

**MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
REGIONAL GOVERNANCE TASK FORCE AND  
GOVERNANCE ADVISORY COMMITTEE JOINT MEETING**

October 22, 2001  
MAG Office, Saguaro Room  
Phoenix, Arizona

**GOVERNANCE TASK FORCE MEMBERS ATTENDING**

Mayor Skip Rimsza, Phoenix, Chairman	Mayor Keno Hawker, Mesa
* Mayor Ron Drake, Avondale	Tom Martinsen, Paradise Valley
* Mayor Roy Delgado, El Mirage	Mayor Wendy Feldman-Kerr, Queen Creek
Ed Beasley, Glendale	Jan Dolan, Scottsdale
Stephen Cleveland, Goodyear	Bill Pupo, Surprise
* Mayor J. Woodfin Thomas, Litchfield Park	

**GOVERNANCE ADVISORY COMMITTEE MEMBERS ATTENDING**

* Representative Carolyn Allen, Arizona House	* Representative Deb Gullett, Arizona House
* Roc Arnett, State Transportation Board	Ivan Johnson, Cox Communications
Bill Beyer, Citizens Transportation Oversight Committee	Valerie Manning, Greater Phoenix Chamber of Commerce
* Supervisor Jan Brewer, Maricopa County	Diane McCarthy, WESTMARC
* Representative Meg Burton Cahill, Arizona House	Kevin Olson, Governor's Transportation Vision 21 Task Force
* Senator Ed Cirillo, Arizona State Senate	* Mary Peters, ADOT
* Mayor Doug Coleman, Apache Junction	Supervisor Sandie Smith, Pinal County
Representative Dean Cooley, Arizona House	Mayor Chuck Walton, Casa Grande

\*Not present.

1. Call to Order

The joint meeting of the Regional Governance Task Force and the Governance Advisory Committee was called to order by Chairman Skip Rimsza at 9:15 a.m.

2. Review of Draft Options

James M. Bourey stated that the Task Force was requesting that the Advisory Committee review the draft options included in the agenda packet. Mr. Bourey stated that the Task Force would meet on November 1, 2001 to finalize the recommendations to the Regional Council.

Chairman Rimsza requested that a recap of Land Use Integration be given.

Mr. Bourey stated that the Task Force examined a number of options on the integration of land use and transportation and came up with two options for Regional Council for consideration. Option #1

was a principle for a regional compatibility, and developed and endorsed by the membership. He explained that the principle is similar to the Denver Mile High Compact. Under Option #2, MAG staff would conduct a review of Adequate Regional Public Facilities for major development projects in the region, and cities would make the decision on what to approve. It would provide an information resource and establish a level of service, but would not take away the authority of the cities. Mr. Bourey stated that the Task Force felt the land use recommendations should be considered by the Regional Council as soon as possible, but they also realized the value of including the recommendations on today's agenda. Chairman Rimsza stated the recommendations would have staff compile data and let local governments make the decisions whether they want to approve a particular land use improvement. He indicated that the Task Force thought that worked most constructively with the business community.

Stephen Cleveland stated that there have been occasions when issues arose such as how to get building permit information in a more timely manner to the assessor's office to show up in the tax rolls. He stated that a process has been developed to streamline that is parallel to the land use planning effort to have information on a regional impact brought forward. Mr. Cleveland stated that the first piece would be looking at the Mile High Compact and getting it articulated, cities joining in, followed by information at the local levels sent to staff for their feedback. The sooner that communities utilize that in the decision-making, the sooner that will be reflected in the transportation systems. Mr. Cleveland stated that, in time it will be part of the cognitive process in decision-making and in mitigating negatives. He added that it could eventually be used in regional impact fees. Mr. Cleveland stated that this could result in the public not subsidizing projects that requires greater system demands. Those developments need to contribute to the offset. Chairman Rimsza asked for feedback about this concept.

Kevin Olson stated that he felt it creates the worst of all worlds. It establishes another layer of bureaucracy, another step to delay, another hoop to jump through, without any regional voice. He stated that it creates a lot of motion, and no real benefit.

Chairman Rimsza stated that from the mayors' and managers' perspectives, there will never be abandonment of land use decisions by the local governments to a regional authority. The other option would be to do nothing. This is a good option because it is done on a parallel track. He asked Mr. Olson if he would prefer a regional land use authority? Mr. Olson replied that he would. Chairman Rimsza noted that many business people abhor that concept. Mr. Olson stated that he advocated a blend of regional and local authority that gives a voice to regional concerns. The cities are going to have to step back and recognize there are regional issues and there needs to be a regional authority that has a voice, perhaps not a veto, in the process.

Diane McCarthy stated her agreement with Mr. Olson. She noted that she and Mr. Olson have spent a lot of time studying the land use issue. She commented on creating another level just to create a level without significant input. She asked if there was a technical advisory committee for each of these areas? Mr. Bourey replied that there were technical advisory committees for most areas. Ms. McCarthy asked if there were more than mayors and managers on these committees. Mr. Bourey replied that there is representation from others, in addition to city staff. Mr. Cleveland, as Chair of the Air Quality Technical Advisory Committee, stated that the AQTAC was perhaps the broadest representation of interest groups. He stated that he believed that land use and facilities dialogue takes place mainly at the Management Committee and Regional Council. There might be a need for a technical advisory committee that would specifically look at this and see if decisions are compatible.

Mr. Cleveland stated that he, Mayor Hawker, and Mayor Feldman-Kerr were charged with expanding the document somewhat, bringing it to the group, and then to the MAG community. Mr. Cleveland stated that assistance from the Advisory Committee and Task Force would be helpful.

Chairman Rimsza asked if the document should be more regulatory? Mr. Olson stated that if the land use integration goes ahead, it will need teeth behind it. He commented that even though it has been done in parallel, he had never seen a process like this that does not increase costs and result in delays. If the cost of a regional review is borne, then ensure that benefits are received, by having some sort of regional voice. Mr. Olson commented that people trust their local governments more than a regional authority. It may not be a veto power, but some kind of alternative that creates real impact of a regional review process.

Chairman Rimsza stated that staff would compile what the specific costs would be, not necessarily say whether the project is a bad or good idea. Using Anthem as an example, he noted that an analysis of the regional costs and the offsetting benefits was not available. Having the data may be more powerful, be of more benefit than a regional authority because the region knows the whole cost of the project. Chairman Rimsza stated his belief in the power of the information. He stated that if numbers on Anthem had been available, objections may have been voiced. No one knew the costs, so nothing was said. Chairman Rimsza noted that some development does work for the benefit of the region, even though regional costs are incurred.

