

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

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

MEMBERS ATTENDING

Mayor James M. Cavanaugh, Goodyear, Chair	*Mayor Thomas Schoaf, Litchfield Park
Mayor Mary Manross, Scottsdale, Vice Chair	Supervisor Max Wilson, Maricopa County
+ Councilmember Dave Waldron for	Mayor Keno Hawker, Mesa
Mayor Douglas Coleman, Apache Junction	Mayor Ed Winkler, Paradise Valley
Vice Mayor Chuck Wolf for Mayor Marie	Vice Mayor Vicki Hunt for
Lopez-Rogers, Avondale	Mayor John Keegan, Peoria
Mayor Bobby Bryant, Buckeye	Councilmember Peggy Neely, Phoenix
* Mayor Edward Morgan, Carefree	Mayor Art Sanders, Queen Creek
Vice Mayor Dick Esser, Cave Creek	* President Joni Ramos, Salt River
* Mayor Boyd Dunn, Chandler	Pima-Maricopa Indian Community
Mayor Fred Waterman, El Mirage	Councilmember Cliff Elkins for
President Raphael Bear, Fort McDowell	Mayor Joan Shafer, Surprise
Yavapai Nation	* Mayor Hugh Hallman, Tempe
Mayor Wally Nichols, Fountain Hills	* Mayor Adolfo Gamez, Tolleson
+ Mayor Daniel Birchfield, Gila Bend	+ Mayor Ron Badowski, Wickenburg
* Governor William Rhodes, Gila River Indian	* Mayor Bryan Hackbarth, Youngtown
Community	Joe Lane, State Transportation Board
Mayor Steven Berman, Gilbert	Felipe Zubia, State Transportation Board
* Mayor Elaine Scruggs, Glendale	F. Rockne Arnett, Citizens Transportation
* Mayor Bernadette Jimenez, Guadalupe	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 James M. Cavanaugh at 5:04 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Cavanaugh noted those participating by videoconference: Mayor Daniel Birchfield, Gila Bend; Mayor Ron Badowski, Wickenburg; and Councilmember Dave Waldron, as proxy for Mayor Doug Coleman, Apache Junction.

Chair Cavanaugh welcomed proxies to the meeting: Vice Mayor Chuck Wolf for Mayor Marie Lopez Rogers, Avondale; Vice Mayor Vicki Hunt for Mayor John Keegan, Peoria, and Councilmember Cliff Elkins for Mayor Joan Shafer, Surprise.

Chair Cavanaugh noted that material for agenda item #7 was at each place.

3. Call to the Audience

Chair Cavanaugh 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 Cavanaugh recognized public comment from Dianne Barker, who expressed her thanks for the transit tickets. She mentioned that she had attended the meeting by bicycle and bus. Ms. Barker stated that because she promotes these modes, many people do not think she likes driving, but she sees the benefit of other modes. She added that she has supported herself for the last ten years with her commercial driver's license. Ms. Barker stated that MAG has no written policy on how citizens can request that an item be placed on an agenda, participate more, and request more time to speak than the time allotted. Also, she said that citizens do not know what happens when written documents are submitted for the record and where they can be read or publicized. Ms. Barker requested that this be put on the next agenda for information, discussion and possible action. Ms. Barker turned in for the record a written statement from Joe Ryan on how the Regional Transportation Plan will affect air quality and congestion. This statement was entered into the permanent record. Chair Cavanaugh requested that staff study Ms. Barker's request and get back to her and also to brief the Regional Council at the next meeting.

4. Executive Director's Report

Dennis Smith reported that representatives from the Greater Dallas Planning Council (GDPC) will be visiting the MAG region November 1-3, 2006 to gather information and exchange ideas and best practices regarding growth. Mr. Smith stated the GDPC provided a greater understanding of their light rail system to MAG representatives when they visited Dallas in September 2003. Mr. Smith expressed his thanks to the Cities of Glendale, Phoenix, Scottsdale, and Tempe, and to Valley Metro and Valley Metro Rail for hosting events. He noted that the date of the visit is close to election time and the original list of 40 attendees has dropped to four elected officials and 14 to 16 staff. Mr. Smith stated that all of

the Regional Council are invited to the dinner sponsored by MAG, which will be at the Hyatt on Wednesday, November 1, 2006.

