

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

April 23, 2003  
MAG Office, Saguaro Room  
Phoenix, Arizona

**MEMBERS ATTENDING**

Mayor Wendy Feldman-Kerr, Queen Creek, Chair	Mayor J. Woodfin Thomas, Litchfield Park
Mayor Joan Shafer, Surprise, Vice Chair	Supervisor Max W. Wilson, Maricopa County
# Councilmember Brian Milkey for Mayor	Mayor Keno Hawker, Mesa
Douglas Coleman, Apache Junction	Mayor Edward Lowry, Paradise Valley
Mayor Ron Drake, Avondale	Vice Mayor Ella Makula for
*Mayor Dusty Hull, Buckeye	Mayor John Keegan, Peoria
Mayor Edward Morgan, Carefree	*Mayor Skip Rimsza, Phoenix
*Vice Mayor Ralph Mozilo, Cave Creek	*President Joni Ramos, Salt River
Mayor Boyd Dunn, Chandler	Pima-Maricopa Indian Community
Mayor Robert Robles, El Mirage	*Mayor Mary Manross, Scottsdale
Mayor Jon Beydler, Fountain Hills	*Mayor Neil Giuliano, Tempe
* Mayor Chuck Turner, Gila Bend	*Mayor Adolfo Gamez, Tolleson
* Governor Richard Narcia, Gila River Indian	Mayor Lon McDermott, Wickenburg
Community	*Mayor Daphne Green, Youngtown
Mayor Steven Berman, Gilbert	Rusty Gant, ADOT
* Mayor Elaine Scruggs, Glendale	Joe Lane, ADOT
Vice Mayor James Cavanaugh, Goodyear	F. Rockne Arnett, Citizens Transportation
* Mayor Margarita Cota, Guadalupe	Oversight Committee

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

1. Call to Order

The meeting of the Regional Council was called to order by Chairman Wendy Feldman-Kerr at 5:08 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chairman Feldman-Kerr welcomed Vice Mayor Ella Makula as proxy for Mayor John Keegan, Peoria. She stated that Councilmember Brian Milkey, as proxy for Mayor Douglas Coleman, Apache Junction, was attending the meeting via videoconference call. Chairman Feldman-Kerr reminded members to have their microphones on when speaking so that he could hear the meeting. Councilmember Milkey acknowledged he was present and could hear the meeting.

Chairman Feldman-Kerr stated that the RPTA has agreed to provide transit tickets for those who used transit to come to the meeting. She stated that garage parking validation was available from staff.

Chairman Feldman-Kerr stated that due to the room's acoustics, audience conversations carry over to the Council table, making it difficult to hear presentations. She requested that the audience keep conversations to a minimum during the meeting.

Chairman Feldman-Kerr stated that MAG staff seated at each end of the entryways to the Regional Council table on both sides of the room, are available to assist members of the public in turning in their public comment cards.

Chairman Feldman-Kerr stated that material for agenda items #5B, #5C, #5D, #8, and #12 were at each place.

Chairman Feldman-Kerr introduced and welcomed new Regional Council member Supervisor Max W. Wilson from Maricopa County. She presented Supervisor Wilson with his Regional Council membership certificate.

### 3. Call to the Audience

Chairman Feldman-Kerr stated that according to MAG's public comment process, members of the audience who wish to speak are requested to fill out the cards, which are available on the tables adjacent to the doorways inside the meeting room. She noted that there is a three minute time limit. Public comment is provided at the beginning of the meeting for non-agenda items.