Mr. Olson stated that the disconnect in discussion is about a report on regional costs, without creating a mechanism to tie that information to action. He commented that he agreed that it would be helpful to have that information, but with nothing to tie it to, it is a wasteful step.

Supervisor Sandie Smith stated that she had no comment because discussion was out of the Pinal County boundary.

Chairman Rimsza stated that the question about developing regional impact fees can't be answered until you know that significant regional costs are being unmet. The Legislature will not be responsive unless it is demonstrated that projects have a regional cost.

Mr. Cleveland stated that MAG staff opened a new door when it created the 2040 presentation showing the population increase to 6 million. There will be billions of dollars in improvements that have to be addressed, predicated on regional, not local, systems. Mr. Cleveland stated that is a regional impact. Who is going to pay for this, the people in this room, or the people who will come? What is missing in this process is determining who is going to pay for this? Mr. Cleveland stated that until there is a process, who will pay needs to be stated.

Mayor Feldman-Kerr stated that there is a difference between communities at or nearing buildout and those still growing. Having this information on how this growth will impact a region, even if it is beyond Maricopa County, will help cities plan better for the future.

Supervisor Smith stated that Pinal County certainly wants a voice, but they don't want someone doing their planning for them.

Mayor Hawker stated that the transportation objectives on page B-3 were well stated. The penalties for not addressing those, the hammer that MAG has, is the TIP and 208 permits. Don't put projects

in the TIP, or don't approve the treatment plant, until it is determined how impacts will be funded. MAG has the tools, just needs to structure the implementation policies. Mayor Hawker stated that the TIP and 208 processes need to be strengthened.

Chairman Rimsza stated that he was surprised that the business community would move toward a more California-esque system. If that's what the business community really wants, then the local governments will probably support it.

Mr. Cleveland stated that at a recent business meeting that he attended, he heard business people say that they had escaped California and didn't want to see a repetition of congestion in this area. They indicated that we need to get in front of it before it runs over and negative consequences that have been experienced in California need to be mitigated.

Ms. Dolan stated that what is critical is who is going to set the adequate regional levels of service and who will have the authority? Regional levels of service can be set, but it remains with the local agencies how they set those levels. What if impacts aren't in your jurisdiction? That's where the California model has problems. When the impact is identified in another jurisdiction, what do you do in that situation and who has the authority?

Mr. Olson stated that we have come a long way by discussing something that wasn't on the table six months ago. Agree on a concept then we can agree on who can best make it happen, in partnership.

Valerie Manning stated that she didn't want it to seem as the business community was looking at local vs. regional control. Business is at the table because of the significant role MAG has in planning issues. The responsibilities this organization has, and the authority it lacks doesn't allow that planning to be implemented and be accountable for that implementation. She suggested taking a step back from this and not get into a decision on how regional land use/transportation will be addressed, and instead talk about accountability and credibility and what makes sense. Then come back and discuss land use. Ms. Manning stated that a lot of process and dialogue need to be discussed first as to what governance structure makes sense, whether restructuring MAG or providing perhaps more authority, rather than responsibility and how that all works with different voices or existing voices at the table. It is time for the region to get beyond this model developed in the 1970's, tweak it and decide on approaches that protect local communities for designing and growing own communities. She stated that membership options need to be discussed and go from there. The business community's vision is to have a region that functions well with local governments being part of that. If a regional authority is necessary, it can be created within the system, and if not necessary, local control can be reinforced.

Chairman Rimsza stated that he wanted to ensure that as this is pursued, unintended consequences are not created so that blocking becomes much easier. He stated that whatever structure is put in place, he wanted to make sure that the structure would support development when appropriate. Building is already hard enough. Stopping something is the easiest thing in the world today. That has been the demise in California. He stated that the Phoenix area has a financial competitive advantage, because it doesn't take so long to go through the process. Chairman Rimsza noted how a business chose to locate in this region instead of California because setting up a business there would require 24 months, and only 9 months here. Chairman Rimsza expressed concern that one small faction could block a project and then the business will locate elsewhere.

Mr. Bourey reviewed the six Membership Options included in the agenda packet. He asked for comments on Option #4.

Ms. Manning asked if membership to the Executive Committee assumed the current MAG structure. Mr. Bourey stated that there were a number of ways that the board could be formed.

Ivan Johnson noted that one business person would serve on the Executive Committee, but would that representative serve on the full Regional Council? Mr. Bourey replied that it was envisioned that the representative would also be a Regional Council member. Mr. Johnson stated that committee participation was not specifically addressed in Option #4. Mr. Bourey replied that it would be anticipated that private sector and other participation would be added to other MAG committees. Mr. Johnson commented on blending a Town Hall with Option #4. Mr. Parr noted that page A-6 refers to this.

Ms. Dolan asked how the two at-large seats would be chosen. Mr. Bourey stated that the Regional Council elect representatives on an annual basis and would accomplish balancing the Executive Committee. Ms. Dolan asked if the Executive Committee would need to be elected from the Regional Council body? Mr. Bourey replied that is what was envisioned.

Ms. Manning asked the term of office for Executive Committee members. Mr. Bourey stated that presently, the terms are one year terms. One of the issues is the difference in mayor's terms, which expire at different times. He noted that there could be occasions when special elections would need to be held because a term expired. He stated that the Executive Committee officers traditionally stay in office for two years, to gain understanding. Ms. Manning commented on the need to have longer terms for the Executive Committee, preferably two or three years, to be effective.

Ms. McCarthy asked if the officers of MAG would be open to representatives other than city elected officials? Chairman Rimsza replied that he thought the officers would be city only. Mr. Bourey stated that the option implies city only. Mayors do not want to relinquish the leadership position. Chairman Rimsza asked if Ms. McCarthy had an objection to that. She replied that she did not.

Bill Beyer asked about the status for members such as CTOC. Mr. Bourey replied that the intention is that it would remain.

Mr. Bourey reviewed Options #6, #7, and #8. He noted that Option #6, Greater Metropolitan Regional Assembly had been suggested by Tom Martinsen.

