

Minutes of the  
Maricopa Association of Governments  
Regional Council  
May 28, 2025

This meeting was conducted in person and virtually via Zoom  
[Video recording of the meeting](#)

<b>MEMBERS</b>	<b>ATTENDANCE</b>
Apache Junction: Mayor Chip Wilson	Virtual
Avondale: Mayor Mike Pineda	In Person
Buckeye: Mayor Eric Orsborn, Treasurer	In Person
Carefree: Mayor John Crane	Not in Attendance
Cave Creek: Mayor Robert Morris	Virtual
Chandler: Mayor Kevin Hartke, Chair	In Person
El Mirage: Mayor Alexis Hermosillo, Vice Chair	In Person
Florence: Mayor Keith Eaton	In Person
Fort McDowell Yavapai Nation: President Sandra Pattea	Virtual
Fountain Hills: Mayor Gerry Friedel	Not in Attendance
Gila Bend: Mayor Tommy Sikes	Not in Attendance
Gila River Indian Community: Governor Stephen Roe Lewis	Not in Attendance
Gilbert: Mayor Scott Anderson	Virtual
Glendale: Mayor Jerry Weiers	In Person
Goodyear: Mayor Joe Pizzillo	In Person
Guadalupe: Mayor Valerie Molina	Virtual
Litchfield Park: Mayor Thomas Schoaf	Virtual
Maricopa: Mayor Nancy Smith	In Person
Maricopa County: Supervisor Thomas Galvin	Not in Attendance
Mesa: Mayor Mark Freeman	Not in Attendance
Paradise Valley: Mayor Mark Stanton	Virtual
Peoria: Mayor Jason Beck	Not in Attendance
Phoenix: Mayor Kate Gallego	Not in Attendance
Pinal County: Supervisor Mike Goodman	Not in Attendance
Queen Creek: Councilmember Bryan McClure as proxy for Mayor Julia Wheatley	In Person
Salt River Pima-Maricopa Indian Community: President Martin Harvier	Virtual
Scottsdale: Mayor Lisa Borowsky	Virtual
State Transportation Board: Jenn Daniels	Virtual
State Transportation Board: Mayor Alexis Hermosillo	In Person
Surprise: Mayor Kevin Sartor	Virtual
Tempe: Mayor Corey Woods	Not in Attendance
Tolleson: Mayor Juan Rodriguez	Not in Attendance
Wickenburg: Mayor BG Bratcher	Virtual
Youngtown: Mayor Michael LeVault	Virtual

**1. Call to Order**

The meeting of the Regional Council was called to order by Chair Hartke at 11:30 a.m. Roll call was taken to confirm a quorum of members was present.

**2. Pledge of Allegiance**

Chair Hartke led the members in the Pledge of Allegiance.

**3. Call to the Audience**

Chair Hartke indicated that there were no requests to speak received for the Call to the Audience.

MAG staff indicated that there were no online written public comments for the Call to the Audience.

**4. Informational Items**

Chair Hartke indicated that items 4A and 4B were on the agenda for information only.

He asked if any member had questions or comments regarding these items. None was noted.

**4A. Update on the Development of the Proposition 479 Arterial Life Cycle Program**

This item was on the agenda for information only.

The Proposition (Prop) 479 Arterial Life Cycle Program (ALCP) provides funding for major arterial streets and serves as the financial management tool for the arterial street component of the Regional Strategic Transportation Infrastructure Investment Plan (RSTIIP). The development of the Draft Fiscal Year (FY) 2026 Prop 479 ALCP is a collaborative effort involving the ALCP working group. The initial draft was developed through discussion and input from member agencies to ensure that the program reflects the needs of member agencies while remaining fiscally constrained. The initial draft was circulated among the working group for review and feedback. All programmed reimbursements align with projected total revenues included within the RSTIIP.

This item serves as an opportunity for committee members to further review the Draft FY 2026 Prop 479 ALCP.

**4B. Update on the State Route 85 Corridor Transportation Study**

This item was on the agenda for information only.

