

DRAFT MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION REVIEW COMMITTEE

May 25, 2006

Maricopa Association of Governments Office  
302 North First Avenue, Suite 200, Saguaro Room  
Phoenix, Arizona

MEMBERS ATTENDING

Maricopa County: Mike Ellegood,  
Chairperson  
ADOT: Bill Hayden for Dan Lance  
#Avondale: David Fitzhugh  
#Buckeye: Scott Lowe  
Chandler: Mike Normand for Patrice Kraus  
\*El Mirage: B.J. Cornwall  
\*Fountain Hills: Randy Harrel  
\*Gila Bend: Lynn Farmer  
Gilbert: Tami Ryall  
Glendale: Terry Johnson  
Goodyear: Don French for Cato Esquivel  
Guadalupe: Jim Ricker

\*Litchfield Park: Mike Cartsonis  
Mesa: Jim Huling  
\*Paradise Valley: Robert M. Cicarelli  
Peoria: David Moody  
Phoenix: Tom Callow  
Queen Creek: Mark Young  
RPTA: Bryan Jungwirth  
Scottsdale: Dave Meinhart for  
Mary O'Connor  
Surprise: Randy Overmyer  
Tempe: Carlos De Leon  
Wickenburg: Shane Dille  
Valley Metro Rail: John Farry

EX-OFFICIO MEMBERS ATTENDING

\*Regional Bicycle Task Force: Randi Alcott,  
RPTA  
\*Street Committee: Darryl Crossman, City  
of Litchfield Park

\*Pedestrian Working Group: Eric Iwersen,  
City of Tempe  
\*ITS Committee: Alan Sanderson

\* Members neither present nor represented by proxy. + - Attended by Videoconference  
# - Attended by Audioconference

OTHERS PRESENT

Eric Anderson, MAG  
Ken Hall, MAG  
Paul Ward, MAG  
Roger Herzog, MAG  
Eileen O'Connell, MAG  
Steve Tate, MAG  
Bob Hazlett, MAG  
Sintra Hoffman, City of Surprise  
Stephanie Wilson, City of Surprise  
Brent Stoddard, City of Glendale  
Chris Plumb, MCDOT

Maureen DeCindis, MAG  
Tom Remes, City of Phoenix  
Scott Butler, City of Mesa  
Dean Giles, MAG  
Amy St. Peter, MAG  
Bob Antila, Valley Metro/RPTA  
Kwi-Kang Sung, ADOT  
Katie Rounds, Goodman Schwartz  
Sarath Joshua, MAG  
Jeff Romaine, MAG

1. Call to Order

Chairperson Mike Ellegood called the meeting to order at 10:00 a.m, and acknowledged Mr. David Fitzhugh from the City of Avondale, and Mr. Scott Lowe from the Town of Buckeye, who were participating in the meeting through telephone conference calls from their respective communities.

2. Approval of March 23, 2006 Draft Minutes

Addressing the first order of business, Mr. Ellegood asked if there were any changes or amendments to the meeting minutes. Mr. Jim Huling moved to approve the minutes as presented. Mr. Bryan Jungwirth seconded, and the minutes were subsequently approved by unanimous voice vote of the Committee.

3. Call to the Audience

Mr. Ellegood stated that he had not received any request to speak cards from the audience, and moved on to the next item on the agenda.

4. Transportation Director's Report

Mr. Ellegood introduced Mr. Eric Anderson, MAG Transportation Director, to provide the Transportation Director's report. Mr. Anderson addressed the Committee and informed those in attendance that a handout was distributed prior to the start of the meeting, which included a memorandum from Steve Cleveland, Chairperson of the MAG Air Quality Technical Advisory Committee. Mr. Anderson said that this memorandum was addressed to the TRC, and contained recommendations on proposed CMAQ projects for the Federal FY 2006 interim year end closeout process. Mr. Anderson also informed those in attendance that another handout was distributed prior to the meeting, and called the Committee's attention to a table which was entitled, *Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2006 CMAQ Funding: Approved by MAG Regional Council, October 26, 2006*. Mr. Anderson said that projects on top of the page, which included three Gilbert projects, a Phoenix project, and an ADOT and Surprise project were already recommended to receive funding. He stated that the projects toward the bottom of the page, which included a second ADOT project, and projects from Phoenix, Tempe, Goodyear, Tolleson, Surprise, Queen Creek, Cave Creek and Chandler, were awaiting a recommendation to receive funding at this time, and would be discussed in detail during Mr. Ward's presentation to the Committee. Mr. Ellegood then went through the list in further detail for the benefit of those attending by telephone conference call.