Ms. Manning asked if any of the options had been modeled after existing models? Mr. Bourey replied that the options had been modeled to a degree, but were not exactly the same as any other existing model. Ms. Manning stated that it would be helpful to look at other models, and see what works and what doesn't, to help move forward in this process. Mr. Bourey noted that a survey of 16 models from similar organizations across the country was conducted by MAG. A presentation on the models had been given at a previous meeting. Mr. Bourey added that he would be happy to discuss the findings.

Supervisor Smith stated that part of Pinal County did not ask to be in nonattainment area, but they are. She expressed concern that when the issue comes to the body as a whole, CAAG hasn't been at this table talking about how this affects CAAG. Supervisor Smith did not know what authority it would

take to change those boundary lines. She stated that she wanted to clarify that planning is essential. Supervisor Smith asked if they sit at this table, would it be as a voting member?

Chairman Rimsza stated that from his perspective, the amount of power that any new members get would be directly related to amount of responsibility they would have. The balance would be if Pinal County doesn't want any of this to impact them by process, then they probably wouldn't have a vote. If there is some agreement to some of the recommendations, then the body might be willing to give Pinal County more voting power. Supervisor Smith mentioned it could be a situation of serving two masters. Queen Creek sits on CAAG with a vote, Apache Junction sits on MAG without a vote.

Mr. Bourey stated that one of the concerns is the potential expansion of the non-attainment area to include all of Pinal County for ozone. There are significant issues for the non-attainment area that are not under MAG's control. He added that MAG is a voluntary membership organization.

Supervisor Smith expressed concern where Pinal County and CAAG would fit in if another unit was elected that would have authority, even if they can't enforce it. She stated that they would want a seat at the table.

Mr. Parr referred to Ms. Manning's previous questions about models around the county. The closest was the State of Washington that has state legislation similar to Growing Smarter and Growing Smarter Plus.

Chairman Rimsza commented that there would still be the challenge of going to the larger body, and getting them to adopt any of these ideas. They have not experienced the discussion in these meetings, and there will be a temptation to stand pat.

Mayor Hawker stated that the need is still there to get the Legislature to include language to put on the ballot. He asked Representative Dean Cooley if the Legislature feels this type of structure would work or if there needs to be a legislator on this body as part of this process?

Representative Cooley stated that the cities in this area are growing together. They overlap in every way. He added that his focus was transportation. Representative Cooley stated that personally, he felt that more of the original plan that put in place when the first tax was approved needs to be seen. He stated that the Legislature is always sensitive to raising taxes, because of the media. Chairman Rimsza asked about the authorization of the sales tax as an extension? Representative Cooley replied that the legislature becomes more likely to support an extension as it moves closer to the time when it is necessary, and as results from the current tax are shown in the completion of the freeway system. Representative Cooley stated that he did think that the legislation would happen in the next session.

Mayor Hawker asked about having someone from the legislative body participate in the administration of the funds over the next 20 years? Chairman Rimsza stated that there has been discussion that there could be two new seats on the transportation advisory committee. One would be for the highest elected Maricopa County member of the House Transportation Committee, so that the transportation advisory committee would have a Maricopa County legislative representative who is in the transportation area. The transportation committees would have a direct liaison at the transportation subcommittee level. Representative Cooley stated that it would probably be good to have legislators on the advisory committee, but there is still no authority to make something happen. He indicated that he was trying to gather enough understanding to determine if this needs to be more of a statewide

issue than regional issue. There are two counties growing together, so maybe there needs to be a statewide regional board that works with the cities and counties to accomplish transportation. Chairman Rimsza asked what he felt about changes to the ADOT Board. Representative Cooley replied that the ADOT board might need some restructuring.

Chairman Rimsza spoke about the half cent sales tax extension. He expressed a concern with circumstances in Tucson. He stated that Tucson is considering going separate from Pima County on its ballot. If there is no enabling legislation until 2004, there could be an entity within the region that might go forward on their own and begin collecting in 2006. Chairman Rimsza urged enabling legislation sooner than later, because without the legislation there will be a temptation to pursue other transportation funding that could kick in January, 2006 and replace the half cent regional resource. It becomes a tax increase, rather than just a tax extension, after 2003. Mr. Cleveland asked if this situation would be similar to each city passing their own transit tax? Chairman Rimsza replied that was correct. He added that a regional tax was attempted, but was unsuccessful. If a good plan is put together, the election could be won.

Mr. Parr asked advisory committee members for their thoughts on changes to the membership options. Mr. Johnson stated that there is a value in a more inclusive town hall exercise. Having option #4 with a component of the town hall exercise folded in would be good. There is benefit in being more inclusive. Mr. Johnson stated that combining MAG and RPTA could clear up confusion and could provide incremental credibility for the vote.

Ms. McCarthy stated that the Valley Business Council was asked to take a look at the options. She stated that the consensus was that no change was not an option. Ms. McCarthy stated that the group did not have a consensus on which changes should be made, just that there must be changes in MAG. She added that everyone felt that accountability and credibility were needed. Ms. McCarthy stated that she did not find the accountability addressed in the piece. When accountability is addressed, credibility will follow.

Chairman Rimsza stated that accountability and credibility are important. He stated that whatever is done, the organization will be able to build the product people want. Chairman Rimsza cautioned that an organization could be created that is accountable and credible, but does not have the power to make it happen, because it would not control city budgets, land use, etc. Ms. McCarthy asked if adding Roads of Regional Significance to Option #4, and giving that responsibility to the Executive Committee would be acceptable? Chairman Rimsza stated that the Roads of Regional Significance issue is a red herring. If the business community is concerned about efficiency on existing Roads of Regional Significance, local government and the business communities should go to the legislature in order to adopt traffic signal synchronization. Ms. McCarthy asked why this could not be accomplished through an intergovernmental agreement, rather than going to the Legislature. Chairman Rimsza stated that cities are doing this already. He stated that a way to give the business community assurance of this is needed. He explained about the lawsuits Phoenix has had to pay for the crossover accidents on the freeway, even though the state operated the road. Cities have paid for those roads, they have the liability for those roads, so there is an incentive for cities to have those roads run efficiently as possible. Federal legislation has made Phoenix pave unpaved roads because of particulate issues, at great expense to the city.

Ms. McCarthy expressed the frustration with the whole issue of congestion mitigation on roads that cross through several jurisdictions and no apparent sense of cooperation. Chairman Rimsza noted his

disagreement. He stated that this region is not perfect, but it is better than other areas in the country. Chairman Rimsza noted that the Mayors and Managers made it happen. Creating another government for Roads of Regional Significance will not provide the product citizens want.