The State Route (SR) 85 Transportation Study (study) began in July 2024. MAG initiated the study given the rapid development along the corridor and the changing traffic patterns associated with the development. This study will look at the intersections with Broadway Road, Southern Avenue, Baseline Road, Maricopa County (MC) 85 and Hazen Road. The goals of the study are to determine preferred alternatives for near-term and long-term intersection and interchange configurations. This agenda item represents an update on the study process.

**\*5. Approval of Consent Agenda**

Chair Hartke stated that agenda items 5A through 5G were on the Consent Agenda.

He asked if any members had questions or would like a presentation on any of the Consent Agenda items. None was noted.

Chair Hartke indicated that there were no requests to speak received for the Consent Agenda.

MAG staff indicated that there were no online written public comments received for the Consent Agenda.

Chair Hartke requested a motion to approve the agenda item. Mayor Weiers moved to approve the Consent Agenda for items 5A through 5G, and Vice Chair Hermosillo seconded the motion.

The motion passed with the following members voting in favor: Mayor Anderson, Mayor Bratcher, Mr. McClure, Ms. Daniels, Mayor Eaton, Chair Hartke, President Harvier, Vice Chair Hermosillo, Mayor LeVault, Mayor Molina, Mayor Orsborn, President Pattea, Mayor Pineda, Mayor Pizzillo, Mayor Sartor, Mayor Schoaf, Mayor Smith, Mayor Stanton, Mayor Weiers, and Mayor Wilson. No response was received from Mayor Borowsky and Mayor Morris.

State Transportation Board ex officio members Ms. Daniels and Vice Chair Hermosillo did not vote on non-transportation items 5D and 5G.

**\*5A. Approval of the April 23, 2025, Meeting Minutes**

The Regional Council, by consent, approved the April 23, 2025, meeting minutes.

**\*5B. Conformity Consultation**

This item was on the agenda for consultation.

MAG is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2025-2030 MAG Transportation Improvement Program (TIP) and MOMENTUM 2050 Regional Transportation Plan (RTP). The amendment and administrative modification involve changes to several projects, including Freeway Life Cycle Program (FLCP) projects, General Roadway projects, Transit projects, and General Roadway Third Deferral projects. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination.

**\*5C. Transportation Improvement Program (TIP) Project Changes**

The Regional Council, by consent, approved amendments and administrative modifications to the FY 2025-2030 MAG TIP, RSTIIP, and MOMENTUM 2050 MAG RTP.

The MAG Regional Council approved the FY 2025-2030 MAG TIP on January 22, 2025, the MOMENTUM 2050 MAG RTP on December 1, 2021, and the RSTIIP on September 27, 2023.

Since approval of the last amendment, additional changes and modifications are needed.

**5D. Amendment to the MAG FY 2024-2025 Biennial Unified Planning Work Program and Budget to Increase the FY 2025 Capital Outlay Budget for the MAG Enterprise Resource Planning Selection and Implementation**

The Regional Council, by consent, approved to amend the MAG FY 2024-2025 Biennial Unified Planning Work Program (UPWP) and Budget to move \$280,986 from the FY 2025 operating budget to the capital outlay budget for the MAG Enterprise Resource Planning (ERP) Selection and Implementation.

The MAG FY 2024-2025 Biennial UPWP and Budget was approved by the MAG Regional Council on May 24, 2023. The budget includes funding for MAG ERP Selection and Implementation project. Because MAG will be implementing a cloud-based subscription solution for the ERP, accounting standards require certain costs associated with Subscription-Based Information Technology Arrangements (SBITAs) be capitalized. In accordance with the Work Program Agreement through the Arizona Department of Transportation (ADOT), an amendment is needed to increase the FY 2025 capital budget for the ERP Selection and Implementation project within the approved total project budget. This administrative amendment reclassifies \$280,986 from the operating budget to the capital budget; no increase in funding is being requested.

