

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

September 24, 2008
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Mayor Mary Manross, Scottsdale, Chair
Vice Mayor Peggy Neely, Phoenix, Vice Chair
Councilmember Robin Barker, Apache Junction
Mayor Marie Lopez Rogers, Avondale
+ Vice Mayor Elaine May for Mayor Jackie Meck,
Buckeye
* Mayor Wayne Fulcher, Carefree
Councilmember Dick Esser, Cave Creek
Mayor Boyd Dunn, Chandler
Mayor Fred Waterman, El Mirage
Treasurer Pamela Mott for President Clinton
Pattea, Fort McDowell Yavapai Nation
Mayor Jay Schlum, Fountain Hills
Mayor Fred Hull, Gila Bend
* Governor William Rhodes, Gila River Indian
Community
Mayor Steven Berman, Gilbert
Mayor Elaine Scruggs, Glendale
* Mayor James M. Cavanaugh, Goodyear

Councilmember Roy Perez for Mayor Frank
Montiel, Guadalupe
Mayor Thomas Schoaf, Litchfield Park
Supervisor Max W. Wilson, Maricopa
County
Mayor Scott Smith, Mesa
Councilmember Jini Simpson for Mayor
Vernon Parker, Paradise Valley
Mayor Bob Barrett, Peoria
Mayor Art Sanders, Queen Creek
* President Diane Enos, Salt River
Pima-Maricopa Indian Community
* Mayor Lyn Truitt, Surprise
Mayor Hugh Hallman, Tempe
* Mayor Adolfo Gamez, Tolleson
* Mayor Ron Badowski, Wickenburg
Mayor Michael LeVault, Youngtown
Felipe Zubia, State Transportation Board
Victor Flores, State Transportation Board
David Martin, 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 MAG Regional Council was called to order by Chair Mary Manross at 5:04 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Manross noted that Councilmember Robin Barker, Mayor Boyd Dunn, Mayor Fred Hull, Mayor Marie Lopez Rogers, Mayor Art Sanders, and Treasurer Pamela Mott as proxy for President Clinton Pattea, were participating by teleconference. Vice Mayor Elaine May, as proxy for Mayor Jackie Meck, joined the meeting via videoconference.

Chair Manross noted that for agenda item #5D, the Stuart B. McKinney Continuum of Care Consolidated Application for the MAG region, which was approved at the September 22, 2008, MAG Continuum of Care Regional Committee on Homelessness meeting, was at each place.

3. Call to the Audience

Chair Manross noted that public comment cards were available to members of the audience who wish to speak 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 are requested to not exceed a three minute time period for their comments. A total of 15 minutes is 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 Manross noted that no public comment cards had been received.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, provided a report to the Regional Council on activities of interest. Mr. Smith reported that MAG had received the Certificate of Achievement in Financial Reporting from the Government Finance Officers Association for the tenth year in a row. He congratulated the MAG Fiscal Services Division on this accomplishment.

Mr. Smith announced that the Don't Trash Arizona! anti-litter campaign had won the Public Relations Society of America 2008 Copper Anvil Award for the Government Public Service category. He noted that 2,000 litter violations have been reported via the MAG website and awareness has increased 29 percent since the campaign began. Mr. Smith congratulated MAG's Communications Division for their work on the campaign.

Mr. Smith stated that House Resolution 6532, a bill to restore solvency to the Highway Trust Fund, was signed by the President on September 15, 2008. He advised that the bill restores \$8 billion to the Highway Trust Fund. Mr. Smith noted that six highway projects in Arizona had been on hold due to the funding situation, including two in this region: State Route 85 widening north of Gila Bend in the amount of \$23.9 million and US 60 widening near Wickenburg in the amount of \$5.6 million. He stated that a continuing Resolution is expected to be funded at FY 2008 levels, and the new President and Congress would consider funding for next year.

Mr. Smith announced that MAG will be utilizing a new email notification service called GovDelivery, where interested stakeholders can sign up to receive updates to news and events, publications, meeting minutes and agendas that are published on the MAG Web site. He noted that rollout is expected by October 31, 2008.

