

DRAFT MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

April 28, 2011

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

MEMBERS ATTENDING

Peoria: David Moody	Maricopa County: John Hauskins
ADOT: Kwi-Sung Kang for Steve Hull	Mesa: Scott Butler
Avondale: Sue McDermott for David Fitzhugh	Paradise Valley: Bill Mead
Buckeye: Jose Heredia for Scott Lowe	Phoenix: Rick Naimark
Chandler: Dan Cook for Patrice Kraus	*Queen Creek: Tom Condit
El Mirage: Lance Calvert	RPTA: Bryan Jungwirth
Fountain Hills: Randy Harrel	Scottsdale: Dave Meinhart
Gila Bend: Eric Fitzer	Surprise: Bob Beckley
*Gila River: Doug Torres	Tempe: Greg Jordan for Chris Salomone
*Gilbert: Tami Ryall	Valley Metro Rail: John Farry
Glendale: Terry Johnson	*Wickenburg: Rick Austin
Goodyear: Cato Esquivel	Youngtown: Grant Anderson for Lloyce Robinson
#Guadalupe: Gino Turrubiarres	
Litchfield Park: Paul Ward for Woody Scoutten	

EX-OFFICIO MEMBERS ATTENDING

*Street Committee:	*Bicycle/Pedestrian Committee: Katherine Coles, City of Phoenix
* ITS Committee: Nicolaas Swart, Maricopa County	*Transportation Safety Committee: Julian Dresang, City of Tempe

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

OTHERS PRESENT

Eric Anderson, MAG	Brian Towle, TSA
Bob Hazlett, MAG	Clem Ligocki, Maricopa County
Roger Herzog, MAG	Charles Andrews, Avondale
Jorge Luna, MAG	Kristen Sexton, Avondale
Eileen Yazzie, MAG	Art Brooks, Strand
Ed Stillings, FHWA	Robert Reiss, Gannett Fleming
Alfonso Rodriguez, Fort McDowell Yavapai Nation	Jenna Goad, Glendale

1. Call to Order

Chairman David Moody from the City of Peoria called the meeting to order at 10:02 a.m.

2. Approval of Draft March 30, 2011 Minutes

Chairman Moody asked if there were any changes or amendments to the March 30, 2011 meeting minutes, and there were none. Mr. David Meinhart from City of Scottsdale motioned to approve the minutes. Mr. John Hauskins from Maricopa County seconded, and the motion passed by a unanimous voice vote of the Committee.

3. Call to the Audience

Chairman Moody announced that he had not received any cards requesting to speak and moved on to the next item on the agenda.

4. Transportation Director's Report

Chairman Moody invited Mr. Eric Anderson to present the Transportation Director's Report. Mr. Anderson announced that the meeting rooms on the second floor of the MAG building would be unavailable between June 2011 and August 2011 due to renovations. He informed the Committee that the regularly scheduled meetings of the Transportation Review Committee (TRC) would be held in the Lake Powell Room at the RPTA/Valley Metro Offices. He encouraged committee members to park at the MAG for those meetings due the limited parking availability in the RPTA/Valley Metro building. Mr. Anderson encouraged committee members to notify MAG Staff of any special technology needs one week prior to the meeting to allow sufficient time for accommodations to be made. He announced that MAG Staff would send an electronic reminder prior to the meeting.

Mr. Anderson announced that the Regional Area Road Fund (RARF) revenues for March were up 9.9 percent based on sales activity in February. He stated that revenues for the first three quarters of the fiscal year (FY) were up 2.3 percent, which was higher than forecasted. Mr. Anderson reported that Highway User Revenue Fund (HURF) revenues were up 0.4 percent, but cautioned that HURF revenues from future gas tax collections may be affected by the spike in gas prices. He reported that the vehicle license tax continued to be down because of slow new car sales and fleet replacement.

Moving on, Mr. Anderson announced the opening celebration for the new section of the Loop 303. He stated that festivities would start at 7:00 am on Saturday, May 7th at the Happy Valley Road traffic interchange. He reported that the opening celebration was co-sponsored by the Arizona Department of Transportation (ADOT) and MAG and would be hosted by the City of Peoria.

