

DRAFT MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

September 26, 2013

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

MEMBERS ATTENDING

Avondale: David Fitzhugh, Chair	Litchfield Park: Julius Diogenes for Woody Scoutten
Phoenix: Rick Naimark, Vice Chair	Maricopa (City): David Maestas for Paul Jepson
ADOT: Kwi-Sung Kang for Floyd Roehrich	Maricopa County: John Hauskins
Buckeye: Jose Heredia for Scott Lowe	Mesa: Scott Butler
*Cave Creek: Ian Cordwell	* Paradise Valley: Jim Shano
Chandler: Dan Cook	Peoria: Andrew Granger
El Mirage: Sue McDermott	# Queen Creek: Troy White
#Fountain Hills: Randy Harrel	Scottsdale: Todd Taylor for Paul Basha
*Gila Bend: Eric Fitzer	Surprise: Dick McKinley for Terry Lowe
*Gila River: Steven Johnson	Tempe: Shelly Seyler
Gilbert: Leah Hubbard	Valley Metro: John Farry
Glendale: Debbie Albert	# Wickenburg: Vince Lorefice
Goodyear: Cato Esquivel	Youngtown: Grant Anderson for Jeanne Blackman

EX-OFFICIO MEMBERS ATTENDING

*Street Committee: Charles Andrews, Avondale	*Bicycle/Pedestrian Committee: Denise Lacey, Maricopa County
*ITS Committee: Catherine Hollow, City of Tempe	*Transportation Safety Committee: Renate Ehm, City of Mesa
FHWA: Ed Stillings	
* Members neither present nor represented by proxy.	+ - Attended by Videoconference # - Attended by Audioconference

OTHERS PRESENT

Eric Anderson, MAG	Steve Tate, MAG
John Bullen, MAG	Kristen Sexton, City of Avondale
Alice Chen, MAG	Clemenc Ligoki, MCDOT
Bob Hazlett, MAG	Steven Wilcox, AECOM
Roger Herzog, MAG	Greg Haggerty, Dibble Engineering
Teri Kennedy, MAG	Ben Spargo, HDR
Alex Oreschak, MAG	Matt Tsark, Strand Associates
Brian Rubin, MAG	

1. Call to Order

Chairman David Fitzhugh from the City of Avondale called the meeting to order at 10:00 a.m. Chairman Fitzhugh noted that the quorum requirement for the September 26, 2013 TRC meeting was 14 committee members. Chairman Fitzhugh also noted that there were two handouts at the table; a summary transmittal and two tables for Agenda Item #7, and a flyer with information on the Arizona Passenger Rail Conference.

2. Approval of Draft August 29, 2013 Minutes

Mr. Rick Naimark from the City of Phoenix motioned to approve the minutes. Mr. Andrew Granger from the City of Peoria seconded, and the motion passed by a unanimous voice vote of the Committee.

3. Call to the Audience

4. Transportation Director's Report

Chairman Fitzhugh invited Mr. Eric Anderson, MAG Transportation Director, to provide the Transportation Director's Report.

Mr. Anderson noted that HURF revenues to continue to be flat, though there was some positive growth in the Vehicle License Tax (VLT) from new car sales. Additionally, gas tax revenues were flat and overall HURF revenues were similar to where they were in 2004, at a \$1.2 billion annual rate. In August, the revenues from the ½ cent sales tax had revenue growth of 10%, the first double digit growth since September 2011. Before that, the last double digit growth was in February 2007.

The MAG Regional Council approved draft goals, objectives, and process for the Transportation Alternatives program on Wednesday September 25. The application and instructions for infrastructures projects were made public following that meeting. Mr. Anderson directed any questions or follow-up to Ms. Eileen Yazzie at MAG.

Mr. Anderson noted that in August, 2013, the MAG Executive Committee and Regional Council approved changes to the by-laws affecting quorum requirements for technical committees, including the TRC. The new requirements state that quorum counts will exclude any member who misses 3 meetings in a row. That member is still considered a committee member, but is not counted toward quorum requirements. This rule change should make it less challenging for some committees to meet quorum requirements regularly.

5. Consent Agenda

Addressing the next item of business, Chairman Fitzhugh directed the Committee's attention to the consent agenda items 5A - Transportation Review Committee Meeting Schedule Change, 5B - Project Changes - Amendment and Administrative Modification to the FY2011-2015 MAG Transportation Improvement Program, and 5C - Job Access Reverse Commute Coordination - Lead Agency Change. Chairman Fitzhugh asked the Committee if there were any questions or

comments. Seeing none, Chairman Fitzhugh requested a motion. Mr. John Hauskins from Maricopa County motioned to approve the consent agenda. Ms. Debbie Albert from the City of Glendale seconded, and the motion passed by a unanimous voice vote of the Committee.

