

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE MEETING

April 15, 2015
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

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| Councilmember Jack Sellers, Chandler,
Chair | # Mayor W. J. "Jim" Lane, Scottsdale |
| Mayor Jerry Weiers, Glendale, Vice Chair | * Mr. Joseph La Rue, State Transportation
Board |
| * Mr. F. Rockne Arnett, Citizens Transportation
Oversight Committee | * Lt. Governor Stephen Roe Lewis, Gila River
Indian Community |
| Mr. Dave Berry, Swift Transportation | # Mayor Georgia Lord, Goodyear |
| * Mr. Jed Billings, FNF Construction | Mayor Mark Mitchell, Tempe |
| * Mayor Cathy Carlat, Peoria | Mayor Lana Mook, El Mirage |
| # Councilmember Jenn Daniels, Gilbert | * Mr. Garrett Newland, Macerich |
| Mayor John Giles, Mesa | * Mayor Tom Rankin, Florence |
| Supervisor Clint Hickman, Maricopa County | * Mayor Greg Stanton, Phoenix |
| Mr. Charles Huellmantel, Huellmantel and
Affiliates | Ms. Karrin Kunasek Taylor, DMB Properties |
| * Mr. Mark Killian, The Killian
Company/Sunny Mesa, Inc. | # Mayor Kenneth Weise, Avondale
Mayor Sharon Wolcott, Surprise |

* Not present

Participated by telephone conference call

+ Participated by videoconference call

1. Call to Order

The meeting of the Transportation Policy Committee (TPC) was called to order by Chair Jack Sellers, at 12:00 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Sellers noted that Councilmember Jenn Daniels, Mayor Jim Lane, Mayor Georgia Lord, and Mayor Kenneth Weise were participating by teleconference.

Chair Sellers requested that members of the public fill out blue cards for Call to the Audience and yellow cards for consent or action items on the agenda. He stated that hearing assisted devices,

parking garage validation, and transit tickets for those who purchased transit tickets to attend the meeting were available from staff.

3. Call to the Audience

Chair Sellers stated that an opportunity is provided to the public to address the Transportation Policy Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non action agenda items that are on the agenda for discussion or information only. 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 Transportation Policy Committee 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 Sellers noted that no public comment cards had been received.

4. Approval of the February 18, 2015, Meeting Minutes

Vice Chair Jerry Weiers moved to approve the February 18, 2015, meeting minutes. Mr. Dave Berry seconded, and the motion passed unanimously.

5. 2015 MAG Strategic Transportation Safety Plan

Mr. Sarath Joshua, MAG staff, introduced the Chair of the MAG Transportation Safety Committee, Ms. Renate Ehm, who is also the Traffic Studies Supervisor at the City of Mesa.

Ms. Ehm provided a report on the draft MAG Strategic Transportation Safety Plan. Ms. Ehm stated that the Safety Committee provides input and oversight to studies and projects carried out by the MAG Transportation Safety Planning Program. The Committee provided input and oversight to the development of this plan through seven workshops. A consultant team lead by Lee Engineering provided technical assistance with developing this draft plan.

Ms. Ehm stated that the draft plan provides an excellent roadmap for the region to improve road safety, however, there is a gap in funds required to implement this plan. She said that this is the reason this item is being presented, in order to seek guidance on how this funding gap might be addressed. Ms. Ehm stated that this item will also be presented to the Regional Council on April 22nd.

Ms. Ehm stated that the Vice Chair of the Safety Committee, Dana Alvidrez from Avondale, was also present at the meeting. She expressed appreciation to member agency staff who developed this draft plan throughout a 20-month process. Ms. Ehm stated that the overall goal of this plan is to reduce the risk of death and serious injury on our roads as vehicle occupants, bicyclists and pedestrians.

Mr. Joshua stated that the MAG region has an excellent grid arterial road system and a great freeway system, which allow efficient travel within the region. However, crashes occur that result in many deaths and injuries. Mr. Joshua stated that on average about 75,000 crashes occur on roadways in the MAG region every year, resulting in approximately 35,000 injuries and 400 deaths. Mr. Joshua stated that the goal of road safety planning is to help reduce these numbers by improving the road system.

Mr. Joshua stated that the Safety Planning Program at MAG started in 2000 and resulted in discussions with member agencies on addressing road safety issues, which led to the formation of the Transportation Safety Committee in 2004. Mr. Joshua stated that this was a first for an MPO in the nation. He reported that the Safety Committee developed the first Strategic Transportation Safety Plan, which was approved by the MAG Regional Council in October 2005.