Mr. Rick Naimark from the City of Phoenix inquired when the Loop 303 would connect with Interstate 10 (I-10). Mr. Anderson replied that an interim roadway currently connected Loop 303 with I-10. He added that construction on improvements to the interim roadway would begin this year. Mr. John Hauskins from Maricopa County acknowledged the efforts of the contractors for the Loop 303.

Chairman Moody asked if there were any additional questions or comments about the Transportation Director's Report. There were none, and he proceeded to the next item on the agenda.

5. Programming Federal Funds for Preventive Maintenance in 2011-2015

Chairman Moody invited Ms. Eileen Yazzie, MAG Transportation Programming Manager, to present on the programming of federal funds for preventive maintenance in FY2011 through FY2015. Ms. Yazzie directed the Committee's attention to the attachments for the agenda item stating that she would periodically reference the materials throughout the presentation.

Mr. Naimark left the meeting.

Ms. Yazzie informed that Committee that the Regional Council motion to approve the MAG Transportation Improvement Program (TIP) in July 2010 required MAG Staff to review the programming of preventive maintenance (PM) by December 2010. She stated that between September 2010 and April 2011 MAG had coordinated with member agencies and regional transit operators to address the issue.

Ms. Yazzie stated that on October 14, 2010, the MAG Transit Committee voted to evenly distribute the FY2011 unprogrammed funds for PM between FY2011 and FY2012. She reported that in December 2010, the Transit Committee voted to recommend a non-precedent setting distribution for the additional FY2011 5307 PM funds. She explained that the recommendation was to first distribute the additional funds to bus and rail based on operating costs and then distribute the bus portion to bus operators based on vehicle revenue miles. She added that in April 2011, the Transit Committee voted to recommend the distribution of unprogrammed FY2012-2015 5307 funds for PM funds according to a 'phase-out' approach.

Mr. Scott Butler from the City of Mesa joined the meeting.

Ms. Yazzie directed the Committee's attention to page two of the agenda attachment. She stated the previously programmed PM funds were not affected by the recommended funding allocation change. She explained that the proposed methodology would impact new monies. Ms. Yazzie stated the new monies would be distributed between bus and rail based on operating expenses and between bus operators based on vehicle revenue miles.

Ms. Yazzie stated that the methodology for allocating for PM funds for FY2012 to FY2015 shifted away from the current method, which was not data driven. She announced that starting in FY2012, the phase out approach would begin with a 25 percent reduction of the currently

published PM TIP distribution amounts and subsequent increases of the reduction that included a 50 percent reduction of old PM funds in 2013 and a 75 percent reduction of old PM funds in 2014. She stated that remaining funds would be distributed using the new methodology and that starting in FY2015 all PM funds would be distributed under the new methodology.

Ms. Yazzie informed the Committee that the new programming methodology was based on data published in the National Transit Database (NTD). She explained that the new methodology would first distribute the amounts for the bus and rail modes based on reported operating expense then distribute funds for bus operators based on a combination of passenger and vehicle revenue miles (passenger miles weighted by 10% and vehicle revenue miles weighted by 90%).

Mr. Eric Anderson noted that MAG Staff had requested guidance from the Transportation Policy Committee on the programming of PM funds. Chairman Moody asked if there were any questions or comments on the agenda item.

Mr. Wulf Grote from Valley Metro Rail stated that he had been involved throughout the reprogramming process. He expressed support for the proposed methodology, but encouraged MAG to revisit the methodology in three to five years to ensure that the method was still applicable and addressed regional needs. He explained that in the past, the region had emphasized capital needs not PM. A brief discussion followed.

Mr. Meinhart motioned(1) to program the new federal funds for preventive maintenance for fiscal year 2011 with a methodology to distribute the amounts for bus and rail based on operating expense first and then to distribute funds for bus operators based on vehicle revenue miles; (2) to program the federal funds for preventive maintenance for fiscal years 2012-2015 based on a 'phase out' approach and using a new preventive maintenance distribution methodology with distribution amounts updated annually. Beginning in FY2012 the allocations, as identified in the current TIP for each operating agency, will be reduced by 25 percent each year, and an additional 25 percent for each subsequent year (50 percent reduction in 2013 and a 75 percent reduction in 2014.), the remaining federal funds will be distributed using the new methodology. Beginning in 2015 and continuing in the future, PM funds will be completely distributed under the new methodology, which distributes the amounts for bus and rail based on operating expense first and then distributes funds for bus operators based on a combination of passenger and vehicle revenue miles (passenger miles weighted by 10 percent and vehicle revenue miles weighted by 90 percent). The distribution methodology will be updated annually using the most recent data published by the NTD, and the TIP project listings will be modified accordingly; and, (3) to modify the FY2011-2015 MAG TIP as shown in the Project Changes table. Mr. Hauskins seconded, and the motion passed by a unanimous voice vote of the Committee.