Chairman Feldman-Kerr recognized public comment from DD Barker, who stated that she had come to the meeting on the bus and bike. Ms. Barker commented that she took the bus over the weekend from Phoenix to Mesa. She stated that the bus, which was an articulated bus, was standing room only. Ms. Barker read from the Regional Council public comment card and noted that she had not noticed the following previously: "The Regional Council may ask questions for clarification, however, this comment period is not designed for debate with the audience." Ms. Barker stated that no one has ever asked her a question. She requested that an item on citizens interchange be added to the May agenda so citizens will feel good about getting a spontaneous response. Ms. Barker expressed a thank you to Anne MacCracken for accurately reporting Ms. Barker's public input in the summary transmittal for agenda item #5B. Ms. Barker commented that citizens who wanted to be invited to Town Hall were not. She stated that she has been reading the minutes on HB 2292. She encouraged all to continue to be involved, because it is not over yet. Ms. Barker stated that the only jurisdiction attending seems to be Phoenix. She stated that multimodalism feels good and performed a cartwheel. Chairman Feldman-Kerr thanked Ms. Barker for her comments.

Chairman Feldman-Kerr recognized public comment from Blue Crowley, who stated that the City of Scottsdale had gotten it right to place fliers with contact information on buses announcing a city public hearing. However, the fliers were still on the buses after the date of the public hearing. Mr. Crowley referred to the MAG Urban Atlas. Future growth areas in the Atlas are not being looked at in the plan. Mr. Crowley commented that he was not allowed to comment on agenda items #6, #7, #8, #9, and #11 because they are not action items, so the only opportunity he has to comment on non-action items is during Call to the Audience. He made a formal request, invoked his ADA status, requested a response

to his question, “Where in the process has the public been allowed to comment on non-action items?” He commented that the Town Hall participants were people who have not had input into the transportation planning process, but should have also included those who have been participating all along. Mr. Crowley asked where MAG was considering people with sensitivities to rubberized asphalt. He stated that public involvement is a part of the High Capacity Transit Study. When you do not let the public comment, you are not getting the job done. Mr. Crowley commented on the City of Phoenix airport in Goodyear, and he was pleased that Gateway would be a cargo facility. Mr. Crowley stated you are not being multimodal—he rode the bus and biked to get to the meeting. Chairman Feldman-Kerr thanked Mr. Crowley for his comments.

#### 4. Executive Director’s Report

Dennis Smith stated that MAG hosted the Intermodal Planning Group for review of the MAG Work Program on April 3. He stated that this is the annual review by federal and state agencies that fund some of MAG’s programs. Mr. Smith noted that only minor comments were received.

Mr. Smith provided an update on the PM-10 lawsuit. He stated that oral arguments will be held on June 9, and a court decision could come at any time following these arguments. Mr. Smith advised that if the Center wins and the court vacates the plan approval, major industries will be hit immediately (utilities and rock products). Within five months, federal highway funds will be lost, major transportation projects stopped, and EPA’s plan imposed unless the situation is remedied.

Mr. Smith stated that MAG staffed an information booth at Sunday on Central on April 13. He added that approximately 50,000 people attended the event and more than 200 transportation surveys were filled out. Mr. Smith stated that the booths for Valley Metro, Valley Metro Rail, ADOT and MAG were placed next to each other.

Mr. Smith stated that the MAG Continuum of Care has been selected to participate in a study for the National HUD Human Services Management Information Systems Initiative, which involves the analysis of data collected from a nationally representative sample of more than 70 Continuums of Care. He added that the goal is to produce an unduplicated count of homeless people, provide a general descriptive profile of the homeless population, and identify resources required to address their needs. Mr. Smith stated that the results of the research will form the basis for the nation’s first Annual Homeless Assessment Report to Congress in 2005. He noted that a dignitary from the US Interagency Council on Homelessness visited the Valley recently. He stated that the cities of Tempe, Phoenix, and Mesa sponsored tours. Mr. Smith stated that the Interagency Council is part of the Domestic Policy Council within the Executive Office of the President and is responsible for the coordination of 15 federal agencies in their response to reduce and end homelessness. He noted that Charlene Moran Flaherty is the staff contact.

#### 5. Approval of Consent Agenda

Chairman Feldman-Kerr stated that public comment is provided for consent items. Each speaker is provided with a total of three minutes to comment on the consent agenda. After hearing public comments, any member of the committee can request that an item be removed from the consent agenda and considered individually. Chairman Feldman-Kerr stated that agenda items #5A through #5D were on the consent agenda.