Mr. Smith stated that Maricopa Region 9-1-1 has selected a new vendor for the Community Emergency Notification System (CENS). He noted that selection of this vendor will stretch the available funding for one more year. Mr. Smith also mentioned that the Homeland Security Council is in the process of reviewing the application that was submitted for funding the CENS program. If Homeland Security funding is provided it may extend the funding of CENS to 2010. Mr. Smith mentioned to the Council that CENS recently notified 600 residents when a 250 pound beehive was found in a neighborhood.

Mr. Smith stated that the MAG Communications Division has completed a video on the rubberized asphalt program. He noted that the video will be provided to MAG member agencies to play on municipal television channels.

Mr. Smith stated that October is Domestic Violence Awareness Month. In observation, a kick off press conference is scheduled for September 29, 2008, at 9:00 am, at North High School in Phoenix. He noted that President Diane Enos, Chair of the MAG Domestic Violence Committee, and Vice Mayor Peggy Neely, Regional Council Vice Chair, will be speaking at the event. Mr. Smith said that the focus is on signs of healthy relationships and teen dating violence.

Mr. Smith stated that members of the Transportation Policy Committee (TPC) have been contacted regarding possible dates for a TPC Retreat. He noted that arriving at a date for a retreat is becoming a challenge, and other options, such as a half-day retreat or longer meetings of the TPC, might be considered.

Mr. Smith stated that MAG was informed that the MAG Public Participation Plan was listed as a notable practice for visualization techniques for the Regional Transportation Plan and the Transportation Improvement Program. He noted that two other Metropolitan Planning Organizations were noted, the Metropolitan Transportation Commission in San Francisco and the Northwestern Indiana Regional Planning Commission. Chair Manross thanked Mr. Smith for his report. No questions from the Council for Mr. Smith were noted.

5. Approval of Consent Agenda

Chair Manross noted that agenda items #5A through #5D were on the consent agenda. She noted that no public comment cards had been received. Chair Manross asked members if they had questions or requests to hear an item individually. Mayor Schlum noted that he would abstain from voting on agenda item #5C, MAG FY 2010 PSAP Annual Element/Funding Request and FY 2010-2014 Equipment Program.

Chair Manross called for a motion to approve consent agenda items #5A, #5B, #5C, and #5D. Vice Chair Neely moved, Councilmember Esser seconded, and the motion passed, with Mayor Schlum abstaining on agenda item #5C.

5A. Approval of the July 23, 2008, Meeting Minutes

The Regional Council, by consent, approved the July 23, 2008, meeting minutes.

5B. Consultant Selection for the Litter Prevention and Education Program for the Regional Freeway System in the MAG Region

The Regional Council, by consent, approved the selection of RIESTER to design and implement the FY 2009 Litter Prevention and Education Program for the Regional Freeway System in the MAG Region for an amount not to exceed \$380,000. The voter approved Regional Transportation Plan includes \$279 million for the freeway maintenance program. One of the objectives of this program is to improve visual aesthetics along the regional freeway system, including litter control. In 2006, MAG implemented a litter prevention and education program, Don't Trash Arizona, to increase awareness of the health, safety, environmental and economic consequences of freeway litter and ultimately change the behavior of offenders. The FY 2009 MAG Unified Planning Work Program and Annual Budget includes \$380,000 to augment litter prevention and education efforts. On July 11, 2008, MAG issued a Request for Proposals to continue implementation of Don't Trash Arizona. Proposals were received from two consulting firms. A multi-agency review panel evaluated the proposals and recommended to MAG that RIESTER be selected as the consultant to design and implement the FY 2009 Litter Prevention and Education Program at a cost not to exceed \$380,000. The base contract period shall be a one-year term. MAG may, at its option, offer to extend the period of this agreement up to a maximum of two (2), one (1) year options, based on consultant performance and funding availability. The MAG Management Committee recommended approval of the selection. The material on this item was transmitted to the Transportation Policy Committee for information.

