

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

November 7, 2001  
MAG Office, Saguaro Room  
Phoenix, Arizona

MEMBERS ATTENDING

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

\*Those members neither present nor represented by proxy.

+Non-voting

1. Call to Order

The meeting of the Regional Council was called to order by Acting Chairman Jay Tibshraeny at 5:03 p.m.

2. Pledge of Allegiance

Acting Chairman Tibshraeny introduced Councilmember Barbara Carter as proxy for Mayor Neil Giuliano, Tempe, and Vice Mayor Lon McDermott as proxy for Mayor Larry Roberts, Wickenburg. He stated that the RPTA has agreed to provide transit tickets for those who used transit to come to the meeting. Chairman Skip Rimsza joined the meeting.

4. Call to the Audience

This agenda item was taken out of order.

Chairman Rimsza recognized public comment from Blue Crowley, who thanked Jim Bruner and Mary Rose Wilcox for their efforts in the election that enabled Bank One Ballpark to be built. Mr. Crowley commented that public comment was not allowed on non-action items. For agenda item #10, FY 2002 MAG Early Phase Public Input Opportunity Report, Mr. Crowley stated that comments he and DD Barker made at MAG meetings that the TIP and LRTP are not in conformity are not reflected in the document. He said that the minutes input he provided is listed as numerous documents. For agenda item #12, Information on Potential 2005 MAG Special Census, he stated that he would like to be counted this time. For agenda item #13, Regional Council Retreat, he encouraged multi-modalism. Mr. Crowley stated that many were using transit to get to the World Series parade and festivities, but advertising is needed to let people know that transit could get them there. Chairman Rimsza thanked Mr. Crowley for his comments.

3. Approval of October 3, 2001 Meeting Minutes

Mayor Thomas moved to approve the minutes of the October 3, 2001 Regional Council meeting. Mayor Tibshraeny seconded, and the motion carried unanimously.

5. Executive Director's Report

James M. Bourey stated that the Governor's Vision 21 Task Force will meet on November 13, 2001.

Mr. Bourey stated that the Contingency Planning Forum was well attended and a followup forum is scheduled for November 16, 2001. Presentations will be given by utility companies to facilitate dialogue and communication if events occur.

Mr. Bourey stated that the Governance Task Force met on November 1, 2001. The recommendations from the Task Force will be fine tuned on November 29, 2001 and discussed at the Management Committee retreat on November 30, 2001. Mr. Bourey stated that the preliminary report of the recommendations will be provided to the Regional Council in December and discussed at the Regional Council retreat January 11, 2001, with potential action taken by the Regional Council at the January meeting. Chairman Rimsza thanked Mr. Bourey for his report.

6. Approval of Consent Agenda

Chairman Rimsza stated that public comment is provided for consent items. Each speaker is provided with a total of three minutes to comment on the consent agenda. After hearing public comments, any member of the committee can request that an item be removed from the consent agenda and considered individually. Chairman Rimsza stated that agenda items #7, #8, and #9 were on the consent agenda.

Vice Mayor McDermott moved to approve the consent agenda. Mayor Thomas seconded.

Before a vote was taken, Chairman Rimsza recognized public comment from Mr. Crowley, who commented on agenda item #7, Recommendation of Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2002 CMAQ Funding. He stated that PM-250s are not addressed. Mr. Crowley stated that certified street sweepers are a start, but more effort is needed in paving alleys, because reconstituted asphalt adds to pollution. For agenda item #8, 2001 Vehicle Miles of Travel Forecasting and Tracking Report, he stated that he did not have enough time to comment. Mr. Crowley stated that he would blend together his comments on agenda items #9, Administrative Adjustment to

the FY 2002-2006 MAG Transportation Improvement Program to Reconcile the TIP with the MAG Unified Planning Work Program and Annual Budget, and #10, FY 2002 MAG Early Phase Public Input Opportunity Report. He stated that it would be better to have increased input from the public. Mr. Crowley stated that the cost for City of Phoenix bus improvement delays have risen from \$48 to \$52 million per mile. He encouraged use of car pools and transit and stated that many who are in the vicinities of Grand Avenue and Mill and Apache could rideshare. Chairman Rimsza thanked Mr. Crowley for his comments.

Chairman Rimsza asked for a vote on the motion to approve the consent agenda. The motion passed unanimously.