Mr. Anderson then informed the Committee that sales tax revenues for April of 2006 were up by 13.1 percent, compared with April of 2005. He also stated that the total year-to-date growth rate in tax collections increased to 16.4 percent. Mr. Anderson then informed the Committee that the legislature is in the process of working on the state budget, and are addressing transportation and highway improvements. He said that the legislature was working on the

allocation of \$307 million in highway projects, and that MAG was scheduled to receive \$185.0 million, or approximately 60 percent of the total funding. Mr. Anderson said that MAG is still waiting for details on how to apply for the \$185.0 million, and said that the available money as agreed upon by the legislature would not be utilized to earmark projects.

Mr. Anderson then informed the Committee that MAG has formally extended an offer to Mr. Kevin Wallace of the City of Mesa, to fill the vacant Transit Planning Project Manager position. Mr. Anderson then stated that there would be a developer meeting at the Estrella Community College on May 31, 2006, at 1:30 p.m. for the Hassayampa Study. He also informed the Committee that there would be a freeway opening ceremony on the Santan Freeway on June 7, 2006, from 6:00 p.m. to 9:00 p.m. to celebrate the opening of a 12-mile segment of remaining roadway on the Santan. Mr. Anderson also mentioned that there would be another road opening ceremony at 59<sup>th</sup> Avenue and Glendale Avenue on July 6, 2006, at 7:30 a.m.

Mr. Anderson then stated that the Committee Citizen Advisory's Group for the South Mountain Corridor Study recommended a preferred alignment between I-10 at Pecos Road to the Loop 101 Interchange in the West Valley, opposed to the preferred alignment of 55<sup>th</sup> Avenue. He said that this current decision is under review, and that ADOT and the Federal Highway Administration will have a recommendation by the end of June. There were no additional questions or comments, and this concluded Mr. Anderson's report to the Committee.

5. Interim Closeout of the Federal Fiscal Year (FFY) 2006 MAG Federally Funded Program

Addressing the next order of business, Mr. Ellegood introduced Mr. Paul Ward, MAG Transportation Programming Manager, to provide an update of the interim closeout of the Federal Fiscal Year 2006 MAG federally funded program. Mr. Ward informed the Committee that there would be approximately \$3.3 million in available, uncommitted MAG federal funds for the current fiscal year. Mr. Ward also said that there may be up to \$2.0 million in redistributed obligation authority, although he would not know the exact figures until they are released sometime during late July to mid August of this year.

Mr. Ward then called the Committee's attention to the table located in Attachment One of the TRC Agenda Packet, which included a comprehensive list of FFY 2006 Interim Close Out requests. Mr. Ward said that there had been one small change on the table since it was mailed out to the Committee, which included the deletion of a Loop 101 FMS Priority 3 project in the amount of \$1.0 million. Mr. Ward stated that the Loop 101 FMS project had been replaced by two separate projects in Priorities 2A and 2B. Mr. Ward also stated that of the available \$3.3 million in uncommitted MAG federal funds, approximately \$3.1 million would consist of funding from Congestion Mitigation and Air Quality (CMAQ) funds. Also, Mr. Ward informed those in attendance that if redistributed obligation authority funding had to be transferred to the Federal Transit Administration (FTA), the total amount of funding for this year would be known prior to the FTA deadline.

Mr. Ward then provided a brief overview of the priorities, and stated that Priority 1A in the table represented the advancement of projects (or phases of projects) from the following year (or in this case, 2007); Priority 1B projects represented advancing projects from future years of

the Transportation Improvement Program (TIP); Priority 2A projects are those projects that requested additional funds, but stayed within the limits allowed under the guidelines; Priority 2B projects are those projects that request additional funds but exceed the limits; and Priority 3 projects represented those projects that are either new, or don't meet the requirements of priorities 1 and 2. Mr. Ward noted that the last chance to take action at the Regional Council on the approval of this item was in July of 2006.