5C. MAG FY 2010 PSAP Annual Element/Funding Request and FY 2010-2014 Equipment Program

The Regional Council, by consent, approved the MAG FY 2010 PSAP Annual Element/Funding Request and FY 2010-2014 Equipment Program for submittal to the Arizona Department of Administration. Each year, the Public Safety Answering Point (PSAP) Managers submit inventory and upgrade requests that are used to develop a five-year equipment program that forecasts future 9-1-1 equipment needs of the region and will enable MAG to provide estimates of future funding needs to the Arizona Department of Administration (ADOA). The ADOA Order of Adoption stipulates allowable funding under the Emergency Telecommunications Services Revolving Fund, which is funded by the monthly 9-1-1 excise tax on wireline and wireless telephones. The 9-1-1 excise tax has been reduced from 37 cents per month to 28 cents per month as of July 1, 2006. The excise tax was further reduced to 20 cents per month effective July 1, 2007. Efforts are being made to stabilize the 9-1-1 funds through legislation to ensure appropriate funding in the future. The MAG PSAP Managers, the MAG 9-1-1 Oversight Team, and the MAG Management Committee recommended approval of the MAG FY 2010 PSAP Annual Element/Funding Request and FY 2010-2014 Equipment Program.

5D. Application Process for U.S. Department of Housing and Urban Development Stuart B. McKinney Funds for Homeless Assistance Programs

On December 8, 1999, the Regional Council approved MAG becoming the responsible entity for a year-round homeless planning process which includes submittal of the Department of Housing and Urban Development (HUD) Stuart B. McKinney Continuum of Care Consolidated Application for the MAG region. The Continuum of Care grant supports permanent and transitional housing as well as supportive services. More than 50 homeless assistance applications were submitted to MAG on August 29, 2008. The Ranking and Review Committee made its recommendation for the new projects on September 15, 2008. The recommendations were presented to the MAG Executive Committee for information and discussion on September 15, 2008. On September 22, 2008, the MAG Continuum of Care Regional Committee on Homelessness approved the final project list, which was presented to the MAG Regional Council for information. The final application will be submitted electronically to HUD in October 2008. This item was on the agenda for information.

6. MAG Regional Transit Framework Study

Kevin Wallace, MAG Transit Planning Project Manager, stated that MAG has been working on a Regional Transit Framework Study since February 2008. He said that transit is suddenly a big issue, due to rising costs, sustainability and environmental issues, national security and the realization that the supply of energy is vulnerable.

Mr. Wallace stated that the major focus of this study is to identify needs beyond Proposition 400: long-term needs to 2050 and a more detailed focus on needs to 2030. He said that once completed, the transit framework will help in understanding the future role of transit in the MAG region. Mr. Wallace stated that the Transit Framework Study is a technical study to evaluate needs, and is looking at connecting activity centers and opportunities for transit to support the land use/transportation connection.

Mr. Wallace stated that the study is being undertaken from a customer perspective, both current users and potential future customers, to learn about people's perspectives and attitudes about transit. He said that this is being done through focus groups, surveys, and public meetings. Mr. Wallace indicated that efforts by other agencies will be incorporated in the overall framework. Mr. Wallace advised that by looking at technical land use and transportation data, they will be able understand how to address local conditions – what works in one area may not work in another. He added that the study will provide technical tools to help guide future policy discussions on transit.

Mr. Wallace reviewed the project scope and process. He said that three scenarios will be developed to address alternative funding levels for transit: Scenario One: Incremental low cost expansion of the existing system and potential acceleration of the Regional Transportation Plan; Scenario 2: Moderate increase in financial resources, coordination with land use plans to reinforce transit patronage; and Scenario 3: Raise public transit to a level that makes it competitive with automobiles in congested corridors.

Mr. Wallace stated that transit services will be developed for each scenario at three geographic levels – community, subarea, and regional – which are defined by the length of the corridor. The geographic levels are: Community – corridors up to eight miles; Subarea – corridors between five and 15 miles; and Regional – corridors more than 15 miles. He advised that the focus is on regional transit services, not local services like circulators and local bus routes. Likewise, the study will identify where local services will be needed, but not the specifics of those services.

