addressed throughout the region. Following the retreat, the MAG 2001 Unified Planning Work Program and Annual Budget included a study to establish a MAG Regional Community Wide Area Network Study and Implementation Plan. An anticipated part of this study and implementation plan was a further review of the effect of road cuts on the service life of urban roads. Staff is recommending that MAG participate in a project sponsored by the U.S. Army Corps of Engineers and the National Research Council Canada's Institute for Research in Construction regarding this issue. The Management Committee concurred with the staff recommendation.

8. Consultant Assistance for the MAG Growing Smarter Implementation Project

The Regional Council, by consent, amended the contract with Applied Economics to add \$28,295, (increasing the contract from \$157,483 to \$185,778), and to amend the contract with Carollo Engineers to add \$16,290 (increasing the contract from \$223,840 to \$240,130) to provide demographic, infrastructure, affordable housing, and revenue analyses for the MAG Growing Smarter Implementation Project. Staff is recommending that two existing MAG consultant contracts be amended to provide consultant assistance for the MAG Growing Smarter Implementation Project. Due to the statutory deadline of December 31, 2001 for cities and towns to comply with the growing smarter legislation, it is requested that this assistance begin as soon as possible. Staff is recommending amending the contract with Applied Economics from \$157,483 to \$185,778 to provide projections of sub-regional demographic and economic factors. Also that the contract with Carollo Engineers be amended from \$223,840 to \$240,130 to provide technical guidance and specifications for impacts of regional water demand, and also regional water treatment, wastewater treatment, and solid waste management demand, facility needs, and infrastructure costs. The Management Committee concurred with the staff recommendation.

2. Pledge of Allegiance

This agenda item was taken out of order. Mayor Neil Giuliano led the Pledge of Allegiance.

11. Update on Maricopa County Dust Control Efforts

Barnett Lotstein, Maricopa County Attorney's Office, stated that County Attorney Rick Romley, was unable to attend the meeting, as scheduled. He introduced Kim Cummings, Maricopa County Attorney's Office, and Al Brown, Maricopa County Environmental Services Department, to give an update on the County's dust control enforcement efforts. Mr. Brown stated that dust control efforts have made a huge turnaround since 1999 when the EPA indicated that more enforcement was needed. Mr. Brown showed a pie chart that indicated that construction was the largest source of dust. A flow chart was displayed of the new process for dust control cases. Ms. Cummings reviewed the dust control case process. In the settlement of a case, the history, nature, willingness to comply, and severity of the violation are considered. Ms. Cummings reviewed the statistics from May 2000 through February 2001, in which 95 cases were settled, seven cases were dismissed and \$335,000 in penalties were collected. She displayed a comment from Colleen McKaughan, EPA, expressing satisfaction with the efforts made by the Department.

Mr. Brown stated that educational training programs have been developed with the assistance of Maricopa County Community Colleges. A handbook was developed by the Arizona State University School of Contracting and funded by ADOT. Mr. Brown stated that Environmental Services has been in constant contact with the EPA. He noted that six violations were issued last year and almost 100 this year. Chairman Rimsza thanked Mr. Lotstein, Ms. Cummings and Mr. Brown for their update and offered his appreciation for their efforts. He asked if there were questions.

Mayor Arnold asked who received the revenue from the fines. Mr. Brown replied that fines go into the Air Pollution fund. Statutes require that the money be used for air pollution control efforts.

Mayor Thomas asked about agricultural pollution efforts. Mr. Brown responded that violations were issued exclusively for construction sites. None were taken at agricultural sites. He stated that it is the state's responsibility to develop this program. The County's agricultural responsibility is limited to feedlots.

Mayor Hawker suggested that a resolution be passed to commend the County for their dust control efforts. He stated that the Brown Cloud Summit recommended that four additional inspectors be hired. Mayor Hawker suggested that MAG request that the County hire the four inspectors. Chairman Rimsza noted that a request for the hiring of the four inspectors could be considered at the next meeting.