6. Update and Review of Project Deferral Requests for Federal Fiscal Year (FFY) 2011 MAG Closeout

Chairman Moody invited Ms. Eileen Yazzie, MAG Transportation Programming Manager, to

present on the MAG Federal Fund Closeout. Ms. Yazzie reported that closeout was underway. She announced that member agencies had requested a first time deferral of seven federally funded projects. She stated the deferred projects included two paving projects for \$1.27 million, two Intelligent Transportation System (ITS) projects for \$1.4 million, and three bicycle and pedestrian projects for \$2.37 million.

Ms. Yazzie reported an improvement in the number of projects being deferred for a second time or more. She stated that five projects has been submitted this year for deferment for the second time or more whereas last year 13 projects had been submitted. She reported that the five projects submitted for deferment a second time or more included one paving project for \$1.05 million, two ITS projects for \$875,000, and two bicycle and pedestrian projects for \$1.4 million.

Ms. Yazzie informed the Committee that the deferral requests totaled \$8.4 million. She stated the total deferrals by category included \$2.3 million for paving projects, \$2.27 million for ITS projects, and \$3.7 million for bicycle and pedestrian projects.

Next, Ms. Yazzie addressed requests to remove federal funds or delete federally funded projects. She announced that member agencies had submitted requests to delete federal funds from eight projects. She stated that requests were for four paving projects (\$1.6 million), one ITS project (\$350,000), and three bicycle and pedestrian projects (\$543,000). Ms. Yazzie reported that the requests to delete projects or remove federal funds totaled \$2.5 million.

Ms. Yazzie explained that two of the four paving projects to be deleted were MAG projects. She stated that MAG was looking to reallocate the deleted funds. She reported that the MAG projects would be constructed with other funds in an effort to reconcile an accounting issue. She explained that since the projects would use a different fund source that the federal funds could be freed up and reallocated to other projects in the region.

Moving on, Ms. Yazzie discussed federal funding available for reprogramming through the MAG Federal Fund Closeout Process. She stated that MAG wanted to match the deferral requests with advancements requests as consistent with first priority in the MAG Federal Fund Programming Principles. She reported that approximately \$8 million in federal funds were being deferred and that \$2-4 million in advancement requests had been submitted.

Ms. Yazzie stated that MAG Staff was looking to reallocate the deleted federal funds to projects within the same project categories. She reported that \$1.6 million in funding was available for paving unpaved roads. She acknowledged the efforts of the region in addressing the PM-10 issue with the U.S. Environmental Protection Agency (EPA) and emphasized the need to reallocate the air quality funds back to paving unpaved road projects.

Ms. Yazzie summarized the remaining schedule for the closeout process. She stated that MAG Staff would present deferral requests through the MAG Committee process in May and that interim federal fund closeout would be presented to the Committees during the May/June cycle. She added that final closeout would presented to the Transportation Review Committee in July.

Mr. Gino Turrubiarres from the Town of Guadalupe inquired about the deferral of projects listed as various locations. He asked if all the locations would be deferred. Ms. Yazzie replied that the projects in question were bundled and would be deferred collectively. Mr. Lance Calvert from the City of El Mirage noted an error in the table. Ms. Yazzie replied that she would correct the error as the deferral requests moved through the closeout process.

A brief discussion occurred regarding unobligated balances at the federal level and redistributed obligation authority (OA). Ms. Yazzie stated that if redistributed OA became available that MAG Staff would request input from the Committee.

Mr. Scott Butler from the City of Mesa motioned to approve the list of projects to be deleted from the TIP or deferred from FFY 2011 to FFY 2012 or later and make the necessary amendments and modifications to the FY2011-2015 MAG Transportation Improvement Program, and as necessary to the Regional Transportation Plan 2010 Update. Mr. Paul Ward from the City of Litchfield Park seconded, and the motion passed by a unanimous voice vote of the Committee.