Mr. Wallace stated that the Community Level provides connections between closely grouped activity and population centers. Examples of this type of service include the Albuquerque Rapid Ride (in-street bus rapid transit (BRT) and the Portland Streetcar (also operates in a mixed street environment with traffic). Mr. Wallace explained that Subarea Level provides connections in somewhat longer corridors between major activity and population centers. Examples include the Eugene EmX (mixed traffic and dedicated BRT) and the Denver HOV Express (provides direct bus connections from park-and-ride lots to express lanes in the freeway). Mr. Wallace stated that the Regional Level provides long distance connections between activity centers and population centers. Examples include Los Angeles Orange Line (dedicated BRT), Salt Lake City's light rail system, Seattle's commuter rail system, and San Francisco's heavy rail system.

Mr. Wallace stated that seven focus group meetings, two with transit riders, two with non-riders, and three with representatives from the disability community, provided insight into people's perceptions and attitudes toward transit. He reported that residents in central locations are generally more satisfied with the existing system, but they see the need for improvements. Mr. Wallace mentioned that there is a significant disparity between people in the MAG region and other regions on how they view transit. Mr. Wallace noted that Valley focus groups described public transit as slow, old and prehistoric, and people in other regions used words like seamless and painless to describe their transit systems. He advised that most people, both riders and non-riders, indicated they are excited about the opening of light rail. They see it as a major accomplishment as an opportunity to start improving transit availability in the Valley.

Mr. Wallace stated that from the focus groups and surveys, they learned that there are barriers and motivations for using transit, for both riders and non-riders. Barriers for using transit include the hassle of planning trips and substantial wait times, as well as the availability of service, including limited hours of operation, lack of frequency, and inadequate routes. He said that current riders want more buses, more routes, greater frequencies, and longer service hours. Mr. Wallace noted that people see an imbalance of what is available between cities, which makes using transit very difficult at times. He advised that for non-riders, it appears that they are unlikely to use transit unless they see a specific benefit. Mr. Wallace indicated that some people have begun using transit because of gas prices, but the majority of people they talked with will ride in their cars unless they see a specific benefit in terms of convenience, speed, and time. Mr. Wallace noted that they also will be looking for ways to address these issues to attract new customers to transit.

Mr. Wallace then spoke about how the MAG region compares to other regions. He said that they conducted a detailed analysis of six peer regions – Atlanta, GA; Dallas, TX; Denver, CO; Salt Lake City, UT; San Diego, CA; and Seattle, WA, to understand their systems, both current and planned. Mr. Wallace noted that the MAG region is the only region currently operating only two modes of transit.

Although light rail will be added to the MAG region's transit system in December, Seattle and Denver are also adding a new mode. This means that five of the six peer regions will have four modes available in the future. Mr. Wallace commented that the more available transit service, the more ridership can be expected.

Mr. Wallace stated that the study used the 2006 National Transit Database and looked at transit boardings and the number of revenue miles operated. He noted that the peer region average is around 35 boardings per capita, while the MAG region is just under 20. For the revenue miles operated per capita, the peer region average is at 19.7 and the MAG region is at 12.5.

Mr. Wallace then reported on operating investments. He said that the peer average is just under \$129 per capita, while the MAG region is at \$71, which suggests that the region is not investing at the level of its peer regions in public transit. Mr. Wallace advised that the study is also looking at capital expenditures, and what the peer regions will be adding in the future.

Mr. Wallace noted that there is a perception that transit in peer regions is more successful because they have more population density; however, the Seattle region has about 3,000 people per square mile, and the MAG region has about 4,000 people per square mile. He displayed a graph of how the supply of transit relates to the demand for transit and noted that Phoenix and Dallas are trailing behind the other regions.

Mr. Wallace stated that Phase One of the project has been completed, and they are currently completing Phase Two. They will have meetings with the cities and towns and anticipate that they will be bringing forward the initial recommendations for the three scenarios in early October. Then, through the end of the year, they will be refining the scenarios and developing the draft transit framework. Mr. Wallace stated that they are looking at the possibility of holding a peer review workshop with the TPC in November or December. He said that they anticipate that the Draft Regional Transit Framework Study may be ready for committee discussion in mid-January. Chair Manross thanked Mr. Wallace for his report and asked members if they had any questions. No questions for Mr. Wallace were noted.