5A. Transportation Review Committee Meeting Schedule Change

The MAG Transportation Review Committee, by consent, approved rescheduling of the December meeting of the TRC, to Thursday, December 12, 2013 at 10:00 a.m.

5B. Project Changes - Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program

The MAG Transportation Review Committee, by consent, approved the amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate to the Regional Transportation Plan 2010 Update.

5C. Job Access Reverse Commute Coordination – Lead Agency Change

The MAG Transportation Review Committee, by consent, approved updating Section 703 of the Regional Programming Guidelines for Federal Transit Formula Funds to change the lead agency for JARC evaluation process from City of Phoenix to MAG.

6. Northwest Valley Local Transit System Study - Draft Report Final Acceptance

Chairman Fitzhugh invited Mr. Marc Pearsall from MAG to present on the Northwest Valley Local Transit System Study (NWVLTSS) - Draft Report.

Mr. Pearsall noted that the NWVLTSS effort began over three years ago. MAG was contacted by a stakeholders group (Benevia) after the closure of Sun City Area Transit (SCAT), which left a hole in transit service in the Northwest Valley. MAG came up with a plan to work with local agencies along the corridor, including Glendale, Peoria, El Mirage, Youngtown, Surprise, Maricopa County, Sun City, Sun City West, and Sun City Festival, and Valley Metro, to develop a solution.

Mr. Pearsall noted that the NWVLTSS was a sister study to the Southwest Valley Local Transit System Study (SWVLTSS), run by Mr. Jorge Luna at MAG and approved by the TRC at the March 25, 2013 meeting. Mr. Pearsall noted that the two studies had similar goals: to find out where people live and where they want to go (origins and destinations). The Northwest Valley had not completed a plan like this in at least 20-30 years. The study revolved around a demand-based approach. Mr. Pearsall explained that the lack of a standard grid system was a challenge for providing transit services, and another challenge from a local perspective was trying to figure out what types of services people wanted.

MAG hired Moore and Associates as the consultant for the study. 33 public meetings were conducted, involving neighborhood groups, non-profits, churches, and senior centers. Topics included frequency of potential service and who would manage the program. The consultants maintained an extensive online presence and conducted field intercept surveys, in addition to the

public meetings.

Mr. Pearsall noted that the potential cost of the transit improvements did not seem to surprise the residents; the community was excited about the idea of transit, but understood that no funding was identified. Mr. Pearsall explained that the study was a blueprint for how the community could move forward with providing transit service. Mr. Pearsall noted that MAG is continuing to work with the project management team on guiding principles, how to identify funding, and how to work with Valley Metro to provide service going forward.

Mr. Pearsall described the demographics of the Northwest Valley. The population is primarily baby boomers and retirees, but there are also students and younger families mixed in. Newer residents to the area have expressed a general frustration about the lack of decent transit in the area, having moved to the region from other parts of the country where transit service is available, even in suburban areas. Mr. Pearsall displayed maps which showed where people in the Northwest Valley live and work. The data shown in these maps validated ideas that came out of the NWVLTSS. As an example, Mr. Pearsall pointed out that a large number of people who live in El Mirage and Surprise commute along the east/west corridor generally represented by SR-101. These commute patterns bolstered the idea that basic connections such as neighborhood circulators and extended east/west bus service are a fundamental foundation of transit in the community. Mr. Pearsall also noted that, for communities with aspirations of higher levels of transit, such as light rail, it is essential to start with basic bus service, as a strong underlying bus service can build ridership and bolster the case for adding those enhanced services.

Mr. Pearsall concluded by displaying three maps of recommendations for the region (short-term, mid-term, and long-term), explaining that the suggestions displayed were starting points, not ending points. Mr. Pearsall encouraged local agencies to adapt the study recommendations further to local needs and decision-making processes as appropriate. Mr. Pearsall noted that Benevia was the driving force for getting the study started. While working toward these longer-term recommendations, communities in the Northwest Valley have worked to expand dial-a-ride services with Discount Cab. Additionally, a new program called Connect 60+ is a one-stop shop for allowing retired and elderly adults to connect with each other, particularly for home-bound people who feel isolated. Mr. Pearsall noted that the next step for the study is development of guiding principles at the direction of MAG's partner cities.

