

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

January 30, 2002
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Mayor Skip Rimsza, Phoenix, Chairman	Mayor Keno Hawker, Mesa
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
* Vice Mayor Ralph Mozilo, 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, Wickenburg
Mayor Steven Berman, Gilbert	* Mayor Daphne Green, Youngtown
Mayor Elaine Scruggs, Glendale	Dallas Gant, ADOT
Mayor Bill Arnold, Goodyear	Joe Lane, ADOT
* Mayor Margarita Cota, Guadalupe	F. Rockne Arnett, Citizens Transportation Oversight Committee
Mayor J. Woodfin Thomas, Litchfield Park	*+Mayor Douglas Coleman, Apache Junction
Supervisor Don Stapley, Maricopa County	

*Those members neither present nor represented by proxy.

+ Non-voting.

Attended by videoconference or by telephone conference call.

1. Call to Order

The meeting of the Regional Council was called to order by Chairman Skip Rimsza at 5:05 p.m.

2. Pledge of Allegiance

4. Call to the Audience

This agenda item was taken out of order.

Chairman Rimsza recognized public comment from Joe Ryan, who commented that as streets become more congested, more traffic lanes will be needed. If the light rail project is implemented, roadway traffic lanes will be destroyed. With the projected increase in population in Maricopa County, other options are needed to move people besides streetcars. Mr. Ryan stated that the streetcar will make transportation worse and requested that members reconsider revisions to the plan. Chairman Rimsza thanked Mr. Ryan for his comments.

Chairman Rimsza recognized public comment from DD Barker, who stated that she came to the meeting on bus and bike. She stated that multi-modal feels good and performed a cartwheel. Ms. Barker requested members consider an agenda item adding the minutes from the Management Committee and Regional Council to the public input opportunity report. Ms. Barker commented on a statement by Mr. Bourey about concerns of cities for their individual transit taxes. Light rail is a regional system. She expressed concern with federal funds and local funds. Chairman Rimsza thanked Ms. Barker for her comments.

Chairman Rimsza welcomed new Regional Council member Mr. Joe Lane from the State Transportation Board, and presented him with his Regional Council membership certificate. Mr. Lane stated that he has been an Arizona resident since 1940, and a Phoenix resident since 1988. He spent ten years in the Legislature, and much of that time on transportation issues. Mr. Lane stated that his door is open to dialogue.

Chairman Rimsza announced that Mr. Roc Arnett is now the Regional Council representative for CTOC.

Chairman Rimsza welcomed back former Regional Council member Supervisor Don Stapley as the representative for Maricopa County.

Chairman Rimsza stated that Mayor Larry Roberts, Wickenburg, passed away last week, and a resolution in honor of his memory was prepared. Mayor Thomas moved to adopt the resolution in remembrance of Mayor Larry Roberts. Mayor Keegan seconded and the motion carried unanimously. Chairman Rimsza presented the framed resolution to Vice Mayor Lon McDermott for presentation to Mayor Roberts's family.

Chairman Rimsza stated that transit tickets from RPTA are available for those who used transit to come to the meetings.

3. Approval of December 12, 2001 Meeting Minutes and January 11, 2002 Retreat Minutes

Mayor Shafer moved to approve the minutes of the December 12, 2001 meeting minutes and January 11, 2002 retreat minutes. Mayor Arnold seconded, and the motion carried unanimously.

5. Executive Director's Report

James M. Bourey stated that MAG will be hosting an Elderly Mobility national conference March 25-27, 2002. A conference program was at each place.

Mr. Bourey stated that the Lincoln Institute was filming at the meeting for their documentary on growth issues.

Mr. Bourey stated that a copy of House Bill 2502 was at each place. This legislation adds two members to the State Transportation Board, one of which from Maricopa County.