Mr. Joshua stated that the 2005 Safety Plan served as guidance for the Safety Committee in recommending about \$13 million in federal funds for 65 safety projects, from 2010 to 2017. He highlighted programs in the 2005 Plan that have been implemented with great success, such as installing pedestrian countdown timers at intersections, utilizing RTSIMS crash data analysis software, printing street name signs in the Clearview Font, conducting Road Safety Assessments at 40 intersections, and administering the Safe Routes to School Program to encourage children to walk or bike to school and to train crossing guards.

Mr. Joshua stated that in 2012 the federal government enacted legislation, known as MAP-21, to govern federal transportation funds. He explained that MAP-21 included a heavy emphasis on road safety improvements and introduced new requirements related to safety performance goals and targets that would apply to state departments of transportation and metropolitan planning organizations such as MAG.

Mr. Joshua stated that the federal requirements were reviewed by the Safety Committee and it was determined that it was time for a comprehensive update of the 2005 Safety Plan, and also address all requirements in MAP-21. He noted that a project to develop this plan update was included in the FY 2013 MAG Work Program, and he added that a consultant team made up of Lee Engineering and the Texas Transportation Institute was hired to provide technical assistance with this effort. Mr. Joshua noted that a draft plan was developed over a 20-month period with oversight provided by the Safety Committee.

Mr. Joshua stated that the draft plan addressed all MAP-21 requirements and also developed an implementation plan to make significant improvements in road safety in our region over a ten-year timeframe. Mr. Joshua noted that the draft plan also included the cost of implementation and showed a funding gap of approximately \$3 million per year. Mr. Joshua stated that guidance of the TPC is being requested regarding the funding gap.

Ms. Margaret Boone, MAG staff, continued the presentation. She indicated that the development of the draft Safety Plan was closely coordinated with the State Plan, and led by ADOT to ensure consistency and meet the safety performance measures that the State will be required to report on.

Ms. Boone stated that crash data for a five-year period (2008-2012) in this region were analyzed and reviewed by the Safety Committee and other key stakeholders. She said that a workshop was held to establish regional goals and vision. The regional vision adopted for the plan by this group is “Zero Deaths--Zero Injuries.”

Ms. Boone stated that 47 specific strategies were identified to address six action areas. Strategies included engineering, education, enforcement and efficient emergency services. After the strategies were identified, the performance measures and targets were established to meet MAP-21 requirements and also to be compatible with the State’s plan. Ms. Boone stated that an implementation plan was then developed in order to guide a strategy to fund, carry out, and measure the strategies toward overall road safety improvement.

Ms. Boone reviewed information generated from the analysis of crash data for the MAG planning area and also a comparison to statewide crash data. She said that the analysis demonstrated that nearly 70 percent of all crashes in Arizona occur in the MAG planning area, nearly 50 percent of all fatal crashes occur in the MAG region, and 21 percent of fatal crashes that occur in the MAG planning area involve pedestrians. Ms. Boone stated that the performance goal of MAP-21 is to achieve a significant reduction in fatalities and serious injuries on all public roads. She noted that the safety performance of the state of Arizona depends much on how well or poorly the MAG region does in road safety.

Ms. Boone stated that the consultant produced a detailed breakdown of the crash history for fatal crashes. She pointed out that 80 percent of all fatal crashes in the MAG planning area from 2008 to 2012 occurred on arterials and local roads.

Ms. Boone stated that six action areas were selected for road safety improvements, based on factors associated with the predominant crash types in the region during a five-year period. She stated that 47 strategies were then recommended to address these six action areas. Ms. Boone stated that all factors associated with crashes were reviewed and upon examination of known effective strategies to address these crash factors, the Safety Committee came to a consensus that such strategies were more appropriately addressed at the state level, and are represented in the State’s Safety Plan. Ms. Boone advised that none of the strategies recommended in the MAG draft plan require new legislation and some strategies are already underway through existing MAG safety programs and projects.

Ms. Boone then showed a comparison between the MAG region and other urban regions in the western United States. She noted that the MAG region is second highest only to the Houston urban region for fatalities per 100,000 population and a little above the average for serious injuries per 1,000 population.