7. Transportation Planning Update

Eric Anderson, MAG Transportation Director, provided a report to the Regional Council on fiscal information regarding Proposition 400 projects. He said that the presentation would provide the Regional Council with an update on some of the issues that will be reported to other groups in the near future. Mr. Anderson said that MAG has a statutory responsibility to issue an annual report on the status of projects funded by the half-cent sales tax authorized by Proposition 400, and had just completed drafting the report. He indicated that the MAG Transportation Review Committee would receive a presentation on the report the next morning. In addition, ADOT would be briefing the Citizens Advisory Team the next evening on updated cost estimates for the South Mountain Freeway.

Mr. Anderson reported that transportation sales tax revenues fell by 3.2 percent last fiscal year, which is the first decline in tax revenues since the tax was started in 1986. Mr. Anderson displayed a chart that showed the change in sales tax collections by month and he noted that revenues grew by double digits

during the first half of 2006, but since then the rate of change has declined significantly. Nine months of FY 2007 had negative growth compared to FY 2006, including the last eight months of the year. He stated that they had hoped the decline would level off, but the first two months of this fiscal year showed declines of 11.2 percent and 9.1 percent. Through the first two months of FY 2009, revenues are down 10.2 percent compared to the first two months of FY 2008. Based on this, revenues for FY 2009 are likely to be the same or lower than revenues for FY 2008. Mr. Anderson said that ADOT is revising the projections of the revenues through 2025 and they expect this to be substantially lower than the prior projections.

Mr. Anderson stated that one of the issues is the housing market. He commented that home equity fuels consumer purchases and is an important part of consumer confidence. Mr. Anderson noted that 40 percent of homes purchased in the Phoenix area in the last five years have a negative equity, or in other words, the mortgage is higher than the house value. He added that in the second quarter of 2008, 38 percent of homes sold in the Phoenix area were foreclosures. Mr. Anderson indicated that the area does not have equity in housing, which is a serious issue and it will take a number of years for prices to rebound. He stated that Elliott Pollack has indicated that it will be three to four years before the extra supply of houses is absorbed. Mr. Anderson noted that the housing market will result in a slowing of migration; if people cannot sell their homes, they cannot relocate.

Mr. Anderson stated that \$379 million of the half-cent sales tax was collected in FY 2007, which is \$30 million less than the projected amount of \$409 million. He commented that this is the first time he has seen such a large discrepancy between the forecast and the collection.

Mr. Anderson stated that MAG hosted a Challenge of Construction Forum in January 2006, when the first signs of cost increases appeared in ADOT bids. He stated that over the past five years, since the Regional Transportation Plan was adopted in late 2003, the cost of highway and street construction has increased 77 percent, compared to a 19 percent increase in the Consumer Price Index. Mr. Anderson explained that historically, construction inflation tracks fairly close to general price inflation, but this has changed.

Mr. Anderson commented that in January 2006, analysts wondered if the price increases were the result of a spike in construction costs due to high demand or if the costs had risen to a new plateau. He advised that demands from homebuilding and China put the pressure on cement and steel supplies. Mr. Anderson noted that the demand by China was not only due to the 2008 Olympics, but also the Chinese government has a tremendous interest in infrastructure and plans to spend ten percent of its gross domestic product on infrastructure per year for the next ten years. Mr. Anderson commented that as Chinese wealth increases, the demand for automobiles and infrastructure will also increase. He also noted that the construction cost panel said to not expect a large decline in prices. Mr. Anderson pointed out price increases in the past year. He said that No. 2 diesel fuel, which is important in highway construction, increased 78 percent; concrete increased 3.8 percent; steel increased 33 percent; and asphalt increased 34 percent. Mr. Anderson noted that an asphalt dealer indicated that because asphalt is the last product in the refining process, costs are projected to increase 75 percent this year and significant supply issues will continue.

Mr. Anderson reported that in June 2008, ADOT provided an updated cost estimate of \$14.9 billion for the MAG freeway program, with available funding of \$11.6 billion. He advised that this available funding number will change when ADOT releases the new revenue forecast in October 2008, and is expected to be impacted by declines in sales tax revenue and HURF funds. Mr. Anderson reviewed the major components of the MAG freeway program by saying that there are projects totaling \$13.5 billion, which are not under construction or out to bid. He noted that the analysis assumes a cost for the South Mountain Freeway at \$2.16 billion compared to a \$1.1 billion cost in the Regional Transportation Plan; however, the current cost estimate is \$2.7 billion, which includes about \$1.2 billion for right of way.