Mr. Bourey stated that synchronization is not necessarily the issue, since almost 90 percent of the region's roads are synchronized. The issue is that some roads are getting beyond their capacity. He added that MAG is currently developing an arterial plan that will directly address problems on arterials, as part of the new Regional Transportation Plan. Chairman Rimsza commented the mayors are under pressure by developers to put in traffic lights to make malls accessible. Ms. McCarthy stated that to keep the traffic moving, those lights need to be eliminated to benefit the whole. Chairman Rimsza stated that federal legislation might help. He stated that he feared that legislation could be drafted that a new government would have the authority for Roads of Regional Significance, but the cities would still be liable.

Mr. Olson stated that he agreed that the issue is not particular authority over a particular road. He stated that a 90 percent signal synchronization is not good enough from the customer perspective. Chairman Rimsza noted that synchronization efficiency is affected mathematically.

Mr. Olson stated that he didn't think the issue was a particular program, but accountability. The existing structure is perceived as not working. He added that just having one more representative on the council does not address the issue that there is a democratic deficit in MAG. No mayor is elected as a representative of MAG. There is no structural way to hold MAG accountable. Mr. Olson stated that if there is no tool to hold MAG accountable, detractors will continue to believe MAG is ineffective, no matter how effective MAG is. Mr. Olson stated that although he believed that MAG is remarkably effective, it doesn't change the fact that MAG is democratically deficient. He stated that he saw nothing in the membership options that was more than papering over a fundamental deficiency. He commented that MAG may need some more innovative thinking. Mr. Olson suggested a bicameral MAG-elected board that would work with the Regional Council. Mr. Olson stated that none of the options address the fundamental accountability issue. Unless accountability is addressed, MAG won't be able to convince the legislature to authorize and the citizens to pass the tax.

Mayor Feldman-Kerr asked if Mr. Olson thought that any MPO has an accountability issue if there is a democratic deficiency in all of them. Mr. Olson replied that there probably is, in all the structures he has seen. He was unaware of any MPO that has tried to create an elected body. Mr. Olson stated that he was not suggesting creation of a separate regional transportation district, he was suggesting that MAG become a bi-cameral body. He proposed having a House, which would be the current Regional Council, and a Senate, of some other elected body. Mr. Olson stated that he looked at models around the country, and none of them address this democratic deficit.

Chairman Rimsza suggested putting together a plan with specific projects funded by the half cent sales tax, putting it on the ballot, letting the voters decide, and then letting MAG do what it does best, build it. A democratic process is in place without adding another layer of government. He stated that this will give the voters what they want, review and approval of the plan.

Mr. Olson stated that there isn't the wisdom to plan a 20 year program at the level of detail MAG talks about. The world changes too much for that to be the sensible way. Mr. Olson stated that although he thinks there is a democratic deficit in MAG, that doesn't mean that all decisions should

be turned over to the voters on a base level. He commented that MAG needs to elect a body to make decisions and be held accountable.

Mayor Hawker stated that under Option #4, there would be five other elected officials that are like the Senate, so there would be blocking power. Mr. Olson stated that there would be a requirement that both bodies oppose before MAG can take action. Mayor Hawker asked who would resolve conflicts under a bicameral body? Mr. Olson stated that he personally had not figured out whether it would be an elected body or the Regional Council.

Mayor Hawker asked if citizens will pay attention to the election of those five people any more than they do CAP board members. He expressed concern that it would be one more election.

Mr. Parr asked for clarification that Mr. Olson felt that the only way to get accountability is to have a directly elected body? Mr. Olson replied that he believed that representative government works.

Mayor Feldman-Kerr stated that mayors are elected by their communities, who then send the mayors to represent them outside of the local arena. She asked if perhaps the public needs more education about the regional functions provided by the mayors? Mr. Olson stated that local issues drive local elections. Regional bodies are not made up of local elected official who were selected for a regional issue.

Supervisor Smith stated that in Pinal County, there are 32 County-elected and 56 city-elected officials. Regional transportation is a huge issue that is conducted at the local level. She stated that citizens would not know the six elected any more than they know who sits on the SRP board, or the mining inspector, who many times run unopposed. She stated her agreement with Mayor Hawker that five people that no one knows are not going to do better job than local officials, who deal with issues on a daily basis. Chairman Rimsza stated that having resources is the biggest challenge.

Chairman Rimsza announced a short break at 11:00 am. The meeting reconvened at 11:20 a.m.

Mr. Parr reviewed discussion that the group felt it important to have more representation at committee level, two year terms an increased responsibility for the Executive Committee and the possibility of combining RPTA and MAG. He also noted Mr. Olson's suggestion for a bicameral MAG.

Mr. Olson stated that he wanted to go on the record to flesh out his answer to Mayor Hawker's question on tie breakers. He stated that the Regional Council and a new elected group would jointly responsible for electing the Executive Committee. The Executive Committee could serve as the tiebreaker.

Ms. McCarthy commented on which option the Regional Council might accept? Mayor Hawker stated that MAG needs to expand out to business community, but where is the line drawn on other special interest groups? Are environmental groups, humanservices groups, etc., going to be members? A lot of people would end up wanting a seat. Some method to expand the committee, when deemed appropriate by the body at large, is needed. Mayor Hawker expressed that Option #4 had a lot of merit. He stated that he preferred more alignment with community size than geographic location. Chairman Rimsza noted that the east/west balance came about as a result of no specific construction plan or timelines being on the ballot. He stated that this could be minimized if specifics were worked into the ballot. Ms. McCarthy stated that funding is where the plan went off track. Chairman Rimsza

stated that the next phase of building freeways should be easier, because urban areas with expensive rights-of-way, will not be passed through. He stated that risk aversion is why existing rights-of-way are being used for light rail.

Mayor Feldman-Kerr stated that she felt the board itself should not be changed by adding special interest groups. She indicated that has not heard that this would add any more credibility, anyway. MAG does a pretty good job, there is just not the perception that MAG does a good job. Mayor Feldman-Kerr stated her preference for expansion of the Executive Committee through the current membership. She stated that other committees could be expanded by adding other interests and that a Town Hall could be held once or twice a year to see how the vision is working. Mayor Feldman-Kerr stated that she did not agree with adding another layer of elected government. She commented that if MAG members do not like an Executive Committee member's decisions, the person could be removed and then the citizens could take them off their respective positions also. Help public perception through education.

