

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

January 25, 2006
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Mayor Keno Hawker, Mesa, Chair
Mayor Woody Thomas, Litchfield Park,
Vice Chair
+ Councilmember Dave Waldron for Mayor
Douglas Coleman, Apache Junction
Mayor Marie Lopez-Rogers, Avondale
* Mayor Dusty Hull, Buckeye
* Mayor Edward Morgan, Carefree
Vice Mayor Dick Esser, Cave Creek
* Mayor Boyd Dunn, Chandler
* Mayor Fred Waterman, El Mirage
President Raphael Bear, Fort McDowell
Yavapai Nation
Mayor Wally Nichols, Fountain Hills
+ Mayor Daniel Birchfield, Gila Bend
* Governor William Rhodes, Gila River Indian
Community
Mayor Steven Berman, Gilbert
Mayor Elaine Scruggs, Glendale
Mayor James M. Cavanaugh, Goodyear

Mayor Bernadette Jimenez, Guadalupe
* Supervisor Don Stapley, Maricopa County
* Mayor Ron Clarke, Paradise Valley
Vice Mayor Bob Barrett for Mayor John
Keegan, Peoria
* Mayor Phil Gordon, Phoenix
+ Councilmember Gary Holloway for
Mayor Wendy Feldman-Kerr, Queen Creek
* President Joni Ramos, Salt River
Pima-Maricopa Indian Community
Mayor Mary Manross, Scottsdale
* Mayor Joan Shafer, Surprise
Mayor Hugh Hallman, Tempe
Mayor Adolfo Gamez, Tolleson
* Mayor Ron Badowski, Wickenburg
* Mayor Bryan Hackbarth, Youngtown
* Vacant, ADOT
Joe Lane, ADOT
F. Rockne Arnett, Citizens Transportation
Oversight Committee

- * Those members neither present nor represented by proxy.
- # Attended by telephone conference call.
- + Attended by videoconference call.

1. **Call to Order**

The meeting of the Regional Council was called to order by Regional Council Chair Keno Hawker at 5:05 p.m.

Chair Hawker stated that Mayor Woody Thomas, Mayor Hugh Hallman, and Mayor Adolfo Gamez were participating by telephone. Participating by videoconference were Mayor Daniel Birchfield, Councilmember Dave Waldron as proxy for Mayor Doug Coleman, and Councilmember Gary Holloway as proxy for Mayor Wendy Feldman-Kerr. Chair Hawker introduced Vice Mayor Bob Barrett as proxy for Mayor John Keegan.

Chair Hawker introduced and welcomed new Avondale Mayor Marie Lopez-Rogers and presented her with her Regional Council membership certificate.

Chair Hawker stated that the RPTA has provided transit tickets for those who used transit to come to the meeting and garage parking validation was available from staff.

Chair Hawker stated that non-action items would be heard until a quorum was present.

3. Call to the Audience

Chair Hawker noted that according to MAG's public comment process, members of the audience who wish to speak are requested to fill out public comment cards. The opportunity for public comment is provided to members of the public to address the Regional Council on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Regional Council requests an exception to this limit. Those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

Chair Hawker recognized public comment from Dianne Barker, who took the bus to the meeting. Ms. Barker stated that she was interested in mobility by using alternative modes to free up congestion and diminish pollution. She stated that particulates are a problem here and said that a five percent reduction plan should be attainable. Ms. Barker stated that the Regional Council has the power to effect change in regard to air pollution. She supports efforts and wants to participate. Ms. Barker expressed congratulations to Mr. Lane for his appointment to the TPC. She stated that flexibility is needed for cost overruns. Ms. Barker stated that a review of lessons learned from Transit 2000 is needed. Ms. Barker noted that the bridge over I-17 mentioned by Mr. Crowley was included in Transit 2000. Chair Hawker thanked Ms. Barker for her comments.

Chair Hawker recognized public comment from William Crowley, who said he came to the meeting on the bus. Mr. Crowley stated that not all communities are shown on the bus map. Mr. Crowley stated that light rail is not going to Metrocenter, as documentation says. He commented that the City of Phoenix does not want a tunnel across I-17 at Grand Avenue because of criminality. He said he wanted to see the facts to prove this would occur. Mr. Crowley asked why citizens are being restricted from public comment when there are 14 items on the consent agenda. He asked if the Regional Council was doing skullduggery like the Legislature and stated that input outside of the good old boy network is needed. Chair Hawker thanked Mr. Crowley for his comments.

2. Pledge of Allegiance

Chair Hawker announced that a quorum was present at 5:15 p.m. The Pledge of Allegiance was recited.

Chair Hawker stated that material for agenda items #5D, #5E, #5F, #5G, #7, and #8 were at each place.

4. Executive Director's Report

Dennis Smith reported that the Desert Peaks nomination forms were at each place. He said that the event will be held on June 28, 2006 at the Arizona Club. Nominations are due to MAG on March 31, 2006.

Mr. Smith stated that MAG hosted an information booth at the Martin Luther King Cultural Celebration Monday, January 16, 2006 at Margaret T. Hance Park. He said that between 5,000 and 10,000 people attended throughout the day.

Mr. Smith introduced the new Administrator for the MAG 9-1-1 System, Liz Hunt, from the Phoenix Fire Department. He noted that Ms. Hunt was formerly the manager of the MAG Community Emergency Notification System.

Mr. Smith introduced new MAG staff member, Nagesh Krishnarajanagar, an Air Quality Engineer II. Chair Hawker thanked Mr. Smith for his report. No questions for Mr. Smith from the Council were noted.

5. Approval of Consent Agenda

Chair Hawker stated that public comment is provided for consent items. Each speaker is provided with a total of three minutes to comment on the consent agenda. After hearing public comments, any member of the Council can request that an item be removed from the consent agenda and considered individually. He stated that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, #5J, #5K, #5L, #5M, and #5N were on the consent agenda. Chair Hawker stated he was removing agenda item #5I to be heard.