Mayor Dunn requested that agenda item #5C be heard.

Chairman Feldman-Kerr recognized public comment from Mr. Crowley, who commented on agenda item #5B. Mr. Crowley noted that FY 2003-2004 is starting soon, but the Annual Transit Performance Report covers FY 2001-2002. He stated that a system of circulators and connectors is needed. Mr. Crowley commented that this is not close to what it is supposed to be in the MAG Urban Atlas. Mr. Crowley stated that the I-10 express terminal was in the plan two years ago, but now it is gone. He was told it cannot be completed because of funding issues. Mr. Crowley stated that if five-tenths of a cent tax had been requested instead of four-tenths, there would have been sufficient funding. Mr. Crowley stated that this project needs to be completed first. Mr. Crowley commented that the I-10 express terminal is in the MAG document, but not in the RPTA document. Mr. Crowley stated that the RPTA meeting was cancelled because there was nothing to discuss—not the \$12 billion that the feds did not assign, not the Bus Book that did not include the spring training schedules, as directed. Mr. Crowley commented on agenda item #7, Update on the MAG High Capacity Transit Study. He stated that he does not see MAG getting the job done. Bus and bike accommodations need to be considered. Mr. Crowley stated that he still wanted his letter about CTOC reimbursement. Chairman Feldman-Kerr thanked Mr. Crowley for his comments.

Vice Chair Shafer moved to approve consent agenda items #5A, #5B, and #5D. Mayor Berman seconded, and the motion carried unanimously.

5A. Approval of March 26, 2003 Meeting Minutes

The Regional Council, by consent, approved the March 26, 2003 meeting minutes.

5B. FY 2002-2003 Annual Transit Performance Report

The Regional Council, by consent, accepted the RPTA Annual Transit Performance Report, contingent upon any air quality conformity analysis that may be required. The Annual Transit Performance Report, formerly known as the Short Range Transit Report, is prepared and updated annually by the Valley Metro/Regional Public Transportation Authority on behalf of MAG. In addition to providing recommendations for transit improvements over the next year, the report also includes a summary of the regional transit system's operating characteristics from Fiscal Year 2001-2002. The report was developed using input from MAG member agencies and citizen participation efforts that are normally conducted throughout the year. The Management Committee recommended acceptance of the Report.

5D. Requested Changes for the MAG Regional Freeway Program

The Regional Council, by consent, approved the requested change to add the new project to provide additional noise mitigation at the Price Freeway and Guadalupe Road interchange and on the Red Mountain Freeway between Center and Mesa Drive and to provide a portion of the funding for a screen wall on the Red Mountain between Mesa Drive and Gilbert Road, with the understanding that a precedent would not be set for screen walls on the Regional Freeway System. The Arizona Department of Transportation has requested that a \$1.4 million new project be added to the MAG Regional Freeway Program to provide for additional noise mitigation measures at two locations. The first location is the Price Freeway interchange at Guadalupe Road. The other location is along the Red Mountain Freeway between Center Street and Mesa Drive. The scope of work for these locations primarily includes

construction of new noise walls at an estimated cost of \$1.0 million. The proposed project also includes \$400,000 of RARF funding for a screen wall between Mesa Drive and Gilbert Road. Through an Intergovernmental Agreement with Maricopa County, an additional \$1.7 million is being provided for the remaining costs of the screen wall. A review of the net impact of these changes indicates that the cash balances for the MAG Regional Freeway Program are adequate to accommodate the requested changes. The Management Committee recommended approval of the new project, with the understanding that a precedent would not be set for screen walls.

5C. Proposal to Accelerate Certain Segments for Rubberized Asphalt

This item was removed from the consent agenda.