Ms. Manning stated that she would have to make a strong case for different voices to be at the table. Having only local government at the table is not in the best interest of the region. Whether it is an elected body or another model, when public decisions are being made, citizens like to have a responsible person to go to when they disagree with decisions. Ms. Manning stated that all options and have something to offer. She indicated that she tended to be less comfortable with Town Halls, after being to hundreds of them in this state. Ms. Manning stated that the most Town Halls are valuable in process, but not valuable in outcomes, which tend to be watered down and not definitive at a policy level. She hoped discussion could continue on a new governance structure that could reinforce the need for much more specificity in implementation. What is the role, purpose and authority of MAG, even if the authority needs to be defined legally? She spoke in regard to regional impacts of local development issues. There would a process in place that allowed a consequence for a government that did not participate or recognize an impact to a region.

Mr. Parr asked for clarification that the size of the Regional Council would remain the same, but the Executive Committee would be given greater power? Mayor Feldman-Kerr stated that the Regional Council would remain the same, and the Executive Committee should be expanded and perhaps have more decision making ability so take into account what the expanded committee structure brings back. The committee level is where the work is really done. Mayor Feldman-Kerr stated that committees could be expanded, the Executive Committee could have more accountability, similar to a city council, and the Regional Council would ratify.

Chairman Rimsza asked the business community for their thoughts on their role in MAG? Mr. Johnson replied that he did not feel that being on the board gets you there by itself. Getting more involved at the committee level is important.

Representative Cooley stated that implementation, along with accountability, needs to be in the same body. Those participants, the cities and the county, can work together to come up with standards that need to be met, and have an entity to see the standards are followed through. He stated that part of MAG's problem has been implementation. Implementation and accountability need to be put together. Those who put out money need to share the responsibility for accountability and ensure that standards are met.

Mayor Feldman-Kerr suggested adding a citizens advisory committee. The MAG Management Committee could become an advisory committee. The citizens advisory committee would take what goes forward to the Town Hall and make it more manageable, and bring it forward to the Executive Committee and Regional Council; thereby, bringing in ideas of business and others. Chairman Rimsza asked how that would vary from just adding citizens to MAG committees?

Bill Pupo stated that citizens could serve as an advisory committee to the Regional Council. They would provide recommendations on the issues that are going to the Council. Mr. Pupo stated that the advisory committee members would be representatives, liaisons on behalf of the Regional Council. Chairman Rimsza asked if Mr. Pupo supported adding two additional Executive Committee members. Mr. Pupo replied that he supported this, but had a problem with one of the options where the Executive Committee retains all authority and the rest of the Regional Council just takes on sideline issues. He indicated that this option would trouble a lot of cities.

Chairman Rimsza asked Mr. Pupo that if the MAG Regional Council stayed the same and a citizens advisory committee was added, would he see the need to create a new Executive Committee structure? Mr. Pupo thought that it would depend on terms and conditions and types of citizens appointed.

Ms. McCarthy asked why the November 1st date was a hard and fast date for the Task Force to firm up their recommendations? Chairman Rimsza replied that some type of resolution is needed. He stated that the full body has not yet discussed this, which may take a month or two. Chairman Rimsza indicated that some resolution is wanted before the beginning of the legislative session.

Ms. McCarthy stated that she liked Ms. Manning's suggestion to figure out the framework of the options, then the implementation. Chairman Rimsza stated that the actual mechanics will be complicated, but those can be hammered out by the MAG body.

Mayor Hawker commented on Option #4, similar to the planning and zoning boards aspects. If citizens are empowered to make a recommendation to a regional power and the body goes counter to that, it usually doesn't sit too well to go against their recommendations. Mayor Hawker stated that MAG could do the same thing by having a well empowered subcommittee that makes recommendations to that body, who would hold the Regional Council accountable.

Mr. Parr asked what it would take to empower the subcommittees, so they have more impact? Mr. Cleveland stated that some committees directly communicate their recommendations to the MAG Transportation Review Committee, the MAG Management Committee, or the Regional Council. The Air Quality Committee is an example of multi-community participation, but those citizens are not part of the majority. Mr. Cleveland expressed that a citizens committee gives an opportunity where citizen input can clearly be heard. Citizens could feel that their concerns are being heard. Mr. Beyer commented that was very much how CTOC works with ADOT. They have a citizens group that has much impact in the organization.

Mr. Cleveland stated that it is not just changing the committee structure and how it works, the breadth of responsibility. By bringing a more diverse group together, you may start to change the behavior of committees by having to share discussions with the balance of community. A lot of the committee structure was based on old technology and that may need to be revisited.

Mayor Hawker asked if an 11 member executive committee would be too many? He asked if business was looking for a point person? Ms. McCarthy stated that accountability is exactly what has been talked to before. There is no one you can go to and complain and replace if you don't like the response. Mayor Hawker asked if there was a suggestion for a solution. Ms. McCarthy replied that she did not have the answer. Mayor Hawker asked if it would be satisfactory if the point person was the Chairman of the Executive Committee? Ms. McCarthy was unsure.

Mr. Pupo commented on the role of the County to the region. MAG is not chartered to have the responsibilities the County does. The differences between the charters of the county government vs. a MAG needs to be better defined. What is the role of the County in this regional issue? They are a regional provider of services. Chairman Rimsza noted that the County provides services to unincorporated areas. Mr. Pupo noted that the County provides services to all, such as the treasurer's and assessor's offices. Chairman Rimsza stated that the County is the city of unincorporated Maricopa County. The County charges cities back for services they provide. Mr. Cleveland asked if any thought been given to the County sitting on the Executive Committee? Ms. McCarthy stated that it seemed to her that would be an automatic inclusion. Chairman Rimsza noted that the County could run for a seat on the Executive Committee, from their geographic area.

Ms. McCarthy asked if ADOT was more important than the County? Chairman Rimsza replied that ADOT is more important because they build the roads that all rely on.

Mr. Cleveland stated that the perception of parochialism is perpetuated when the County, one of the largest players, is not recognized. The County would compete against cities with populations over 100,000 in terms of a representative seat. Mr. Cleveland stated that the Indian Communities are members but aren't really recognized as having a major role in helping develop the regional transportation system. Mr. Cleveland pointed out that there are other groups that are not really represented by Option #4.

Mr. Parr stated that Option #2 expands the idea to have more people on committees, adds the town hall, and leaves local officials with decision making. Option #4 adds a town hall, has questions about size of the Executive Committee and representation by groups such as the County and Indian Communities, recommends that RPTA and MAG combined, and adds additional people outside of MAG onto committees. Mr. Parr stated that the third option is the bicameral idea.