Mr. Bourey stated that federal transportation funding revenue may be decreased substantially. He stated that the US Treasury estimates a \$9 billion shortfall, and the Government Finance Office is auditing this figure. If the estimate is true, this will have major implications for the MAG program. Mr. Bourey

estimated the impacts at -\$300 million for the ADOT program and -\$150 million for the MAG program.

Mr. Bourey noted that there was an error at the DOT office for STP 2002 allocations. He added that the MAG region had been allocated \$12 million less than it should have been allocated. Mr. Bourey stated that FHWA is working on correcting the error. Chairman Rimsza requested articles or information on this. Mr. Bourey stated that there are some summaries available that he would fax out.

Mr. Bourey stated that as a part of the approved Work Program, a video on MAG was produced. The video was premiered.

Mayor Thomas stated that just because the Transportation Public Opinion Focus Groups and Regional Telephone Survey results show only one percent of the respondents indicated that elderly mobility is a transportation issue, this does not mean it is not an important issue.

6A. ADOT Tentative Life Cycle Program for the MAG Regional Freeway System

Chairman Rimsza noted a consensus that presentations on agenda items #6A, #6B, #6C, and #6D would be given together, followed by action.

Eric Anderson stated there is great concern both at MAG and nationally, for the potential reduction of \$9 billion at the federal level for transportation. He noted that MAG has projects fully programmed and ready to begin construction. Mr. Anderson stated that it will be important to see how Congress will handle this and the results of the audit. He explained that in the event the region receives a lesser amount, revisions to projects may be needed, which would then be brought back to the Regional Council. Mr. Anderson advised this would be applicable to agenda items #6A, #6B, #6C, and #6D. Mr. Anderson explained that each year, ADOT prepares the Tentative Life Cycle Program for the MAG Regional Freeway System and releases it for public review and comment. The Program provides the plan for the design and construction of the MAG Freeway Plan for FY 2003-2007 given available resources. The Tentative Life Cycle Program incorporates updated revenue projections and cost estimates to reflect the latest information available. Mr. Anderson noted that the sequence of projects reflects the adopted priorities and the accelerated schedule to complete the Regional Freeway Program in 2007. He mentioned that as a result of refinements to the program, ADOT will be able to acquire right-of-way. Mr. Anderson added that the Transportation Review Committee and Management Committee recommended approval of the projects. Mr. Anderson stated that the requested action was to approve the Tentative Freeway Life Cycle Program for the MAG Freeway System for public review and comment.

6B. Cooperatively Developed ADOT Highway Construction Program for FY 2007

Mr. Anderson stated that each year, ADOT releases a new Tentative Five Year Highway Construction Program for public review and comment. The ADOT Tentative Five-Year Highway Construction Program provides the listing for the design and construction of State Highway system facilities. Mr. Anderson stated that MAG, RPTA and ADOT worked other MPOs and COGs, to develop a funding estimate for FY 2007 as part of the Resource Allocation Advisory Committee process. Mr. Anderson said that the FY 2007 estimate for the MAG region was \$197 million, plus an additional \$50 million from the bid savings on the U.S. 60 design-build project, for a total of \$247 million. Once the RAAC estimates were available, MAG, RPTA and ADOT worked to cooperatively develop as list of FY 2007

projects. Mr. Anderson reviewed some of the projects on the list that included widening on I-10, some work on the collector/distributor system on I-10, US 60 HOV lanes and interchange, I-17 widening, and park and ride. Mr. Anderson noted that \$7 million was added for the Wickenburg Bypass. Mr. Anderson noted that the Transportation Review Committee and Management Committee recommended approval of the FY 2007 project list. Mr. Anderson stated that the requested action was to approve the cooperatively developed ADOT funded projects for the Draft FY 2003-2007 MAG Transportation Improvement Program for public review and comment.