Mr. Grant Anderson from Youngtown thanked Mr. Eric Anderson for the great job that MAG staff and the consultant did in spurring discussion and public input throughout the course of this study.

Chairman Fitzhugh asked for a motion. Mr. Grant Anderson moved to recommend approval. Mr. Granger seconded the motion, and the motion passed by a unanimous voice vote of the Committee.

7. Draft FY 2014-2018 MAG Transportation Improvement Program - Listing of Projects for Air Quality Conformity Analysis

Chairman Fitzhugh invited Ms. Teri Kennedy from MAG to present on the Draft FY 2014-2018 MAG Transportation Improvement Program - Listing of Projects for Air Quality Conformity Analysis.

Ms. Kennedy noted that the Draft TIP was coordinated with FHWA, ADOT, MAG member agencies, and the MAG modal committees. Ms. Kennedy explained that the TIP Listing included the new expanded planning boundaries in Pinal County (including the City of Maricopa, Florence, Gila River, and unincorporated Pinal County). The Draft TIP builds on programs that have been in place for many years, including the FY2011-2015 TIP, the 2010 RTP update, plans generated by MAG over the last few years, and all of the life cycle programs and all the projects that have been programmed in the life cycle programs through 2018, and CMAQ projects through the competitive application process. The Draft TIP also includes the FTA Section 5307 Program of Projects for 2014-2015, currently available for public review, of which 25% is used for preventative maintenance, as well as Job Access Reverse Commute (JARC) activities, which are funded at FY2012 levels, and projects funded under a competitive regional process.

Ms. Kennedy described the timeline for the development of the Draft TIP. Development of the Draft TIP began in March 2012. In May, 2013, Governor Brewer approved the expansion of the MAG planning boundaries; in June and July, MAG collected information on regionally significant projects from the expanded planning area. The Air Quality and modeling will take place between September and October, 2013. The Draft TIP is contingent on a finding of conformity.

Ms. Kennedy explained that there are 782 projects in the Draft TIP, totaling over \$4.4 billion. The total funding allocated to transit projects is over \$1.5 billion, while over \$2.8 billion is allocated to highway projects. With the current schedule, MAG expects to receive approval of the Draft TIP listings to undergo air quality analysis from Regional Council on October 23, 2013. This would be followed by a public meeting on November 25, 2013 at the MAG offices. Final approval of the FY2014-2018 TIP would occur in January 2014, with FHWA review occurring in February 2014. All projects would be ready to go on March 1, 2014.

Mr. Dan Cook from the City of Chandler noted that the Galveston/101 bridge was listed as deleted from the TIP, but that it should be listed as an underway project. Ms. Kennedy noted Mr. Cook's correction, and explained that a fresh, updated listing would be prepared for the Management Committee. From that point forward, an errata sheet would be generated for any further corrections. Ms. Kennedy noted that any corrections could be sent to MAG staff for inclusion in final approval. Mr. Fitzhugh thanked Ms. Kennedy and MAG staff for completing this Draft TIP listing of projects.

Chairman Fitzhugh requested a motion. Ms. Albert motioned to approve. Mr. Scott Butler from Mesa seconded, and the motion passed by a unanimous voice vote of the Committee.

8. Conformity Analysis of the Draft MAG 2035 Regional Transportation Plan

Chairman Fitzhugh invited Mr. Roger Herzog from MAG to present on the Conformity Analysis of the Draft MAG 2035 Regional Transportation Plan.

Mr. Eric Anderson noted that there are actually two Regional Transportation Plans under development currently: the update to the 2010 RTP, which was the topic Mr. Herzog was presenting on, and the "Next Generation" RTP, which is scheduled for final approval toward the end of calendar year 2015.

Mr. Herzog provided a brief overview of the RTP, which is a comprehensive document. In addition to the key modes (transit, highway, and arterials), the RTP also addresses topics such as bicycle and pedestrian modes, freight, special needs transportation, systems management and operations, performance monitoring, and transportation safety. Mr. Herzog noted that a key factor of the Draft 2035 plan is that it is a continuation of the existing plan, extended to 2035. Mr. Herzog noted that on May 9, 2013, Governor Brewer approved an expanded planning boundary area for MAG, which MAG needed to address in both the TIP and the RTP.