Chair Hawker recognized public comment from Mr. Crowley. For agenda item #5D, the bike and street maps are not to the edge of the County and are not being done multimodally. For agenda item #5E, he said that freight also needs to be considered and it needs to continue in the northeast area of the region. For agenda item #5F, arterials need to be done to the full footprint, do bus and bike projects at the same time, and include options that keep pedestrians safe. For agenda item #5H, he extended congratulations to Mr. Joe Lane. Without ADOT at TPC, how would the public be represented? Mr. Crowley wanted a citizen representative on the TPC. Mr. Crowley stated that agenda items #5K and #5L are linked together. He commented that not all cities had put money into the program. For agenda #5N, Mr. Crowley stated that Mr. Smith deserves his salary. Mr. Crowley urged that all cities be put in the bus book so it represents not just the metropolitan area. Chair Hawker thanked Mr. Crowley for his comments.

Vice Chair Thomas moved to approve consent agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5J, #5K, #5L, #5M, and #5N. Mayor Cavanaugh seconded, and the motion passed unanimously

5A. Approval of the December 14, 2005 Meeting Minutes

The Regional Council, by consent, approved the December 14, 2005 meeting minutes.

5B. MAG Vehicle Occupancy Study Consultant Selection

The Regional Council, by consent, approved selecting United Civil Group Corp. to conduct the MAG Vehicle Occupancy Study for an amount not to exceed \$170,000. The FY 2006 MAG Unified Planning Work Program and Annual Budget includes \$170,000 to conduct the MAG Vehicle Occupancy Study. The auto occupancy data resulting from the study will be used to calibrate the mode choice model in order to produce accurate high occupancy vehicle estimates. A request for proposals was advertised and one response was received. A multi agency evaluation team reviewed the proposal, interviewed the consultant, and recommended to MAG the selection of United Civil Group Corp. to conduct the project for an amount not to exceed \$170,000. The MAG Management Committee recommended approval of the selection.

5C. 2006 MAG Freeway Level of Service Study Consultant Study

The Regional Council, by consent, approved selecting Skycomp, Inc. to conduct the 2006 MAG Freeway Level of Service Study for an amount not to exceed \$120,000. The FY 2006 MAG Unified Planning Work Program and Annual Budget includes \$120,000 to conduct the 2006 MAG Freeway Level of Service (LOS) Study. By using aerial survey technology, this study will update information on freeway traffic conditions and evaluate freeway LOS in the MAG urbanized area. The information from this study will be used to help identify freeway bottlenecks and to help prioritize improvement projects. A request for proposals was advertised and one response was received. A multi-agency proposal evaluation team reviewed the proposal, interviewed the consultant, and recommended to MAG the selection of Skycomp, Inc. to conduct the project for an amount not to exceed \$120,000. The MAG Management Committee recommended approval of the selection.

5D. Recommendation of Projects for MAG Federal Funding in FY 2011 of the Draft FY 2007-2011 MAG Transportation Improvement Program (TIP) - the MAG Federally Funded Program

The Regional Council, by consent, approved the projects for CMAQ discretionary funding in FY 2011 and to include those projects in the Draft FY 2007-2011 MAG Transportation Improvement Program for public review and comment. The MAG Regional Transportation Plan (RTP) targets all future MAG Federal Funds to specific modes and, in some cases, identifies specific projects for the funds. For ITS, Bicycle, Pedestrian and Air Quality projects, the RTP identified funds, but did not specify individual projects. Requests for projects for MAG Federal Funds expected to be available for FY 2011 have been received and ranked by modal technical advisory committees. The approved projects from these modes will be combined with other recommendations for the life cycle programs for freeways, arterials and transit, to form a MAG Federally Funded program. This program will then be added to the regionally funded components of the freeway, arterial and transit life cycle programs, projects from the state highway program and any locally/privately funded projects being submitted for inclusion in the TIP to form the draft TIP (Listing of Projects). The MAG Transportation Review Committee, the MAG Management Committee and the Transportation Policy Committee recommended approval.

5E. Commuter Rail Update Study – Formation of Stakeholder Group

The Regional Council, by consent, approved that MAG form a commuter rail stakeholders group to assist in the preparation of a draft scope of work for a commuter rail study. In 2003, MAG completed the High Capacity Transit Study that examined commuter rail, bus rapid transit, light rail, and express bus service for the region. The 2003 Regional Transportation Plan included a \$5 million allocation over the 20-year period of the sales tax for commuter rail implementation work. Since that time, fuel costs have risen substantially which has raised the interest in commuter rail in the region. In addition, a number of changes to the rail operations have been made or are being planned since the 2003 High Capacity Transit Study. MAG is proposing that a stakeholder group be formed to provide input on a scope of work for a consultant study to update the commuter rail portion of the previous study. The proposed study would be coordinated with a parallel study being proposed by ADOT that will inventory and evaluate the rail infrastructure across the state with a particular emphasis on freight operations. The rail inventory information for the MAG region from the ADOT study would be used as input into the MAG Commuter Rail Study. The MAG Management Committee and the Transportation Policy Committee recommended approval of forming a commuter rail stakeholders group.

5F. Changes to the Approved June 29, 2005 Arterial Life Cycle Program (ALCP) Policies and Procedures

The Regional Council, by consent, approved the proposed changes to the approved June 29, 2005 Arterial Life Cycle Program (ALCP) Policies and Procedures. Since the approval of the ALCP Policies and Procedures in June 2005, the development of the project agreement and other aspects of the ALCP implementation process has proceeded. During this time, a number of minor changes to the Policies and Procedures were suggested to clarify and refine them to improve the administration of the ALCP. The proposed changes have been discussed with MAG member agencies during the development of the other elements of the ALCP. The MAG Transportation Review Committee, the Management Committee and the Transportation Policy Committee recommended approval of the changes.

5G. Approval of the Prioritization of the Rubberized Asphalt Plan

The Regional Council, by consent, approved the remaining rubberized asphalt plan. One element of the voter approved Regional Transportation Plan is \$75 million for freeway noise mitigation. The Transportation Policy Committee (TPC) Freeway Maintenance/Noise Mitigation Subcommittee, in cooperation with ADOT, developed recommendations on the phasing of the remaining freeway segments to receive rubberized asphalt (“quiet pavement”). The Transportation Policy Committee recommended approval.

5H. Appointment to the MAG Transportation Policy Committee

The Regional Council, by consent, approved the appointment of State Transportation Board Member Joe Lane as a member of the MAG Transportation Policy Committee. At the April 24, 2002 Regional Council meeting, the composition of the Transportation Policy Committee (TPC) was approved. The composition provides for one member of the State Transportation Board (STB) from District 1, to serve as a member of the TPC. This position has been filled by Rusty Gant who has recently completed his six-year term on the State Transportation Board. His position on the State Transportation Board will

be completed upon the confirmation by the Senate of the new Transportation Board member. ADOT has requested that State Transportation Board Member Joe Lane be appointed to the TPC.