6C. Cooperatively Developed Transit Program

Mr. Anderson stated that each year, a transit federal funding program is developed by RPTA. Mr. Anderson stated that approximately \$40 million of CMAQ, 5307, 5309 and State STP funds are available for programming. He stated that the priority list of projects for funding consideration was recommended by the Transportation Review Committee and the Management Committee. Mr. Anderson stated that the requested action was to approve the cooperatively developed RPTA funded projects for the Draft FY 2003-2007 MAG Transportation Improvement Program for public review and comment, and adjust the way these recommendations are developed in order to provide for a more comprehensive committee review. Mr. Anderson mentioned that representatives from Valley Metro and ADOT were present for questions.

Chairman Rimsza asked if there would be sufficient time to bring back a revised project list to the Regional Council in the event of a funding shortfall. Mr. Bourey replied that there would be time. Mr. Anderson noted that action tonight would be approval of the programs for public review and comment. There would be additional opportunities for Regional Council review.

6D. Recommendation of Projects for CMAQ and STP Funding in FY 2007 of the Draft FY 2003-2007 MAG Transportation Improvement Program

Paul Ward stated that it is currently estimated that \$38.6 million will be available in CMAQ funds and \$3 million in STP funds for programming projects in FY 2007. He mentioned that most of the STP funds allocated to this region were used on the freeway program. Mr. Ward reviewed the timeline and process for determining the list of projects. He explained that the TRC further reviewed the recommendations at their January 10, 2002 meeting. Mr. Ward stated that the Management Committee reviewed and recommended the list recommended by the TRC. Mr. Ward displayed a pie chart that showed allocation of funding by mode. Mr. Ward stated that the requested action was to approve the projects for CMAQ and STP funding in FY 2007 and to include those projects in the Draft FY 2003-2007 MAG Transportation Improvement Program for public review and comment, and that those project recommendations cut by the Transportation Review Committee would be given consideration if funding becomes available. Chairman Rimsza thanked Mr. Ward for his presentation.

Chairman Rimsza recognized public comment from Blue Crowley, who said that the public input section states no public comment was received. However, he has commented at CTOC on these items and those comments should be included in the public input section. Mr. Crowley stated that continuous involvement with CTOC is a part of the process. He stated that citizens are not always a part of the process. Mr. Crowley stated he is a stakeholder by virtue of being a participant. Mr. Crowley referred to the MAG Bicycle Plan and the Grand Avenue Corridor Study. He mentioned that route 13 on Grand Avenue is in one study and not in the other.

Mayor Ron Drake moved to approve agenda items #6A, #6B, #6C, and #6D. Mayor Shafer seconded, and the motion carried unanimously.

7. ADOT Proposal to Accelerate State Route 85

The Arizona Department of Transportation (ADOT) has proposed advancing the planned improvements on State Route 85. MAG has supported funding of the improvements on SR 85 during past funding cycles. A total of \$73.5 million has been allocated to this route over the past few years. This 30-mile section of SR 85 connects I-10 with I-8 carries significant heavy truck traffic and has experienced a number of fatal accidents over the past few years. Therefore, ADOT would like to complete all of the improvements on an accelerated basis, including projects already programmed and projects that have not yet been programmed for funding. For the purpose of planning and scheduling the improvements, ADOT divided the project into 12 segments. Segments One through Eight are currently programmed and add up to about \$73.5 million of the total investment. The remaining segments are not programmed in the current ADOT Five-Year Highway Program and these elements total about \$64.4 million. At the current pace of programming, the last section would likely be programmed for construction in 2010. ADOT proposes to accelerate the improvements so that all of them would be completed in 2005, which is about five years ahead of the current planned schedule by issuing Grant Anticipation Notes (GANs). GANs are notes issued pledging future federal funds as repayment for the notes. The acceleration of the remaining construction projects for SR85 would commit about \$16.1 million per year for the four-year period of 2007 through 2010. These funds would represent a reduction of the funds available for other projects in the MAG region eligible for funding from the ADOT discretionary program.

Mayor Shafer moved to approve accelerating the planned improvements on State Route 85 and include the accelerated project in the Draft FY 2003-2007 Transportation Improvement Program. Mayor Dusty Hull seconded, and the motion carried unanimously.