Ms. Boone reviewed some recommended strategies in the draft MAG plan for improving road safety: Install medians and pedestrian crossing islands (two-phase crossing), install pedestrian activated crossings (HAWK signals); implement a strategy to reduce secondary crashes by providing a Department of Public Safety officer at the ADOT Traffic Operations Center to assist

clearing freeway crashes; enhance the Road Safety Assessment program by focusing on locations demonstrating fatal and serious injury crashes. She indicated that the strategies were selected for their potential of reducing fatal and serious injuries for the predominant crash types in the MAG planning area.

Ms. Boone stated that they then figured out how much it would cost and find the resources. Cost projections for each of the 47 road safety strategies were derived using various data sources. Ms. Boone stated that some strategies would not incur any additional costs, and were based on improving the MAG planning process to help incorporate safety features in new road improvement projects programmed in the MAG TIP. She indicated an estimated total cost of \$78 million to implement the ten-year safety plan, with an annualized cost of \$7.8 million.

Ms. Boone stated that they then took this annual cost and reduced it by the various funding sources available for road safety improvements, such as the MAG work program, the Transportation Alternatives Program allocation, potential Governor's Office of Highway Safety grants, and the \$1.9 million Highway Safety Improvement Program suballocation to MAG from the state. Ms. Boone stated that total available resources add up to \$4.8 million per year, reflecting a funding gap of \$3 million per year.

Ms. Boone stated that the state receives nearly \$41 million in Highway Safety Improvement Program (HSIP) funds each year, of which the MAG region receives \$1.9 million or four percent, to address road safety issues associated with 47 percent of fatal crashes in Arizona. Ms. Boone reported that the remaining \$32.7 million, or 80 percent of the HSIP funding is administered by the state as a grab bag for safety improvement projects across the state, with no input from MAG on safety planning priorities.

Ms. Boone expressed that a more fair resource allocation of HSIP funds to the MAG region, where a large percentage of fatal crashes occur, would be beneficial. She stated that staff is seeking input and guidance on a strategy to address the funding shortfall, which could include a recommendation to seek an increase to the suballocation of federal HSIP funds to the MAG region, through a formal request from MAG to ADOT.

Chair Sellers stated that a high number of accidents occur at intersections. He asked if the Safety Committee had looked at the impact of photo enforcement on reducing fatal accidents. Ms. Boone replied that the Committee did not look specifically at the photo enforcement option, rather a strategy to highlight the known safety benefits from photo enforcement. She added that certain applications of photo enforcement are included among the strategies, but implementation of such equipment would be a local decision.

Chair Sellers acknowledged that photo enforcement is a controversial topic, but the City of Chandler has seen a significant reduction in serious accidents where photo enforcement is located.

Mayor Sharon Wolcott questioned whether photo enforcement was really a local decision. She remarked that photo enforcement is controversial and it becomes an issue on an annual basis at the

state. She explained that in her city, a neighborhood that is not in a gated community, has issues with lighting and parking along narrow public streets. She explained that cars parked along both sides of the street creates a narrow path for public safety vehicles. Mayor Wolcott stated that just as she was going to discuss this with the HOAs that do enforcement of their own regulations through their CC and Rs, she found out a state law went into effect on December 31, 2014 that HOAs cannot change their traffic enforcement rules once their CC and Rs are in place. Mayor Wolcott remarked that this takes away local control. She said she could not tell the entire City of Surprise to apply the same rules because each neighborhood is different. Mayor Wolcott stated that a conversation on local decision making is needed with the Legislature.

Chair Sellers noted that staff was seeking a recommendation that a formal request be made to increase safety funding.

Mr. Anderson remarked that with most of the serious crashes and approximately half of the traffic fatalities occurring in the MAG region, HSIP funds are specifically to address safety issues. The draft MAG plan has pointed out that although the MAG region the bulk of crashes and fatalities, it can only count on receiving \$1.9 million or four percent per year of the State's HSIP funds. Mr. Anderson stated that staff is recommending that MAG request that the amount be increased by \$3 million to almost \$5 million per year so we can attack safety issues. Mr. Anderson noted that the Federal Highway Administration reports that the MAG region has one of the highest pedestrian fatality rates in the nation. He stated that staff had a conversation on HSIP with ADOT, and he thought they feel a need to apply the HSIP funds to the state highway system, however the intent of the funding is to address known safety issues. Mr. Anderson stated that the data demonstrate the safety issues. He added that staff is looking for a recommendation from the TPC that MAG formally requests additional HSIP funds on an annual basis, which would allow MAG to plan projects to address safety issues.