5J. Amendment to the FY 2007 Public Safety Answering Point (PSAP) Annual Element/Funding Request and FY 2007-2011 Equipment Program for the MAG 9-1-1 System

The Regional Council, by consent, approved the Amendment to the FY 2007 PSAP Annual Element/Funding Request and FY 2007-2011 Equipment Program to include upgrades to the computerized telephone 9-1-1 systems at the El Mirage Police Department for \$118,300, the Glendale Police Department for \$441,000, the Mesa Police Department for \$804,000, and the Tempe Police Department for \$441,000, and a Positron MIS tool for the MAG 9-1-1 Office for \$45,000. On September 28, 2005, the MAG Regional Council approved the MAG FY 2007 PSAP Annual Element/Funding Request and FY 2007-2011 Equipment Program. Since approval, it has become necessary to amend the budget to allow for equipment upgrades at the El Mirage, Glendale, Mesa, and Tempe Police Departments and for call reporting equipment at the MAG 9-1-1 Office. These equipment costs are currently paid by the 9-1-1 state excise tax. The MAG PSAP Managers, the MAG Oversight Team, and the MAG Management Committee recommended approval of the Amendment.

5K. Approval of the Report on the Need for Increased Domestic Violence Shelter in the MAG Region

The Regional Council, by consent, accepted of the Report on the Need for Domestic Violence Shelter in the MAG Region. The MAG Regional Domestic Violence Council, through the Victim Services Subcommittee, has produced a report on the unduplicated need for shelter beds to serve current domestic violence victims in the MAG Region. The Council determined that 325 more beds are needed by researching data from local service providers and conducting a statistically reliable study in all nine domestic violence shelters in the MAG Region. This effort was undertaken in partnership with Arizona State University's Partnership for Community Development. The MAG Management Committee recommended acceptance of the report.

5L. MAG Continuum of Care Regional Committee on Homelessness Guidelines

The Regional Council, by consent, approved the MAG Continuum of Care Regional Committee on Homelessness Guidelines. The MAG Continuum of Care Regional Committee on Homelessness has produced committee guidelines to add structure and formality to the Committee. Development of the guidelines began in 2002 by MAG staff and has recently been modified. The Committee reached consensus on the guidelines at the November 17, 2005 meeting. The MAG Management Committee recommended approval of the guidelines.

5M. Status Report on 2005 Census Survey

The data collection phase of the 2005 Census Survey is now complete and the local census office is closed. The Census Bureau is now in the data capture and processing phase and results will be received in Spring 2006. These results will be used to distribute billions of dollars in state-shared revenues to cities and towns, Maricopa County, and Indian communities within the MAG region from 2006 to 2011. At the December 14, 2005 Regional Council meeting, staff gave an update on the status of 2005 Census

Survey activities, return rates of the census questionnaire and a review of costs of the survey. All field work for the 2005 Census Survey is complete. The data capturing and processing phase includes completing the check-in and keying of paper questionnaires, performing quality control and assurance checks, matching the data against the master sample file, and making adjustments for nonresponse in the weighting and estimation process. Processing also includes applying factors to each enumerated housing unit to account for addresses not enumerated. The Census Bureau will have preliminary numbers for each member agency to review in Spring 2006. The cost for the 2005 Census Survey and count of population in group quarters has been estimated at \$7.7 million. The Federal Highway Administration (FHWA) has authorized the use of FHWA funds to cover a portion of the estimated cost, while the remaining estimated cost will be incurred by MAG member agencies. The Census Bureau final costs will be based upon total expenses incurred by the Census Bureau and will be determined in 2006. In addition to costs paid to the Census Bureau, other costs have been incurred, including the regionwide media campaign (estimated at \$230,000) and the setup and maintenance of the local census office (estimated at \$170,000). MAG will be working with FHWA regarding sharing the total cost of the census, estimated at \$8.1 million. This item was on the agenda for information and discussion.

5N. Ratification of the Annual Performance Review and Compensation of the MAG Executive Director

The Regional Council, by consent, ratified the action of the Executive Committee to increase the MAG Executive Director's salary. In January 2003, the Regional Council approved an agreement to hire the current Executive Director. As part of this agreement, it was provided that the Executive Director would receive an annual performance review, conducted by the Executive Committee. As part of the evaluation, in November, a questionnaire was sent to the members of the Regional Council to comment on the performance of the Executive Director. On January 9, 2006, the Executive Committee reviewed the comments from the Regional Council, discussed the performance of the Executive Director, and took action to increase the salary of the Executive Director, as noted in the memorandum included in the Regional Council agenda packet. The action of the Executive Committee is being presented to the Regional Council for ratification.

5I. MAG 208 Water Quality Management Plan Amendment for the Expansion of the Town of Buckeye Sundance Wastewater Treatment Plant

This item was removed from the consent agenda.

The Town of Buckeye has requested that MAG amend the 208 Water Quality Management Plan to include the expansion of the Sundance Wastewater Treatment Plant. The plant is identified in the current MAG 208 Plan for a capacity of 3.6 million gallons per day (mgd). The expansion would increase ultimate capacity to 8.9 mgd. Reclaimed water from the expanded facility would be disposed of through reuse, recharge, and an Arizona Pollutant Discharge Elimination System Permit discharge to the Buckeye Irrigation District Canal. The cities of Glendale and Goodyear and unincorporated Maricopa County are within three miles of the project, and all have indicated that they do not object to the facility expansion. The MAG Water Quality Advisory Committee and the MAG Management Committee recommended approval of the Draft 208 Plan Amendment.

Chair Hawker stated that he removed this item from the agenda because he was curious about what was taking place in Buckeye in regard to master planning. He stated that he was criticized for removing an item on the Verrado Interchange from the consent agenda a few years ago and was informed that it was too late in the process. He said that he thought he would use another approach and find out what Buckeye's master plans are to tie transportation and land use and why MAG would approve expansion of a wastewater treatment plant if they are not doing master planning that could impact other cities' abilities to get their residents back and forth on I-10. Chair Hawker stated that when a community is master planned, the first thing done is water treatment capacity. Julie Hoffman, MAG staff for the Water Quality Advisory Committee, explained that she was familiar with this 208 amendment but not with Buckeye's master plan. She stated that she would need to contact the Town of Buckeye in regard to its master plan.