The Arizona Department of Transportation has been working with MAG member agencies to advance certain segments for the application of rubberized asphalt. These advancements would be considered under the MAG Highway Acceleration Policy adopted by the MAG Regional Council in March 2000. This policy provides for the advancement of projects by members if such accelerations do not impact the scheduled delivery of other projects. At the April Management Committee meeting, the City of Scottsdale requested amending the proposed accelerations, depending on ADOT's ability to accommodate the acceleration, with the City of Scottsdale advancing the funding for these amended accelerations. The Management Committee recommended approval of the proposed amended accelerations.

Mayor Dunn asked when the fall and spring start dates were added to the map. Eric Anderson replied that ADOT produced the maps as part of the acceleration proposal. He noted that the first time staff saw the current version was for the Management Committee agenda. Prior to that, the map detailed only fiscal years. Mr. Anderson stated that ADOT developed the implementation plan and divided the projects between fall and spring within each fiscal year.

Mayor Dunn asked if rubberized asphalt could be laid only at certain times of the year. Mr. Anderson replied that it was his understanding that there are two periods when the ambient temperature is optimal—spring and fall—when the temperatures are not extremely hot or cold.

Mayor Dunn asked the criteria used to decide a spring or fall installation. Mr. Anderson replied that he did not know the criteria ADOT used, and ADOT staff was not present at the meeting to provide this information.

Mayor Dunn asked the beginning and completion dates for the freeway segment from Loop 101 to Chandler Boulevard. Mr. Anderson replied that installation is scheduled for March 2004, and because installation goes quickly, should be completed by the end of March. However, the ambient temperature can make a difference and could delay completion. Mr. Anderson stated that ADOT prefers to lay the asphalt during weekends, so as not to disrupt workday traffic.

Mayor Dunn asked for clarification of the "Adv. Date" heading on the spreadsheet. Mr. Anderson replied that the heading was an abbreviation for the advertising date. Mayor Dunn asked Mr. Anderson for clarification that application should be completed within one month's time. Mr. Anderson replied that was his understanding, while keeping in mind that the schedule could be impacted by the weather.

Mayor Dunn stated that it was important for him to know the length of the project because he would publish these dates to inform his constituents. He commented that the projects were supposed to be done in Chandler first, but then the map changed. Mayor Dunn commented that he understood give and take is a part of the process to be regional.

Mayor Dunn moved to approve the proposed accelerations, including the amendments that the section of Loop 101 through Scottsdale from McDonald to 90th Street be accelerated from Fall 2005 to Spring 2004; that the segment from Frank Lloyd Wright to Tatum be accelerated from Fall 2005 to Fall 2004; and that the segment north of Raintree to Frank Lloyd Wright be accelerated from 2005 to 2003, depending on ADOT's ability to accommodate the acceleration, with the City of Scottsdale advancing the funding for these amended accelerations. Mayor Thomas seconded.

Mayor Hawker offered that cities have the opportunity to accelerate segments, and Mayor Dunn may want to examine that option.

Mayor Dunn asked if there was still the opportunity to accelerate additional segments. Mr. Anderson replied that he would check with ADOT if that could be accommodated. He added that some design work needs to precede advertising the project. Mayor Dunn stated that he supported the plan and that it was a great overall plan.

Mr. Smith stated that Mayor Dunn led the way on the rubberized asphalt project. If he had not led the way, the project would not be where it is today. Mr. Smith advised that Chandler staff was involved in the project all the way, except for the last meeting where changes were made to the map. He stated that Mayor Dunn accomplished this for the entire region.

Mayor Dunn stated that MAG stepped up to the plate on this, and it is not his style to take credit. Mayor Dunn noted that continuous involvement in the process is needed.

Mr. Arnett asked if rubberized asphalt had been assumed in future freeway construction projects and in the estimates. Mr. Anderson replied that rubberized asphalt is being done on reconstruction and new freeway construction projects.

A vote on the question passed unanimously.