Mayor Hull expressed his thanks to Governor Hull and Mr. Arnett for their assistance on getting this project underway. Chairman Rimsza expressed his congratulations to Mayor Hull for his efforts. He commented that many lives will be saved because of the Mayor Hull's focus on this issue. Chairman Rimsza extended his congratulations to Mayor Turner, whose community is greatly impacted by SR 85.

8. MAG Governance Task Force Recommendations

Mr. Bourey stated that the Governance Task Force worked many months on refining recommendations on the examination of MAG. He stated that the Regional Council discussed and endorsed the Governance Task Force recommendations at their retreat on January 11, 2002.

Chairman Rimsza stated that the Executive Committee felt the most practical starting point would be to focus on the Executive Committee. A determination on the Executive Committee would have to be place before the other recommendations can be considered.

Mr. Bourey read Recommendation #1 stated: That we delegate more responsibility and authority to an expanded executive committee, comprised of members from the MAG Regional Council. The supporting principles included: That an expanded Executive Committee would consist of from 9 to 11 members; that all cities over a certain number of residents would have a seat; that the Executive Committee membership would be balanced geographically and by size of jurisdiction; that the Executive Committee would continue to be voted on annually by the full Regional Council; that the

Regional Council would continue to be responsible for setting policy and adopting regional plans and programs; that the Executive Committee would assume non-administrative responsibility for actions required to carry out the Regional Council directions.

Mr. Bourey read Recommendation #2 that stated: A policy committee would have additional power that could not be overruled with a simple majority vote. A super majority would be required at the Executive Committee to overrule a policy committee's recommendation. In the event there is no super majority, but a simple majority, the decision would be forwarded to the full Regional Council.

Mr. Bourey read Recommendation #3 that stated: That we expand the business and other stakeholder representation on all of the MAG technical and advisory committees. The supporting principles included: When soliciting business and stakeholder representation, a listing of potential vacancies will be developed and sent to the members of the Regional Council requesting nominations to fill the vacancies; a process for making appointments to the MAG committees of additional members will be discussed by the Regional Council; when filling vacancies, balanced representation will be sought;

Mr. Bourey read Recommendation #4 that stated: That we hold Town Hall meetings, with a specific identified invitation list, that will advise the Regional Council on goals; Town Hall meetings would occur at least annually; Town Hall participants would be invited by the Regional Council and would include a broad section of the public, non-profit, and private sectors including interests representing a wide spectrum of regional views; Town Hall meetings would be open to the public to view and provide comments; Town Hall meetings would serve to give input to the Regional Council policy making process; Town Hall meetings would have a predetermined agenda to focus discussion and background material distributed prior to the meeting.

Mr. Bourey read Recommendation #5 that stated: That the Regional Council consider whether they want to extend voting participation to local governments in the contiguous urbanized area. He mentioned that at this point, Apache Junction is the only jurisdiction to which this would be applicable. They are a part of the MAG TIP and money to the region is calculated in part on the urbanized area of Apache Junction.

Mr. Bourey read Recommendation #6 that stated: That there be a compilation and report of the impact of proposed significant developments on the regional facilities for transportation, open space, wastewater and water, prior to the jurisdiction taking action on the development. Mr. Bourey noted that only the jurisdiction, not MAG, would take action on the development.

Mr. Bourey read Recommendation #7 that stated: That data compiled on developments of significance would be integrated into the TIP and Long Range Transportation Plan, and 208 approval processes, where there is an action going forward to the Regional Council. He stated that the supporting principles of the recommendation included: MAG member agency staff where project resides would be informed prior to an agenda being sent out that a MAG action related to the proposed development is being scheduled; MAG staff would work with the MAG member agency in preparing a status report regarding the MAG comments that had previously been sent to the MAG member agency; MAG would prepare a draft status report and send it to the MAG member agency with a reasonable amount of time to comment on the status report; the final status report would be sent to the appropriate MAG committee that is scheduled to consider an action related to the development, such as approving a 208 Amendment or amending the Transportation Improvement Program or Regional Transportation Plan.