7. Recommendation of Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2002 CMAQ Funding

The Regional Council, by consent, approved the prioritized list of proposed PM-10 certified street sweeper projects for FY 2002 CMAQ funding and retain the prioritized list for additional redistributed obligation authority, or federal funds made available to this region resulting from fiscal year close out and adjustments due to the federal revenue aligned budget authority. The FY 2002-2006 MAG Transportation Improvement Program contains \$960,000 in Congestion Mitigation and Air Quality (CMAQ) funding to purchase PM-10 certified street sweepers in FY 2002. On August 17, 2001, MAG solicited PM-10 certified street sweeper projects from member agencies in the Maricopa County PM-10 nonattainment area. The purpose of the PM-10 certified street sweeper program is to reduce particulate emissions reentrained by vehicles traveling on paved roads. Fifteen projects requesting \$2 million in federal funds were received. In accordance with federal CMAQ guidance, proposed sweeper projects were evaluated by MAG staff to estimate emission reductions. On October 4, 2001, the MAG Air Quality Technical Advisory Committee recommended a prioritized list of proposed PM-10 certified street sweeper projects submitted for FY 2002 CMAQ funding and to retain the prioritized list for additional redistributed obligation authority, or federal funds made available to this region resulting from adjustments due to the federal revenue aligned budget authority (see attachment). Also, since federal year-end closeout funds have been used in the past for the purchase of certified street sweepers, FY 2002 year-end closeout funds have been included as a potential funding source which could be used for the remainder of the prioritized list.

8. 2001 Vehicle Miles of Travel Forecasting and Tracking Report

The Regional Council, by consent, accepted the 2001 Vehicle Miles of Travel Forecasting and Tracking Report. On June 22, 1999, the MAG Regional Council committed to annually update the forecast of vehicle miles of travel (VMT) and submit annual reports to the Environmental Protection Agency (EPA) as part of the Revised MAG 1999 Serious Area Carbon Monoxide Plan. The purpose of the annual report is to ensure that forecasts used in the Revised Plan remain accurate through the attainment year of 2000. The third and final report will be submitted to EPA by November 15, 2001 after acceptance by the MAG Regional Council. Comments were due to MAG by October 19, 2001.

9. Administrative Adjustment to the FY 2002-2006 MAG Transportation Improvement Program to Reconcile the TIP with the MAG Unified Planning Work Program and Annual Budget

The Regional Council, by consent, approved an administrative adjustment to the FY 2002-2006 MAG Transportation Improvement Program to reconcile the TIP with the FY 2002 MAG Unified Planning

Work Program and Annual Budget by increasing the amount of FHWA STP funds in the current TIP by \$609,202 for FY 2002. In May 2001, the 2002 MAG Unified Planning Work Program and Annual Budget was adopted by the Regional Council. The 2002 Work Program had \$2,265,682 of MAG 2002 STP funding programmed. The FY 2002-2006 Transportation Improvement Program (TIP) shows a MAG STP programmed obligation of \$1,656,480 for transportation planning and air quality support and studies. As a result, there is a difference in 2002 STP funding of \$609,202 between the 2002 Work Program and FY 2002 of the current MAG TIP. An administrative adjustment to the 2002-2006 TIP is requested to address the difference in these funds.

10. FY 2002 MAG Early Phase Public Input Opportunity Report

Jason Stephens stated that the early phase input opportunity is provided as a part of the transportation public involvement process to gain input from the public and stakeholders. This input is compiled into the early phase report and provided to transportation decision makers. Mr. Stephens stated that four opportunities were provided for input during the early phase, in addition to opportunities at MAG committee meetings. He summarized the comments received during the early phase process, including the need for improvements to existing freeways, integrating land use with transportation, improvements to Grand Avenue, improvements to transit, and improvements in services for transportation dependent people. Chairman Rimsza thanked Mr. Stephens for his presentation. He noted that this item was on the agenda for information only and asked if there were any questions.

11. High Capacity Transit Plan Consultant Selection

Dawn Coomer stated that the idea for conducting a high capacity transit plan was initiated at a Regional Council Transportation Subcommittee meeting. In May 2001, the MAG Regional Council approved the Unified Planning Work Program which included \$500,000 to develop a high capacity transit plan. She stated that commuter rail study will evaluate the use of existing railroad corridors for commuter rail, estimate costs and benefits, and assess how it would interact with other modes of transportation. Ms. Coomer stated that commuter rail might not work in some corridors, and other options, such as bus rapid transit, elevated rail, or subways, might be more appropriate. She added that there may be areas in the MAG region without railroad rights-of-way where high capacity transit may be warranted. Ms. Coomer stated that the High Capacity Transit Plan will pursue opportunities for commuter rail and high capacity transit. Ms. Coomer stated that three consultant proposals were received in response to a request for proposals that was advertised for consulting assistance in the development of the High Capacity Transit Plan. A multi-agency proposal review team interviewed all of the consultant teams and unanimously reached a consensus that the IBI Group team be retained to assist in the development of the High Capacity Transit Plan. Chairman Rimsza thanked Ms. Coomer for her presentation.