#### 6. Update on MAG Town Hall on Transportation

Chairman Feldman-Kerr updated members on the Town Hall on transportation held on March 28, 2003. She stated that more than 100 "Regional Visionaries," attended the event. She stated that local leadership groups were invited to get input from those who have not typically had a voice in the transportation planning process. Chairman Feldman-Kerr encouraged formation of leadership groups in those cities that may not have them. She stated that she Mayor Scruggs, and Mr. Anderson addressed the Regional Visionaries. Observers at Town Hall included Glendale Vice Mayor Tom Eggleston, Youngtown Councilmembers Larry Oglesby and Lucille Retherford, and representatives from Maricopa County and ADOT. Chairman Feldman-Kerr noted that more than \$15,000 in sponsorships were collected, and covered most of the costs of the event. She stated that many attendees indicated to her that this was the single, best-organized event they had ever attended.

Tom Remes expressed his thanks to Chairman Feldman-Kerr, Mayor Shafer and Mayor Dunn for serving on the Town Hall Steering Committee. He stated that the report on outcomes from the Town Hall is being finalized and will be distributed shortly. Mr. Remes stated that the Regional Visionaries participated in breakout sessions to determine what they liked and disliked about transportation, improvements needed, and possible solutions. He added that electronic voting was held at the end of the day to summarize the thoughts of the participants.

Mr. Remes stated that key issues were identified: the regional system must be multimodal with connectivity; additional funding is needed and participants are willing to pay; transportation planning should also include land use planning and focus on buildout; transit should be high capacity and operate separately from the congested streets and freeways; additional communications, marketing and advocacy are needed. Mr. Remes stated that participants were asked a number of questions, and three specific questions showed that 96 percent of the participants agreed that additional funding is needed, and 92 percent agreed that the half cent sales tax should be extended. He added that 95 percent agreed that developers and new residents should share the costs. Mr. Remes displayed the list of priorities developed by the participants, with synchronization of traffic signals as the number one priority. Tied for second priority are intelligent transportation systems, completion of the arterial network and expanding regional roads of significance, and high capacity transit. Mr. Remes stated that other priorities included light rail, standardized traffic control, expanding existing freeways, bicycle and pedestrian, more HOV lanes and incentives, carpooling, more rapid transit buses and transportation for disabled, commuter rail, more park and ride lots, smaller more flexible transit, more buses, telecommuting, enhancing law enforcement on freeways, and creating a truck bypass. Mr. Remes displayed a list of the firms that sponsored the Town Hall.

Mayor Dunn extended his compliments to Chairman Feldman-Kerr for her leadership on the Town Hall, which was a major success in getting feedback. Mayor Dunn expressed his thanks for her championing the idea and to staff for the tremendous job organizing the event.

Mayor Thomas stated that it was his understanding that Town Halls are usually a more open process without invitations. Chairman Feldman-Kerr replied that the MAG Town Hall was modeled after the Arizona Town Hall, which includes an invitation process. Mayor Thomas commented that the Regional Visionaries selecting traffic signal synchronization as the number one priority indicated they do not think that 95 percent of signals are synchronized, as has been reported. However, the impression that the lights are not synchronized could be the result of factors such as overload or near capacity. Mr. Smith clarified that by synchronization, the Visionaries were expressing a desire for standardization, such as lag left turn lights.

#### 7. Update on the MAG High Capacity Transit Study

Steve Schibuola, consultant for IBI Group, gave a presentation on the MAG High Capacity Transit Study (HCT). He explained that the purpose of the HCT was to identify forms of effective high-capacity transit services including commuter rail along freight corridors, and light rail (LRT) and bus rapid transit (BRT) in other corridors. The project also addressed the role of feeder bus networks to serve rail stations and park and ride lots. Mr. Schibuola reviewed the conclusions and recommendations of the study. He stated that the recommended network includes both commuter rail and an arterial-based LRT/BRT network. The LRT/BRT system provides an important form of mobility. Most corridor demand appears to be more suited for BRT; although there are a few exceptions and later growth may require LRT. Mr. Schibuola stated that commuter rail can provide regional connectivity, longer-haul

trips for conventional commutes. The contribution of commuter rail to the regional transportation system is limited for non-commute trips. Chairman Feldman-Kerr thanked Mr. Schibuola for his report.