Mr. Herzog noted that growth would continue to be an issue in the valley. The population is expected to grow by about 54% between 2010 and 2035, and employment is expected to grow by about 74% over the same period. Mr. Herzog explained that the total funding for the plan amounts to about \$59 billion, with funding sources for the plan at a regional level accounting for about half of all funding, and local funding sources accounting for the other half. About half of the funding is projected to go toward the arterial system, with the other half split evenly between the transit and freeway systems.

Mr. Herzog explained that about fifty percent of the regional funding is projected to come from the regional ½ cent sales tax, while forty percent is projected to come from federal funding, with the remaining ten percent coming from ADOT. The uses of regional funding are split between arterials (about 10%), transit (about 30%) and freeways (about 60%). The local funds are primarily from city, town, and county funding, and HURF funding. The uses of local funds are primarily used for the arterial system (about 66%), with the remainder spent on transit (30%) and freeways (4%).

Mr. Herzog noted that the RTP identifies that the long-range freeway system will carry about 40% of all traffic by 2035, and explained that the freeway funding in the RTP includes such projects as freeway widenings, new freeway corridors, and system interchanges. The arterial system is projected to carry over half of all traffic by 2035. The bus service network has a long-range concept that includes 20% more bus-miles in 2035 than today's system. The light rail and high-capacity transit network will have 40 additional route-miles of high capacity transit by 2035, and will carry as much as 38% of all transit boardings in the region by 2035. The plan also addresses other transportation activities such as bicycle and pedestrian modes, freight, special needs transportation, systems management and operations, performance monitoring, and transportation safety.

Mr. Herzog noted that there was a public meeting on September 19th, 2013. Mr. Herzog provided examples of comments received from the public, and noted that people were interested in expanded transit services and more frequency on existing transit routes. Another topic that came up was the connection between transportation and economic development, with people recognizing that transportation is important to the creation of jobs in the region.

Mr. Grant Anderson noted that the projections in the Draft RTP seemed to be higher than what funding sources could get to. Mr. Anderson noted that the proposed TIP includes about \$1.9 billion per year in funding, while the RTP proposes approximately \$2.8 billion per year. Mr. Anderson noted that projection seemed unrealistically high for the revenue coming in to the region. Mr. Herzog noted that the revenue sources in the RTP were based on "reasonably available sources." Mr. Herzog explained that while the sources are not committed and legislatively approved at this point, long-range forecasting of the funding sources did not assume

excessive growth rates. The regional ½ cent sales tax was assumed to be re-approved in 2026, and have a growth rate of 4%. Mr. Herzog noted that the economy’s development over the coming years remains to be seen, but for planning purposes, the funding projections were not at an unreasonable level. Mr. Eric Anderson additionally noted that the proposed TIP includes only capital projects and their funding sources, while the RTP includes operations and maintenance costs, which have different funding sources that account for \$10-\$15 billion in funding requirements not shown in the TIP.

Mr. John Farry from Valley Metro noted that some of the dates for light rail projects have changed, and asked that the modified dates be included in the Draft RTP. Mr. Herzog and Mr. Eric Anderson noted that changing those dates within the 2035 time frame does not impact the conformity analysis, but that the modified dates should be accurately reflected in the Draft RTP. Ms. Albert asked about whether Grand Avenue grade separations were included in the draft RTP. Mr. Herzog noted that a block of funding for those projects was made available in the RTP, and was noted in the “Interval Three” time frame of the RTP. The grade separations were not listed specifically because they are currently conceptual in nature and subject to further engineering studies. Mr. Hauskins noted that Mr. Herzog has been working on these types of projects for many years, and has done great work along with the MAG staff in preparing the Draft RTP.

Hearing no other questions, Chairman Fitzhugh requested a motion. Mr. Hauskins motioned to approve. Mr. Grant Anderson seconded, and the motion passed by a unanimous voice vote of the Committee.

9. Update on Central Phoenix Transportation Framework Study

Chairman Fitzhugh invited Mr. Bob Hazlett from MAG to present on the Update on the Central Phoenix Transportation Framework Study.

Mr. Hazlett noted that this agenda item was one of a continuing series of updates on the Central Phoenix Transportation Framework Study, and that this agenda item would focus primarily on operations and maintenance on the freeway network. Mr. Hazlett said that some of the information in this agenda item had been presented last week to the MAG Transportation Policy Committee, about the emerging funding gap in the region regarding operations and maintenance, and that, while the region has a strong system today, if the region does not stay on top of operations and maintenance, the system could fall into disrepair.