**\*5E. Consultant Selection for the Fiscal Year 2025 Regional Intelligent Transportation Systems (ITS) Architecture Update**

The Regional Council, by consent, approved AECOM for the FY 2025 Regional Intelligent Transportation Systems (ITS) Architecture (RIA) Update and if negotiations are not successful, that MAG pursues negotiations with its second choice, Texas A&M Transportation Institute (TTI).

The MAG FY 2024-2025 Biennial UPWP and Budget includes \$150,000 for the MAG RIA update to incorporate the Architecture Reference for Cooperative and Intelligent Transportation. The MAG RIA, based on the National ITS Architecture maintained by the United States Department of Transportation, has been a federal requirement since 2001. MAG member agencies use the RIA during the planning stages of new ITS infrastructure to ensure alignment with federal funding requirements.

A request for proposals was advertised on March 31, 2025, with a total of two proposals received by the April 28, 2025, deadline. On May 5, 2025, an evaluation team met and recommended the selection of AECOM to conduct the study. Additionally, the evaluation team recommended that if negotiations with AECOM are not successful, MAG pursue negotiations with the second highest scoring consultant, TTI.

**\*5F. Draft Proposition 479 Freeway Life Cycle Program**

The Regional Council, by consent, approved the draft Proposition 479 (Prop 479) FLCP, contingent on a finding of air quality conformity.

On June 23, 2021, the MAG Regional Council approved the RSTIIP to guide investments funded through Maricopa County's dedicated half-cent sales tax for transportation, extended by voters through Prop 479, as well as other revenues available to the region. Management of the freeway and highway projects in the RSTIIP occurs through the Prop 479 FLCP. An overview of the program and potential concepts to support the development of the first Prop 479 FLCP were presented to MAG policy committees in February 2025, and based off the feedback received, a draft Prop 479 FLCP was presented in April 2025 for additional input. This agenda item represents consideration of the FY 2026 Prop 479 FLCP.

**5G. Officer Appointment for the MAG Population Technical Advisory Committee**

The Regional Council, by consent, approved the appointment of the MAG Population Technical Advisory Committee (POPTAC) vice chair through December 31, 2025.

According to the MAG Committee Operating Policies and Procedures, officer appointments for technical and other policy committees are made by the MAG Regional Council for two-year terms with succession of positions occurring through the ascending

order of officers. Appointment to fill the vacancy of the MAG POPTAC vice chair is requested.

**\*6. Third Project Deferral Request: Town of Gila Bend - Gila Bend Unified School District Walkable/Bikeable Perimeter Project**

Chair Hartke introduced Kay Bork, transportation planning project manager, and Gila Bend Town Engineer Dale Miller, to present this item. This item was on the agenda for information, discussion, and possible action.

Ms. Bork introduced the Town of Gila Bend's third project deferral request for the Gila Bend Unified School District's Walkable/Bikeable Perimeter project. She explained that according to MAG's federal funding guidelines, jurisdictions requesting multiple deferrals must present before the committee to explain the delay, how it is being addressed, demonstrate financial commitment, and provide a revised project timeline. She invited Mr. Miller to present the project deferral request.

Mr. Miller began by explaining that town is requesting to move the design phase from FY 2025 to FY 2026 and construction from FY 2026 to FY 2027. He followed with an overview of the project and request, describing the elementary and high school campus layout and the significance of the surrounding road network. He highlighted the purpose of the project: to deliver safe and accessible pedestrian routes for students' use. He then described the project scope, which includes approximately half a mile of new sidewalk, nine Americans with Disabilities Act (ADA) ramps, six traffic calming features, 14 restriped crosswalks and new school zone signs, nine stop signs, and one rapid flashing beacon on the main arterial north of the school, where there is also a nearby Native community. Mr. Miller outlined the need for the project, stating that there are no sidewalks going to and from the schools, which discourages active transportation and creates unsafe conditions, especially for the new elementary school.