Mr. Anderson then reviewed the next steps. He said that the revenue projections are expected to be revised by ADOT by mid-October; the bond program in light of revised revenues and financial markets will need to be studied; future right of way and construction cost inflation will continue to be analyzed; project options such as interim, staging, or reducing scopes to provide basic mobility and preserve right of way within the budget will be analyzed; and policy discussion and guidance will continue. Mr. Anderson stated that the TPC is charged with making recommendations to the Regional Council on the freeway program and priorities and discussion is expected to begin at the October 2008 meeting, with the possibility of a retreat of the TPC. He added that MAG will work with ADOT on underlying assumptions to understand what is possible.

Chair Manross thanked Mr. Anderson for his presentation and commented that MAG has its work cut out to finish Proposition 400. She asked members if they had questions for Mr. Anderson.

Mr. Martin asked if relief on right of way costs was anticipated, in light of the current market. Mr. Anderson replied that they hoped that costs might decrease, however, the appraisal looks backward at real estate prices. Mr. Anderson also noted that ADOT might not be prepared to purchase right of way if the environmental studies have not been done, and explained that the Federal Highway Administration discourages buying property until the environmental work has been completed. He commented that some of the corridor surrounding north Loop 303 is state land.

Supervisor Wilson asked if the Loop 303 lawsuit the state lost will affect the timing of its development. Mr. Anderson responded that the Loop 303 project is a legacy project from Proposition 300. He explained that the lawsuit stemmed from right of way that was donated in the early 1990s for an interim Loop 303, with the stipulation that the highway would be built by 2005. Mr. Anderson advised that when that did not happen, some of the land owners took ADOT to court and ADOT lost the lawsuit. He noted that he thought the reversion was approximately \$75 million. Mr. Anderson added that some of the owners might consider re-donating the land, and work continues on this issue.

Vice Chair Neely asked if staff would provide what the actual ballot language stated if revenues declined.

Chair Manross encouraged Regional Council members who are members of the TPC to find time for extended TPC meetings.

8. Census 2010 Update

Heidi Pahl, MAG Regional Planner, noted that April 1, 2010, is Census Day. She stated that the MAG Population Technical Advisory Committee (POPTAC) has responsibility for coordinating preparations for each census. Ms. Pahl advised that because the 2010 Census is a decennial census, and there is no special assessment to member agencies. She noted that it is important for member agencies to begin preparations to ensure an accurate count.

Ms. Pahl noted that much of a municipality's revenue budget is derived from the census, whether federal funds or state shared revenue. She advised that the 2010 Census will change the revenue distribution formula, and added that currently, the federal share to state, local and tribal governments is approximately \$1,000 per person per year and the state shared revenue to cities and towns is \$280 per person per year.

Ms. Pahl stated that everyone will receive the same census short form. The American Community Survey is replacing the long form. She said that there needs to be a commitment to inform residents of each community of the importance of filling out and returning the questionnaire to avoid having to send workers into the field for follow up visits.

Ms. Pahl stated that at the MAG POPTAC meeting, Census Bureau staff encouraged each member agency to create a Community Complete Count Committee to increase the questionnaire mail-back response rate. She added that the Census Bureau also encouraged each member agency to create a resolution of support that sends the community the message that community leaders and officials support and understand the importance of the 2010 Census.

Ms. Pahl stated that each community knows best how to communicate with its constituents. She said that a common message, communicated to residents through broadcast and print media, is helpful for informing the public. Ms. Pahl stated that the City of Phoenix volunteered to help coordinate the media work and will be asking members to reserve funds in their budgets to defray the shared costs that will be incurred in conveying common messages.

Ms. Pahl announced that the Census Bureau has completed the first round of recruitment for the census management team. She added that they will be looking for sites for training, testing, and recruiting, and added that announcements would be forthcoming about job opportunities for census activities.

Mr. Smith commented that MAG staff is currently exploring a greater contribution of MAG funds toward 2010 Census costs.

9. Comments from the Council

An opportunity will be 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 5:55 p.m.

Secretary

Chair