Mr. Anderson then addressed the Committee, and informed them of the fact that he had distributed a copy of a memorandum prior to the start of today's meeting from Mr. Steve Cleveland, the Chairperson of the MAG Air Quality Technical Advisory Committee. Mr. Anderson stated that the memorandum transmitted the recommendations for the proposed CMAQ projects for the FY 2006 interim year end closeout. He stated that the rankings are based on cost effectiveness, or the amount of weighted emissions reduced by the dollar. Mr. Anderson informed the Committee that the highest scores would have the most benefit. Mr. Ward answered several questions pertaining to Mr. Cleveland's memorandum, and again addressed Attachment One. He said that there was a total of \$12.4 million in valid project requests, and \$3.3 million in uncommitted MAG Federal funds available for the current fiscal year. Chairperson Ellegood asked Mr. Ward for his recommendation on how to allocate the money, and discussion followed.

Mr. Ward stated that he did not feel it was appropriate for MAG Staff members to make recommendations per se, but stated that in the past, all Priority 1A and 1B projects have been funded. Mr. Ward stated that as suggested, all Priority 1A projects in the amount of \$615,536 dollars, all Priority 1B projects in the amount of \$1,810,344 dollars, and the purchase of the remaining street sweepers of \$1,524,384 would amount to a total of approximately \$3.95 million, but would still be over the \$3.3 million by about \$700,000 dollars. Mr. Moody then addressed the Committee, and stated that there may be as much as an addition million dollars in redistributed obligation authority. Mr. Ward stated that such a scenario would provide enough money, if in fact redistributed funds should be enough to cover the shortfall in funding.

Mr. Huling then addressed the Committee. He said that after reviewing the suggestions as recommended by the MAG Air Quality Technical Advisory Committee (AQTAC), he felt that the projects listed under Priorities 2A and 2B would be a better use of funds, opposed to expending the total suggested amount of \$1.5 million on street sweepers. Discussion then followed concerning the two Western-Powerline trail projects in the Town of Gilbert for a total amount of \$1.2 million, and whether they should be recommended for close out funds. Ms. Tami Ryall addressed the Committee, and stated that she basically "bought an advancement with a deferral." Ms. Ryall explained to members of the Committee that the Town of Gilbert had already deferred two projects along the Eastern Canal for approximately \$1.2 million to FY 2007, so that both of the Western-Powerline trail projects in the amount of \$1.2 million could be approved this year. She informed the Committee that this was the Town of Gilbert's money, and she was basically just following the MAG process as suggested.

Mr. Terry Johnson then addressed the Committee, and said that he supported the ADOT Freeway Management System (FMS) projects on Loop 101, from Camelback Road to Northern Avenue. Mr. Ward noted that the original million dollar line item in Priority 3 was removed and shown as two separate items listed in Priority 2A and Priority 2B. Mr. Ward stated that

the \$289,743 identified in Priority 2A met the guidelines for funding, whereas the \$710,257 in Priority 2B exceeded the initial programmed limitations, and does not meet the criteria to receive additional funds. Mr. Fitzhugh, via telephone conference call, then suggested that the Loop 101 FMS projects listed in Priorities 2A and 2B, totaling \$1.0 million be considered to receive interim closeout funding. Mr. Tom Callow then addressed the Committee, and stated that the City of Phoenix has always supported light rail, and stated that the city's support will go to Valley Metro Rail's Priority 3 line item.

Mr. Ellegood then addressed the Committee, and initiated discussion on a potential funding scenario for the use of Federal Fiscal Year (FFY) Close Out Funds. He suggested funding all Priority 1A projects in the amount of \$615,536; funding the purchase of the remaining PM-10 efficient street sweepers in the amount of \$1,524,384; and then to go back to the Priority 1B projects in Table 2, and decide on an equitable distribution of funds. Discussion followed, and Mr. Dave Fitzhugh, via telephone conference call, stated that the Committee should consider the City of Avondale's Littleton School Sidewalk project in the amount of \$31,240.