7. Project Changes – Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program

Next, Chairman Moody invited Ms. Yazzie to present amendments and administrative modifications to the MAG FY2011-2015 Transportation Improvement Program (TIP). Ms. Yazzie directed the Committee's attention to a revised handout of project changes at their places. She explained that the additional changes related to three projects. She stated the first project change reflected the use of local funds for design on a City of Phoenix transportation enhancement project. She stated the second change was for a federally funded bridge project in the City of Goodyear. She explained that Goodyear needed to expand the project scope to maximize the use of the obligated funds, which were not available for reallocation. She stated the third project change was for transit projects being conducted by RPTA and the City of Phoenix.

Ms. Yazzie reported that the remaining project changes pertained to transit projects in the region. She stated that the changes reflected the reprogramming on PM funds discussed in a previous agenda item. Chairman Moody inquired if there were any questions or comment on the agenda item. There were none.

Mr. Jungwirth motioned to approve the amendments and administrative modifications to the FY 2011-2015 MAG TIP, and as appropriate, to the RTP 2010 Update. Mr. Greg Jordan from the City of Tempe seconded, and the motion passed by a unanimous voice vote of the Committee.

8. Regional Freeway and Highway Program Update

Moving on, Chairman Moody invited Mr. Bob Hazlett, Senior Transportation Engineer at

MAG, to provide an update on of the Regional Freeway and Highway Program (Program). He stated that in October 2009, the Transportation Policy Committee (TPC) had recommended that the MAG Regional Council approve a tentative scenario to balance the Program with the understanding that Program would be reevaluated in 18 months. Mr. Hazlett stated that the presentation would include an update on recent Program activities, cost and revenue projections, and the potential need for additional rebalancing.

Mr. Hazlett stated that the Proposition 400 sales tax collections had started to increase though not at a level sufficient to restore funding to deferred projects. He explained the decreased revenues had created a deep structural deficit in the Program. Mr. Hazlett reported that MAG Staff was coordinating with ADOT on the Program cashflow, which was negative in FY2015-2017 when construction on South Mountain and Interstate-10 were underway. He explained that MAG and ADOT would continue to work to address the negative cashflow.

Next, Mr. Hazlett summarized the accomplishments, work underway, and continued planning activities for corridors in the Program. He displayed a summary of costs by corridor stating that the tentative scenario was on par with the February 2011 ADOT cost opinion. Moving on, Mr. Hazlett provided updates on each corridor in the Freeway Life Cycle Program.

Mr. Hazlett reported on the I-10/Papago Freeway. He stated there had been a lot of construction activity on the corridor within the last 18 months. Mr. Hazlett stated that the improvements were almost complete with the exception of the application of rubberized asphalt. He reported that the project costs were within the ADOT cost opinion.

Mr. Hazlett announced that the Environmental Impact Statement (EIS) for the I-10/Maricopa Freeway was nearing completion for public review on the local express lanes. Mr. Hazlett noted that the West Sky Harbor access project might be deferred due to environmental and cost issues. He stated that the project would not be ready to proceed by 2014. He expressed concerns that the cost opinion exceeded the programmed amount and reported that MAG was coordinating with ADOT and the Federal Highway Administration (FHWA) on the issue.

Mr. Hazlett reported on the I-17/Black Canyon Freeway. He stated that there were now six or more lanes from Loop 101 to Anthem Way. He announced that the split to Loop 101 and the Agua Fria stack were being studied. He added that the study was being conducted in concert with the Central Phoenix Framework Study. Mr. Hazlett stated that cost opinions were within the program amounts identified in the tentative scenario.

Next, Mr. Hazlett reported on US-60/Grand Avenue. He stated that improvements from 83rd Avenue to Loop 303 were underway and expected to be completed during the summer. Mr. Hazlett stated that there would be three lanes in each direction. He reported that ADOT was working on an economical traffic interchange design for the Bell Road intersection and that the environmental assessment for clearing improvements at the Thunderbird Road/Thompson Ranch Road intersection in El Mirage would begin soon. Mr. Hazlett stated that the cost opinions for the corridor were consistent with the tentative scenario.