Mr. Miller explained that the first two deferral requests were COVID-related and beyond the control of the town. However, he emphasized that the town is committed to seeing the project through, with local funding programmed and safeguarded for the project for fiscal years 2026 and 2027. Following approval of the request, the revised project schedule includes reinitiating the design phase with ADOT, and the intergovernmental agreement and design are scheduled for completion in FY 2026, followed by construction in FY 2027.

Chair Hartke asked if any members had questions or comments regarding the agenda item.

Chair Hartke acknowledged the project's goal of safety for the students and community.

Chair Hartke indicated that there were no requests to speak received for the agenda item.

MAG staff indicated that there were no online written public comments received for the agenda item.

Chair Hartke requested a motion to approve the agenda item. Mayor Smith moved to approve of the third deferral for the Town of Gila Bend – Gila Bend Unified School District Walkable/Bikeable Perimeter project and inclusion of the associated amendments to the FY 2025-2030 MAG TIP, RSTIIP, and MOMENTUM 2050 MAG RTP. Vice Chair Hermosillo seconded the motion.

The motion passed with the following members voting in favor: Mayor Anderson, Mayor Borowsky, Mayor Bratcher, Mr. McClure, Ms. Daniels, Mayor Eaton, Chair Hartke, President Harvier, Vice Chair Hermosillo, Mayor LeVault, Mayor Molina, Mayor Morris, Mayor Orsborn, President Pattea, Mayor Pineda, Mayor Pizzillo, Mayor Sartor, Mayor Schoaf, Mayor Smith, Mayor Stanton, Mayor Weiers, and Mayor Wilson.

**\*7. MAG Fiscal Years (FYs) 2026-2027 Biennial Unified Planning Work Program and Budget**

Chair Hartke introduced Kathy Christensen, accounting program manager, to present this item. This item was on the agenda for action.

Ms. Christensen began by summarizing the development process for the MAG FYs 2026-2027 Biennial UPWP and Budget, which included several phases of presentations and feedback opportunities. In February, MAG introduced proposed member dues and assessments, project funding, and the budget timeline. In March, the staff plan and proposed compensation for both fiscal years were reviewed. In April, the Draft FYs 2026-2027 Programs in Brief and the UPWP Outcome Measures and Results was shared. On April 22, 2025, MAG staff met with state and federal funding partners, collectively referred to as the Intermodal Planning Group, to review the work program and collect feedback.

Ms. Christensen reported that MAG had received positive feedback throughout the process, particularly regarding its ongoing and planned activities. She detailed the financial scope of the program, stating that the FY 2026 budget totals approximately \$62.8 million, with over 54 percent allocated to transportation-related projects and expenditures. She noted that this amount is significantly higher than the FY 2027 budget of approximately \$41.4 million, primarily due to \$18.4 million in carry-forward funding for ongoing projects included only in FY 2026. Ms. Christensen expressed her appreciation to the MAG member agencies for their collaboration during this process.

Executive Director Ed Zuercher recognized Ms. Christensen and Yesenia Mejia, fiscal director, for their effort throughout this process, and he acknowledged the support and input of MAG's member agencies. He stated that this process occurs every two years and

noted a high level of respect for maximizing the utility of taxpayers' dollars, highlighting that the budget reflects a five percent reduction of MAG staff.

Chair Hartke asked if any members had questions or comments regarding the agenda item.

Chair Hartke stated that he appreciated the work of MAG in identifying critical services and keeping the region in the best position to serve its greater community.

Chair Hartke indicated that there were no requests to speak received for the agenda item.

MAG staff indicated that there were no online written public comments received for the agenda item.

Chair Hartke requested a motion to approve the agenda item. Vice Chair Hermosillo moved to approve the resolution adopting the MAG FYs 2026-2027 Biennial UPWP and Budget and the member dues and assessments, and Mayor Eaton seconded the motion.

