

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE MEETING

December 9, 2015
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

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| Mayor Jerry Weiers, Glendale, Chair | # Mayor Georgia Lord, Goodyear |
| Mayor John Giles, Mesa, Vice Chair | * Mayor Mark Mitchell, Tempe |
| # Mr. F. Rockne Arnett, Citizens Transportation Oversight Committee | Mayor Lana Mook, El Mirage |
| * Mr. Dave Berry, Swift Transportation | * Mr. Garrett Newland, Macerich |
| Mayor Cathy Carlat, Peoria | * Mayor Tom Rankin, Florence |
| # Councilmember Jenn Daniels, Gilbert | Mr. Mark Reardon, Vulcan Materials Company |
| * Supervisor Clint Hickman, Maricopa County | Councilmember Jack Sellers, Chandler |
| # Mr. Charles Huellmantel, Huellmantel and Affiliates | Vice Mayor David N. Smith, Scottsdale |
| Mr. Joseph La Rue, State Transportation Board | Mayor Greg Stanton, Phoenix |
| * Lt. Governor Stephen Roe Lewis, Gila River Indian Community | * Ms. Karrin Kunasek Taylor, DMB Properties |
| | # 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 Jerry Weiers at 12:00 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Weiers noted that Mr. Roc Arnett, Councilmember Jenn Daniels, Mr. Charles Huellmantel, Mayor Georgia Lord, Mayor Mark Mitchell, and Mayor Kenneth Weise were participating by teleconference.

Chair Weiers introduced a new member of the TPC, Mr. Mark Reardon, from Vulcan Materials Company. Mr. Reardon was appointed by President Andy Biggs. Chair Weiers welcomed Mr. Reardon to the TPC.

3. Call to the Audience

Chair Weiers noted that no public comment cards had been received.

4. Approval of the September 16, 2015, Meeting Minutes

Chair Weiers asked members if they had changes to the September 16, 2015, meeting minutes. No changes were noted.

Vice Chair John Giles moved to approve the minutes of the September 16, 2015, meeting. Mayor Cathy Carlat seconded, and the motion passed unanimously.

5. FY 2016 Early Phase Input Opportunity Report

Mr. Jason Stephens, MAG staff, provided a report on the FY 2016 Early Phase Input Opportunity. Mr. Stephens noted that any time the MAG Transportation Improvement Program is developed, MAG conducts a public input process. He stated that input was received on the draft listing of projects for the new FY 2017-2021 MAG Transportation Improvement Program. During the early phase, MAG received public comment at its policy committees, as well as at small and large group presentations, and via a direct mailing. Approximately 4,000 postcards were distributed to solicit input.

Mr. Stephens stated that MAG received several responses for project suggestions related to bicycles, air quality, and transit. He stated that these suggestions were forwarded to member agency staff of relevant agencies for consideration and are included in the report.

Chair Weiers thanked Mr. Stephens for his report. No questions from the Committee were noted.

Mr. Dennis Smith, MAG Executive Director, stated that Mr. Stephens had received a promotion to manage the MAG Bicycle and Pedestrian Program after staffing the MAG public involvement program after 16 years.

6. 2015 Annual Report on the Status of the Implementation of Proposition 400

Mr. Roger Herzog, MAG staff, stated that Arizona Statute requires that MAG issue an annual report on projects included in Proposition 400. He noted that the 2015 Annual Report covers the status of the life cycle programs for freeways/highways, arterial streets, and public transit. Mr. Herzog stated that statute also requires a public hearing, which MAG conducted on November 19, 2015.

Mr. Herzog reported that revenue collected from Proposition 400 from Fiscal Years 2007-2015 showed a decrease due to the Great Recession. However, projections show that the revenue collections are returning to 2007 levels. Mr. Herzog stated that Fiscal Year 2015 receipts from the Proposition 400 half-cent sales tax were 4.5 percent higher than receipts in FY 2014. Mr. Herzog noted that a 4.5 percent growth rate per year will produce approximately \$5.3 million through the end of the tax in December 2025.

Mr. Herzog stated that a cash flow analysis indicates that there is a positive balance of approximately \$30 million for the Regional Freeway/Highway Life Cycle Program through FY 2026. He added that last year, the balance was negative \$162 million.