Supervisor Smith stated that she keeps hearing expanded area. She requested that if MAG is going to expand their area that CAAG is approached first, before expanding into their planning area. She cautioned against a wholesale change to COGs at the same time that MAG could change.

Representative Cooley stated that in regard to Maricopa County, it was his understanding that each city has different standards in areas of transportation. Some use funding for purposes for other than it was given. When implementation and accountability are tied together, based on standards determined by stakeholders, then it becomes a much easier process of monitoring and seeing those standards are met, and money goes along with that. But if all stakeholders agree, who will monitor to see that standards are met? MAG has no authority within city of Mesa, for example. The goal in standards would be to increase capacity, but then who is going to monitor? The best to monitor are those with their hands on the money strings. That's where implementation comes in. ADOT has the engineering capability. Representative Cooley stated that he would like to see some combination with ADOT and MAG responsibilities merged, where implementation and accountability are together.

Mr. Martinsen stated that he has been a proponent of a consolidated regional model. He indicated that he would be much more supportive of Option #4 if MAG and RPTA would be merged. Mr. Martinsen stated that some MAG responsibilities should be the responsibilities of local government only. He stated that he would like to see some provision made to preserve the Regional Council as a government entity for some of the responsibilities. Chairman Rimsza mentioned that this was not unlike the current MAG structure, where CTOC and ADOT vote only on transportation-related issues. Chairman Rimsza asked that, assuming there are three non-elected business representatives on the Executive Committee, in what areas of responsibility should those three not participate? Mr. Martinsen replied that many MAG programs like videoconferencing, 208, and other work areas that are not transportation, but are purely governmental. Chairman Rimsza stated that two out of nine or 11 seats would not be much of an impact to create a slice. Mr. Martinsen clarified that he was referring to the full Regional Council and not the Executive Committee. Chairman Rimsza asked how they could be on the Executive Committee and not on the body? Mr. Martinsen replied that was what he liked about the consolidated regional option that would preserve an entirely governmental Regional Council and provide for an expanded entity that would deal with transportation.

Mayor Feldman-Kerr stated that there seems to be a problem when adding non-electeds to the Regional Council. The shirt sleeves level is where people need to be involved and their work needs to be ratified. She commented that she keeps hearing that when business is added, how will this be worked out?

Ms. Dolan stated that structure is usually changed to deal with a problem. And the problem that has been defined is that there is a perception by the business community and the Legislature, not necessarily the public, that MAG has not acted responsibly in handling the current tax. Ms. Dolan explained how the Tempe mayor was held accountable for US 60, maybe not regionally, but in his city's election. In reality, the larger the elected district, the less accountable you are to the individual citizen and the more accountable you become to interest groups. She stated that an attempt is being made to create a structure, mostly because for transportation. What do people have in mind for how the sales tax money will be used? The stakeholders should be part of the structure. Part of the problem was that money was spent within individual communities.

Chairman Rimsza explained the projects that need to be funded with the sales tax extension, including I-17 road widening, roads that were planned to be completed in first half cent sales tax, a component dedicated to small towns for bus service, and light rail extensions for those who want to buy in. He stated that a very specific plan and improvement in the representation of the group will get the product that people want.

Ms. Dolan stated that she understood that a city could use funding from the ballot measure on transportation as they see fit and some funding would be kept in a regional pot. Ms. Dolan stated that the decision over that pot is what is causing concern. Chairman Rimsza stated that a map will be needed to show what projects will be done and when. ADOT will build and administer with MAG.

Ms. McCarthy asked who would decide that map? Chairman Rimsza replied that everyone in the community would decide. Ms. Dolan stated that flexibility is key.

Chairman Rimsza stated that in his model, a certain level of flexibility is abandoned in exchange for an assured process. So you might build a road sooner than needed. Adjustments can be made when a road is needed, because advancement of projects is allowed. Chairman Rimsza stated that the

biggest risk is needing a road that was not planned. However, there are ways to get these things done. Ms. Dolan expressed her agreement that some flexibility is needed, but the more you limit the ability for change to the plan, the more acceptance you will see from voters. She asked why does construction need to go through ADOT? Chairman Rimsza replied because they do a great job. Ms. Dolan agreed that they have done a great job. Chairman Rimsza stated that the value is getting the system moving forward. If on the same ballot measure, an attempt is made to change the existing ADOT board, there may be repercussions.

Ms. Dolan stated that is where accountability comes in. The ability of board to make significant changes to the plan is taken away. Chairman Rimsza stated that he did not want to tie the hands of the county or cities that want to build something. If flexibility is left in, each community can add on over time.

Mr. Parr asked about for thoughts on Option #4. Ed Beasley stated that he could envision Option #4 but only with some defined structure. There are perception issues for small or medium sized communities. He expressed concern about unintended consequences unless this is clearly defined, how they are there, who pays, who doesn't pay, the extent of authority. Without that definition, it becomes very political. Mr. Beasley added that he counted 21 to nothing if the structure is not laid out first. He indicated that this could be a dangerous thing to put out there.

Ms. Dolan expressed her agreement that the unknown factor in decision-making is what is dangerous. She commented that she understood that support is needed from the Legislature, and commented that it is hard to believe that enabling legislation from the state is needed to impose a regional tax. Ms. Dolan stated that MAG has a perception problem with the business community and the Legislature, but could overcome this perception by defining in advance the projects going to be built, stating that there will not be a lot of flexibility and the money will be spent on what was promised.

Chairman Rimsza stated that the reason that governance is being examined is because there is a movement to create a separate governance authority. MAG can go to the legislature, show the improvements to the organization, and along with MAG's proven track record, perhaps be given authorization. Then, the ballot can be drafted. Ms. Dolan asked if the starting point could be the ballot. Chairman Rimsza replied that was not possible, because preferences are out there to take it to another authority. Ms. Dolan asked if confidence could be gained by knowledge of the projects, so the structure is not as important?

Mr. Olson stated that promises were made in the last election, but economics made it impossible to build some projects. Critical items were removed from the map that won the election. Because of this, promises can be made and some people will not believe it.