Chairman Rimsza asked if immediate action by the Regional Council was needed to meet time constraints and if the time line could still be met if action were delayed one month. Ms. Coomer replied that the time frame for the study created was to allow that findings be incorporated in the development of the Regional Transportation Plan. She added that the time frame could probably be met, but it would be more challenging.

Chairman Rimsza expressed concern that spending \$500,000 on this study was the most appropriate expenditure of the money. He stated that he would be willing to defer to the wishes of the board, but the amount was a lot of money to spend unless it was pretty certain that rail would be implemented in the near future, especially since Phoenix is ready to implement bus rapid transit.

Mayor Thomas stated that the START project in the West Valley is examining high capacity transit, similar to the system in Brazil. He stated that he would like to see the study move forward. Mayor Thomas requested that Peggy Jones, who served on the proposal review team, continue to be involved in the study process. Chairman Rimsza asked if this system is similar to rubber tire systems. Mayor Thomas replied that the START project is examining steel wheel systems.

Ms. Coomer stated that a 50 year horizon is being projected for the development of the Regional Transportation Plan, and with the expected growth in the region, other transportation modes will be needed. She stated that the goal of the study is to identify feasible options.

Chairman Rimsza withdrew his concern. He asked how much effort would be dedicated to bus rapid transit instead of rail. Ms. Coomer explained that one of the tasks will identify fatal flaws in different transit technologies. All high capacity modes will initially be considered in the study.

Mayor Manross stated that she felt that commuter rail should have been the starting point years ago. She brought up that the region will need rapid commuter transit, and the issue needs to be addressed. Mayor Manross asked if progress updates would be provided. Ms. Coomer replied that frequent updates to both the Management Committee and Regional Council could be provided. Chairman Rimsza requested an update after the fatal flaw analysis.

Mayor Delgado asked about the consultant process and how the cost is determined. Mr. Bourey explained that there is a set consultant fee associated with this contract. All consultants compete for the same amount of money.

Mayor Hawker stated that a cost comparison of modes would be helpful in the sales tax election to have the data available on why certain projects were selected. Ms. Coomer stated that operating and capital costs will be calculated after the fatal flaw analysis and will include the land use scenario to see the type of mode best supported. Mayor Hawker asked if the modeling would be based on Regional Transportation Plan scenarios? Ms. Coomer replied that was correct.

Mayor Thomas moved to approve the selection of IBI Group as the consultant to develop the High Capacity Transit Plan for an amount not to exceed \$500,000. Mayor Keegan seconded.

Before a vote was taken, Chairman Rimsza recognized public comment from Blue Crowley, who stated that the express bus terminal on I-10 is not complete because of a city of Phoenix funding shortfall. This shortfall could have been avoided if the City had opted for a 5/10 cent tax instead of 4/10 cent. Mr. Crowley asked if there would be rail throughout the Valley? He encouraged expanding rail to areas that do not have it, such as Scottsdale. Mr. Crowley asked if the study would include the ADOT rail study? He stated that Phoenix should not be so myopic—Palo Verde, Wickenburg and Tucson are a part of the region and rail is there already. Chairman Rimsza thanked Mr. Crowley for his comments. He asked if there were further questions.

Mayor Manross asked the geographic extent of the study. Ms. Coomer replied that the study area includes the entire MAG region.

Hearing no further questions, Chairman Rimsza asked for a vote on the motion, which passed unanimously.

## 12. Information on Potential 2005 MAG Special Census

Harry Wolfe provided an overview of the special census. He stated that because of the rapid growth and change in demographic structure that have occurred in this region, MAG member agencies conducted special census counts in 1985 and 1995. Mr. Wolfe stated that the special census count is used to provide an updated measure of population for the distribution of state shared revenue and to provide a base for the region's socioeconomic projections.

Mr. Wolfe stated that the 1985 special census cost about \$3.5 million, or \$2.00 per person and the 1995 special census cost about \$9 million, or \$3.00 per person. He noted that the population grew by about 45 percent in that 10 year span. Mr. Wolfe reviewed the redesign of the special census program, and explained that it included a 100 percent household count with corrections to the Master Address File, enhanced procedures for counting people in group quarters, more quality assurance, competitive pay rates, and an aggressive recruiting program.