Mr. Smith reported that a followup meeting of the COG/MPO Chairs and Directors will be held on October 27, 2006 at the Doubletree Guest Suites, Phoenix. He said that tolling, districts, and the roadway framework to 2050 are among items that will be discussed. Chair Cavanaugh thanked Mr. Smith for his report. No questions from the Council were noted.

5. Approval of Consent Agenda

Chair Cavanaugh 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, and #5D were on the consent agenda. Chair Cavanaugh asked members if they had any questions or any requests to hear an item individually. None were noted. Chair Cavanaugh noted that no public comment cards had been turned in.

Vice Mayor Esser moved to approve Consent Agenda items #5A, #5B, #5C, and #5D. Mayor Bryant seconded, and the motion carried unanimously.

5A. Approval of the September 27, 2006 Meeting Minutes

The Regional Council, by consent, approved the September 27, 2006 meeting minutes.

5B. Pedestrian and Bicycle Design Assistance Programs

The Regional Council, by consent, approved the following projects for funding from the Pedestrian Design Assistance Program: City of Avondale - Van Buren Connection Pedestrian Project, \$46,000; Town of Buckeye - Eason and 7th Street Pedestrian Project, \$24,000; Town of Fountain Hills - Four Peaks Elementary School Sidewalk Project, \$45,000; Town of Gilbert - Gilbert Industrial Pedestrian Campus, \$50,000; City of Mesa - Adobe Road Pedestrian Project, \$35,000; and approval of the following projects for funding from the Bicycle/Shared Use Design Assistance Program: City of Avondale - Bridge Bicycle Design Project, \$75,000; Town of Gilbert - Bicycle Crossing Improvement and Safety Demonstration Project, \$75,000; City of Mesa - Longmore Shared-Use Path Project, \$75,000; City of Phoenix - Little Canyon Shared-Use and Canal Path Project, \$75,000. The FY 2007 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2006, includes \$200,000 for the Pedestrian Design Assistance Program and \$300,000 for the Bicycle/Shared-Use Design Assistance Program. The programs allow MAG member agencies to apply for funding for the design portion of a bicycle or pedestrian project. The MAG Bicycle Task Force, the MAG Pedestrian Working Group, the MAG Transportation Review Committee, and the MAG Management Committee recommended a list of projects for funding by the Pedestrian Design Assistance and the Bicycle/Shared Use Design Assistance Programs.

5C. Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2007 CMAQ Funding

The Regional Council, by consent, approved a prioritized list of proposed PM-10 certified street sweeper projects for FY 2007 CMAQ funding and to retain the prioritized list for any additional FY 2007 CMAQ funds that may become available due to year-end closeout, including any redistributed obligation authority, or additional funding received by this region. The FY 2007 MAG Unified Planning Work Program and Annual Budget and the FY 2007-2011 MAG Transportation Improvement Program contain \$1,440,000 in Congestion Mitigation and Air Quality (CMAQ) funding for the purchase of PM-10 certified street sweepers. PM-10 certified street sweeper projects were solicited from member agencies in the Maricopa County PM-10 nonattainment area and 12 applications requesting \$1.95 million in federal funds were received. The MAG Air Quality Technical Advisory Committee and the MAG Management Committee recommended a prioritized list of proposed PM-10 certified street sweeper projects for FY 2007 CMAQ funding.

5D. 9-1-1 Budget Request to the Arizona Department of Administration for Equipment and Operating Funds

The Regional Council, by consent, approved the MAG FY 2008 PSAP Annual Element/Funding Request and FY 2008-2012 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. The MAG 9-1-1 PSAP Managers, the MAG 9-1-1 Oversight Team, and the MAG Management Committee recommended approval of the FY 2008 PSAP Annual Element/Funding Request and FY 2008-2012 Equipment Program.