Mr. Hazlett announced that the improvements to the US-60/Superstition Freeway were completed and open to traffic. He reported that planning was underway for the partial interchange at Meridian Road with ramps to and from the west noting issues with the project's proximity to the CAP canal. Mr. Hazlett stated that the cost opinions were close to those identified in the tentative scenario.

Next, Mr. Hazlett discussed US-93. He reported that all improvements, including the interim Wickenburg Bypass and roundabouts at the US-60 and Tegner Street intersections were open to traffic. Mr. Hazlett noted that project costs exceeded the tentative scenario.

Mr. Hazlett reported on SR-24/Gateway Freeway formerly named SR-802. He announced that the project was ready to go to bid for the first segment between Loop 202 and Ellsworth Road. He stated that the remaining portions of the corridor had been delayed until after 2025 due to the deficit of program funds. He noted that cost opinions for the initial segment were less than the tentative scenario.

Mr. Hazlett addressed SR-30 formerly named SR-801. He reported that ADOT was working to have the environmental assessment for the corridor completed by 2015. He added there was no other news to report for the corridor.

Moving on, Mr. Hazlett discussed SR-51/Piestewa Freeway. He reported that the first phase improvements of the high occupancy vehicle (HOV) lanes and direct HOV ramps to and from Loop 101 were completed and open to traffic. He stated that additional general purpose lanes between Shea Boulevard and Loop 101 has been deferred to 2027.

Mr. Hazlett reported on the Loop 101/Agua Fria. He stated that the Beardsley Road/Union Hills Connector project was almost complete and would be open to traffic by June 2011. He reported that the HOV lanes between I-10/Papago and SR-51 were underway and with completion scheduled for the Fall. Mr. Hazlett noted that the additional general purpose lanes and direct HOV ramps at the I-10 and I-17 system traffic interchanges had been delayed until 2027 and 2032, respectively. He stated that ADOT's cost opinions for the corridor were within the amount programmed in the tentative scenario.

Mr. Hazlett updated the Committee on the Loop 101/Pima Freeway. He discussed the opening of the HOV lanes between SR-51 and the Loop 202/Santan. He stated that design efforts were underway for an additional general purpose lane between Shea Boulevard and Loop 202/Red Mountain with construction anticipated in 2014. He addressed planning efforts underway for an additional general purpose lane between I-17 and Shea Boulevard with construction slated for 2021. He stated that the ADOT cost opinion for the corridor were in line with the amounts identified in the program.

Next, Mr. Hazlett reported on the Loop 101/Price Freeway. He noted the opening of the HOV lanes on the corridor and reported that planning was underway for an additional general purpose lane between Loop 202/Red Mountain and Loop 202/Santan. He noted that the ADOT cost opinion for the corridor was slightly higher than the amount programmed in the tentative scenario.

Mr. Hazlett reported on the SR-143/Hohokam Freeway. He stated that the improvements were underway at the Sky Harbor Boulevard/Loop 202 traffic interchange and that the improvements would be complete in 2012. He stated that the piers were in place and that the super structure would be up soon. He reported that bids received for the project were below the tentative scenario program amount.

Mr. Hazlett discussed the Loop 202/Red Mountain Freeway. He stated that the improvements to the corridor between the I-10/SR-51 mini-stack traffic interchange and Loop 101/Pima-Price were completed and that the HOV lane extension from Loop 101 to Gilbert Road was open to traffic. Mr. Hazlett noted that planning was underway for the addition of a general purpose lane from Loop 101 to Gilbert Road to be constructed in 2015 as well as for extending HOV lanes from Gilbert Road to US-60/Superstition, which was scheduled for construction in 2019. He stated that the general purpose lanes had been deferred until 2028 at the earliest. Mr. Hazlett stated that ADOT cost opinion for the corridor were lower than the tentative scenario program amount.

Mr. Hazlett reported on the Loop 202/Santan Freeway. He stated that the HOV lane improvements between I-10/Maricopa Freeway and Gilbert Road, including direct HOV ramps to and from I-10 on the west and to and from Loop 101 on the north, were under construction with completion projected by the end of 2011. Mr. Hazlett noted that the ADOT cost opinion for the corridor was slightly higher than the amount programmed in the tentative scenario.