Mr. Wolfe provided a cost comparison between the 1995 special census and what a Special Census would cost based on the 2000 census, including pay rate, training days, mileage rate, and inflation. The per person cost provided by the Census Bureau increased from the rate of \$3.05 per person for 1995 to approximately \$6.30 to \$7.00 per person for 2000. Mr. Wolfe explained that based on the 2000 cost, and accounting for inflation, the cost per person to conduct a special census could be approximately \$7.48 to \$8.31 per person in 2005. He noted that the cost could total \$27 to \$30 million.

Mr. Wolfe stated that current state legislation does not allow for alternatives to the census for distributing state shared revenue. The legislation passed in 1994 for the 1995 Special Census sunsetted June 30, 2001. He stated that past legislation allowed for use of a DES estimate, the 1990 census, or a census survey, instead of a special census. Mr. Wolfe clarified that any city over 50,000 in population was required to use a survey if it did not conduct a special census. Mr. Wolfe stated that there are issues associated with using an estimate. These included the accuracy of the county population estimate computed by DES and the availability of surveys of occupancy rates and persons per household. Mr. Wolfe added that if the special census were financed as in the 1995 Special Census, half of the cost could be provided from transportation funds.

Chairman Rimsza asked the cost of the 1995 Special Census. Mr. Wolfe replied that the amount was \$9 million, with \$4.5 million apportioned.

Mayor Shafer stated that an area of concern is counting the seasonal visitor, for whom services need to be provided. Chairman Rimsza commented that many rural jurisdictions, especially in northern Arizona, also share this concern.

Mayor Tibshraeny asked for an estimate of the projected new revenue from a Special Census. Mr. Wolfe stated that the revenue that would become available would be redistributed, based on population, to all of the cities in the state. He noted that this does not guarantee the pie will grow, but for those cities growing rapidly, a Special Census could be worthwhile. Mr. Wolfe stated that there may alternative ways to conduct the Special Census, and he would keep members informed. Mr. Bourey stated that potentially, there will be some net increase because this region is growing faster than the rest of the state. Mayor Tibshraeny asked if there would be additional federal money. Mr. Wolfe replied that extra federal revenue is a possibility because distribution is based on census numbers. Chairman Rimsza requested that staff provide further information on new revenue.

Mayor Berman asked if an individual city could conduct its own Special Census. Mr. Wolfe replied that a jurisdiction could contract with the Census Bureau to conduct an individual census. Mayor Berman asked if money would come from another city if the Town of Gilbert counted another 20,000 people in a Special Census. Mr. Bourey replied the money would be redistributed.

Mayor Manross asked the time frame for making a decision on proceeding with the Special Census. Mr. Bourey stated that in order to allow the maximum time for cities to collect revenue to conduct a Special Census, the next budget cycle to be adopted in May 2002 would be the best.

Chairman Rimsza commented that the numbers returned would be critical. Councilmember Carter stated that group quarters is a big concern in the City of Tempe, where 54 percent of housing is rental. Mr. Wolfe explained that a question on group quarters issue was asked at the Management Committee meeting. He added that he has contacted the Census Bureau about this question and has not yet received an answer. Mr. Bourey stated that at the recent national Census Advisory Committee meeting, it was discussed that the group quarters count had not been effective in the last census. He explained that the Census Bureau is working on better addressing this issue.

13. Regional Council Retreat

Mr. Bourey stated that the date for the Regional Council retreat is January 11, 2002. He suggested Governance and 2002-2003 Work Program draft goals as two items for discussion. Chairman Rimsza requested that members provide any discussion topics to Mr. Bourey. He asked if there were any suggestions.

Mayor Shafer requested that the retreat be held in the West Valley. Mayor Berman requested that the retreat be limited to ½ day. Mr. Bourey stated that recent retreats have gone only through lunch. Chairman Rimsza mentioned that it is difficult to accomplish work in less than ½ day.

Mayor Hawker requested an election time line be drafted if Governance would be a topic. Mr. Bourey stated that staff could start on a projects time line.

Mayor Delgado asked the location of the retreat. Mr. Bourey replied that the location had not yet been determined. He noted that holding the retreat at a central location is the goal.

There being no further business, the meeting adjourned at 5:45 p.m.

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Chairman

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Secretary