6. FY 2007 MAG Early Phase Input Opportunity Report

Jason Stephens, MAG Public Involvement Planner, stated that as part of its four-phase public involvement process, the Maricopa Association of Governments conducted the FY 2007 Early Phase Input Opportunity on the FY 2008-2012 Transportation Improvement Plan and the Regional Transportation Plan Update. Mr. Stephens stated that opportunities for input included MAG committee meetings, an Early Phase Stakeholders meeting, Chicanos Por La Causa Business Seminar in Spanish and several I-17 Road Shows. Most of these opportunities were conducted in conjunction with the Arizona Department of Transportation (ADOT), Regional Public Transportation Authority (Valley Metro) and Valley Metro Rail (METRO). Mr. Stephens noted that comments were also received online and by telephone. He stated that a summary of input and all correspondence received during the phase is available for review in the Draft FY 2007 Early Phase Input Opportunity Report.

Mr. Stephens summarized the questions and comments received: 1) The freeway program needs to be accelerated. 2) We need more capacity on the entire transportation system. 3) Commuter rail should see more consideration as a key plan component. 4) Valley Metro should follow up with the Dial-a-Ride study that it said it would complete. 5) Who is responsible for the speeders along the Loop 101? Light rail should follow the entire freeway system. 6) When will light rail go to the new Cardinals stadium?

7) When is bus service going to be increased in the West Valley? 8) I hope air quality improves once we get all the transit in place. 9) The Strategic Plan should take growth into account. Chair Cavanaugh thanked Mr. Stephens for his report. No questions from the Council were noted.

7. Statewide Transportation Acceleration Needs (STAN) Account

House Bill 2865 created the Statewide Transportation Acceleration Needs (STAN) account that provides \$307 million to be used for the acceleration of the construction or reconstruction of freeways, state highways, bridges, and interchanges that are included in the Regional Transportation Plan. The Maricopa County region will receive 60 percent (\$184.2 million) of the fund, the Pima County area 16 percent, and the remainder of the state 24 percent. The legislation requires that the funds for this region be allocated to projects in the MAG Regional Transportation Plan and that STAN funds are intended to supplement, not supplant, committed funding.

Chair Cavanaugh stated that time is fast approaching for a recommendation to be made on projects to utilize STAN funding. He said that the TPC meeting is November 15, 2006 and they are the group that will make a recommendation to the Regional Council. Chair Cavanaugh stated that he did not want Regional Council discussion tonight to be perceived as a usurpation of the authority of the TPC. He stated that the discussion is taking place tonight because the Regional Council is present. It is an opportunity for information gathering and asking questions, not for decision making. Chair Cavanaugh stated that if there were no objections, the presentation and discussion would proceed. No objections were noted.

Eric Anderson, MAG Transportation Director, stated that a STAN workshop is planned for Friday, November 3, 2006 at 1:00 p.m. He said that on November 15, 2006, the TPC might be prepared to make a recommendation to the Regional Council, whose next meeting is December 13, 2006. Mr. Anderson noted the material at each place included a memorandum, a chart of project-ready projects, and definitions of terms used in the chart.

Mr. Anderson provided a review of guidance given by the Transportation Policy Committee. He said that the TPC discussed following RTP priorities, taking into account project readiness. Mr. Anderson stated that the TPC also focused on using the STAN funds as quickly as possible and applying them to projects that provide the best benefit for the region. Mr. Anderson stated that the impact of a proposed project on congestion was mentioned by the TPC as an important factor. In addition, the benefit of acquiring right-of-way sooner was also discussed as a way to avoid future cost increases as rising land values and development continue to increase costs.

Mr. Anderson stated that the table of projects was put together in consultation with ADOT. This review identified projects that have been through sufficient scoping and environmental review so that construction could start within approximately 12 months to 24 months. Mr. Anderson explained that for construction projects, this means that the final design process is either underway or could be started immediately. He indicated that there are a number of projects that are already in final design and are scheduled for construction over the next 12 to 18 months, so they cannot be accelerated any further. Mr. Anderson stated that one major project is the interim construction of Loop 303 from Happy Valley Road to I-17. He said that work on the I-17/Loop 303 traffic interchange is slated for this fiscal year.