Chair Hawker asked Ms. Hoffman to explain the 208 process, why the Regional Council's approval was needed, and what would happen if the Regional Council did not approve it. Ms. Hoffman stated that the 208 Plan identifies wastewater treatment needs over a 20-year period. This particular amendment to the 208 Plan expands the plant's capacity from 3.6 mgd to 8.9 mgd. Chair Hawker asked what population would be accommodated by the plant and where it would be located. Ms. Hoffman stated that the original amendment was for 10,286 units, and this amendment was for 25,446 units. She said that the plant's treatment area was bounded on the north by Camelback Road, south by the Roosevelt Irrigation District Canal, east by Perryville Road, and west by Dean Road.

Chair Hawker asked if those roads were fully improved or was there a plan for developer contribution to build local arterial streets to accommodate the additional traffic. Dennis Smith stated that the Regional Council approved the Interstate 10 Hassayampa Valley Roadway Framework Study, funded by MAG, Goodyear, Buckeye, Maricopa County, ADOT, and Surprise. He explained that the purpose of the study is to look at options for mobility in the area other than I-10.

Carroll Reynolds, Buckeye Town Manager, arrived at the meeting. Chair Hawker said that his question was why should the Regional Council approve the 208 amendment it will put additional stress on I-10 by allowing more homes in the area without a buildout of an arterial street network to accommodate the traffic. Chair Hawker stated that he wanted to know how Buckeye's Master Plan relates to a growth plan because what was being planned in that area. Mr. Reynolds commented that it is another way of saying we should apply a moratorium on I-10 based on Buckeye. He then described ongoing efforts that Buckeye is involved in for dealing with increased population. Mr. Reynolds stated that the Town of Buckeye is part of a consortium of cities in the Hassayampa Study to identify a framework structure to carry that traffic. Mr. Reynolds said there is also an effort among Goodyear, Avondale, Litchfield Park, and Buckeye to determine methods of widening the freeway in advance of the original schedule to accommodate traffic. Additionally, the Town is trying internally to develop business and industry to minimize the traffic that uses the freeway. Mr. Reynolds stated that the Town is working on arrangements with Union Pacific Railroad on a potential corridor from Buckeye to Phoenix for commuter rail in relation to an intermodal project Buckeye is working on with Union Pacific.

Chair Hawker commented that when Anthem was built, it stressed I-17 greatly. He stated that the developer contributed an interchange or two but nothing toward capacity. Chair Hawker asked what Buckeye was going to contribute if I-10, instead of arterial streets, was going to be used as a major

corridor. Mr. Reynolds noted that a consortium of West Valley jurisdictions was looking at options to allow funding to move forward the I-10 improvements. Mayor Cavanaugh noted that this was still in the discussion phase.

Mr. Smith stated that the approved Regionally Significant Development Projects process was underway and a report would be presented in the near future to the Regional Council. He stated that the process looks at developments as a whole and does not single out any city.

Chair Hawker asked what hardship a delay could cause. Mr. Reynolds replied that approval of the 208 amendment would allow design and construction of the wastewater treatment plant to move forward in the permitting process. He noted that it would be at least 12 to 18 months out from having a treatment plant in place, and 24 months from having vehicles on the road. Mr. Reynolds stated that delay only pushes the timeline forward. Approving only allows it to move forward in the permitting process.

Chair Hawker commented that once the 208 amendment is approved, the Regional Council will not look at it again. If action is not taken tonight to stop the amendment, the facility will be built in 24 months whether the infrastructure is in place to accommodate the residents or not. Mr. Reynolds commented that action to stop the amendment would also stop commercial development in the area.

Chair Hawker requested that MAG General Counsel, Fredda Bisman, offer a legal opinion on whether there were any grounds where he could vote for denial of the 208 amendment. Ms. Bisman advised that MAG's authority to approve 208 amendments derives from the Clean Water Act. She noted that the goal is for adequate control of source pollutants. Ms. Bisman stated that the Clean Water Act also requires the Governor of each state to designate an agency to approve wastewater plants and amendments. She noted that MAG was designated by the Governor to perform these functions in Maricopa County. Ms. Bisman explained that the Clean Water Act regulates water collection systems, wastewater plants, financing arrangements, and open space recreational opportunities as a result of increased treated water. Ms. Bisman advised that MAG's authority to approve amendments to the 208 Plan is limited to provisions of the plan and funding of the plan, but not ancillary issues that are not under the statutory authority. She added that the statutes are limited to Clean Water Act goals and review for those purposes.

Chair Hawker asked if the courts would throw out the decision if the Regional Council voted to deny the amendment based on linkages to transportation. Ms. Bisman replied that it is her opinion that MAG would exceed its authority under Section 208. Chair Hawker asked where he could interject a no vote into the process. He commented that he was not sure how to tie land use and transportation if you cannot vote against a 208 plan or TIP plan because they are too advanced in the development stage. Mr. Smith stated that the Hassayampa Study would be a good start. He added that in the TIP, MAG has legal authority, but the homes would be there. Mr. Smith stated that FHWA, which is the agency that grants access, has concerns with the number of traffic interchanges requested on I-10. He remarked that this is what spurred the Hassayampa Study. Chair Hawker said that plan comes in 24 months when houses are there and another 24 months to build road infrastructure. He commented that it seemed we are doing this before master planning. Mr. Reynolds stated that the Hassayampa Study is a 12-month study, with data available in nine months. He added that ADOT is in the process of designing freeway widening at this point.

Mayor Manross remarked that she sympathized with Chair Hawker's concerns and goal, but she thought there was another way to accomplish this. She commented that she did not think it was right to oppose this tonight when the Town was not forewarned and given the opportunity to come and present their information. Mayor Manross expressed that she was hesitant to make subjective decisions for other communities. She said it was like throwing stones at other communities when all of us bear part of the responsibility. Mayor Manross stated that the Regional Council needs to have discussion to figure out how to positively impact the regional planning process. She commented that this needs to be done together, and not piecemeal on individual applications. Mayor Manross stated she agreed with the intention, and was also concerned about growth and its impacts in 20 years, but this was not the way to go about it. It needs to be done as a body.