10. Annual Report on the MAG Regional Freeway Program

Eric Anderson gave a presentation on the 2001 Annual Report on the MAG Regional Freeway Program. He stated that each year, MAG produces a report that reviews the MAG Freeway Program. The Annual Report is required by a state law passed in 1992. Mr. Anderson stated that MAG is responsible for adopting criteria for priorities, setting priorities for the Regional Freeway System, the determination of air quality conformity, adopting the TIP and LRTP, approving material changes, preparing an annual report and providing opportunities for public information and discussion. Mr. Anderson stated that the annual report provides a review and independent fiscal evaluation of the Regional Freeway Program. He provided a fiscal analysis summary. Mr. Anderson reviewed the progress of the system, which included the opening of 16 miles of freeway last year. He reported that the Program is in fiscal balance. However, the cash balance in FY 2008, the last year of construction, is zero. He indicated that this is very serious. Limited funding

restricts the ability for additional project acceleration. Mr. Anderson stated that a key to keeping the Program in balance and on schedule is continued improvements to the right of way acquisition process. He stated that the Right of Way Stakeholders will be reconvened for this effort. Mr. Anderson stated that analysis showed that the average cost per freeway mile for operations and maintenance is approximately \$123,000. Mr. Anderson commented on adopting the Regional Freeway System Best Management Practices for use in the Statewide Program. Mr. Anderson stated that the Report will be presented at a joint public meeting with officials from the State Transportation Board, MAG and the RPTA on March 1, 2001. Chairman Rimsza thanked Mr. Anderson for his presentation and asked if there were any questions.

Mayor Thomas asked about the acceleration of Grand Avenue improvements. He stated that four intersections were not included in the plan for improvements. Mr. Anderson responded that eight of the intersections are a part of the Freeway Program. These eight intersections were identified as priorities in 1996 and were added back into the Program after Grand Avenue was taken off the Freeway Program by Governor Symington.

Mayor Hawker asked about the impacts from the reduction in SIB and VLT funds. Mr. Anderson replied that the impact could amount to a \$200 million reduction in the ADOT Five-Year Construction Program. This reduction would likely impact projects related to new construction since the operations, maintenance and system preservation projects are important to preserve the system. The potential funding reduction probably will not impact the Regional Freeway Program, although the 2.6 percent funds, which are allocated to the freeway program by Board policy, could be in jeopardy. Mr. Beyer stated that CTOC was concerned.

Chairman Rimsza asked if the Qwest relocation costs had been factored in. Mr. Anderson replied that no fiscal analysis on this had been done. Victor Mendez, ADOT, stated that they have been attending sessions, which are working out well.

Chairman Rimsza asked whether revenue projections, which were somewhat flat for December, had been taken into consideration. Mr. Anderson replied that experts have lowered forecasts and have taken economic softening into consideration. Chairman Rimsza requested that a comparison of taxes collected in December 1999 and in December 2000 be provided to determine if any growth had taken place.

Mr. Arnett stated that he would supply the report that ADOT tracks monthly. He indicated that sales continue to be robust in the Valley.

Mayor Hawker asked about the zero balance in 2008. Mr. Anderson responded that this represented a net figure, after debt service.

Chairman Rimsza recognized public comment from Blue Crowley, who commented on agenda item #14, Governor's Transportation Vision 21 Task Force Update. He expressed support for an elected transportation committee. Mr. Crowley commented on agenda item #15, HOT Lane Video. He stated that you can't buy your way out. People need to use transit. Mr. Crowley stated that no government employee should be driving single occupant vehicles to work. He commented on the County's Planning and Zoning Department efforts. Mr. Crowley stated he does not see multimodalism because the express terminal has

been taken out of the plan because of funding shortfall. This shortfall is a result of asking for four-tenths of a cent tax instead of five-tenths of a cent. Mr. Crowley commented on the County's bike efforts.

11. MAG Intelligent Transportation Systems Strategic Plan Update

Sarath Joshua stated that in September 1999, the MAG Intelligent Transportation Systems (ITS) Committee launched a project to update the region's ITS Strategic Plan, first developed in 1995. This project was considered a high priority for the region because of rapid ITS developments in the MAG region and at the national level. The final report updated plan documents, existing and planned ITS systems, and provided a "roadmap" for addressing regional needs through future ITS implementation. Mr. Joshua stated that the update represented a commitment of 300 man hours by committee members and 400 pages of technical documents. He recognized the contributions of member agency staff and mentioned that a list of committee members was at each place. Mr. Joshua introduced Pierre Pretorius of Kimley-Horn Associates. Mr. Pretorius stated that it is important for policy makers to understand the benefits that would be received from implementation. He explained the key components of the ITS Strategic Plan. Mr. Pretorius stated that Regional ITS Architecture would serve as a roadmap for future project deployments. Mr. Pretorius stated that this is a way to plan projects to interact with each other and ensure compliance. ITS would be considered as a planning element in all future transportation planning activities. USDOT adopted standards would be used where applicable.