Mayor Thomas asked if air quality or congestion reductions were components of the study. Mr. Smith replied that findings from this study and the RPTA study will be put into the alternatives and modeled to show reductions. When you run a transportation model, you validate the model. Also, political validation in the TPC. Mr. Smith stated that scenarios need to be examined and political judgments on costs need to be made. He remarked that a good example of this is commuter rail. Mr. Smith indicated that this study lays the groundwork for the TPC to make a recommendation to the Regional Council.

Mayor Hawker asked if a breakdown of the cost per rider operations and maintenance and estimate of the farebox recovery had been done for the Bell Road corridor. Mr. Schibuola replied farebox recovery is subject to fare policies, but might be in the 15 percent to 20 percent range for a highly travelled corridor. He explained that FTA calculations were done for cost per rider, which rolls in the capital costs. Mayor Hawker commented that the draft executive summary of the Annual Transit Performance Report has breakdown by rider, revenue miles, etc. He stated that having a breakdown such as this would facilitates comparison. Mr. Schibuola stated that a breakdown could be done for all corridors.

Mr. Arnett asked if cities had been consulted as to location and spacing in the grid. Mr. Schibuola replied that this consultation had taken place.

8. Regional Transportation Plan Update

Chairman Feldman-Kerr stated that the April e-news update from Mayor Giuliano on the development of the Regional Transportation Plan that is being developed by the Transportation Policy Committee was at each place. She asked if there were questions or discussion. No questions were noted.

9. Update on the Development of the FY 2004 Unified Planning Work Program and Annual Budget

Mr. Anderson provided an overview of the Arterial Street Bottleneck Analysis. He stated that the concern expressed is that individual cities have knowledge regarding bottlenecks on the arterial street system. Although many cities have conducted such analysis to some extent, we are not aware of any comprehensive, region-wide study that is based on common data and using consistent criteria. Mr. Anderson stated that MAG is completing the travel speed study that will result in an extensive database that will provide information on the characteristics and travel speeds on most of the arterial street system. He added that the concept of the proposed arterial bottleneck study is to use the results on the travel speed study and additional field work to identify specific locations that inhibit regional traffic flow. Once the locations are identified, a system would be developed to rank the locations. The locations that appear to offer the highest capacity improvement would then be analyzed further to specifically identify possible solutions that could be funded.

Mr. Anderson stated that another consideration is that a portion of the proceeds from a possible extension of the half cent sales tax for transportation may be allocated for major arterial street improvements. With the database from the travel speed study and the results of the arterial street bottleneck study, MAG would have an important information base that would enable the Transportation Policy Committee and the Regional Council to make better decisions on the allocation of the street improvement dollars. Mr. Anderson stated that the Management Committee recommended dividing the Study into two phases. He added that Phase I would be oriented toward identifying bottlenecks and

Phase II oriented toward identifying solutions. Mr. Anderson stated that the Management Committee also recommended that Phase II would not proceed without bringing Phase I forward and receiving approval to conduct Phase II.

Mr. Anderson provided an overview of the Pedestrian Area Policies and Design Guidelines Update. He advised that some TRC members were not sure that the update was needed or was cost effective. Mr. Anderson explained that the Pedestrian Area Policies and Design Guidelines is a comprehensive manual of pedestrian policies and facility design guidelines that creates a regional standard used by community groups, planners and design professionals, identifies types of pedestrian areas commonly found in the MAG region, and proposes policies and design elements to promote walking. Mr. Anderson stated that updating the Guidelines is supported by the MAG Pedestrian Working Group and is also an important part of the Elderly Mobility Action Plan and the Safety Program. Mr. Anderson stated that the Management Committee recommended that the update of the Pedestrian Area Policies and Design Guidelines be funded in the amount of \$80,000.