Vice Chair Thomas expressed his appreciation for the comments, which reminded him of discussion at the Governance Task Force. He stated that the Hassayampa Study will describe the problems. Vice Chair Thomas commented that the I-10 Reliever is still 20 years from being built in the West Valley. The region is running short of having planning ability, and perhaps that could be the County, the State or a regulatory body that is not cities throwing stones at other cities. Vice Chair Thomas stated that he applauded Chair Hawker wanting a master plan for the Regional Council to see how the Valley will change. We can only expect more congestion. Vice Chair Thomas stated that he would like to see an impact fee, not only for roads, but also for schools.

Chair Hawker suggested delaying approval of the amendment 30 days. MAG and Buckeye could show the Regional Council why it is prudent to approve the amendment.

Mayor Cavanaugh stated that Buckeye has approximately 200,000 entitlements right now. Even though the 208 amendment is not integrated into the County land use plan, there are legal rights associated with what already has taken place, and that includes this wastewater treatment plant. Mayor Cavanaugh stated that this is a small beginning to wastewater treatment in Buckeye. He expressed that he sympathized with what Chair Hawker was trying to achieve, but the process will take a long time. Mayor Cavanaugh stated that it would require the inclusion of the development community and should not penalize one community.

Mayor Hallman moved to table the approval of the MAG 208 Water Quality Management Plan Amendment for the Expansion of the Town of Buckeye Sundance Wastewater Treatment Plant until the next Regional Council meeting to have a full discussion of the issues raised. Vice Mayor Esser seconded. Chair Hawker called for discussion of the motion.

Mayor Scruggs asked the purpose of tabling this item when we just heard that the 208 process does not have anything to do with transportation issues and we might be in violation of the law?

Chair Hawker stated that for him, he could see the Hassayampa plan and see if there is master planning that will take care of transportation concerns. He said he would also like to research another opinion on 208s. Chair Hawker stated that there might be a financial burden on the region that goes beyond the capacity and would like to do more research. He stated that he needed a point where he could interject that we need to master plan with more common sense.

Mayor Hallman stated that it did not sound like it would be a violation to postpone approval for one month.

Mayor Scruggs stated that it was her understanding that the basis on which the Regional Council considers 208s has nothing to do with the ancillary factors that are being discussed. She stated that the amendment meets the test for approval and she saw no purpose in a delay. Mayor Scruggs asked Mr. Reynolds about the number of entitlements. She said she heard the number was 305,000 in Buckeye. Mr. Reynolds replied that he thought it was correct. He added that those lots will not be built out at the rate one would like to imagine. Mayor Scruggs asked if the 305,000 number was before or after the approved Stardust units. Mr. Reynolds replied that he would check on the latest numbers, but he believed they were included. He added that the Planning Department keeps a tally of the number of units sold and that is where the population number comes from.

Mayor Scruggs commented that she was not a proponent of runaway growth, but she did not understand why there needed to be further study and halt what is happening in one part of the Valley when we have seen it happen in other parts of the Valley already. Mayor Scruggs stated her agreement with Mayor Cavanaugh to include the development community in discussing this issue.

Vice Mayor Esser asked what a 30-day delay would do to the timeline. Mr. Reynolds replied that it was his perception that it would delay construction of the treatment plant by 30 days. He added that there are agreements that have transferred control from one developer to another that may be affected. Mr. Reynolds stated that he did not think the purpose for delay was relevant to the treatment plant and the issue needed to be addressed based on 208 requirements and not transportation issues. Mr. Reynolds stated that there are transportation issues not only on I-10, but also on Loop 303 and I-17. He stated that he used to live in the East Valley and what Buckeye is experiencing is no different than what Gilbert, Mesa, and Apache Junction have experienced. Mr. Reynolds stated that perhaps this is an opportunity to do more proactively because we are aware of what is coming.

Vice Mayor Esser asked Ms. Bisman what impact a 30-day delay would have legally. Ms. Bisman replied that it was difficult to predict what the legal effect of a delay might be. She stated that MAG's authority to approve 208 plan amendments relates to the authority in the Clean Water Act. Ms. Bisman stated that it appears the delay would be relevant to other concerns. She advised that MAG does not have authority in this area and MAG would be acting outside of its authority for this approval.

With no further discussion, Chair Hawker called for a vote on the motion, which failed.

Mayor Cavanaugh moved to approve the MAG 208 Water Quality Management Plan Amendment for the Expansion of the Town of Buckeye Sundance Wastewater Treatment Plant. Mayor Thomas seconded, and the motion passed, with Chair Hawker and Mayor Hallman voting no.

6. Update on Construction Costs and Possible Impact on the ADOT Life Cycle Program

Eric Anderson reported on how cost increases and labor and commodity shortages were affecting construction costs in the region. Mr. Anderson stated that MAG sponsored a Challenge of Construction Forum on January 6, 2006 to bring stakeholders together and develop strategies to mitigate impacts.

Mr. Anderson stated that there is a high level of construction activity in the region and the state, including housing, commercial, and a record highway program. Mr. Anderson stated that construction costs for ADOT projects have increased 20 percent to 50 percent over the past year. He said that the region has seen tremendous commodity price increases and shortages, especially cement. Mr. Anderson stated that the region is in an unprecedented high level of volatility with a high level of uncertainty. He indicated that this has caused a cooling of the bid market, with fewer bidders and higher bids for public sector projects. Mr. Anderson commented that these cost increases are also impacting school, housing, and commercial construction.

Mr. Anderson then addressed commodity issues. He stated that the United States is a net importer of cement and is facing issues—shortages of shipping containers, and limited port and rail capacity. Mr. Anderson stated that Arizona produces 50 to 75 percent of state demand and the remainder needs to be imported. He said that the two cement production plants in Arizona produce 2.8 million tons per year, but up to 4.5 million tons per year are needed. Mr. Anderson noted that production capacity and expansion are limited by permitting and environmental issues, mining leases for limestone, and transportation capacity. He advised that the price for cement has more than doubled and projects are being delayed because of a lack of cement. Mr. Anderson stated that gravel pits, the source of aggregate that is used in the manufacture of cement, are moving out of urban areas, so this is increasing transportation costs. Added to this are environmental regulations because the region has PM-10 problems.

Mr. Anderson stated that the labor shortage is a concern across all occupations, not just construction. He noted that the construction industry has a turnover rate of 40 percent. Mr. Anderson stated that a lack of apprenticeship and training programs in Arizona makes it difficult to maintain a level of qualified workers. In addition, there is a lack of management talent, which limits the ability of the construction industry to expand.