The motion passed with the following members voting in favor: Mayor Anderson, Mayor Borowsky, Mayor Bratcher, Mr. McClure, Ms. Daniels, Mayor Eaton, Chair Hartke, President Harvier, Vice Chair Hermosillo, Mayor LeVault, Mayor Molina, Mayor Morris, Mayor Orsborn, President Pattea, Mayor Pineda, Mayor Pizzillo, Mayor Sartor, Mayor Schoaf, Mayor Smith, Mayor Stanton, Mayor Weiers, and Mayor Wilson.

## **8. 2025 Point in Time Count Results**

Chair Hartke introduced Brian Gruters, regional homelessness program manager, to present this item. This item was on the agenda for information and discussion.

Mr. Gruters stated that the Point in Time (PIT) count was conducted on January 28, 2025, and he explained that it is an annual effort required by the U.S. Department of Housing and Urban Development (HUD) to gather data on homelessness across the country. Conducted during the last ten days of January, the PIT count involves volunteers going out at night or early morning to count individuals experiencing homelessness, either by observation or direct survey. In addition, all occupied shelter beds are tallied to provide a comprehensive snapshot of the region's homelessness on one night.

Mr. Gruters thanked all the volunteers and staff who participated, including jurisdictions that coordinated local efforts. He extended a special thanks to Chair Hartke, for joining Amy St. Peter, MAG community initiatives director, in the count in Chandler.

Mr. Gruters reported on key takeaways from this year's PIT count, including a one percent increase in overall homelessness from 2023 to 2025, while contextualizing the 2024 count as an anomaly due to temporary federal COVID-era funding, which temporarily boosted

shelter capacity. He indicated that the expiration of those funds contributed to the present year's increased unsheltered homelessness and that future funding cuts could lead to further increases in homelessness.

Mr. Gruters provided details on this year's PIT count, beginning with the recorded a total of 9,734 individuals experiencing homelessness. Of those, 4,527 were in shelters, and 5,207 were unsheltered—comprising 4,987 individuals in unsheltered conditions and 220 in the City of Phoenix's safe outdoor space. Although HUD did not permit the inclusion of the safe outdoor space in the official sheltered count, Mr. Gruters highlighted it as a notable effort involving structured outdoor living with amenities like tents, shade, and on-site security.

Mr. Gruters continued with analysis of yearly trends, noting an overall increase in homelessness since 2019, with the exception of 2024, where there was more shelter capacity due to federal funds. He stated that the region's general population grew by only 1.2 percent between 2019 and 2024, while homelessness rose 42 percent over the same period. Since last year, overall homelessness has increased three percent, with unsheltered homelessness having increased 28 percent and the number of individuals in shelters having dropped by 16 percent, due to shelter closures. Mr. Gruters explained a slight percentage difference from 2023 to 2025 numbers due to less shelter capacity in 2023 and emphasized the importance of local efforts to reduce homelessness.

Mr. Gruters then discussed demographic data. Adults over age 55 accounted for 22 percent of the count. There were 539 family units, totaling approximately 1,800 people. Youth aged between 18 and 24 numbered 555, and there was a slight increase in the number of veterans experiencing homelessness. Chronic homelessness—defined as individuals homeless continuously or cumulatively for one year—also rose.

Mr. Gruters emphasized the connection between rising housing costs and increased homelessness. In 2011, 90 percent of rental units were under \$1,000 per month; today, only 10 percent are. A record-high eviction rate in 2024 pushed more people into homelessness, exacerbating pressure on the already limited housing stock. Mr. Gruters highlighted that vacancy rates have decreased steadily since the 2008 recession. The region also faces looming federal funding cuts, which could reduce housing vouchers, shelter programs, and even MAG's regional homelessness programming. Mr. Gruters cited the closure of the Northwest IHELP program as an example, which operated 36 shelter beds in Surprise, Avondale, and Peoria but shut down due to lost federal funding.

Mr. Gruters noted the importance of supportive services for vulnerable populations, such as older adults, individuals with mobility limitations, and those dealing with mental health or substance use issues. Many of these individuals cannot secure housing without assistance, and a lack of supportive services can place them at higher risk of homelessness.