Mr. Bourey read Recommendation #8 that stated: That we integrate the local and regional transit planning into the regional transportation system planning effort in cooperation with Valley Metro. Mr. Bourey read the accompanying principles that included: The advisory committee structure used for making initial transit recommendations will have a majority of its members from MAG member agencies that are making substantial local investments in transit; the list of investments will be cooperatively developed with the metropolitan planning organization.

Mr. Bourey read Recommendation #9 that stated: That after these recommendations are accepted, we look at re-branding MAG. He noted that the MAG video just previewed could be redone if there was a name change, because references to the MAG name were kept to a minimum.

Mr. Bourey stated that the recommendations were on the Regional Council agenda for discussion only, and no action was requested. Each concept will be further developed for final consideration by the Management Committee and Regional Council.

Chairman Rimsza called for discussion on the Executive Committee. The Regional Council concurred on a 30 minute discussion of this recommendation.

Mayor Thomas asked for clarification of the responsibilities for TIP, LRTP and 208 approval processes. Mr. Bourey replied that he understood from previous discussions that these processes would continue to be the responsibility of the Regional Council.

Mayor Giuliano stated his concurrence that the Executive Committee would be balanced both geographically and by size, although he was not convinced that a city greater than a certain number should be given a seat. Mayor Giuliano noted that many have commitments, and some may be able to devote more time than others. Chairman Rimsza asked Mayor Giuliano for clarification if he meant that the problem could be solved by not mandating a seat according to size? Mayor Giuliano replied that was correct.

Mayor Shafer stated that smaller cities have needs. She stated that they do not want just the larger cities giving direction.

Chairman Rimsza stated that from the Phoenix City Manager's perspective, Phoenix has an obligation to represent its 1.3 million residents. The vast majority of taxes are collected in Phoenix and this should ensure Phoenix has a seat at the table. Chairman Rimsza stated his agreement with Mayor Giuliano that a seat would not necessarily need to be given to a jurisdiction based on population. He stated that Phoenix has to have a seat at the table. Chairman Rimsza noted that a definitive ballot proposition would be given to the voters, which will limit much of the flexibility, anyway. He noted that Phoenix serving on the Executive Committee is an issue of fairness.

Mayor Shafer stated that small cities have to have a voice. These small cities are growing and their revenue will increase. Chairman Rimsza noted that the City Manager does not have an issue with cities receiving back fair amounts for what they contribute. He stated that an equilibrium for the half cent sales tax extension needs to be created. We are talking about the future. Chairman Rimsza stated that we must strike a model for governing the tax at the MAG level.

Mayor Shafer asked for clarification if their support for the extension of the half cent sales tax was not needed, and that Phoenix could carry the vote by itself? Chairman Rimsza stated that this was not his intent. Mayor Shafer stated that her community just wants a say in how the money is spent.

Mayor Thomas asked if Phoenix had always had a seat on the Executive Committee. Mayor Scruggs responded that Phoenix has not always had a seat on the Executive Committee.

Chairman Rimsza stated that he advocated that the eight cities over 100,000 in population be given a seat on the Executive Committee. In addition, three smaller cities would serve and be responsible for their own city and the other cities in that pool. Chairman Rimsza stated that from his perspective, this will not be a great impact because what the customer is going to get will be defined by the election. The Executive Committee would deal with the day to day mechanics and the Regional Council would still be responsible for policy and major approvals.

Mayor Feldman-Kerr stated her opposition to seats for the eight largest cities and three seats for the remainder of the jurisdictions. She commented that this would skew decisions heavily. Mayor Feldman-Kerr stated that she did not see the point of revamping MAG if the result would be to exclude the entirety of the growth area. If these growth areas are not included, how would votes be made that serve the region as a whole?