Moving on, Mr. Hazlett reported on the Loop 202/South Mountain Freeway. He discussed how EIS study efforts were underway and that ADOT and FHWA were working to complete the document in 2012. Mr. Hazlett noted that the Gila River Indian Community had not decided whether to allow the study of an alignment on Community land. He stated that parallel efforts were underway to obtain a Record of Decision on the EIS in 2012 whether the alignment was located on the Community or along Pecos Road in Ahwatukee. Mr. Hazlett noted that the current ADOT cost opinion slightly exceeded the tentative scenario but cautioned that the final cost figures could be higher depending upon the final outcome of the EIS study process.

Mr. Hazlett discussed the Loop 303. He noted that ADOT was completing the final design of the segment from I-10/Papago to US-60/Grand Avenue. He said the first project would be advertised in June for the I-10/Loop 303 system traffic interchange and that successive projects for the corridor would be advertised in six-month increments until early 2013, with anticipated completion of the six-lane freeway from I-10 to US-60 in 2015. Mr. Hazlett noted that efforts included interim traffic interchanges at the proposed Northern Parkway and US-60. He mentioned that the remainder of the corridor from US-60 to I-17 was programmed the construction of an additional general purpose lane in FY2020. He announced that the environmental assessment for the segment south of I-10 to Riggs Road was scheduled for completion in 2015 and that efforts were underway to identify the final location of the Loop 303/SR-30 system interchange in Goodyear. He added that the segment had been deferred until 2028. Mr. Hazlett reported that the ADOT cost opinion for the corridor was higher the tentative scenario program amount.

Mr. Hazlett reported on SR-74/Carefree Highway. He mentioned that the American Recovery and Reinvestment Act (ARRA) funded projects for adding a hill climb/passing lanes west of Lake Pleasant Parkway were complete and open to traffic. He stated there were no additional activities to report for this corridor.

Mr. Hazlett reported on SR-85. He stated that the current construction project for widening to four lanes from MC-85 to I-10/Papago was underway and would be completed in the summer. He stated the improvements would result in a four-lane SR-85 for the majority of the corridor between I-8 in Gila Bend and I-10 in Buckeye. Mr. Hazlett stated that additional planning activities for the a four-lane connection to I-8 in Gila Bend were complete and awaiting future funding opportunities. He advised that while ADOT's cost opinions for the corridor exceed the tentative scenario program amount, no other construction activities were planned for the SR-85 corridor in the near future.

Next, Mr. Hazlett reported that improvements to SR-87 and SR-88 were complete. He noted that the systemwide improvements, which included the freeway management system, maintenance, noise mitigation, right-of-way acquisition, design and minor projects, were all within the ADOT cost and tentative scenario amounts.

Mr. Hazlett stated that the funding levels had tapered off, and the Program was approximately \$200 million over budget from the cost opinion versus available funding. He noted that some project costs were not yet available because a number of projects were under study, such as the I-10/Maricopa local/express lanes, I-17 from the split to Loop 101, and Loop 202/South Mountain Freeway.

Chairman Moody inquired if there were any questions or comments on the presentation. Mr. Terry Johnson from the City of Glendale inquired why the large deficit of program funds was not being reflected in the Freeway Life Cycle Program as it was in the Transit Life Cycle Program. Mr. Eric Anderson explained that significant portion of the freeway program had been removed 18 months prior. He stated that the influx of funding from ARRA as well as lower bonding and lower interest expense also covered some of the difference. Mr. Hazlett acknowledged ADOT's efforts to reduce project costs, where possible.

Chairman Moody asked if there were any additional questions. There were none, and he proceeded to the next item on the agenda.

9. Request for Future Agenda Items

Chairman Moody inquired if the members had any topics or issues of interest they would like to have considered for discussion at a future Committee meeting. There were none, and Chairman Moody moved onto the next agenda item.

10. Member Agency Update

Chairman Moody asked members of the Committee if they would like to provide updates, address any issues or concerns regarding transportation at the regional level, and asked if any members in attendance would like to address recent information that was relevant to transportation within their respective communities. There were none.

11. Next Meeting Date

Chairman Moody informed members in attendance that the next regularly scheduled meeting of the Committee would be held on May 26, 2011. There be no further business, Chairman Moody adjourned the meeting at 10:59 a.m.