Chair Sellers stated that staff is recommending that the TPC recommend sending a letter to ADOT requesting that MAG receive an additional \$3 million in HSIP funds, or 12 percent of the state's HSIP funds annually, a percentage below the region's crash average.

Ms. Karrin Kunasek Taylor asked for clarification as to what ADOT was doing on the state highways with the HSIP funds not allocated to MAG. Mr. Anderson replied that he did not know exactly, and he added that the other Councils of Governments in the state receive \$6.3 million annually in HSIP funds. Mr. Anderson stated that ADOT uses its HSIP funds on the state highway system and entertains applications for proposed projects off the system. He noted that some of MAG's proposed projects have been awarded HSIP by the state, and it is helpful to know the amount annually to do better programming. Mr. Anderson noted that MAG plans projects three to five years in the future and annual decisions are not conducive to a good planning process.

Ms. Taylor asked if the draft plan prioritizes improvements. Ms. Boone replied yes.

Mr. Dennis Smith stated that more than 60 percent of the travel in the MAG region occurs on surface streets, and the reason for the high percentage is the excellent grid system in the region.

Mr. Smith said that this is our strength, which is also our weakness. The arterials carry a lot of traffic, but are difficult for pedestrians to cross. Arterials in other cities do not carry the amount of traffic as they do in the MAG region. Mr. Smith noted that the focus for the state department of transportation is the state highway system. He noted the State Farm Insurance study that placed this region as number one for pedestrian accidents. Mr. Smith questioned how this split of HSIP funding could be justified if MAP-21 is performance-based.

Mr. Anderson stated that under MAP-21, ADOT needs to meet a state reduction of a certain number of accidents per year, but will never attain that level without addressing safety in the Valley because it is such a large part of the state. Mr. Anderson commented that if the TPC and Regional Council support requesting more funds from ADOT on an annual basis, MAG could be enabled to plan for safety improvements.

Mayor Wolcott stated that many state facilities intersect with local roads. If state facilities become at full capacity, drivers find their way through neighborhoods and cause serious problems. Mayor Wolcott stated that they are told by the state that their HOAs cannot change their regulations. She said that some simple changes are no longer possible without going to the Legislature. She added that she thought the element of local control needed to be included. Mayor Wolcott mentioned the problems encountered by the City of El Mirage and cameras on a state road. She stated that it would behoove us to not only discuss funding, but also local control.

Mr. Dave Berry asked how much MAG spends annually on safety programs. Mr. Anderson replied that MAG spends approximately \$4.8 million per year. He explained that this includes Governor's Office of Highway Safety funds, the \$1.9 million in HSIP funds, and Transportation Alternatives Program funds. He noted that the only non-federal funds MAG has are the Proposition 400 funds. Mr. Anderson noted that the projects funded by Proposition 400 include safety components, but Proposition 400 does not fund a safety program.

Mr. Berry suggested demonstrating the results of HSIP funds investments in the MAG region from a matching standpoint, for example, for every \$1 to the MAG region, \$2 would be spent on these programs when combined with MAG's funds.

Ms. Boone replied that MAP-21 is performance based, however, the previous legislation was not and there are no data from the 2005 Safety Plan. She noted that with the new safety plan, MAG has plans on how they will be measuring performance.

Mr. Berry remarked that if he were the state he would want the maximum impact for the investment. In terms of putting together a proposal, showing the benefits received for the funds spent will be more compelling than saying we deserve half of the money because we represent half the accidents.

Ms. Boone noted that due to the performance measures in MAP-21, the federal government will want to see what the state has achieved, and it will be difficult for the state to meet its target without investing in safety in the MAG region.

Chair Sellers stated that he thought the metrics mentioned by Mr. Berry will be essential to MAG going forward to validate its position. He suggested the TPC direct staff to provide a percentage that better represents savings in accidents or fatalities this region could have by having increased funding. Chair Sellers noted that going to 12 percent when the accident rate is approximately 50 percent is a starting point.

Mr. Smith stated that this is similar to help me help you. As Mr. Berry suggested, give solid examples and show how we will help ADOT attain its target.

Chair Sellers asked for clarification of a possible motion.

Mr. Anderson replied that staff was looking for a motion to make a recommendation to the Regional Council. He suggested that the motion could include instruction to MAG staff to enter discussions with ADOT to increase the safety funding in the MAG region to have at least an additional \$3 million annually to implement the measures identified in the MAG Strategic Safety Plan. Mr. Anderson stated that policy direction from MAG leadership would be very beneficial in staff proceeding with discussions with ADOT staff.