Mr. Gruters presented a slide illustrating the trend lines in shelter and unsheltered counts. He highlighted that access to shelter, due to federal funds, had reduced the visibility of homelessness. However, with the expiration of those funds, the visibility and unsheltered population have risen again. Mr. Gruters emphasized that the region has proven it can address homelessness effectively if resources are available. He closed by stating that the full report was available on the MAG website.

Chair Hartke asked if any members had questions or comments regarding the agenda item.

Chair Hartke asked a clarifying question about the 220 individuals in the City of Phoenix's safe outdoor space and whether that applied to the current year. Mr. Gruters confirmed that it did.

Chair Hartke followed up with another question about how MAG's homelessness data compared with other U.S. cities. Mr. Gruters responded that the issue is widespread nationally due to rising housing costs and lower vacancy rates, noting that the most recent national count showed record levels of homelessness. He indicated that cities such as Detroit, with higher poverty but lower housing costs, experience lower homelessness rates. However, he emphasized that unlike in previous years when it had lower housing costs and higher vacancy rates, Phoenix now aligns with high cost of living, low-vacancy cities like Los Angeles, Portland, Seattle, and San Diego.

With no further questions, Chair Hartke thanked Mr. Gruters and Ms. St. Peter for their efforts and shared a personal story about this year's PIT count.

## **9. Rio Reimagined Active Transportation Study Update**

Chair Hartke reintroduced Ms. Bork to present this item. This item was on the agenda for information and discussion.

Ms. Bork began by explaining the concept of active transportation, which refers to human-powered travel such as walking and biking. Active transportation is supported by safe infrastructure like sidewalks, bike lanes, multi-use paths, and pedestrian and bicycle crossings, and helps connect neighborhoods while reducing traffic congestion, lowering ozone emissions, and promoting public health through physical activity. The primary purpose of the MAG study is to establish an active transportation vision that connects communities along the Rio Salado and parts of the Gila River corridor and supports transportation, recreation, environmental, and economic development activities. The study has three objectives: to develop an active transportation vision that builds on past and current planning work, select a preferred path alignment, and establish a framework for member agencies to implement future projects consistent with the vision.

Ms. Bork explained that this initiative builds upon Rio Reimagined, a separate planning initiative kicked off in 2018, led by Arizona State University and guided by the Rio Reimagined Advisory Group. It is aimed at revitalizing the 55-mile corridor by focusing on restoring the river's ecosystem, enhancing community access to the river, and promoting sustainability and economic growth. The initiative is supported by six cities, Maricopa County, Salt River Pima-Maricopa Indian Community, Gila River Indian Community, and Salt River Project. Recently, the Rio Reimagined initiative was awarded grant funding and officially launched in the prior month. Ms. Bork highlighted that the MAG study is dedicated to identifying an active transportation vision along the corridor and establishing a river path as well as connectivity to neighboring communities. Ms. Bork provided a map comparing the two study areas: Rio Reimagined's 55-mile corridor, and MAG's larger 90-mile corridor, which spans two to three miles further in width and includes six cities, unincorporated areas of Maricopa County, and three Native nations.

Ms. Bork explained that the varying degrees of urban development along the corridor—from Tempe Town Lake to areas near Buckeye—necessitate unique active transportation projects tailored to each segment and supportive of each jurisdiction's long-term vision, such as ecotourism, mixed use development, or habitat restoration. The idea for the study emerged from member agency feedback and strong interest for a regional-level trail system, and the Regional Council approved and funded the project in 2024 as a catalyst for regional connectivity.

Ms. Bork stated that a key component of the project is the member agency stakeholder advisory group, consisting of staff from member agencies and Rio Reimagined staff. She indicated that the group would meet throughout the 18-month study to guide project tasks, provide feedback, and ensure coordination between MAG and local agencies. Although the study focuses on active transportation, she noted that the advisory group includes staff from transportation, parks and recreation, and planning departments, reflecting the interdisciplinary nature of the project.