Randy Overmyer said that Bell Road was a priority project, and suggested that the PM-10 street sweepers could be divided up, and that it wasn't necessary to fund the total amount of \$1,524,384 for them. Mr. Ellegood suggested that given the present air quality problems in the Valley, that it was necessary to fund all of the street sweepers. Concern was also expressed over funding the City of Tempe's project in the amount of \$100,294 as identified in Priority 1B. Mr. Jim Huling addressed the Committee, and stated that it was not realistic for Valley Metro Rail to receive funding, because the Committee would be ignoring many of the other projects priorities. Mr. Ward then suggested that if all Priority 1A projects were funded in the amount of \$615,536, along with \$1,524,384 for street sweepers, \$31,240 for the Avondale sidewalk project, and the two Gilbert projects in the amount of \$1.2 million, that it would total to approximately \$3.3 to \$3.4 million. He also suggested that it would be possible to fund the projects at lesser levels.

Mr. Ellegood then proposed a revised scenario, and suggested funding all Priority 1A projects in the amount of \$615,536; funding the Avondale Sidewalk project in the amount of \$31,240; funding the Tempe FMS project in the amount of \$100,294; funding the purchase of the remaining PM-10 efficient street sweepers in the amount of \$1,524,384, and providing the Town of Gilbert with the remaining funds to be utilized on the two the remaining Western-Powerline trail projects as identified in Priority 1B. Mr. David Moody then addressed the issue of Redistributed funds, and asked Mr. Ward about the probability of receiving additional funds. Mr. Ward then stated he was uncertain of the total amount until he received official notification, and discussion followed concerning the Town of Gilbert projects; a variety of different funding scenarios; PM-10 issues; and honoring regional commitments to light rail.

Mr. Huling then asked the Committee to consider only funding a portion of the certified street sweeper projects. He called the Committee's attention to the list that was handed out at the beginning of the meeting by Mr. Eric Anderson, entitled, *Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2006 CMAQ Funding: Approved by MAG Regional Council, October 26, 2006*. Mr. Huling proposed to only fund the street sweepers for ADOT, Phoenix, Tempe, Goodyear, and Tolleson in the amount of \$907,071, and recommended not funding the remaining street sweepers. Mr. Huling also noted that one of Mesa's ITS projects

in the amount of \$84,000, as identified in Priority Three, should also be funded. Mr. Terry Johnson said that the Committee should also consider allocating a certain amount of funding to be utilized on Loop 101.

At this time, Mr. Ellegood invited Ms. Lindy Bauer, MAG Environmental Director, to approach the podium and address the proposal to eliminate street sweepers for the MAG Region. Ms. Bauer informed the Committee that street sweepers and the paving of dirt road projects are key elements to reducing the total amount of PM-10 throughout the region. She stated that if the remaining street sweepers were taken off the list and not funded, that she could not guarantee that the region would meet PM-10 attainment levels. Mr. Huling stated that he was not convinced that the elimination of funding for four street sweepers would be the difference between air quality conformity and non-conformity. Ms. Bauer stated that MAG was not certain about being able to obtain conformity next year. She noted that the current air quality conformity analysis was out for public review. Mr. Ward also stressed the importance of funding the street sweepers, and said that street sweepers usually receive approximately \$960,000 in funding each year.

After further discussion, Ms. Tami Ryall moved to fund all Priority 1A projects in the amount of \$615,536; to fund the Avondale Sidewalk project in the amount of \$31,240; to fund the Tempe FMS project in the amount of \$100,294; to fund both of the Town of Gilbert's Western-Powerline trail projects in the amount of \$1,229,000; to fund the ADOT Loop 101 FMS project from Camelback Road to Northern Avenue in the amount of \$289,743; and to fund the street sweepers for ADOT, Phoenix, Tempe, Goodyear and Tolleson in the amount of \$907,071.

Mr. Ellegood then asked if there were any questions pertaining to the motion by Ms. Ryall. Mr. Tom Callow asked whether the motion considers redistributed obligation authority, and funding for light rail. Mr. Callow suggested that \$1.0 million be considered for light rail. Mr. Overmyer also stated that the City of Surprise should be considered to receive redistributed obligation authority in the amount of \$400,000 for the Bell Road project as identified in Priority 1B. Mr. Ward suggested that the issue of redistributed obligation authority could in fact be addressed at the next meeting.