Chair Sellers noted that the motion should also integrate what Mr. Berry recommended regarding assisting ADOT in meeting its performance targets for MAP-21. Chair Sellers asked if there was a motion.

Mayor John Giles moved, Mayor Sharon Wolcott seconded, and the motion passed unanimously.

Mayor Wolcott stated that she would like a discussion among the full Regional Council on the issue of local control. She said that the issue is not just about money, but how it is applied and local control. Mayor Wolcott stated that she did not know the amount of money the City of El Mirage has invested in implementing a traffic safety plan, but constantly having to defend it at the Legislature is problematic, just the same as someone at the Legislature deciding that local government cannot change traffic regulations that would improve safety, in particular, that of pedestrians.

6. Interstate 10/Interstate 17 Corridor Master Plan Public Information Findings and Alternatives Development

Mr. Bob Hazlett, MAG staff, stated that MAG recently completed public outreach for the Interstate 10/Interstate 17 Corridor Master Plan. Mr. Hazlett stated that events included an agency information meeting on February 23 at the MAG offices attended by 40 stakeholders from 18 agencies; three public meetings held February 25 and 26, and March 4 at three locations along the 35-mile corridor attended by approximately 70 people; and an online survey using the web-based MetroQuest tool that was completed by approximately 1,700 people between February 9 and March 25.

Mr. Hazlett showed a map of the results of online survey respondents by zip code and survey commuter respondents by zip code. He stated that the majority of online respondents indicated that they used the corridor at least five times per week and more than 83 percent indicated that they travel in their own personal vehicle.

Mr. Dave Berry noted that almost as many respondents ride bicycles as drive trucks. Mr. Hazlett noted that the graph only displayed those who responded to the survey, and he added that the study also is looking at arterials one mile to each side of the freeways.

Mr. Hazlett stated that respondents were asked their interest in the corridor: 62 percent use it for commuting, 17 percent are nearby residents, six percent are property owners, four percent are business owners and another four percent are business customers.

Mr. Hazlett stated that the top four priorities for the corridor expressed by survey respondents include improving the commute, adding travel choices, protecting the environment, and increasing connections. Mr. Hazlett stated that survey respondents favored adding travel modes, improving access, and adding freeway lanes to improve the corridor.

Mr. Hazlett displayed maps that showed traffic congestion concerns, traffic safety concerns, public transportation concerns, bicycling/pedestrian concerns, and accessibility concerns that were expressed in the MetroQuest survey. Mr. Hazlett stated that respondents could pin their concerns to a particular freeway segment. He noted that one concern is the difficulty in accessing Interstate 17 from Grand Avenue and accessing Interstate 10 from southbound SR-143.

Mr. Hazlett stated that the survey asked people to express their thoughts. Respondents said dangerous merging/weaving, adding vehicle lanes, improving interchanges, building more light rail, and creating bicycle and pedestrian crossings.

Mr. Hazlett stated that staff is requesting guidance from the TPC on the four guiding principles that have been developed throughout the study process: 1) Optimize. Make use of what is available. Engage technology. 2) Expand. Provide more travel choices and alternate travel mode opportunities. 3) Perform. Meet travel demand between the I-10/I-17 travel markets. Focus on system reliability for all travel choices. 4) Implement. Consider the variety of travel choices and bundle together deliverable and economical packages.

Chair Sellers remarked that he was very impressed with the public outreach that had been conducted. He asked members if they had questions.

Mr. Berry asked if the impact of the South Mountain Freeway on the Spine had been included. Mr. Hazlett replied that all of the studies and modeling assumes not only that the South Mountain Freeway is open to traffic, but also full buildout of the HOV system.

Mr. Berry expressed that gridlock is worsening on Interstate 10 and he spoke of the loss of the I-10 Reliever. Mr. Berry noted that he thought the guiding principles were on target. He said that with

the technology piece, he thought that platooning of trucks is about three years away and will have a big impact on traffic. Mr. Berry indicated that trucking companies need to figure out how to route their trucks coming out of their facility, perhaps electronic message signs or varying their routes as they depart. Mr. Hazlett noted that technology is exploding right now and could be better used to make better utilization of the transportation system.