Chairman Rimsza stated that the 1985 new sales tax cannot be compared to a sales tax that would be an extension. MAG learned over the past 20 years and a tighter model can be built. The courage to go forward with a vote is the hardest part. Voters know that quality of life is an investment in transportation. Chairman Rimsza stated that their other choice will be more congestion. If all say "We want to do this," the detractors will be stopped. MAG can deal with detractors because the alternative is death. Does anyone want a triple bypass? No, but surgery is chosen because the alternative is death. Chairman Rimsza stated that the alternative is unacceptable.

Ms. Dolan stated that the public does not have the same perception of MAG as the legislature and the press. Unless there is opposition by business, the legislature and the press, if the public believes the projects have value and they see a personal connect, they will vote for it. Ms. Dolan noted that most of the citizens here today were not here in 1985. She stated that there is concern that projects will be taken off if the economy slows and who will make the decision to take off those projects. Chairman Rimsza acknowledged that a plan for this is needed. Ms. Dolan asked how much real change is needed in the structure of MAG if the ballot is all right? Chairman Rimsza replied that no change is needed for the voters, but a change in MAG is needed so the business community and legislature will be as comfortable as possible so they will enact the enabling legislation. Ms. Dolan asked if the essential change would be as extreme as Option #4. Chairman Rimsza replied that would occur only if business and the legislature demands it.

Mr. Olson expressed that Option #4 adds problems without many benefits. Ms. McCarthy stated that there are problems with Option #4, especially the composition of the Executive Committee. She commented that if she were a mayor, she would never vote for this structure to be put in place, unless she knew how that Executive Committee would be selected. She commented that she could envision that there could be control by the east or west valley, with the City of Phoenix unable to get what it needs. Chairman Rimsza stated that more specific structure of the Executive Committee would be needed. People need a guarantee that what was promised will be built.

Mr. Smith stated that it is important to look at history. The problem was a 20 year plan with 5 year increments. This program didn't get on track until the performance audit, the Life Cycle Program, and acceleration and cost increase approvals by the Regional Council.

Mr. Parr stated that three options were being considered--Option #4, Option #4 with changes, and the bicameral option. Mr. Bourey stated that the materials on the three options would be provided at the November 1, 2001 Task Force meeting.

Ms. Manning stated that whatever transportation plan is decided needs to be done in regional context. Parochialism is what breaks down the regional system. Credibility comes from parochial cities making regional decisions. Ms. Manning stated that businesses think regionally, they think market. They are looking at the best ways to bring people from point A to point B. Decisions should be based on economic data and growth, not politics.

Ms. Dolan stated that who draws the map is more important than who sits on the committee once the voters have approved.

Chairman Rimsza stated that the legislature will never give the Mayor's Club the ability to draw the map. But if MAG evolves, and adds representation, then perhaps they will give MAG the ability to draw the map. Ms. McCarthy asked why not let the business community draw the map? Chairman Rimsza replied that they need to be active players first. Someone has to ballotize it first. Chairman Rimsza asked Mr. Smith to describe how the map was drawn in 1984. Mr. Smith stated that MAG started a series of subregional studies, developed corridors, brought the corridors together, and the Regional Council approved the corridors. He stated that the process was similar to the one being undertaken to draft the new Regional Transportation Plan. The Regional Transportation Plan will be brought up through an extensive public involvement process. Then the all of the pieces of the Plan will be examined to see whether it works from a performance perspective.

Mr. Beasley stated that the problem has been the process. The process needs to be clear and pure. Mr. Beasley stated that while the cities have worked from a regional perspective, the bottom line is where economic development is happening is where the system is going to go. Mr. Smith stated that over the years, he has seen the cities put together reasonable plans that all could agree to.

Mayor Hawker stated that mayors have already been elected. Isn't business already represented by their vote for their mayor? Mr. Olson stated that he was not an advocate of the business community for this proposal. This proposal creates the very real probability that detractors are going to say that MAG has been captured by big business. Others, such as environmentalists, may say their interests are not represented. Mr. Olson stated that if a business representative is arbitrarily selected, the problem could be made worse.

Mayor Hawker asked Ms. Dolan why the City of Scottsdale, as the largest contributor of sales tax, would not want to keep the tax for their own city? He asked how can the Scottsdale voters be convinced to vote for a tax that will not reflect their contribution? Ms. Dolan replied that part of the campaign is to show the regional benefits, and also that some dollars come back to local government with some discretion in whether it's used for transit, roadway improvements, etc. She commented that citizens will vote for it if they see regional benefits, plus they know their city will get some local dollars back. Ms. Dolan stated that is why who draws the map is critical. She asked how much input has anyone at the table had in drawing the map? Mr. Smith stated that the Regional Transportation Plan process will draw the map.

Chairman Rimsza stated that is why he has encouraged the examination of MAG. MAG is in this debate because if MAG doesn't evolve, another authority will be in place to ballotize the map. MAG has learned, done a good job, and should be the ones to bring this forward, if the Legislature can be convinced to give MAG the power.

Ms. McCarthy stated that if MAG is going to change, they should change the committee structure, because that is the source of recommendations to the Regional Council. If MAG really does want to tie in land use with transportation, then create a committee. She indicated that she did not know the willingness of the Regional Council to do this.

Mayor Feldman-Kerr stated that she agreed with changing the committee structure, so that all parties are involved and the information coming forward is reflective of what the committee did. But do it as a ratification, so the Regional Council can't deny or change, but send it back to the committee for more work if there are questions. Mayor Feldman-Kerr stated that if there are working committees, not much work will need to be done at the Regional Council level. She stated that a point in the process needs to be determined so as not to cause delay.

Mr. Smith provided a review of Transit Integration Options.

Chairman Rimsza explained that if federal money does not come in, Phoenix, as the designated recipient, advances funds out of their pocket, so local transit can continue to operate. Phoenix accepts the grant when the money comes in to pay themselves back. He added that there is no profit for Phoenix as the designated recipient.

Mr. Smith stated that the question has been raised over the governance of light rail. He indicated that he thought another authority should not be created for governance, but should be placed into the RPTA.

Chairman Rimsza stated that rail governance will be big enough that some structure will be needed. If the extension is won and money is received for regional transit, then an entity could be created. Ms. Manning asked about the funds RPTA receives for bus planning, air quality activities and operations. Mr. Smith replied that RPTA receives funding through contracts with MAG. Ms. Manning asked if the half cent sales tax ends, would RPTA's role end, unless new regional structure for rail governance is created? Mr. Smith stated that was correct, unless the cities wanted to assess themselves to provide funding for services that are regional in nature.