Mr. Pretorius stated that ITS Telecommunications Plan is based on a regional fiber optic network. Cities would be added to the network as they add ITS. The ADOT Traffic Operations Center would serve as the regional hub. Mr. Pretorius stated that an opportunity exists for infrastructure sharing with local utilities, so the cost would not be borne by public agencies.

Mr. Pretorius stated that Regional ITS Training and Capacity Building, to outline training and staff development, will be critical to the success of ITS. MAG would serve as the champion and coordinate with existing programs. Partnering with professional organizations could be developed. A centralized library and training website could be developed that would include relevant information and materials.

Mr. Pretorius stated that ITS Operational and Implementation Strategies were prepared to identify opportunities for regional operational collaboration, shared operations and maintenance agreements, procedures for multi-jurisdictional issues, and costs and resource requirements of ITS components.

Mr. Pretorius stated that an Evaluation Plan was prepared that includes a framework for conducting ITS evaluations on future projects in the MAG region. He indicated that the Universities should be involved as key partners in local and regional evaluation programs. Mr. Pretorius stated that an ITS Implementation Plan was developed to recommend ITS projects for possible inclusion in RTP and TIP. He noted that the rating process should be modified so operational improvements are adequately considered. ITS projects should include staffing and operations and maintenance costs required. Additional funding should be requested to assist in implementing the projects in the Implementation Plan. Mr. Pretorius displayed a slide showing the costs for implementation of Short Term, Mid-Term and Long Term for a total of \$325 million. Chairman Rimsza thanked Mr. Pretorius for his presentation and asked if there were any questions.

Mayor Hawker moved to approve the MAG Intelligent Transportation Systems Strategic Plan Update. Mayor Giuliano seconded. Before a vote was taken, Mayor Hawker noted that although staying current with technology is important, he expressed concern with the \$325 million expense. He commented on weighing all projects together and not providing carte blanche to one project.

Mayor Giuliano stated that he served four years on the national Board of Directors of ITS America. He commented that he shared Mayor Hawker's concern. However, he supported the ITS Strategic Plan Update.

Mayor Thomas asked if fiber optics are being installed as new freeways are being constructed. Mr. Bourey replied that all infrastructure is being put in as new freeways are being constructed, including the recently completed sections of the 101. However, those sections of the 101 built prior to 1985 would require retrofit.

Chairman Rimsza stated that the City of Phoenix Transportation Planning Department has said that the plan is ambitious but realistic. Hearing no further discussion, Chairman Rimsza asked for a vote on the motion, which passed unanimously.

9. MAG Regional Off-Street System Plan

Dawn Coomer gave a presentation on the Regional Off Street System Plan (ROSS). She stated that the ROSS Plan was initiated by the MAG Regional Bicycle Task Force and was overseen by the Bicycle Task Force and Pedestrian Working Group. Throughout the MAG region, numerous opportunities for off-street travel by people who walk and bicycle exist along areas such as canal banks, utility line easements and flood control channels. The goal of the ROSS Plan is to help make bicycling and walking viable and comfortable options for daily travel trips using off-street opportunities. Issues were identified through reviewing literature and interviewing members of the Bike and Pedestrian committees and through a series of Regional Trails Forum meetings. The Regional Trails Forums helped to involve others in the planning process, such as equestrian interests, bicycle clubs, and the Flood Control District of Maricopa County. Defining issues provided guidance for the development of goals and objectives.

Ms. Coomer stated that to create design guidelines for the ROSS Plan, three representative projects were chosen for their potential to illustrate a variety of issues that might be encountered when developing path/trail systems in the various corridors. For each representative project, an analysis of opportunities and constraints led to schematic drawings illustrating how to appropriately address issues and work within the constraints. Representative projects were chosen from different parts of the region. These three projects included the Dysart Drain, which is a flood control structure just north of Luke Air Force Base, the Creamery Branch rail spur in Tempe and the Roosevelt Water Conservation District Canal. Funding for construction of paths/trails is a critical element of implementing a regional system of non-motorized off-street transportation. Several sources of funding are identified in the ROSS Plan from both public and private sector sources. Other potential new funding opportunities are described that can be sought if citizens support paths/trails and public funding is lacking. Chairman Rimsza thanked Ms. Coomer for her presentation and asked if there were any questions. Hearing none, Chairman Rimsza asked for a motion.