Mr. Anderson stated that the permitting process is a hindrance to expanding capacity. There is greater uncertainty and as a result, bids are increased to cover risk or fewer bids are submitted if the risk too high. With material shortages, prices are higher, schedules are uncertain, productivity is reduced, and the contractors face liquidated damages for delays. He commented that failing to meet the schedule as a result of a supply shortage does not relieve the contractor from possible monetary penalties for not meeting the current schedule. Labor shortages result in higher wages, reduced productivity, and longer production schedules.

Mr. Anderson summarized the solutions given by attendees at the Challenge of Construction Forum. He noted that there was no silver bullet to solve the problems. Mr. Anderson stated that solutions from the Forum included: updating contract provisions so there will be more risk sharing for cost and schedule changes; a review material specifications that might be unnecessary; dealing with the cement shortage by relief of the tariff on Mexican cement; negotiating supply agreements; modifying liquidated damages clause in contracts; marketing regional and state construction activity nationally to expand the pool of bidders; and the Life Cycle Program management to provide a good understanding of the status of the Program. Mr. Anderson noted that the tariff on Mexican cement has been reduced to approximately \$27 per ton and is subject to further reevaluation.

Mr. Anderson then reviewed the impact to the MAG Regional Freeway Program. He advised that the program increased from \$500 million to a revised total of \$621 million, approximately \$121 million over. He said that ADOT and MAG reviewed projects and found that some projects were not ready to proceed in 2006 and could be delayed to 2007. Mr. Anderson then reviewed the list of projects, totaling close to \$100 million, that would not be ready to proceed in FY 2006:

1. I-10, 40th Street to Baseline Road, right-of-way, budgeted for \$5,000,000. Environmental and design concept study will not be completed until FY 2007.
2. I-10, 40th Street to Baseline Road, design, budgeted for \$5,775,000. Environmental and design concept study will not be completed until FY 2007. Mr. Anderson noted that this work on projects #1 and #2 may not be finished next year, either.
3. I-17, Greenway Road/Thunderbird Road, drainage, budgeted for \$8,000,000. ADOT recommends delaying the project until next year. He added that this delay would be without consequence.
4. I-17, Deer Valley Traffic Interchange, construction, budgeted for \$1,911,000. Delete project - work is not needed. Mr. Anderson stated that work will be incorporated into the I-17 widening project.
5. SR-85, Milepost 139.01-Milepost 141.71, construction, budgeted for \$18,878,000. Project cannot be advertised in FY 2006 due to right-of-way issues.
6. SR-93, Wickenburg Bypass, construction, budgeted for \$26,800,000. Technical coordination is needed with Maricopa County Flood Control District before the project can be advertised. Mr. Anderson added that right-of-way also needs to be acquired.
7. Loop 101, 64th Street Traffic Interchange, construction, budgeted for \$23,000,000. Design will not be ready for bid in FY 2006 due to cultural resource review issue with the State Land Department.
8. Loop 303, I-10 to US-60, Grand Avenue, design, budgeted for \$5,000,000. Mr. Anderson stated that this is in the ADOT program as a \$10 million project. He noted that only the design portion in the amount of \$5 million needs to be delayed to FY 2007 because the design concept report will not be completed in time for FY 2006 design.
9. Rubberized asphalt southwest area, construction, budgeted for \$5,222,000. Mr. Anderson stated that the full amount cannot be obligated and the balance could be moved to FY 2007.

Mr. Anderson commented that the \$100 million of projects not ready to proceed leaves a balance of \$21 million, which ADOT thinks could be managed by adjusting the cash flow. He advised that this makes the 2007 program larger. Mr. Anderson stated that adjustments are being made in 2007, 2008, 2009, and 2010 related to the I-10 collector/distributor system and the EIS will take two more years. He added that the South Mountain EIS is two years from completion and then will go through the public comment period and the record of decision by FHWA.

Chair Hawker asked about the formula used to determine the amount of money realized from increased sales tax. Mr. Anderson replied that we should collect \$360 million this year. If the sales tax comes in at ten percent this could be \$36 million. Mr. Anderson noted that under Proposition 400, only 57 percent, or \$25 million, could go to the freeway program. Chair Hawker asked if this will cover the \$21 million? Mr. Anderson replied that it should come close. He added that the amounts are only projections to the end of the fiscal year, so we are being conservative. He commented that no action from the Council would be requested tonight because the changes will be incorporated into the FY 2007-2011 TIP, which will be presented in March.

Mr. Arnett commented that this has the appearance of “rob Peter to pay Paul.” He asked what would have happened if the projects were ready to proceed? He expressed concern that at the end of the sales tax the program would run out of money. Mr. Anderson replied that it was not quite “rob Peter to pay Paul,” because projects will get their money when they are ready; if they are not ready, that money has to be moved. Mr. Anderson commented that if all of these projects were ready to proceed, the Regional Council would be having a difficult discussion tonight. Mr. Anderson referenced the overall program impact. He said that the ending cash balance is being drawn down. The contingency funds will be drawn down as costs increase.

Supervisor Mary Rose Wilcox joined the meeting by telephone. She said that she had just gotten the message that her attendance was needed for a quorum. Supervisor Wilcox was advised that a quorum was present, at which time she departed the meeting.

Mayor Hallman stated that he was confused about the answer to the “rob Peter to pay Paul” question. He commented that it was advantageous to have an automatic deferral of projects. Mayor Hallman stated that the I-10 collector/distributor system is a critical element to complete restriping of US-60. He expressed concern that there would not be enough money at the end of the program. Therefore, he would like to see a contingency analysis similar to Valley Metro Rail’s that shows the total amount of contingency and projects, and demonstrates there is enough money to pay for all projects. Mr. Anderson stated that as studies go forward, ADOT revises the cost estimates as projects become better defined. For example, \$500 million is dedicated the collector/distributor system. If the cost comes in at three times that, the decision could be made to phase it or take a look at increased funding. Mr. Anderson stated that the cumulative effect on the 20-year program is unknown at this time because ADOT is working on DCRs and the full scopes have not been fully defined. He added that the Loop 101 DCR was delivered this week and the costs look right on target. Mr. Anderson stated that an analysis of contingency could be provided to the Regional Council.