Mayor Hawker asked the portion of the \$400,000 for Phase I. Mr. Anderson replied that Phase I would cost approximately \$200,000. Mayor Hawker asked when Phase I would be completed and would work on the map take place in advance of that? Mr. Anderson replied no, but some funds could be set aside for arterial improvements and they will be funded based on the study. Mayor Hawker stated that we are not sure the improvements will be funded until after the half cent sales tax election. He suggested waiting until after the election to see if the study would even be needed. Mayor Hawker commented that he would rather know what projects he is selling and why. There is local information that can be used. Mayor Hawker stated that he was not in favor of conducting the study at this time.

Mr. Smith stated that concerns have been expressed that the street category is return to sender. The study would be an analytical tool to identify bottlenecks on a regional level.

Mayor Hawker stated that we should not prioritize before we know there is funding available. The data will not be there anyway. Mayor Hawker stated that it could be written in the bill that the study will be done, but do not spend the money. Mr. Smith mentioned that the bill is on its way, and additional modifications would not be recommended at this point. He commented that the Arterial Bottleneck Analysis will be a tool to show the public that an analysis is being undertaken to identify bottlenecks. Mr. Smith advised that another option would be to collect the information from member agencies.

Mayor Hawker asked if the TPC had considered funding this study. Mr. Smith explained that the study is a Work Program item, which is not a TPC responsibility. Mayor Hawker commented that the TPC would be the body to say this study would be useful.

Consensus was noted to take consideration of funding the Arterial Bottleneck Analysis to the TPC.

Mayor Hawker moved to approve including the update of the Pedestrian Area Policies and Design Guidelines (\$80,000) in the draft FY 2004 Unified Planning Work Program. Mayor Thomas seconded, and the motion carried unanimously.

#### 10. Maricopa County Interim Resident Population and Employment Projections

Harry Wolfe stated that MAG is in the process of drafting a new Regional Transportation Plan, which requires the input of socioeconomic projections. Mr. Wolfe explained that the Arizona Department of

Economic Security (DES) is responsible for preparing the official state and county control population control totals; however, DES has not yet prepared updated county control totals because of the unavailability of certain census data. He noted that DES developed the last set of official population projections in 1997. Mr. Wolfe stated that because MAG needs to develop control totals for our socioeconomic projections for the Regional Transportation Plan, an updated set of population and employment projections were developed. These projections draw upon work prepared by Arizona State University and the University of Arizona for the Department of Commerce State Economic Strategies Study, and the MAG REMI model. Mr. Wolfe stated that the projections are for 2010, 2020, 2025, 2030 and 2040 and will become the interim control totals for a set of subregional socioeconomic projections that will be brought to the Management Committee and Regional Council in May 2003.

Mayor Thomas asked the purpose of 2025 projections. Mr. Wolfe replied that 2025 figures are needed for the Regional Transportation Plan.

Mayor Hawker asked about the factors that indicate an increase in employment from 49 percent to 54 percent in 2040. Mr. Wolfe replied that there were a number of factors. He said that REMI took into account changes in population to come up with projections in the County that serve as the base for population projections.

Vice Mayor Cavanaugh asked for clarification of interim control totals. Mr. Wolfe replied that the control totals fixed the amount of population and employment for Maricopa County so the sum of projections by jurisdiction will not exceed the that total. The interim control totals provide a cap on the projections. Vice Mayor Cavanaugh asked why this was necessary. He commented that it seemed cities would prefer a total derived from the sum of subregional projections. Mr. Wolfe replied that this had been the general process used in the past and the controls have a tempering effect on individual projections. He said that when you do a projection for a larger area, you get a higher accuracy level. Mr. Wolfe stated that the control total serves as a check against individual projections. Mr. Wolfe stated that he had not seen cases where jurisdictions were concerned that control totals constrained the interim subregional projections.

Mayor Hawker stated that Arizona State University (ASU) is doing a study projecting growth for 100 years. He asked if the MAG information was included in that study. Mr. Wolfe replied that MAG has been working with the Greater Phoenix 2100 and ASU staff, and has provided data to them. He added that they are examining the policy implications of growth on air quality and water way beyond MAG's projections. Mr. Wolfe noted that the two efforts are complementary.