Supervisor Kunasek moved to approve the MAG Regional Off-Street System (ROSS) Plan for inclusion into the FY 2001 Update of the MAG Long Range Transportation Plan. Vice Mayor Forgia seconded, and the motion carried unanimously.

13. Regional Transportation Plan Update

Mr. Anderson provided an update on the development of the Regional Transportation Plan. A kickoff dinner was held on February 22, 2001 at the Phoenix Airport Marriott. Approximately 225 people attended, half of which were from the private sector. Mr. Anderson stated that the speaker at the dinner was nationally known expert Anthony Downs from the Brookings Institute. On February 23rd, the first of five expert forums was held. The remaining four forums have been scheduled for 8:30 a.m. at the Arizona Historical Society in Tempe on March 2, March 9, March 23, March 30, 2001. Mr. Anderson stated that a flyer on the expert forums that included the speaker's list was included in the agenda packet.

14. Governor's Transportation Vision 21 Task Force Update

Mr. Bourey provided members with an update on the Governor's Transportation Vision 21 Task Force recommendations. He stated that the Governance Committee recommended that transportation districts would be established for Maricopa and Pima Counties; the Governing Board would be five at-large directly elected members. The district, by a vote of the governing board, would be empowered to levy and collect sales taxes, property taxes, and transportation development fees; and the Board would be responsible for planning, designing, constructing, operating and maintaining roads of regional significance within the MAG region. Mr. Bourey provided a map of the roads of regional significance in the MAG region. Mr. Bourey stated that one issue was traffic signal synchronization. He stated that research was done on synchronization. A chart that was displayed showed that in the region, there are 2,230 total traffic signals, of which 1,911 or 85.7 percent, are synchronized. Mr. Bourey displayed a chart that showed that \$112,517,723 has been invested in ITS infrastructure in the MAG region.

Chairman Rimsza stated that the Executive Committee discussed developing recommendations as an alternative to the Task Force recommendations and to go on the record as opposing a directly elected body for roads of regional significance. He stated that the Executive Committee suggested that an oversight committee be created. Chairman Rimsza stated that the map provided showed that the roadways in red have already been built by the cities. He stated that adding another level of government was not a good option. Chairman Rimsza commented that the MAG mayors are responsive to needs. He stated that the body should not support the establishment of the Governing Board.

Mayor Giuliano asked whether the Executive Committee had met with the Governance Committee. Mr. Bourey replied that the Regional Council had met with the full Task Force more than a year ago. Mayor Giuliano suggested that the Executive Committee meet and have dialogue with the Governance Committee. He commented that the Task Force is working under inaccuracies with the existing process that could be harmful to cooperative efforts.

Mayor Manross stated that she supported the Executive Committee recommendation. She commented that the Task Force is unaware of the many recent proactive efforts by MAG. Mayor Manross expressed her opposition to another layer of government and the Task Force recommendation for a governing board.

Mayor Manross moved to approve the Executive Committee's recommendation.

Vice Mayor Forgia stated that he did not support the establishment of a governing board. He commented that this recommendation is an indication of a new evolution, rather than being out of touch.

Mayor Thomas seconded Mayor Manross's motion. Mayor Manross clarified that her motion included the Executive Committee meeting with the Task Force.

Mayor Thomas stated that there are many disconnects in the signal synchronization. He stated his support for the motion, but commented that additional work needs to be done to improve the results of synchronization. Mayor Thomas stated that MAG is the best place to accomplish this.

Chairman Rimsza stated that the City recently received a presentation on signal synchronization. He explained that certain factors, such as congestion, can break down the synchronization process. Chairman Rimsza stated that a presentation could be arranged for those expressing interest.

Mayor Manross stated that complaints are heard about synchronization. She indicated that it does not work if roads are over capacity. If roads are not over capacity, synchronization works. Mayor Giuliano stated that the key to synchronization is the level of speed.

Mr. Arnett stated that he agreed with rejecting another layer of government. However, he would have to oppose the motion if it included the establishment of a 30 member citizens' committee. Chairman Rimsza commented that this could be left out of the motion. Mayor Manross agreed.

Mr. Arnett stated that MAG has been criticized over the years. However, MAG has improved and moved forward. He stated that this is a credit to MAG and staff. Mr. Arnett stated MAG needs to sell the Legislature on this. Mr. Arnett commented that the Task Force does not know MAG except what they read in the paper. He stated that the name change, and bringing transit and RPTA under MAG have been discussed as positive options and could be part of the recommendation to the Task Force.