Mayor Berman stated that in his experiences with MAG over the years, Phoenix has never come in and imposed their will on smaller cities. He stated that he saw no problem with Phoenix having a designated seat on the Executive Committee. Phoenix has the most people and the most votes, and this is how a democracy works.

Supervisor Stapley stated that the biggest challenge to MAG is the public perception that MAG acts parochially, not regionally. He stated that he had hopes for regional reorganization. There is a void in transportation planning. Supervisor Stapley stated that there is a need for people to take a regional, not parochial perspective. Give and take are needed. Supervisor Stapley stated that ADOT and the County are needed on the Executive Committee on a permanent basis. The County does regional planning and should be involved. Supervisor Stapley stated that mayors are elected by their cities, not as representatives at MAG. How can a more regional perspective be brought in? Stakeholders are the only outsiders being brought in. In order to convince the voters to trust the MAG organization, the matrix needs to be more regional. An example of needing a more regional perspective is the building of light rail. Why is it being built in a few cities, and not all?

Chairman Rimsza stated that the focus of the Executive Committee would be day to day business. The transportation committee would be the body making transportation recommendations. The Regional Council would be the policy decision making body. This would make the monthly business meeting more focused. If the item is not day to day business, it would go to the Regional Council. Chairman Rimsza added that the transportation committee would remain a majority of mayors.

Mayor Shafer commented that of the largest eight cities, only two are on the west side.

Mayor Scruggs stated that if the half cent extension is successful, there will be pre-defined transportation improvements. The decisions will be made ahead of time. She stated that changing the structure of the Executive Committee would weaken MAG, not strengthen it. Mayor Scruggs stated that the Executive Committee will not be the committee with the high power, but there is the illusion

of this. Mayor Scruggs suggested an opt-out Executive Committee. If a member cannot commit to attending, that member could opt-out. She stated that it would be the responsibility of the member to attend the meetings and act regionally. Mayor Scruggs commented that the SR 85 project was just approved. SR 85 was an important project that needed a champion. This champion, Mayor Hull, represents a small community. Mayor Scruggs stated that we are weakening the structure by keeping people out. There needs to be a policy for all to participate.

Mayor Manross asked for clarification of the opt-out option. Mayor Scruggs replied opt-out would apply to the Executive Committee.

Mayor Tibshraeny stated that a consensus on any decision is needed. He stated that there is a weighted voting process, but the City of Phoenix has never used it to get their way and this has never been an issue. Mayor Tibshraeny stated that MAG has a credibility problem, whether this perception is right or wrong. Mayor Tibshraeny stated that the Executive Committee discussed visiting both east and west valley mayors meetings to help in understanding governance issues. He commented that MAG needs to change negative perceptions. Mayor Tibshraeny stated that the Executive Committee needs to be expanded to nine to eleven members maximum. He stated that action on the Executive Committee is needed soon.

Mayor Giuliano stated that Phoenix needs to be on the Executive Committee and be the driver of the process. He suggested that Phoenix, ADOT and the County be given seats, with the other eight seats being geographically balanced. Mayor Giuliano commented on his demanding time commitments that do not allow him to serve, but someone else may be able to dedicate their time.

Chairman Rimsza stated that there have been objections to designating a seat to non-elected representatives on the Executive Committee, so it would not be appropriate to designate a seat to ADOT. Mayor Giuliano stated that the ADOT representative could vote on transportation matters only, similar to their capacity on the Regional Council.

Supervisor Stapley stated that if credibility is going to be built with the Legislature, ADOT needs to be included.

Mr. Gant stated that there are few issues that do not touch on transportation. He indicated that he could see no problem with ADOT on the Executive Committee and voting on transportation issues only.

Mayor Delgado suggested designating a seat for Phoenix and working out districts that would be represented by the remaining seats.