Mr. Herzog stated that a number of major freeway/highway construction projects were completed, underway, or advertised for bids during FY 2015, including projects on Loop 101, Loop 202, Loop 303, and US-60. Mr. Herzog stated that the final Environmental Impact Statement for the South Mountain Freeway Corridor was released to the public and a Record of Decision by the Federal Highway Administration was published in March 2015, selecting a build alternative. He said that an additional \$688 million is programmed for Fiscal Year 2016, which includes a significant amount of funds to the South Mountain Freeway.

Mr. Herzog stated that for FY 2015, the Arterial Street Life Cycle Program ending balance for Fiscal Year 2015 was a negative \$36 million. He said that this is 3.5 percent of Projected Arterial Life Cycle Program reimbursements from estimated future revenues. This difference is considered to be within the variance of revenue projections and cost estimates, and specific remedial action is not anticipated at this time. Mr. Herzog noted that during FY 2015, a total of \$63 million in ALCP project expenses was reimbursed to implementing agencies and since the beginning of the program, a total of \$582 million has been disbursed. He added that \$78 million is programmed for FY 2016.

Mr. Herzog stated that the Transit Life Cycle Program had an ending balance of \$6 million. He noted that 35 bus routes have been funded since the beginning of the program, three additional bus routes will be funded during the next five years and bus operations and capital needs will continue to be funded. Mr. Herzog stated that the light rail extension to Mesa Drive in the East Valley opened in the summer of 2015. One segment of the Northwest extension is under construction and its completion is anticipated in 2016. Mr. Herzog stated that the South Central light rail segment to Baseline Road in Phoenix was added to the Regional Transportation Plan as a major amendment.

Mr. Herzog reported that one of the ongoing issues is the changing nature of revenue sources, for example, new energy sources and the higher fuel efficiency of vehicles have impacted the amount of tax per gallon of fuel that funds the federal highway transportation fund. Mr. Herzog added that a lessening commitment to user pays for transportation will create a challenge to transportation funding in the future.

Mr. Herzog stated that a five year transportation funding bill, Fixing America's Surface Transportation Act (FAST Act) was signed by the President last week. He remarked that having

a five year funding program will provide greater certainty of revenue. However, Mr. Herzog noted that some of the funding sources are from non-transportation sources whose sustainability is unknown. He stated that adjustments to projects and the life cycle programs will be made as needed. Mr. Herzog noted that this item was on the agenda for information and discussion. Chair Weiers thanked Mr. Herzog for his report. No questions from the Committee were noted.

7. Update on the Auditor General's Report and Arizona Transportation Funding Options

Mr. Eric Anderson, MAG Transportation Director, provided an overview of the Auditor General's report titled "A Performance Audit of the Arizona Department of Transportation - Transportation Revenues," which was released in September 2015. Mr. Anderson stated that the audit showed that the Arizona Department of Transportation (ADOT) had a projected shortfall of almost \$63 billion as a result of approximately \$90 billion of statewide transportation needs and \$26.2 billion of revenue.

Mr. Anderson noted that the transportation needs across the state were identified in the most recent ADOT long range plan for Arizona, which was completed in May 2011. He said that ADOT began an update of this plan this month, which includes the state highway system, airports, urban transit, and freight.

Mr. Anderson stated that the ADOT long range plan determined there are \$88.9 billion of transportation needs statewide, from 2010 to 2035. He reviewed each program area's needs: the state highway system (approximately \$43 billion), commuter rail (approximately \$400 million), passenger rail (approximately \$4.2 billion), and airports (approximately \$10 billion, which might not include the improvements required for Sky Harbor or Tucson International airports), and metro transit needs (approximately \$23 million, which is outside of ADOT's responsibility).

Mr. Anderson noted that some of the programs are not under ADOT's responsibility. He stated that ADOT is responsible for the state highway system, which means that the funding shortfall for the department is \$24 billion, not \$63 billion. Mr. Anderson stated that this amount includes operations, maintenance and some new corridors.