Ms. Bork outlined the 18-month project timeline, which began in March 2025 and will conclude in August 2026 with a final plan for MAG Regional Council acceptance. Initial tasks completed include an internal kickoff meeting in March, the first advisory group meeting in April, and the launch of community engagement and data collection. She noted that the consultant is currently mapping existing conditions. Next, she highlighted development of goals and objectives, path alignments and connectivity, and implementation strategies to move projects forward. She stated that the final report will serve as a blueprint for future planning, funding, and project development efforts.

Chair Hartke asked if any members had questions or comments regarding the agenda item.

Chair Hartke asked if the final report will consider existing infrastructure and gaps. Ms. Bork responded that it would consider these, which would in turn help identify alignment and connectivity.

With no further discussion, Chair Hartke thanked Ms. Bork for her presentation.

## **10. Nominating Committee Recommendations**

Chair Hartke introduced Samantha Klakulak, government relations project manager, to present on this item. This item was on the agenda for information and discussion.

Ms. Klakulak stated that Nominating Committee met on Thursday, May 22, 2025, to recommend a slate of officers for the 2025-2026 MAG Regional Council and Executive Committee. The recommended slate is as follows:

Chair, Mayor Alexis Hermosillo, City of El Mirage  
Vice Chair, Mayor Eric Orsborn, City of Buckeye  
Treasurer, Mayor Julia Wheatley, Town of Queen Creek  
Mayor Kate Gallego, City of Phoenix  
Mayor Mark Freeman, City of Mesa  
Mayor Jerry Weiers, City of Glendale  
Past Chair, Mayor Kevin Hartke, City of Chandler

Ms. Klakulak stated that the election of officers will occur at the June 25, 2025, annual meeting of MAG Regional Council. She thanked the members of Nominating Committee for agreeing to serve, including:

Serving as Chair, Mayor Kate Gallego, City of Phoenix  
Mayor Mike Pineda, City of Avondale  
President Sandra Pattea, Fort McDowell Yavapai Nation  
Mayor Joe Pizzillo, City of Goodyear  
Mayor Valerie Molina, Town of Guadalupe

Chair Hartke asked if any members had questions or comments regarding the agenda item. None was noted.

## **11. Air Quality Update**

Chair Hartke introduced Matt Poppen, environmental director, to present this item. This item was on the agenda for information and discussion.

Mr. Poppen began by reminding the committee that in the previous month, the committee had adopted the MAG 2025 8-hour Ozone Plan. This plan addressed several outstanding Moderate area requirements of the Clean Air Act and was necessary to avoid

impending federal sanctions. Mr. Poppen shared that, on May 1, 2025, the US Environmental Protection Agency (EPA) found the plan complete. He emphasized that this finding resulted in the immediate termination of any sanctions that were previously set to take effect, including a 2:1 offset on large industries and the possible withholding of highway funds.

Mr. Poppen added that work is still ongoing to revise the plan to account for the impact of international emissions on ozone levels and to exclude wildfire events. He stated that this revised version is scheduled to move through the committee process in October 2025 for adoption and submittal to EPA. He indicated that EPA approval of the revised plan would keep the region as a Moderate nonattainment area.

Chair Hartke asked if any members had questions or comments regarding the agenda item. None was noted.

## **12. Executive Director's Report**

Chair Hartke introduced Mr. Zuercher to present on this item. This item was on the agenda for information only.

Mr. Zuercher emphasized the significance of MAG's success in maintaining the region's Moderate status designation for ozone under the Clean Air Act. He noted that this outcome is unprecedented, which he attributed to strong regional cooperation, support by Arizona's U.S. Senators, and the receptiveness of EPA. He congratulated the Regional Council on this achievement and recognized Mr. Poppen and his team for their efforts.