Mr. Hazlett discussed existing MAG framework studies: the I-10/Hassayampa Valley Roadway Framework Study, the I-8/I-10 Hidden Valley Transportation Framework Study, the Regional Transit Framework Study, the Hassayampa Framework Study for the Wickenburg Area, the Freight Transportation Framework Study, the Sustainable Transportation and Land Use Integration Study, and the Central Phoenix Transportation Framework Study. These studies are all meant to inform the MAG planning process, which will in turn inform the MAG “NexGen” Regional Transportation Plan update. Mr. Hazlett provided an overview of the project timeline; the process has been on-going for a number of years, and is now at the point where the study is beginning to wrap up. Mr. Hazlett pointed out that public comments throughout the process have revealed a high demand for a focus on transit, road diets, and walkable communities.

Mr. Hazlett noted that the study had resulted in a series of 13 work products which cover topics

such as recommendations for the I-10/I-17 “spine” corridor, the SR-30 corridor, DHOVs, advanced traffic management, freeway interchange options (such as diverging diamond interchanges), arterial planning and programming, transit, and bicycle and pedestrian strategies.

Mr. Hazlett introduced the topic of operations and maintenance, noting that operations and maintenance are in issue not only in the heart of the region, but throughout the region. Mr. Hazlett focused his presentation on freeway operations and maintenance, particularly in the ADOT freeway network. MAG and the consultant analyzed the freeway system and discovered that the MAG region includes six of the nine ADOT districts (Globe, Prescott, Tucson, Yuma, Phoenix Construction, and Phoenix Maintenance). The Phoenix district commands a majority (70%) of the MAG region’s freeway miles. There are 4,900 lane-miles of roadway and 877 bridges in the Phoenix district. Mr. Hazlett also mentioned the importance of sound walls, drainage channels, and pump systems in the maintenance picture.

Mr. Hazlett noted that there are 890 total centerline miles of ADOT roadway in the MAG region, of which half (445 miles) are freeway miles and the other half (445 miles) are highway miles). Those totals equate to 7,000 lane miles in the region, with 5,300 freeway lane-miles and 2,700 highway lane-miles. These facilities would, in an optimal scenario, have \$80.8 million spent on them in operations and maintenance yearly.

Mr. Hazlett explained that, in the Central Phoenix study area alone, ADOT has 165 center-line miles of roadway, specifically 150 center-line miles of freeway and 15 center-line miles of highway (US-60/Grand Avenue). These figures equate to 2,400 lane-miles of ADOT roadway in the Central Phoenix study area, with 2,300 freeway lane-miles and 100 highway lane-miles. The ideal annual operations and maintenance expenditure in the Central Phoenix area alone is \$35.1 million yearly.

Mr. Hazlett emphasized that the ideal yearly expenditure on freeway and highway operations and maintenance in the MAG region was \$80.8 million. However, the entire region currently spends approximately \$49.6 million annually on operations and maintenance, leaving an estimated gap of \$31.2 million. Within Central Phoenix alone, of the ideal \$35.1 million in operations and maintenance costs, the region only covers \$21.5 million per year, leaving a gap of \$13.6 million. Additionally, with the opening or expansion of SR-303L, SR-202L, and the I-10/I-17 “spine” corridor, the yearly maintenance and operations needs will rise to an estimated \$91.6 million by 2025, leaving a total need of \$2.4 billion in total operations and maintenance costs through 2040. In the Central Phoenix study area alone, the SR-202L and I-10/I-17 would increase operations and maintenance needs from \$35.1 million per year to \$44.3 million per year by 2025, creating a total need of \$1.2 billion through 2040.

Mr. Hazlett noted that the numbers he presented only include day-to-day maintenance and do not include “big budget” items, such as up to three rounds of Quiet Pave replacement, rehabilitation and deck replacement of the “Stack” interchange of I-10/I-17, Deck Park Tunnel maintenance, and pump replacement and rehabilitation, which would total roughly a combined \$1 billion.

In addition to freeway and highway operations and maintenance, Mr. Hazlett explained that local agencies are responsible for municipal street operations and maintenance as well, which costs an average of \$15,000 per lane-mile per year. In the Central Phoenix study, there are opportunities to address bottlenecks while also considering the potential for complete streets and

transit and pedestrian friendly amenities. Mr. Hazlett noted that one question coming out of the Central Phoenix study was whether some surface street improvements and maintenance should be identified as regionally significant, rather than purely local issues.