Mr. Anderson stated that sufficient revenue is important for a viable transportation system. He stated that transportation impacts the economy and job markets, and the ability to move goods and people is important from an economic development perspective. Mr. Anderson remarked that traffic congestion and poor roads cost users billions of dollars each year. He stated that fuel tax revenues lack long-term sustainability, due to increased fuel economy and a fixed amount of 18 cents per gallon gas tax.

Mr. Anderson noted that the audit discussed some potential revenue options such as fuel tax changes, increasing the rate, or indexing the tax to inflation. Mr. Anderson stated that if the Arizona gas tax had been indexed to inflation in 1991, the fuel tax would now be in the 32-33 cents per gallon range. Mr. Anderson stated that additional potential revenue options include a vehicle mileage tax (Oregon has implemented a vehicle mileage tax), increasing fees (such as the \$8

vehicle registration fee), tolling and sales tax. He displayed a chart of potential sources of transportation revenue.

Mr. Anderson stated that the audit recommended the Legislature consider forming a task force to study and propose options for addressing ADOT's transportation needs to ensure a safe, efficient, and economically viable state transportation system. He noted that there was a bill that died in the Senate Transportation Committee, which was likely defeated due to a concern that they might raise taxes. Mr. Anderson stated that there is no shortage of options, however, there needs to be political will to move forward.

Mr. Anderson stated that Maricopa County continues to invest in regional and local dollars in transportation. Last year, the dedicated local and regional transportation taxes contributed \$576 million of additional dollars. Mr. Anderson stated that next year, the higher Phoenix sales tax for transportation is estimated to bring in an additional \$100 million. He reported that Phoenix has been ranked by the WAZE traffic app, which has 50 million users, as the best city for drivers in the world.

Chair Weiers thanked Mr. Anderson for his report and asked members if they had questions.

Mr. Roc Arnett referenced the chart of potential revenue. He asked if the increased vehicle registration fee being discussed in the Governor's Office could result in an additional \$30 million in revenue. Mr. Anderson replied that he drafted the potential revenue chart a couple of years ago. He noted that calculations of the vehicle registration fee become complicated because people can pay either a one-year registration or a two-year registration. Mr. Anderson stated that he presented the chart to show the order of magnitude and further detailed analysis would be needed.

Chair Weiers noted that this item was on the agenda for possible action, however, staff had informed him that no action was needed.

8. Final Recommendations on the US-60/Grand Avenue Corridor Optimization, Access Management Plan, and Systems Study (COMPASS)

Mr. Bob Hazlett, MAG staff, provided a report on the US-60/Grand Avenue Corridor Optimization, Access Management Plan, and System Study (COMPASS). Mr. Hazlett stated that MAG decided to conduct the study because a few years ago, ADOT was ready to turn over US-60/Grand Avenue to local control of the agencies the corridor passed through. He stated that the leadership along US-60/Grand Avenue said the corridor is a regional facility and not a local road.

Mr. Hazlett stated that the Charter Partners, member agencies along Grand Avenue, developed a vision statement and guiding principles of the COMPASS study. He indicated that four alternatives were identified during the study: continue with planning improvements contained in the Regional Transportation Plan; reconsider the US-60/Grand Avenue Expressway option; plan for commuter

rail with operational improvements; identify other high capacity transit options with US-60 enhancements.

Mr. Hazlett stated that during the study, they analyzed traffic patterns of where residents work and where workers reside, and carried out traffic demand modeling. He noted on two maps select link results. Mr. Hazlett noted that many drivers in the area use Loop 101 and Interstate 10.

Mr. Hazlett stated that an alternatives screening process was conducted and he pointed out where criteria of travel demand, safety and accessibility, economic opportunity, investment needs, and corridor vision were met and not met by the different alternatives. He noted that neither the Expressway Option nor the Other High Capacity Transit Option the criteria as alternatives for the corridor. Mr. Hazlett stated that the study recommended establishing a corridor access management system; continuing with improvements in the Regional Transportation Plan; addressing remaining bottlenecks and congestion points; and planning for commuter rail with operational improvements.

Mr. Hazlett noted that the 51-page COMPASS recommendations document is posted on the MAG website. He stated that the corridor could be optimized by maintaining private property access, adding ten overcrossings of the BNSF railroad, cleaning up existing geometries of intersections, and reducing the need for traffic signals at some locations. Mr. Hazlett displayed an aerial photograph of the 35th Avenue/Indian School Road/Grand Avenue intersection and noted some of the corridor driveways are recommended for closure to improve operations.