Chairman Rimsza stated that Glendale and Mesa need to be considered as having vested seats because of the amount of money they contribute. He mentioned that this could be applicable to Scottsdale, because of their financial contributions. Population and financial contributions need to be considered.

Mr. Arnett stated that designating seats for Phoenix, Mesa, Glendale, the County, and ADOT gives credence to the Legislature and makes sense. Chairman Rimsza asked Supervisor Stapley if these changes were crafted, would the County support MAG managing the half cent sales tax? Supervisor Stapley replied that he was not yet ready to extend that support, but would give careful consideration. He suggested dialogue on the County role at MAG. Supervisor Stapley stated that if the County is not

on the Executive Committee, there would be no reason to be a MAG member. He stated his appreciation for efforts on a dialogue.

Mayor Scruggs commented that CTOC is mandated by the Legislature and MAG By-laws would need to be examined, because they may indicate that a seat on the Executive Committee may need to be extended to CTOC. Chairman Rimsza stated that a seat would apply to the greater body, as CTOC does not currently have a seat on the Executive Committee. Mr. Bourey clarified that the Legislature did not mandate CTOC's membership, the Regional Council voted to have them as a Regional Council member.

Mayor Feldman-Kerr stated that she agreed with seats for Phoenix, Mesa, Glendale, ADOT and the County. In addition, there could be seats for one large city and two smaller cities from the west side and from the east side.

Chairman Rimsza noted that a public comment card had been turned in. However, comment would not be heard because no action was being taken.

9. Transportation Public Opinion Focus Groups and Regional Telephone Survey Preliminary Results

Stephanie Smith, WestGroup Research, stated that MAG participated with the RPTA to conduct focus groups and a regional public opinion poll to help assess community support for the extension of the regional one-half cent sales tax for transportation. Ms. Smith stated that five focus groups were held in Avondale, Glendale, Scottsdale, Mesa and Phoenix in December. Major issues identified included uncontrolled growth and sprawl, public transit, traffic congestion, road construction, commute times, education, crime, and air quality. Ms. Smith reviewed responses given by the focus groups. She said that overall there was strong support for extending the tax. Ms. Smith reviewed findings of the telephone survey. The top transportation priority indicated was expanding the light rail system throughout the County. Ms. Smith explained that after the initial questions, 72 percent of the respondents favored the sales tax extension. Ms. Smith explained that after the initial questions, respondents were read the following statements: "Between now and 2021, the resident population in Maricopa County is projected to increase almost 55 percent while regional travel is projected to increase approximately 80 percent. Without significant new transportation investments, average commute times during rush hour could more than double in the region." Ms. Smith stated that after hearing the statements, the number of those favoring the extension of the sales tax increased to 79 percent. When respondents were asked if they agreed with a lesser amount going toward transportation, only 54 percent were in favor. Chairman Rimsza thanked Ms. Smith for her presentation and asked if there were any questions.

Chairman Rimsza recognized public comment from Blue Crowley, who stated that the survey was conducted because MAG is trying to show what a good job they have done so they will be given more money. Mr. Crowley stated that only 147 miles, or less than two-thirds of the freeway system have been completed. Two-thirds is not good enough. Mr. Crowley stated that most Regional Council members were not at the RPTA meeting when this item was discussed. He stated that the survey does not address commuter rail. Mr. Crowley stated that potentially, CTOC, MAG and RPTA could be sunsetted because funding would end. He stated that the survey is smoke and mirrors. Mr. Crowley stated his appreciation for the Elderly Mobility efforts. He stated that there is more funding available besides sales tax revenue. Mr. Crowley stated that heavy rail is not being considered.

10. Executive Director Evaluation

Mayor Shafer moved to recess the meeting and go into executive session to discuss personnel matters relating to the MAG Executive Director's evaluation and salary review. Vice Mayor McDermott seconded, and the motion carried unanimously. No action was taken.

There being no further business, the meeting adjourned at 8:15 p.m.

Chairman

Secretary