Mr. Hazlett explained that sales tax revenues in the region were currently \$6 billion below the 2003 forecast, and statewide, HURF revenues were \$7.5 billion below the 2003 forecast. Mr. Hazlett presented a number of potential modest ideas to raise revenue, such as a fuel tax increase. Arizona has one of the lowest levels of gas tax collections in the country (43rd out of 50 states), and currently collects 12 cents per gallon below the country-wide average, as well as at least 10 cents per gallon below the “western states” average. An increase of the gas tax by 10 cents, phased in at two cents per year over five years, would lead to \$4.3 billion in new revenues from 2013 to 2022.

Mr. Eric Anderson noted that some people do not want to increase the fuel tax, as it is playing an increasingly reduced role in the overall picture of transportation revenues. Mr. Anderson noted that other, newer funding sources (such as a Vehicle Miles Traveled tax) are years away from implementation, while maintenance needs are existing today. The Arizona portion of the gas tax has not changed since 1991, when it became 18 cents per gallon. A 10 cent per gallon increase is a very modest proposal, but would provide significant funding for maintenance needs statewide. An additional benefit is that an increased gas tax can be dedicated to existing maintenance needs, rather than getting new projects “on the list” for construction. Mr. Anderson noted that there is significant interest in increasing the gas tax in both Pima County and rural Arizona. However, the State Legislature is not very favorable of the proposal. One method to increasing the gas tax is to direct it into the HURF formula, distributing the funding evenly throughout the state through existing channels. The gas tax increase was discussed at the MAG Transportation Policy Committee, revealing significant interest in pursuing the gas tax increase.

Mr. Hauskins noted that he was pleased that MAG is looking at the particular needs of operations and maintenance. Mr. Hauskins noted that maintenance is an uphill battle politically, but it is incumbent to look at what is existing in terms of infrastructure, and to manage it well. Mr. Hauskins believes that now is a good time to be looking at operations and maintenance, and appreciates the efforts MAG is making here.

Mr. Naimark noted that people are starting to recognize the importance maintenance issues, and that there is a greater sense of the greater challenge of maintenance than there was 10 years ago. Mr. Naimark commented that Arizona’s favorable weather makes maintenance less of an issue than in other locations, and that could affect support for any gas tax increases to get to levels seen in other regions. Mr. Naimark also noted that any effort to improve maintenance funding needs to be coordinated with other transit taxes or regional tax proposals, and that multiple transportation taxes should probably not be asked on the ballot around the same time. Mr. Naimark also asked Mr. Hazlett to elaborate on the funding for I-11, which as an interstate may be funded differently than other freeways in the region.

Mr. Hazlett noted that his presentation focused on operations and maintenance in Central Phoenix, though I-11 is part of the “needs list” of projects, and that funding for I-11 would be roughly \$1.4 billion to build I-11 between Interstate 10 and US-93 in the West Valley. Mr. Eric Anderson noted that from his perspective, I-11 has state-wide and national importance, and, unlike the state loop freeways in the MAG region, should probably be paid for more at a state

and national level of funding, as well as the possibility of private funding and/or Bureau of Land Management land donation for I-11 right-of-way, which could lower costs for the project.

Mr. Cook thanked Mr. Hazlett for highlighting the roadway maintenance issue, noted that anything that could be done to increase maintenance funding is important, and that opportunities for possible funding should not be passed over. Mr. Cook also commented that any new highways or freeways should have maintenance funding identified and in place when they are built, even if some of the funding does not have to occur right as the freeways are built. Mr. Butler noted that the region does need to begin looking at identifying more maintenance and operations funding, as well as setting aside maintenance funding as new projects are identified, especially for truly regional facilities.

Mr. Hazlett noted that there are still a few work products from the study to discuss, and that he would likely be returning to the Transportation Review Committee for an additional update at the December 12, 2013 meeting.

10. Request for Future Agenda Items

Chairman Fitzhugh requested topics or issues of interest that the Transportation Review Committee would like to have considered for discussion at a future meeting. Mr. Grant Anderson asked about the previously requested presentation on Maricopa County parkways. Mr. Hauskins noted that Maricopa County would be happy to make that presentation at the next meeting of the Transportation Review Committee.

11. Member Agency Update

Chairman Fitzhugh offered opportunities for member agencies to present updates to their community. There were no updates from member agencies.

12. Next Meeting Date

The next regular Transportation Review Committee meeting is scheduled for Thursday, October 24, 2013 at 10:00 a.m. in the MAG Office, Saguaro Room.

There being no further business, Chairman Fitzhugh adjourned the meeting at 11:26 a.m.