Mr. Hazlett stated that the recommendations are only concepts at this point, and design and environmental clearances are the next steps with required local, state and federal agency approvals. Mr. Hazlett stated that 230 access points could be consolidated from the 429 driveways along the corridor. He stated that cities along the corridor could form a zoning overlay district to allow them to enforce access management along the corridor. Mr. Hazlett stated that mostly good feedback has been received after presentations on the COMPASS study were made to most of the member agencies. He added that Burgess & Niple, the consultant firm that worked on the study, had received an award for the GIS mapping in the project.

Chair Weiers thanked Mr. Hazlett for his report and asked members if they had questions.

Mayor Sharon Wolcott expressed her appreciation to Mr. Hazlett for the tremendous job on the COMPASS study. She stated that having 429 driveways along the corridor is frustrating. Mayor Wolcott expressed appreciation for the efforts to identify the best ways to optimize the value and function of this very important corridor. She stated that Mr. Hazlett mentioned zoning overlay districts as a local tool, however, she would recommend a path forward defined by all agencies along Grand Avenue in order to implement the COMPASS study. Mayor Wolcott also suggested looking for funding opportunities and implementing commuter rail. She indicated that rapid transit is critical due to the Northwest Valley having the fourth largest density of senior citizens in the United States. She noted that many older people no longer wish to drive and alternatives to driving are needed in the Northwest Valley. Mayor Wolcott remarked that a solution is needed as

a Valley. She stated that the corridor's angled geometrics are the source of the problems, and this could also be a challenge in the Southeast Valley someday. Mayor Wolcott encouraged member agencies to work together to implement the COMPASS study.

Mayor Greg Stanton complimented the efforts and thanked Mayor Wolcott for being the champion of this study. He said that each city could schedule meetings with its planning and zoning officials and elected officials to look at the zoning overlay recommendations to formulate a plan of action. Mayor Stanton commented that MAG or the City could host further discussion.

Mr. Dennis Smith suggested that an annual status report could be provided at MAG. He noted that accountability is needed in removing access points.

Mayor Wolcott expressed her agreement.

Chair Weiers noted that this item was on the agenda for possible action, however, no action was needed.

9. US-60/Grand Avenue at Bell Road Traffic Interchange Construction Project Update

Mr. Bob Hazlett updated the TPC on the US-60/Grand Avenue at Bell Road traffic interchange construction project. He noted that Mr. Eric Anderson had provided a report on the project to the Surprise City Council approximately one month ago. Mr. Hazlett stated that this intersection was identified in the Regional Transportation Plan for a grade separation improvement, and it is the only at-grade major intersection on Grand Avenue. He added that the MAG Regional Transportation Plan identifies improving up to three locations along US-60/Grand Avenue between Loop 101/Agua Fria and Loop 303 Freeways. Mr. Hazlett remarked that the traffic at this intersection will only increase in the future.

Mr. Hazlett stated that the Surprise City Council raised the question of the need for the interchange. He stated that MAG used its micro simulation tool to demonstrate traffic movements in 2035. The demonstration was for traffic during the afternoon peak period of what traffic would look like without the improvements to the traffic interchange and how traffic would back up on Grand Avenue, Bell Road, and Dysart Road. Mr. Hazlett pointed out that a side-by-side comparison shows the need for improvements at the intersection. He added that the Surprise City Council voted to proceed with construction of the US-60/Grand Avenue at Bell Road interchange project.

Mr. Hazlett stated that ADOT is proceeding with a design build. The bids are under review and perhaps will be opened next week. He displayed a simulation of the direct high occupancy vehicle interchange, where the ramps come up from the median, Bell Road overpasses, and Grand Avenue underpasses while maintaining private property access.

Mr. Hazlett stated that construction is anticipated to begin in summer 2016 with completion in 2017. He noted efforts by ADOT and the City of Surprise to not impact spring training and shopping, while minimizing closures and completing the project as soon as possible.