Supervisor Kunasek asked for clarification of the motion. Chairman Rimsza stated that the motion was to oppose the Governor's Transportation Vision 21 Task Force recommendation to establish a transportation district in Maricopa County focusing on roads of regional significance and to have the Regional Council Executive Committee meet with members of the Vision 21 Task Force to share views on regional governance issues. He added that the motion did not include the establishment of a 30 member citizens committee.

Supervisor Kunasek stated that additional time for further review of the Task Force recommendations may be needed. He stated that with respect to Regional Council members, the body has some parochial tendencies. Supervisor Kunasek noted that the oath a mayor takes has a built-in conflict because they need to look out for their city, but also be regional. He stated that a mayor from one city cannot know what is best for another city. Supervisor Kunasek stated that he does not want to tell the Governor not to investigate the Task Force recommendations. He stated that could not support the motion. Supervisor Kunasek stated that MAG has made great strides, but has not accomplished what the taxpayers deserve.

Chairman Rimsza stated that he was disappointed that the Task Force pursued governance. Of all the problems, the largest is resources and the smallest is governance. Chairman Rimsza stated that the rural COGs opposed their option to having a governing body and the Governance Committee respected their

wishes. Chairman Rimsza stated that the roads of regional significance are the only area of responsibility they felt they could govern, because MAG is responsible for freeways and federal funding. He stated that the citizens have paid for the roads and the cities have accepted the liability. This would take away from cities the roads they paid for.

Mayor Manross stated that Scottsdale hoped for support for Shea Boulevard improvements. Scottsdale and Paradise Valley are working together and paying for the improvements themselves. She stated that mayors get together and do what is needed. Cities know what they need.

Mayor Giuliano stated that he appreciated Supervisor Kunasek's comments, but the Board would replace one elected body with another. Mayor Giuliano stated that a governing board would take away the voice of smaller communities and lessen the voices of all. He noted that the governing body will not hear complaints about roads, but cities will. The board would remove the public's influence over the process.

Councilmember Presmyk commented that the concept of replacing one elected body with another would not be more efficient. A city cannot be told it has no control over the main road that runs through it. If a citizen calls to have a pothole fixed, they would be told that a city does not have control of maintenance and the citizen would have to contact the governing board. This would not make sense to constituents.

Bill Beyer stated that he would abstain from the vote because this was not a transportation issue.

Chairman Rimsza asked for a vote on the motion to approve opposing the Governor's Transportation Vision 21 Task Force recommendations to establish a transportation district in Maricopa County and to have the Regional Council Executive Committee meet with members of the Vision 21 Task Force to share views on regional governance issues. The motion passed with Supervisor Kunasek voting no and Mr. Beyer not voting.

Supervisor Kunasek noted that he had a document for the record. Chairman Rimsza requested that copies of the document be given to members.

15. HOT Lane Video

This item was continued until the next meeting.

16. Annual Evaluation of the MAG Executive Director

The employment agreement entered into with the MAG Executive Director on January 21, 1997 provided that the Regional Council review and evaluate the performance of the Executive Director at least annually prior to the annual salary review. The annual evaluation and salary review will be discussed.

Before the Regional Council meeting recessed for the Executive Session, Chairman Rimsza recognized public comment from Blue Crowley, who stated that he has not had the most pleasant relationship with Mr. Bourey, which has been facilitated by the Chair. Mr. Crowley referred to the public hearing when he was not admitted to the building. He stated that Mr. Bourey had been instructed by the acting Chair to write a letter

to Mr. Crowley. He said that not writing the letter is one more violation. Mr. Crowley commented on Mr. Bourey's compensation.

The meeting was recessed to conduct an executive session relating to the annual evaluation and salary review of the MAG Executive Director at 6:55 p.m.

The regular session of the Regional Council meeting reconvened at 7:40 p.m.

Mayor Arnold moved to approve a five percent raise for the Executive Director, retroactive to the annual evaluation date cycle. Mayor Giuliano seconded and the motion carried unanimously.

Chairman Rimsza asked if there was further business. Councilmember Presmyk offered apologies from Mayor Dunham, who was unable to attend the meeting because of a candidate's forum.

There being no further business, the meeting was adjourned at 7:45 p.m.

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Chairman

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Secretary