Mr. Anderson noted that the projects on the chart are considered to be project ready and were listed in the same priority order as in the RTP, then alphabetically by corridor name. He remarked that there was no implicit ranking. Mr. Anderson stated that the STAN funds are not enough to pay for accelerating all of the projects on the list, so a decision on the project or projects that move forward will need to be made.

Mr. Anderson then reviewed the projects on the chart, including a Loop 101 project to add an HOV lane from Baseline Road to Loop 202 in Chandler, and a Loop 202 project to add HOV lanes from the Loop 101 traffic interchange to Gilbert Road.

Mr. Anderson stated that there are five options for Loop 303. Two of the projects are to build a full freeway from Bell to Grand and Bell to Peoria. He noted that even though these two Loop 303 projects could be funded, ADOT is concerned that they do not connect and could create an “end of freeway” condition. Mr. Anderson stated that they are fairly standalone at this time. Mr. Anderson stated that other projects on Loop 303 include constructing a partial traffic interchange at Bell Road, constructing bridge structures at Cactus and Waddell Roads, and right-of-way protection from I-10 to Grand Avenue. He noted that Surprise is experiencing a lot of development on both sides of the Loop 303 corridor and advance construction could help move traffic in the area as development occurs.

Mr. Anderson stated that adding an HOV lane from Tatum to Princess Drive on Loop 101 would close the gap created from the time HOV lanes are constructed at SR-51 and Loop 101 in late FY 2007 or early FY 2008.

Mr. Anderson stated that options also include right-of way protection for Williams Gateway Freeway from Loop 202 to Meridian Road and for the I-10 Reliever from Loop 202 to Loop 303. Mr. Anderson noted that ADOT has both of the alignments under study and both alignments should be determined soon.

Mr. Anderson noted three possible options for I-10 in the West Valley. He noted that a general purpose lane could be added from Sarival Road to SR-85, to Watson Road, or to Verrado Way. Mr. Anderson commented that Sarival Road is ending point of the I-10 widening project accelerated by the West Valley cities.

Mr. Anderson noted two options for I-17 north, including extending a general purpose lane from north of the Carefree Highway to Anthem or to New River Road. Mr. Anderson stated that the widening from Loop 101 to the Carefree Highway is an FY 2007 project and should start construction soon. Mr. Anderson noted that another option could be to advance scoping and environmental engineering studies, which could increase the inventory of projects that will be ready to proceed in case the Legislature provides funds to the STAN account in subsequent years.

Mr. Anderson identified the columns the chart that include basic descriptions of the projects, traffic volumes, level of service before and after improvement, and crash data and rates. Chair Cavanaugh thanked Mr. Anderson for his presentation and asked members if they had questions.

Supervisor Wilson commented that he did not see right-of-way protection as a better alternative to building actual freeways. He said he would rather see the money going toward adding lanes to freeways that are already bottlenecked every day. Supervisor Wilson added that he was unsure how much money would be saved with right-of-way acquisition anyway. He asked if all of the environmental impact studies on the highway projects on the chart had been completed. Mr. Anderson replied that they have either been completed or should be completed within the next couple of months. Supervisor Wilson asked if studies on the I-10 Reliever had been completed. Mr. Anderson replied that environmental studies are still underway to define the I-10 Reliever corridor alignment.

Mayor Hawker commented on right-of-way savings that could have been realized in 1985, instead of building freeways that did not connect anyway. He asked which increased faster in 1985 dollars--freeway construction costs or right-of-way acquisition costs? Mr. Anderson replied that MAG had not done that analysis; however, based upon his experience in the freeway program, right-of-way costs escalated at a higher rate than construction costs over the life of the Proposition 300 program.

Mayor Hawker stated that there are developments that are entitled in the Williams Gateway corridor. Building will occur there unless right-of-way is purchased. Mayor Hawker stated that unless right-of-way is acquired, then not only the land, but the buildings will need to be purchased. He urged purchasing critical pieces of right-of-way as they become available.