Mayor Hallman stated that collector/distributor has a slower EIS process and could be shortchanged in the end. Mr. Anderson said that as cost increases are experienced, they will have to be accommodated within the program. He noted that with Proposition 300, the program was extended to capture future revenues other than sales tax and complete more projects. Mr. Anderson stated that it is unknown whether this might have to happen with Proposition 400. Mr. Anderson stated that cost increases this year are based on bids received to date. If costs were to continue to increase and revenue does not keep up, the entire program would be delayed in the priority order already established. Mayor Hallman stated that he was comfortable with the policy that projects would be delayed in priority order. Mr. Anderson

remarked that we could be faced with extending the program or other tradeoffs if costs continue to increase.

Mr. Arnett asked if there was any indication when these projects might move forward? Mr. Anderson the first two projects, the I-10 collector/distributor EIS is about two years away from a record of decision. He added that there is an issue with Sky Harbor Airport, which has expressed concern with the height of the improvements. Mr. Arnett asked if there was an original proposed EIS date. Mr. Anderson replied that there was the date when it was started, but that is outdated. He stated that when consultants kick off an EIS or DCR, they prepare a schedule, but issues sometimes arise—cultural, drainage, archaeological. Any significant impacts that are identified lengthen the study process.

Vice Mayor Esser asked if projects were ready to go forward and were subject to funding. Mr. Anderson responded that the projects not ready to proceed are actively being worked on. He added that they are not ready for the next phase, whether it be design or construction.

Chair Hawker asked Mr. Crowley if he would defer his comments until after the next item because the quorum might be lost. Mr. Crowley agreed.

7. ADOT Litter and Landscape Program

Mr. Anderson reported on the proposed litter and landscape program. He stated that the objective of this program is to improve visual aesthetics along the highway system in the MAG region. Mr. Anderson stated that the Regional Transportation Plan allocated \$279 million for landscape maintenance, funded by Proposition 400. He stated that these funds are in addition to the funding that ADOT has been spending in this region for litter control and landscape maintenance. To ensure that these funds are appropriately accounted for, ADOT is establishing a new maintenance subprogram that will enable the funding to be monitored and the overall performance of the program to be tracked. He displayed a table of proposed funding for FY 2006 and FY 2007 that included ADOT and Proposition 400 funds, for litter pickup, sweeping, education, and landscape.

Mr. Anderson displayed a chart of funding sources that included baseline ADOT funding and Proposition 400 funding. He stated that the baseline was established to ensure that sales tax funds do not supplant state funds already being used in this region and it is expected to increase over time. Mr. Anderson advised that funding for litter pickup represents an increase of 158 percent.

Mr. Anderson then displayed a map of the existing and proposed weekly litter pickup areas. He said that litter control consists of regularly scheduled litter pickup, hot spots that require more frequent pickup or one-time pickups, and sweeping of the highway lanes and ramps. Mr. Anderson pointed out “hot spot” litter pickup areas that may need more frequent attention. These areas are inspected several times a week and ADOT crews are sent to these areas for additional litter pickup. He noted that the hot spot areas can change over time as ADOT tracks complaints and such areas will be added as they are identified. Mr. Anderson stated that the TPC recommended approval of ADOT’s program at its January 18, 2006 meeting. Chair Hawker thanked Mr. Anderson for his report and asked members if they had questions.

Mayor Manross expressed that she was pleased this program was moving forward. She stated that not a week goes by that she does not hear from residents about this issue. Mayor Manross also expressed that she was glad the program would be included in the ADOT financial audit process to ensure the funds are spent where dedicated.

With no further discussion, Mr. Arnett moved to approve authorizing ADOT to expend the maintenance funding according to an annual schedule/work program adopted by MAG for each of the categories of litter education and control, landscape maintenance and restoration, and roadway sweeping. Additionally, each year the projects authorized by MAG would be included in the ADOT Financial Audit to ensure compliance with the purpose, scope and schedule for the funds. Mayor Manross seconded, and the motion carried unanimously.

Mayor Hallman left the meeting.

Chair Hawker recognized public comment from Mr. Crowley, who stated that comments he made at other meetings were not included in the agenda material. Mr. Crowley urged making a deal on cement with the Salt River Pima-Maricopa Indian Community, which owns the Clarkdale plant. He noted there are sites at the Agua Fria, Salt, Gila, etc. that could be used as sources of aggregate. Mr. Crowley urged spending our money here. Mr. Crowley stated that MAG is doing things the same as Proposition 300 when the Legislature had to bail them out. He said that you know the amount of concrete needed for freeway expansion, you have a river, you have concrete—spend the money here. Chair Hawker thanked Mr. Crowley for his comments.

8. Particulate Pollution Update

Lindy Bauer reported that in recent weeks, this region has experienced high readings at two of the PM-10 monitor sites. She said that although these readings will need to be checked by Maricopa County air quality personnel, it appears that MAG will need to initiate the preparation of a Five Percent Plan for submission to EPA by December 31, 2007. Ms. Bauer advised that every monitor in the nonattainment area must be clean in 2007, 2008 and 2009 in order for the region to attain the standard by 2009.

Ms. Bauer noted that the Maricopa County Air Quality Department has hired seven more inspectors, leaving three positions left to fill. Ms. Bauer stated that *The Arizona Republic* reported that EPA Representative Colleen McKaughan felt that with better compliance, the MAG region could have attained the PM-10 standard and avoided the need for stricter dust control controls. Ms. Bauer reviewed the tentative schedule for the PM-10 Five Percent Plan and a sanctions timeline if the issues are not corrected within 18 months and within 24 months.

Ms. Bauer stated that the EPA proposed new particulate standards, including a stricter fine particulate standard, a new coarse particulate standard, revoking the 24-hour PM-10 standard except in areas with violating monitors and a population of 100,000 or more. She updated the Committee on recent actions taken, including observations at the monitors by ADEQ, Maricopa County, and MAG, installing “No Parking” signs, and transmitting the Peoria city ordinance to member agencies. She indicated that MAG was very appreciative of the efforts made by the City of Phoenix and Maricopa County Department of Transportation in the hotspot areas. Ms. Bauer noted that a model dust control ordinance workshop is

scheduled for February 10, 2006 at the MAG office. Chair Hawker thanked Ms. Bauer for her report and asked members if they had questions.