Chair Weiers thanked Mr. Hazlett for his update and asked members if they had questions.

Mayor Sharon Wolcott expressed her appreciation to Mr. Eric Anderson, Mr. Bob Hazlett, Mr. Dennis Smith, and the MAG organization for working with the Surprise City Council to demonstrate the need for this interchange. She noted that it is critical, not only for the optimization of the corridor, but also for the City of Surprise. Mayor Wolcott stated that MAG was able to calm those who fear change and help them see the interchange will radically benefit the City. She added that the City of Surprise has been waiting for this for a very long time.

Mr. Smith noted that a visualization can more effectively demonstrate a situation than a report. He noted that the simulation is at MAG and suggested that members contact MAG if they need assistance with an intersection. Mr. Smith added that Ms. Amy St. Peter accompanied Mr. Eric Anderson to the Surprise City Council presentation. He commented that Mr. Anderson did an outstanding job on the presentation.

10. Regional Freeway and Highway Program Construction Project Update

Mr. Bob Hazlett then presented an update on Regional Freeway and Highway Program construction projects. He displayed a list of remaining projects to 2026 and noted those under construction. Mr. Hazlett then spoke of 2015 and 2016 projects on a map, many of which are on Loops 101, 202, and 303. He pointed out projects that include widening on Interstate 10, addition of the Freeway Management System, and landscaping. Mr. Hazlett stated that the Bell Road interchange project and the Thunderbird Road/Thompson Ranch Road project in El Mirage. He remarked that ADOT is doing a remarkable job.

Mr. Hazlett stated that the design build project on the Loop 202/Red Mountain Freeway to add a general purpose lane from Loop 101 to Gilbert Road and an HOV lane is almost complete. He stated that the improvements on SR-101L/Pima Freeway are anticipated to be finished in early 2016 before Spring Training. Mr. Hazlett stated that construction on Loop 303 comprises three projects. Mr. Hazlett stated that the interchange project on Loop 303 and Grand Avenue removes the last traffic signal on Loop 303. He stated that work is underway on the El Mirage Road traffic interchange. He said that this is the last at-grade intersection and will be converted to a traffic interchange in 2016.

Mr. Hazlett stated that the design-build-maintain public/private partnership (P3) procurement process for the South Mountain Freeway is underway. He said that ADOT received statements of qualifications last year from five potential builders, and have shortlisted them to three firms. Mr. Hazlett stated that the bids were due in November 2015, and they are under technical and fiscal review. He added that the announcement of the selected developer is anticipated for February or March 2016. Mr. Hazlett stated that this is the first time there will be a fixed price for constructing a freeway corridor in the MAG region. He noted that there is a court challenge on this project and court activity is anticipated in May 2016 and hopefully, there will be resolution in the summer.

Mr. Dennis Smith asked Mr. Hazlett to explain the alternative technical concept work by ADOT. Mr. Hazlett stated that in a typical design-build project, the builder finds ways to save money while improving the performance of the project. Alternative technical concepts provide opportunities for ideas and alternatives to be suggested to ADOT that could provide cost or time savings. Mr. Hazlett stated that a design-build developer is allowed a stipend, which is not usually paid until the alternative technical concepts have been reviewed, however, in this case, ADOT decided to purchase all of the alternative technical concepts so that the most promising options can be combined into the project for the best possible price. Mr. Hazlett stated that the P3 statute enables this.

Mr. Hazlett stated that the SR-24/Gateway Freeway project from the Santan Freeway to Meridian Road is still in the planning stage. He indicated that ADOT is looking at a potential interim facility and if funding becomes available, this project might be brought back into the program.

Mr. Hazlett stated that work continues on the environmental clearance for SR-30, which runs between the South Mountain Freeway and Loop 303. He said they are hoping to see a Finding of No Significant Impact for this project within the next ten months. Mr. Hazlett stated that SR-30 is a significant project to help relieve Interstate 10.

Mr. Hazlett stated that a lot of activity is going on, which could not be done without ADOT and Federal Highway Administration.

Chair Weiers thanked Mr. Hazlett for his report and asked members if they had questions.

Mayor Lana Mook asked if there were toll roads currently in or scheduled in Arizona. Mr. Hazlett replied that there were no toll roads in Arizona and he did not know of any plans to implement them in the state.