Vice Mayor Esser said that he understood that ADOT used a preserve, protect and forestall development advanced acquisition program that was reasonably successful, especially with commercial development. Mr. Anderson commented that ADOT attempted to do that, but the funds were not always available to purchase right-of-way. He remarked that in Arizona, few tools, besides money, are at our disposal to protect corridor right-of-way. Mr. Anderson advised that there are very stringent guidelines under which cities operate, that their hands are tied in terms of preventing development in freeway corridors. He said that ADOT has faced the decision to either buy property or someone will build on it. Sometimes these acquisitions have not happened for a variety of reasons. Mr. Anderson commented that Mayor Hawker is correct in his concern that development through the Williams Gateway Freeway and the I-10 Reliever corridors could happen over the next ten years.

Vice Mayor Wolf stated that in reviewing the documentation for the meeting, he noticed the common theme of making the biggest impact with the funds so we can go back to the Legislature next year. He added that he was not opposed and it was a sound approach. Vice Mayor Wolf commented on Mr. Anderson's presentation that mentioned projects moving to construction in 24 months. He stated that with the I-10 widening acceleration, the cities of Avondale, Goodyear, and Litchfield Park committed to getting the design completed but do not have a formal agreement on construction. Vice Mayor Wolf stated that he viewed this fund as an opportunity to help relatively small cities that are facing a large price tag to secure funding for the construction phase. He asked why this had not been included in discussion to this point. Mr. Anderson replied that House Legislative staff and ADOT staff have indicated that the I-10 widening project sponsored by the cities would not be eligible for STAN funding. He said that the interpretation of the statutory language provided to MAG is that the Legislature does not want STAN funds to replace funds already committed to the program. Mr. Anderson explained that with the I-10 accelerated project, the commitment made by the three cities for interest costs are considered programmed and cannot be replaced. Mr. Anderson noted that in addition, interest expense

is not an eligible STAN expenditure. He added that STAN can be used for right-of-way, construction, engineering, and costs of construction.

Vice Mayor Wolf stated that at the joint council meeting when the resolution to accelerate I-10 was approved, there was intent expressed by their legislative delegation to get funding to help the cities. He expressed concern that other funding sources were excluded because this funding was coming through in a single account. Vice Mayor Wolf stated that he thought we need to work through this together to get help for this project.

Mayor Hawker asked Mr. Anderson if anything would be needed or changed in regard to ready projects if the funding source continued for multiple years at \$200 million each year. Mr. Anderson replied that he was not sure the list would be substantially different; for the next round of projects he really could not say. Mr. Anderson said that ADOT has the capability for advance scoping and engineering out of the existing cash flow. Mayor Hawker asked how much money would need to be set aside for that \$200 million to maintain a list of ready projects. Mr. Anderson replied that it would probably be on the order of \$3 to \$5 million. Mr. Anderson added that ADOT might be able to accommodate that amount without tapping the STAN money. He said that he hoped to have this information before the workshop.

Supervisor Wilson said that he and Supervisor Don Stapley discussed a formula that might impact the most people. Supervisor Wilson stated that if the money could be divided up, it would be a lot better than doing one area of the system and not doing anything on the rest. He commented that there are problems all times of the day across the entire system.

Mr. Arnett asked the magnitude of money for the acquisition of right-of-way for Williams Gateway and the I-10 Reliever. Mr. Anderson that he had the numbers for Williams Gateway from a study done a couple of years ago, but that would have to be updated. Mr. Arnett asked how the dollars could be figured in if the amount was unknown. Mr. Arnett expressed concern that these two projects might get lost in the shuffle if money is not identified for them. Mr. Anderson stated that the project chart is a menu where the MAG members can pick and choose. He said that members could decide all of the STAN funds be spent on right-of-way or none at all. Mr. Anderson commented that he right-of-way could absorb as much money as members want to spend. Depending on what members decide they want to spend on corridors, if any, there might be more or less money for right-of-way. He stated that one of the ways we have been thinking of this is looking at what combinations of construction projects members could decide to fund and see what is left over. Mr. Anderson stated that the purpose of the workshop is to have these policy-related discussions, and that is why the November 15th TPC meeting will be important.