Mayor Manross stated that the City of Scottsdale has a dust control ordinance similar to Peoria's. She commented that she found it frustrating that we still have the same problems even if all communities followed all of the steps. Mayor Manross stated that she did not understand why aggressive enforcement was not undertaken at the two monitors. Mayor Manross stated that she was happy for her city to do its part, but the efforts do not matter because of two sites that exceeded the standard. She added that the two monitors need to be closed down or operated differently.

Mayor Thomas questioned why agricultural operations, such as at 35th Avenue and Buckeye, are so close to Phoenix. He commented that it goes back to a previous discussion on having a regional plan so housing is built closer to the downtown area.

Chair Hawker commented that even with all of the efforts, such as daily sweeping, putting up signs, and stabilizing the shoulders, we are already out of compliance for the whole year. Ms. Bauer replied that appeared to be correct, if the data checks out by the County.

Bob Kard, Director of the Maricopa County Air Quality Department, stated that the exceedances at the two monitors were not reflective of one problem source but representative of a problem valleywide. He stated that his department is trying to eliminate local problems, such as trackout, at the 43rd Avenue monitor. Mr. Kard stated that they want to determine the background level. He advised that the standard is 150 micrograms per cubic meter and the average background is 88 to 97. Mr. Kard noted peaks in morning and afternoon commute hours. He stated that tremendous amounts of dust are generated from vacant lots and can cause peaks greater than 1,000, although the daily average is lower. Mr. Kard stated that the County's policy is zero tolerance toward violators. Mr. Kard stated that the department has dedicated staff at the 43rd Avenue site. Mr. Kard stated that public awareness needs to be raised and the County will be conducting a valleywide public relations campaign, utilizing the Sheriff's posse, and ramping up penalties. He assured the Regional Council the problem was not just two sites but overall. Mr. Kard stated that more community meetings are planned to educate people how to report violations. He noted that as a result of outreach efforts, during November and December 2005, 418 complaints were received, as opposed to the usual 100.

Mayor Manross asked why fines were not being aggressively enforced at the two monitors. She also asked if Mr. Kard was saying there were no major violators at the 43rd Avenue monitor. Mr. Kard replied that as far as major violators, not any one entity is responsible for the overall problem. As far as fines, they are citing trucking and sand and gravel companies for violations. Mr. Kard added that they are part of the problem, the same as commuters. Mayor Manross asked if they are cited every day. Mr. Kard stated that every time a violation is witnessed, the violators are cited, with no warnings. Mayor Manross stated that it seems that these two monitors are the biggest problem and staff needs to be there at all times. Mr. Kard stated that massive improvements will be evident from the ramped up efforts. He added that if approved in the budget, the department will be able to obtain a portable monitor van to help find the source of PM-10. In addition, the department is getting inspectors out in the field as fast as possible.

David Smith, Maricopa County Manager, stated that the region has coasted on the luck of good weather, but this year the region is having bad weather and is paying the price. He added that they will never be able to hire enough inspectors to be at every site, so an ethic needs to be created. Mr. Smith stated that the County is committed to getting the community to take this seriously. If the air quality is not cleaned up, it will affect us all. Mr. Smith stated that a good example for meeting the standard is Clark County, Nevada, because is a peer city in regard to weather and development. He said that he called the Clark County Manager, who indicated he is willing to host representatives from the region to discuss its successful program. Mr. Smith added that this trip is tentatively scheduled for March 17.

9. Homeless Planning Strategies

David Smith reported that ideas have been discussed to create a fund that is not dependent on state and local government funds, in order to build affordable, supportive housing. David Smith stated that Maricopa County recently entered into a contract with Front Row Marketing to provide municipal marketing services to analyze and develop revenue streams. Mr. Smith commented that Maricopa County could realize up to \$11 million from the sale of naming and promotional rights. Member agencies could consider partnering on the contract with Front Row Marketing. Mr. Smith said that their idea was to do a 50/50 split to support a funding stream.

Mr. Smith stated that existing delivery mechanisms through Industrial Development Authorities (IDAs) and housing departments could be used to bring more projects to fruition so homeless shelters and services do not become bottlenecks, but gateways. Mr. Smith noted that the County IDA recently provided Habitat for Humanity with a loan in the amount of \$1.5 million to build 32 residences at Baseline and 12th Street. Mr. Smith commented that creation of a revenue stream is needed, not raising taxes or a new tax. He stated that utilization of vacant County land parcels could also contribute to the revenue.

Mr. Smith stated that the MAG Continuum of Care Committee on Homelessness could be tasked with developing a policy resolution regarding funding streams to create permanent supportive housing.

Chair Hawker thanked Mr. Smith for his report. He asked for further information on Front Row's business. Mr. Smith replied that Front Row would do an assessment of a city's or town's fundraising activities, in the categories of naming rights, food and beverage contracts, and advertising on bus shelters and vehicles. He added that Front Row would work within the guidelines and tastefulness of each agency. Mr. Smith stated that because each community spends money on advertising they could partner with Front End in effort to end homelessness. He said the County selected Front Row because of its national reputation. Chair Hawker asked for clarification of the resolution. Mr. Smith replied that a resolution could be developed through the MAG Continuum of Care Committee, who would pass the draft resolution through the MAG process. Chair Hawker expressed that he would prefer having a recommendation through the Committee.

10. Discussion of the Development of the FY 2007 MAG Unified Planning Work Program and Annual Budget

Becky Kimbrough stated that the MAG Unified Planning Work Program and Annual Budget is developed annually in conjunction with member agency and public input. She noted that the timeline was revised to reflect that the Intermodal Planning Group review meeting has been scheduled for April 6 and the budget workshop has been scheduled for February 16. Ms. Kimbrough noted that the draft dues and assessments was included in the agenda packet. She added that the proposed construction inflation factor for the estimated dues and assessments is set at seven percent. ADOT is expected to issue the final construction inflation factor in late February and the estimated dues and assessments will be updated at that time. Ms. Kimbrough stated that the solid waste assessment was kept at \$10,000 because no activity is anticipated. Chair Hawker thanked Ms. Kimbrough for her report. No questions from the Council were noted.

11. Comments from the Council

An opportunity was provided for Regional Council members to present a brief summary of current events. The Regional Council is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action. No comments from the Council were noted.

There being no further business, the Regional Council meeting adjourned at 7:00 p.m.

Chair

Secretary