After further discussion, Mr. Ellegood stated that the projects for light rail and the City of Surprise should in fact be added to the original motion made by Ms. Ryall for the consideration of redistributed obligation authority. Mr. Ellegood then asked Mr. Ward to re-read the motion, to include the two projects, in order, for Valley Metro Rail and the City of Surprise. Mr. Ward read the original motion made by Ms. Ryall, to also include the funding of \$1.0 million dollars in redistributed obligation authority toward the construction of the light rail starter segment as identified in Priority 3, and the funding of \$400,000 in redistributed obligation authority toward the completion of the Bell Road project from Grand Avenue to 114<sup>th</sup> Avenue in the City of Surprise as identified in Priority 1B. Mr. Randy Overmyer then seconded Ms. Ryall's motion. Mr. Ellegood asked for a formal vote, and the motion carried by a unanimous voice vote of the Committee. There was no further discussion on this item, and this concluded Mr. Ward's presentation to the Committee.

6. Changes to the Approved January 25, 2006 Arterial Life Cycle Program (ALCP) Policies and Procedures

Addressing the next order of business, Mr. Ellegood introduced Ms. Eileen O'Connell, MAG Transportation Planner, to provide an update of the approved January 25, 2006, Arterial Life Cycle Program (ALCP) Policies and Procedures. Ms. O'Connell addressed the Committee, and called their attention to Attachment Two of the TRC Agenda Packet. She stated that the Memorandum in Attachment Two addressed how the policies and procedures needed minor changes in order to clarify certain provisions, and to enhance the document in an effort to make it easier to read and understand. Ms. O'Connell informed the Committee that the ALCP Working Group has addressed a number of technical issues at their meeting on April 25, 2006, and stated that this item was on the agenda for formal approval.

Discussion followed, and Mr. Dave Meinhardt had a question pertaining to Section C.4.i on Page 7 of the ALCP policies and procedures. He stated that there needed to be more clarification on this section, and that a policy emphasis should be placed on the committed federal funds to the program. Ms. O'Connell stated that these changes would be incorporated into the document. Mr. David Moody then moved to recommend approval of the proposed changes to the previously approved January 25, 2006, ALCP Policies and Procedures. Mr. Dave Meinhardt seconded, and the motion was approved by unanimous voice vote of the Committee. This concluded Ms. O'Connell's presentation to the Committee.

7. Draft FY 2007 Arterial Life Cycle Program (ALCP)

Addressing the next order of business, Mr. Ellegood introduced Ms. Eileen O'Connell, MAG Transportation Planner, to provide an update on the Arterial Life Cycle Program (ALCP). Ms. O'Connell called the Committee's attention to Attachment Three of the TRC Agenda Packet, which contained the most recent ALCP dated on May 25, 2006. Ms. O'Connell informed the Committee that the ALCP followed the same process and deadlines that were also followed for the MAG Transportation Improvement Program (TIP) and the MAG Regional Transportation Plan (RTP) update. Ms. O'Connell stated that all revenue streams and requests for changes have been updated, and that the ALCP Working Group has had an opportunity to review and approve of the updated ALCP.

Discussion followed, and Mr. Mike Ellegood addressed three of Maricopa County's bridge projects over the Salt River, which are located at Dobson Road, Gilbert Road and McKellips Road. Mr. Ellegood stated that the projects were programmed in the ALCP for FY 2015, and said that the decision of having the bridges constructed in FY 2015 was based on original estimates conducted by Maricopa County. Mr. Ellegood said that when Maricopa County made a decision to program each of the three bridges for construction in FY 2015, the Salt River Pima-Maricopa Indian Community was not notified of the year. Mr. Ellegood said that after discussions with representatives from the Salt River Pima-Maricopa Indian Community, the county has initiated an analysis of moving the projects forward to FY 2011. He informed the Committee that this analysis should be completed next week.

Mr. Ellegood said that he would like to advance the projects to FY 2011 and group all three projects in an effort to streamline the permitting process. He also said that there were economies of scale associated with only having to sign one Intergovernmental Agreement, opposed to having three separate agreements. Discussion followed, and Ms. O'Connell stated that such a request could not be accommodated for this year, and that the new ALCP schedule for next year's process would be released on July 1, 2006. Mr. Ellegood stated that he understood the timing associated with the FY 2007 ALCP, and indicated that it was the County's intent of moving the projects from FY 2015 to FY 2011 as part of next year's process. Following further discussion, and Mr. Jim Huling moved to recommend approval of the Draft FY 2007 Arterial Life Cycle Program (ALCP). Mr. Tom Callow seconded, and the motion was approved by unanimous voice vote of the Committee. This concluded Ms. O'Connell's presentation to the Committee.