Mr. Anderson expressed that he was gratified with the MetroQuest survey input overlaid on the four guiding principles is almost one to one. He indicated that improvements might not necessarily mean more freeway lanes; the City of Phoenix is building light rail to 19th Avenue and Dunlap and is hoping to get it across Interstate 17 to Metrocenter Mall. Mr. Anderson noted that this provides another travel option. He noted that one way to expand the system without adding lanes is improved connectivity, such as bicycle and pedestrian connections. Mr. Anderson noted that some of the ideas for improvements in the corridor that have been around for a while are now reinforced through the public input and the guiding principles. Mr. Anderson expressed his appreciation that the public understands the issues and he thought the study team is headed in the right direction.

Mr. Smith stated that technology is becoming the way to collect public input; many more residents responded to the MetroQuest survey than attended the public input events in person.

Chair Sellers expressed that he looked forward most to the ITS improvements. He added that ITS is the most cost effective option for improving traffic congestion problems.

Supervisor Clint Hickman inquired if any comments had been received during the public outreach regarding concerns for construction and its impact on people's routines. He asked what is the optimum construction time before people say this has gone on too long. Mr. Hazlett replied that they heard to make better use of technology so people and operators will be aware when construction will happen and decide if they need to reroute their travel. He said that Active Traffic Management on Interstate 17 provides a tool to communicate with users even when the freeway is under construction.

Mr. Hazlett welcomed feedback from the TPC. He said that staff will be reporting back in November 2015 and anticipate the project will be complete by December 2016.

7. Legislative Update

Nathan Pryor, MAG staff, provided an update on legislative issues of interest. Mr. Pryor first discussed Senate Bill (SB) 1274 - ADOT Omnibus, which includes a provision that would have transferred the staffing of the Citizens Transportation Oversight Committee (CTOC) to MAG from ADOT. He noted that there were concerns about undermining the independent role of CTOC. Mr. Pryor reported that Representative Coleman offered an amendment on the House floor to remove the provision. The amendment succeeded by a 37-11 vote, however, the Legislature adjourned before it could be concurred in the Senate.

Mr. Pryor expressed his appreciation to Senator Worsley and Representative Coleman, co-sponsors of the bill, in offering amendments to their bill. He expressed appreciation to Representative Tony Rivero for supporting the Representative Coleman amendment on the House floor and speaking to issues that this bill provision would have created. Mr. Pryor also thanked the MAG member agencies who worked on this issue.

Mr. Pryor then addressed House Bill (HB) 2617 - counties, municipalities, budgets. He explained that in the final week of the legislative session, a bill amendment was introduced and approved by the Legislature that, if enacted, would shift some of the funding for the Department of Revenue to MAG and the Pima Association of Governments (PAG). Mr. Pryor noted that this would represent a transfer of \$2.52 million of the MAG Proposition 400 funds (approximately \$27 million to the Department of Revenue for the balance of the Prop 400 program). Mr. Pryor added that the PAG portion from their 2006 voter approved half cent sales tax would be approximately \$500,000.

Mr. Pryor stated that the bill was transmitted to Governor Ducey on April 6th for consideration. A letter from Regional Council Chair Michael LeVault was sent to the Governor on April 8th requesting that the bill be vetoed, however, the governor signed the bill April 14th. Mr. Pryor stated that staff is currently working with legal staff on potential options to remedy this and will continue to provide updates as new information becomes available.

8. Request for Future Agenda Items

Topics or issues of interest that the Transportation Policy Committee would like to have considered for discussion at a future meeting will be requested.

Chair Sellers noted that he recently attended the Roads and Streets conference in Tucson. He said he was very impressed with a presentation by HDR, Inc. on combining a risk assessment analysis with value engineering. Chair Sellers thought it might be an appropriate agenda item because MAG is using this principle on the South Mountain Freeway. He noted that it is an exciting concept and he would like the entire committee to hear about it. Chair Sellers stated that just five percent savings on a \$1.9 billion project could result in \$100 million cost reduction. Chair Sellers also suggested including the presentation by Eric Anderson on how to communicate with the average person on needs for transportation.

Mr. Smith noted that the risk analysis program has been so successful that MAG is including a new project in the FY 2016 MAG Work Program in the amount of \$200,000.

9. Comments from the Committee

An opportunity will be provided for Transportation Policy Committee members to present a brief summary of current events. The Transportation Policy Committee 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 were noted.

Adjournment

There being no further business, the meeting adjourned at 1:20 p.m.

Chair

Secretary