Mayor Hawker stated that there is \$25 million in immediate needs for entitled land around Williams Gateway. He added that right-of-way for ten years amounts to \$125 million. He commented that if you are merely accelerating programs and nothing else, just work down the list. Mr. Anderson stated that the two Loop 303 projects are large projects, and if selected, then you might have to stop there.

Chair Cavanaugh asked those participating by videoconference if they had questions. None were noted. He asked Mr. Anderson if this same information would be presented at the workshop. Mr. Anderson replied that it would.

Supervisor Wilson asked if the goal was to put in roads as fast as possible and solve some congestion problems, or was it a long-term plan to spend money on right-of-way acquisition. He said that he understood that the I-10 Reliever EIS is underway and it could be five years before it could be evaluated. Mr. Anderson replied that the answer should be available by the workshop. He added that he understood the alignment is almost determined but did not know what else ADOT has to do before acquiring right-of-way. Mr. Anderson noted that this is the same situation with Williams Gateway, although there are not any feasible alignment options from the Santan to Ellsworth.

8. Efforts to Address the Impact of Domestic Violence on Youth

Vice Chair Manross, Chair of the MAG Regional Domestic Violence Council, stated that MAG jurisdictions struggle with serious issues such as air quality and transportation, but there is another issue that MAG is involved in: domestic violence. She said that the MAG Regional Domestic Violence Council and the MAG Human Services Coordinating Committee Youth Policy Stakeholders Group are partnering on a project to address the impact of domestic violence on youth. It is called the Youth Empowerment Project, and helps teens who experience dating violence by providing information on where they can go for support. Vice Chair Manross stated that a press conference kicking off the project took place September 28, 2006 at the Burton Barr Central Library in Phoenix. She extended her thanks to Councilmember Peggy Neely, who spoke at the event. Vice Chair Manross stated that more than 600 teens were surveyed for the project. The survey found that the answers and issues identified were the same throughout all communities. Vice Chair Manross commented that this shows domestic violence is a widespread issue.

Vice Chair Manross introduced Teresa Franquiz, MAG Human Services Planner, who spoke about the Youth Empowerment project. Ms. Franquiz stated that the project is a collaborative effort of the MAG Regional Domestic Violence Council and the Human Services Coordinating Committee Youth Policy Stakeholders Group. She thanked Mayor Manross and Mayor Lopez-Rogers for their support of the project.

Ms. Franquiz stated that the purpose of the project is to raise awareness about available resources for teens facing dating violence and family violence. She said that teens turn to friends when they have problems, even though they are aware that adults can help them. We need to make sure we equip our teens with information that will help them when they have problems. She extended her thanks to the Governor's Office Division for Women, and ValueOptions for their contributions to support the project.

Ms. Franquiz stated that the Youth Empowerment project runs from July 1, 2006 to June 30, 2007. She said that they are currently running a Public Service Announcement (PSA) competition, with entries in the categories of video, audio, print, web design and story board. Ms. Franquiz commented that teens indicated they are not interested in what adults design and are more drawn to ads written by their own age group. She said that entries are due January 2, 2007 and prizes include a professional production/distribution of their entry, gift certificates and game tickets.

Ms. Franquiz described the information included in the project's website, www.Weboffriends.org. All PSA entries are required to promote the site. She said that information on the website is available in both English and Spanish. Also included is the transcript from the live web chat that was held on

September 28th. Ms. Franquiz stated that Regional Council members can be involved in the Youth Empowerment Project by promoting or judging the PSA competition; providing contacts in their communities; participating in any of the MAG Human Services committees; or sending to MAG information about youth related activities that could be posted on the WebofFriends website.

Vice Chair Manross thanked Ms. Franquiz and Amy St. Peter, MAG Human Services Manager, for all of their efforts. She said that their passion for helping young people shows. Vice Chair Manross requested that Regional Council members go back to their communities and help get the message out.

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 6:00 p.m.

Chair

Secretary