8. Recommendation and Approval of Elderly Mobility Sign Project

Addressing the next order of business, Mr. Ellegood introduced Ms. Maureen DeCindis, MAG Transportation Planner, to provide information on the Elderly Mobility Sign Project. Ms. DeCindis informed the Committee that the Elderly Mobility Sign Project is a federally funded project in the amount of \$400,000, and is identified in the FY 2007 MAG Unified Planning Work Program. She then called the Committee's attention to Attachment Four of the TRC Agenda Packet, which included information on the project.

Ms. DeCindis said that the project will provide funding to cities and towns for signs with increased sized lettering, according to the recommendations of the Federal Highway Administration, and also promote the use of Clearview font. This font increases the legibility and recognition of street signs in an effort to accommodate the needs of older drivers. Ms. DeCindis called the Committee's attention to Page Five of the attachment, and addressed a variety of typefaces utilized on signs. Ms. DeCindis then addressed the amount of funding that would be allocated to MAG member agencies, and said that the minimum allocation to communities for the project was \$3,000.

Ms. DeCindis answered several questions from members of the Committee pertaining to the project time frame, and she informed those in attendance that there would be a two-year time frame for MAG member agencies to complete the installation of the signs, and to participate in an evaluation. Mr. Bryan Jungwirth moved to recommend approval of Elderly Mobility Sign Project. Mr. David Moody seconded, and the motion was approved by unanimous voice vote of the Committee. This concluded Ms. DeCindis' presentation to the Committee.

9. Designation of Job Access Reverse Commute (JARC) Recipient

Addressing the next order of business, Mr. Ellegood introduced Ms. Amy St. Peter, MAG Human Services Manager, to provide information on the designation of Job Access Reverse Commute (JARC) Recipient funding. Ms. St. Peter called the Committee's attention to Attachment Five of the TRC Agenda Packet, which included a memorandum addressing the process. Ms. St. Peter informed those in attendance that MAG received a formal request from

ADOT to recommend that the City of Phoenix be designated by the Governor as the recipient of JARC and New Freedom funds for the region. Ms. St. Peter said that Phoenix is currently the recipient of JARC funds, and has requested to continue with this responsibility in the future.

Discussion followed, and Mr. Terry Johnson asked Ms. St. Peter how much money the City of Phoenix would be receiving on an annual basis, as the result of this designation. Ms. St. Peter informed the Committee that Phoenix would be receiving an amount of approximately 2 million dollars a year. Discussion followed, and Mr. Bryan Jungwirth then asked about the competitive process that is in place. Ms. St. Peter stated that it was MAG's understanding that the City of Phoenix would need to demonstrate they have both a plan and a competitive process to draw down FY06 funds. She said that if the number of applicants change, or if there is an overall increase in funding, then the selection process could in fact change in the future. Ms. St. Peter said that the process would be developed in conjunction with a human services transportation plan produced by MAG. She informed the Committee that the MAG human services plan would be reviewed on an annual basis, and that MAG would receive 10 percent of the JARC funds to conduct future planning activities, as allowed under SAFETEA-LU.

Mr. Bryan Jungwirth then moved to recommend approval for ADOT to request that the Governor designate the City of Phoenix as the JARC and New Freedom designated recipient for the region. Mr. Mike Normand seconded, and the motion was approved by unanimous voice vote of the Committee. This concluded Ms. St. Peter's presentation to the Committee.

#### 10. Member Agency Update

Mr. Ellegood asked members of the Committee whether they would like to provide updates; address any issues or areas of concern regarding transportation at the regional level; and asked whether any members in attendance would like to address recent information that was relevant to transportation within their respective communities. Mr. John Farry addressed the Committee, and said that recently, the Arizona Republic newspaper published an article claiming that light rail construction was seriously behind schedule. He assured those in attendance that this article was untrue, and that Valley Metro Rail was on schedule and will meet projected milestones to ensure that the system opens in 2008. Mr. Callow then addressed the Committee, and stated that a section of downtown Phoenix roadway along Washington Street, from 3rd to 5th Streets will be closing for approximately four months to allow for light rail construction. There were no additional member comments at this time.

#### 11. Next Meeting Date

Mr. Ellegood informed members in attendance that the next meeting of the Committee would be held on June 29, 2006. There being no further business, Mr. Ellegood adjourned the meeting at 11:33 a.m.