Mr. Zuercher moved on to heat relief efforts across the region. He noted that heat relief centers were open, including City of Phoenix's new 24/7 heat relief facility. Across the region, there are now 19 respite centers, 69 cooling centers, and 97 hydration stations. MAG maintains the centralized heat relief resource map, and Mr. Zuercher invited members to reach out to Cleo Warner, human services planner II, with any questions or needs related to heat relief.

Mr. Zuercher next shared three major transportation developments. First, he announced that new lanes as part of the I-17 flex lane project had opened. Partially funded by MAG, this project is expected to ease traffic congestion—especially on weekends and in cases of vehicle accidents—by offering lane flexibility. Next, Mr. Zuercher highlighted two major upcoming events related to Proposition 400-funded projects. The first is the June 3, 2025, media event celebrating the completion of the I-10 Broadway Curve reconstruction project, and the second event is the opening of the South Central light rail extension with Valley Metro and City of Phoenix on June 7, 2025. Mr. Zuercher invited the members to attend both events.

Mr. Zuercher highlighted recent activities undertaken by Chair Hartke, including the chair's participation in the German-American Semiconductor Cities Network Exchange, which supports best-practice sharing in semiconductor manufacturing, and his recent visit to cities including Dresden, Germany.

Mr. Zuercher closed announcing that Andrea Martinez, executive assistant, had accepted a new position at Arizona State University and this was her last meeting. He highlighted her diligent work at MAG, especially in coordinating meeting logistics and assembling packets over the past three years, and expressed happiness for her, particularly since her new job is close to her home. Chair Hartke also thanked Ms. Martinez for her service, acknowledging the many moving parts she managed with care and professionalism.

With no further comments, Chair Hartke thanked Mr. Zuercher for his report.

### **13. Legislative Update**

Chair Hartke reintroduced Ms. Klakulak to present this item. This item was on the agenda for information and discussion.

Ms. Klakulak began by informing the committee that the Arizona Legislature was in its 20th week of session and had entered a brief recess. The House is adjourned until June 4, 2025, and the Senate is returning from a three-week recess. She noted initial budget conversations occurring, and during the session thus far, Governor Hobbs had signed 214 bills and vetoed 138.

Ms. Klakulak provided updates on key bills tracked by MAG. She stated that Senate Bill (SB) 1086, Transportation System Performance; ADOT, passed out of the House on a party-line vote but was ultimately vetoed by Governor Hobbs. She next discussed House Concurrent Resolution (HCR) 2035 and its companion, Senate Concurrent Resolution 1004, which prohibit vehicle mileage tracking and related taxes. She stated that HCR 2035 was still waiting a third read in the House and, if approved, could be swapped with the Senate resolution to move forward. However, there had been no further movement on either resolution.

Shifting to developments at the federal level, Ms. Klakulak highlighted long-standing concerns regarding outdated federal transportation funding formulas. Arizona, as a rapidly growing state, has not received an equitable share of federal transportation apportionments. Ms. Klakulak stated that Congressman Greg Stanton introduced the "Highway Formula Fairness Act," which would allow for decennial census data to be used in calculating federal highway apportionments. The resolution also directs the Secretary of Transportation with conducting a study to modernize the methods and data used in apportioning these funds.

Chair Hartke asked if any members had questions or comments regarding the agenda item. None was noted.

**14. Request for Future Agenda Items**

Chair Hartke asked members if there were any requests for future agenda items. None was noted.

**15. Comments from the Committee**

Chair Hartke asked the members if there were any comments.

Mayor Weiers announced that Glendale's city council had approved the construction of 50 cottages for homeless veterans, with construction set to begin as early as next week. He also celebrated the recent ribbon cutting of 12 new housing units for homeless families by Family Promise. Mayor Weiers reported a four-year decline in the city's homeless population due to their successful multifaceted approach, and he invited other mayors to reach out if they were interested in learning more.

**Adjournment**

Chair Hartke indicated that the next meeting of the Regional Council would take place on June 25, 2025, at 11:30 a.m. There being no further business, the meeting adjourned at 12:25 p.m.

\* Matters for which the State Transportation Board ex officio members may vote.