Chairman Feldman-Kerr recognized public comment from Mr. Crowley, who stated that he did not see where the projections for 2010, 2020, 2040 relate to private land as shown in the Urban Atlas. State land might not be sold, but we do not decide that, the State Land Department does. Mr. Crowley stated that 2020 projections done in 1997 are already built out. He stated that the poverty sign is the reservation, which is listed as open space. Mr. Crowley stated that he wanted MAG to be future visionaries in the West Valley. Phoenix to Tucson continues to grow. Tonopah may be incorporating. Mr. Crowley requested that MAG look at tiny communities so their individuality will not be destroyed. He stated that they are a part of the transportation system. Do you represent them in totality? Mr. Crowley noted that Phoenix, Glendale, and Tempe were not represented at the Regional Council meeting, and without them, there would not be a quorum on a weighted vote. Chairman Feldman-Kerr thanked Mr. Crowley for his comments.

Mayor Thomas moved to accept the Maricopa County resident population and employment projections for 2010, 2020, 2025, 2030 and 2040 for use as interim projections. Mayor Hawker seconded, and the motion carried unanimously.

11. Legislative Update

Mr. Smith stated that HB 2292 is progressing. The bill passed the Senate Finance Committee by a vote of 8-0. On April 15, HB 2292 passed the Senate by a vote of 27-2 with all the amendments that MAG wanted. He acknowledged the assistance of Representative Gary Pierce, the intergovernmental representatives and the business coalition. Mr. Smith stated that the House voted to send the bill to a conference committee because of an amendment that was added on usage by hybrid vehicles on HOV lanes. Mr. Smith noted that out of the 120 or so total votes cast on the bill, only two were no votes.

12. Nominating Committee

Each April, the Chair of the Regional Council appoints a five-member Nominating Committee from the Regional Council. According to the Nominating Process, revised by the Regional Council in April 2002, the Nominating Committee develops a slate of seven candidates. These candidates include a Chair, Vice Chair, Treasurer, the Past Chair, and three members-at-large. If the Past Chair is not a current member of the Council, the Nominating Committee nominates an additional at-large member. The past Chair of the Regional Council, if still a current member, serves as Chair of the Nominating Committee. The Nominating Committee is required to provide a balanced slate of officers. The slate of nominations is forwarded to all of the Regional Council members at least two weeks prior to the annual meeting in June.

Chairman Feldman-Kerr announced the appointments to the 2003 Nominating Committee: Mayor Skip Rimsza, City of Phoenix, Chair; Mayor Steven Berman, Town of Gilbert; Mayor Boyd Dunn, City of Chandler; Mayor Lon McDermott, Town of Wickenburg; and Mayor Elaine Scruggs, City of Glendale. Chairman Feldman-Kerr advised that members interested in being nominated by the Committee, to please contact the Chair or a member of the Nominating Committee.

Chairman Feldman-Kerr recognized public comment from Mr. Crowley, who stated that if the 2003 Nominating Committee does as good a job as the 2002 Nominating Committee, he would give them three thumbs up. Chairman Feldman-Kerr thanked Mr. Crowley.

13. 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.

Mayor Thomas stated he attended the unveiling of the postage stamp in honor of Cesar Chavez at Cesar Chavez High School.

Mayor Dunn announced the recent groundbreaking of the new Wells Fargo Operational Center along the Price Corridor in Chandler. He noted that the Center will eventually employ approximately 7,000 workers.

Vice Chair Shafer announced that May 17 is Armed Forces Day. She encouraged all cities to come forward and express their support for our country and service people. Vice Chair Shafer stated that a concert starring Jessie McGuire will be held in the new stadium.

Mayor Thomas noted the groundbreaking ceremony for the new Cardinals Stadium was held recently.

There being no further business, the meeting adjourned at 6:20 p.m.

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Secretary

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Chairman