Chairman Rimsza commented that it is such a small amount of money RPTA manages that a decision should wait until there is a resolution to the sales tax election. He noted that RPTA's planning services will remain, whether funded by local or state revenue. Mr. Olson stated that the reason for RPTA's existence was the 1989 election.

Mr. Beasley stated that local money on transit tax should be dealt with from entities that have that tax, not rolled in to RPTA. Chairman Rimsza commented that a city might have both local and regional dedicated funding and that rail should be governed by those paying into it. Mr. Beasley expressed his agreement with Chairman Rimsza's comment.

Mayor Hawker stated that the City of Mesa has concerns about the governance issue because other cities' decisions impact Mesa. He expressed concern for travel delays that could impact Mesa travelers if the proposed nine light rail stops in Tempe are put in. Mayor Hawker also expressed concern with buy in--will a community without dedicated funding have input?

Chairman Rimsza stated that a city could lobby. He indicated that did not see how a jurisdiction could get a seat at the table to spend the money unless they bought a seat.

Mayor Hawker stated that he liked the concept of one umbrella organization that examines all. He stated that he appreciated Chairman Rimsza's comment that a \$2 billion light rail project needs its own individual area expertise. However, citizens want to deal with one single transportation agency.

Representative Cooley stated that he agreed that transit is regional and should have a regional authority. He indicated that there could be a solution to merge regional funding with individual cities' transit tax funding. Representative Cooley stated that one merged entity is needed, because transit is public transportation. Chairman Rimsza stated that bus and light rail do not necessarily need to be under the same umbrella just because they are public transportation. He brought up that the power to manage the money that cities have dedicated cannot be taken away. Chairman Rimsza stated that if an authority was created where cities could work together, cities would not object. He indicated that he wished a regional transit election had been won, but that didn't happen. Representative Cooley stated that it didn't matter if the funds were generated by a city's tax, funds should go toward a regional system. Chairman Rimsza stated that it matters to the citizens who pay the tax. Chairman Rimsza stated that there is already seamless service provided to customers. Service does not stop at city boundaries. Representative Cooley explained that there are many problems with service along the county islands in Mesa.

Chairman Rimsza stated that the model that he preferred would have other cities at the table when it comes to light rail, but they need to provide funding. Individual cities' funding cannot be taken away. The way to solve is to put resources into the pot so they can buy a franchise and vote at franchise meetings.

Mr. Johnson asked if there was a possibility that you can have more people at the table but make it clear that any money raised in a city is spent in that city, and stipulate this in the By-laws? Then regional issues might be better considered. It takes a step toward solving a regional problem. Chairman Rimsza stated that he has heard no objections to this.

Mr. Beasley noted that all have had a chance to buy in. Unless a funding source is there, the decision will rest with those who have dedicated funding.

Mayor Hawker stated that it is critical to look at the plan now. He stated that he has no objection to a city spending its own revenue, but are all asked to lobby federally for light rail, and that puts it as a regional system and all need to be at the table.

Mayor Feldman-Kerr stated that she was not hearing this needs to be decided immediately. She suggested forming a subcommittee that could look at this and deal with it at a later date.

Mr. Olson stated that it could not be delayed for too much later a date, because it is a significant part of the tax extension. The common goal of the sales tax extension is to spend more on transit. There has to be a regional vehicle for making that part of the extension.

Chairman Rimsza noted that the Vision 21 recommendation contains no transit money. Mr. Olson stated that he disagreed. Vision 21 is agnostic about which transportation method is used, so a jurisdiction can use funds for a specific purpose of their choosing.

Ms. Manning commented on Option #2, that RPTA would continue in operations, but the planning would be incorporated into MAG. She stated that on the surface it sounded reasonable. It's not an urgent matter, but if there were something on a regional level it would make sense.

Mr. Bourey reviewed options on the expansion of the geographic region.

Supervisor Smith asked if the money that MAG receives for Apache Junction is just for the portion in Maricopa County? Mr. Smith replied that MAG receives funding for the urbanized section in Maricopa County. A calculation was done and the amount is currently about \$350,000.

Supervisor Smith stated that they should have a vote to determine how that money is spent, especially if money is coming in to that urbanized area because of them. Mr. Parr remarked that would be addressed by Option #2. Supervisor Smith stated that without Gila River Indian Community's participation, there is a problem. Mr. Bourey mentioned that Gila River Indian Community is a MAG member agency. Mr. Parr asked if Gila River is a member of CAAG. Supervisor Smith replied that they have not joined CAAG. Mr. Smith stated that on technical transportation committees, Apache Junction does have ability to vote but has chosen not to. They also have a seat at the Management Committee and Regional Council, but do not have a vote.

Supervisor Smith stated that it is more than having voting. A community does not want someone coming in on top of your planning and tell them to do it differently.

Mayor Hawker asked if there was a way to allow Apache Junction to vote on their own transportation projects? Mr. Bourey replied that would be a difficult process to determine.

Supervisor Smith asked if it wouldn't be better if the funding went into CAAG, and they would work with MAG to do the projects? Mr. Bourey explained the conformity process and that it makes more sense for the conformity to be performed at MAG. Dennis Mittelstedt explained how the funding for the urbanized area was calculated and how it is distributed. Supervisor Smith commented that the \$350,000 from the urbanized area of Pinal County was a large amount to CAAG. Supervisor Smith stated that further refinement is needed on working with CAAG. If planning efforts between the two could be coordinated, with money going over to CAAG to work with MAG, that would be a better way to do it.

Mayor Feldman-Kerr stated that she has spoken with Pinal County officials and they expressed that they were wary of MAG's examination of Governance. The officials indicated a preference that money would go through CAAG and that it be administered by CAAG. They don't mind sitting at the MAG table for input, but they want their planning to be done through CAAG. Mr. Bourey mentioned upcoming meetings with Pinal County that he will be attending.

Mayor Feldman-Kerr suggested an IGA for projects that link to Maricopa County. Supervisor Smith replied that should not be an issue.

Mr. Cleveland asked for clarification of the date on Attachment A. Mr. Smith replied that 1965 was the correct date, and the attachment was a VATTS study map.

Mr. Parr stated that the Task Force will meet again Nov 1, 2001 at 11:30. Chairman Rimsza expressed his thanks to all for attending. Supervisor Smith expressed her appreciation that Pinal County was asked to participate.

There being no further business, the meeting adjourned at 1:45 p.m.

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Chairman

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Secretary