11. Legislative Update

Mr. Nathan Pryor, MAG staff, provided an update on legislative issues of interest. He stated that President Obama signed the five-year Fixing America's Surface Transportation Act (FAST Act) on December 4, 2015. Mr. Pryor explained that the FAST Act represents an 11 percent increase in funding.

Mr. Pryor stated that there is increased emphasis on streamlining and expediting project delivery, a return of a bus discretionary grant program, a new multimodal freight program with funding that appears to be beneficial to Arizona. However, there does not appear to be an update to formula allocations because old data (like 2000 US Census) is being used to determine funding allocations. Mr. Pryor remarked that this hurts high growth states like Arizona. He indicated that Congress seems reluctant to open formulas. Mr. Pryor stated that MAG and others have called attention to this issue and hopefully, it will be addressed in 2020 when a new decennial Census occurs.

Mr. Pryor stated that Arizona will see an increase of funding by nearly 13 percent (2015 vs 2020) in highway funding: almost a 4.5 percent increase in FFY 2016 and the roughly three percent year over year thereafter.

Mr. Pryor then addressed Surface Transportation Program funding, which is the most flexible type of funding that can be used for a variety of projects. He reported that under MAP 21, the MAG region received approximately \$51.56 million in FFY 2015. Under the proposed DRIVE Act, the MAG region would have received approximately \$48.5 million; Mr. Pryor noted that this amount was affected by 15 percent off the top for bridges. Mr. Pryor stated that the proposed Wicker/Booker and Davis/Titus amendments would have provided approximately \$61.1 million to the MAG region. He said that the FAST Act represents a 3.5 percent increase to \$53.4 million in FFY 2016.

Mr. Pryor stated that some important designations in the FAST Act include the Sonoran Corridor, which is a bypass from Interstate 19 to Interstate 10 south of Tucson. This corridor could save time and it could open technology and defense industry areas for development. Mr. Pryor stated that another designation is Interstate 11 from Las Vegas to Reno (Interstate 80) and south of Phoenix to Tucson and Nogales. He reported that there was a late effort by stakeholders to create a pilot program to allow projects like Interstate 11 to move forward with environmental studies with exemption to fiscal constraint issues, but it did not take place. Mr. Pryor expressed appreciation to Chair Weiers for his letter of support that went to the Conference Committee.

Mr. Pryor stated that the Arizona Legislature will be back in session in January 2016. He noted that one of MAG's concerns is the Highway User Revenue Fund (HURF). He noted that there have been discussions with the Governor's Office regarding limiting HURF sweeps, however, ADOT is being conservative and is showing five more years of sweeps at \$120 million per year, or a total of \$600 million over five years. Mr. Pryor stated that keeping HURF funding to the \$20 million per year allowed in state statute means an additional \$500 million for state transportation projects. Mr. Pryor indicated he will continue to monitor this.

Chair Weiers noted that this item was on the agenda for possible action. No action was requested. He asked if there were questions.

Mr. Dennis Smith reported that he and Mr. Eric Anderson attended the Resource Allocation and Advisory Committee meeting. He indicated that last year he voted no on the sweeps, but this year he voted yes with the caveat that ADOT present two scenarios: with sweeps and without sweeps. Mr. Smith stated that MAG awaits those numbers. He remarked that a way to fund DPS needs to be determined, especially with the number of freeway miles being added to the system. Mr. Smith said that Mr. John Halikowski's idea was to increase the vehicle registration fee in order to fund DPS.

Mayor Sharon Wolcott asked the projected amount of increase in registration fees that would be needed to fund DPS. Mr. Anderson replied that fees would need to be two or two-and-one-half

times the \$8 fee, which has been the same fee since at least 1990. He noted that the registration fee in California is \$27 or \$28.

Mayor Wolcott remarked that other states are facing the same situation and need to find ways to fund their departments of public safety and increasing registration fees seems like the simplest solution.

12. 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.

No requests were noted.

13. 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.

Chair Weiers noted that the next TPC meeting is January 13, 2016.

Adjournment

There being no further business, the meeting adjourned at 1:05 p.m.

Chair

Secretary