

DRAFT MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

October 1, 2015

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

MEMBERS ATTENDING

Avondale: Jessica Blazina for David
Fitzhugh
*ADOT: Brent Cain
Apache Junction: Shane Kiesow for Giau
Pham
Buckeye: Jose Heredia for Scott Lowe
*Cave Creek: Ian Cordwell
Chandler: Dan Cook, Vice Chair
El Mirage: Jorge Gastelum
*Fountain Hills: Randy Harrel
*Gila Bend: Ernie Rubi
Gila River Indian Community: Tim Oliver
Gilbert: Kristin Myers for Leah Hubbard
Glendale: Patrick Sage for Debbie Albert
Goodyear: Cato Esquivel
Litchfield Park: Woody Scoutten

*Maricopa (City): Paul Jepson
Maricopa County: Jennifer Toth
Mesa: Jeff Martin for Scott Butler
*Paradise Valley: Jim Shano
*Peoria: Andrew Granger
Phoenix: Ray Dovalina
#Pinal County: Joe Ortiz for Louis Andersen
Queen Creek: Mohamed Youssef
Scottsdale: Todd Taylor for Paul Basha
Surprise: Mike Gent
Tempe: Shelly Seyler
Valley Metro: John Farry
*Wickenburg: Vince Lorefice
*Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

*Street Committee: Maria Deeb, City of
Mesa
*ITS Committee: Marshall Riegel, City of
Phoenix
*FHWA: Ed Stillings
* Members neither present nor represented by proxy.

* Bicycle/Pedestrian Committee: Jim Hash,
City of Mesa
* Transportation Safety Committee: Renate
Ehm, City of Mesa

+ - Attended by Videoconference
- Attended by Audioconference

OTHERS PRESENT

John Bullen, MAG
Quinn Castro, MAG
Bob Hazlett, MAG
Roger Herzog, MAG
Chaun Hill, MAG
Teri Kennedy, MAG
Sarath Joshua, MAG
David Massey, MAG

Marc Pearsall, MAG
Nathan Pryor, MAG
Amy St. Peter, MAG
Stephen Tate, MAG
Kwi-Sung Kang, ADOT
Tricia Brown, Wilson & Company
Randall Overmyer, The CK Group, Inc.

1. Call to Order

Vice Chair Dan Cook called the meeting to order at 10:00 a.m. Vice Chair Cook noted that the quorum requirement for the October 1, 2015 Transportation Review Committee meeting was 13 committee members. Vice Chair Cook informed the committee that there was one handout at the table.

2. Approval of Draft August 27, 2015 Minutes

Vice Chair Cook asked the committee if there were any comments on the draft August 27, 2015, meeting minutes. There were none. Mr. Jeff Martin moved to approve the minutes. Mr. John Farry seconded the motion. The motion carried unanimously.

3. Call to the Audience

There were no public comments from the audience.

4. Transportation Director's Report

Vice Chair Cook invited Mr. Eric Anderson, MAG Transportation Director, to provide the Transportation Director's Report.

Mr. Eric Anderson stated that there were two months of revenues collected for the current fiscal year so far. He stated that Highway User Revenue Fund (HURF) revenues only increased 0.3% in August compared to 2.2% in July. He noted that growth in the Vehicle License Tax (VLT) revenue had not been as robust. He stated that Regional Area Road Fund (RARF) revenues were up 5.4% in August, with year-to-date growth at 4.5% for the first two months.

Mr. Anderson stated that he will be meeting with a representative from the Governor's office who presented at Regional Council the previous day. He noted that the representative talked about proposals from the Governor's office that may be offered to the Legislature to increase HURF revenues and hopefully solve the HURF sweep issue. He stated that they are generally discussing increasing registration fees, title fees, and other fees to generate more revenue. He noted that another aspect of the proposal not shared with the Regional Council is implementation of a new organization to help transportation funding. He stated that he is not sure if the Legislature will go along with the fee increases, but they are user fees and not tax increases.

Mr. Anderson stated that MAG is still soliciting nominations for a new Vice Chair, and that interested jurisdictions should submit a letter by November 6th.

Mr. Anderson introduced Ms. Quinn Castro, who is a new MAG staff member. He noted that she had begun that week and came from ADOT. He added that she is a licensed Professional Engineer and has an engineering degree from the University of Arizona.

Vice Chair Cook thanked Mr. Anderson for his report.

5. Consent Agenda

Vice Chair Cook directed the Committee's attention to the consent agenda items.

Vice Chair Cook asked the Committee if there were any questions or comments. There were none.

Mr. Jeff Martin moved to approve the consent agenda. Mr. Mike Gent seconded the motion. The motion carried unanimously.

5A – Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, Fiscal Year 2016 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan

The MAG Transportation Review Committee, by consent, recommended approval of amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, Fiscal Year 2016 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan.

5B – Project Changes Report on September Activities - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, and as needed, to the 2035 Regional Transportation Plan submitted to ADOT on September 3, 2015 and September 17, 2015

The MAG Transportation Review Committee, by consent, received the Project Changes Report on September Activities - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, and as needed, to the 2035 Regional Transportation Plan submitted to ADOT on September 3, 2015 and September 17, 2015.

5C – Multimodal Level of Service (MMLOS) Study Workshop Information

The MAG Transportation Review Committee, by consent, received the Multimodal Level of Service (MMLOS) study workshop information.

6. Southeast Valley Transit System Study

Vice Chair Cook invited Mr. Marc Pearsall to present this item.

Mr. Pearsall stated that this was the third of three subregional transit studies that MAG and Valley Metro had engaged in over the last three to four years. He noted that they had been working diligently with many people in the room on this study, the Southwest Valley study, and the Northwest Valley study. He added that Mr. Jorge Luna of Valley Metro had co-managed the study.

Mr. Pearsall stated that the study helped educate agencies that might not be familiar with Valley Metro and what they do for the region. He stated that the benefits of transit include economic development, environmental improvement, and social benefits. He stated that the foundation of the study was to determine what kind of transit the Southeast Valley wants in the near term, mid-term, and long term.

Mr. Pearsall stated that one of the benefits the Southeast Valley has is its age and also its engagement with transit in the last 25 years, noting that it has been ahead of the rest of the valley. He stated that they looked at optimization of existing transit services and coordination between cities to find efficiencies that had not been engaged in. He stated that one of the ideas was to identify concepts for optimization over the next two years. He noted that many communities are already engaged in transit development plans and interagency agreements on how to better coordinate bus drivers, fleet, and construction projects, which is ahead of the study recommendations.

Mr. Pearsall presented a conceptual timeline of how the study was developed, starting with existing services and proceeding to study recommendations. He noted that there was an extensive public input process, including meetings at community events, councils, transit groups. He noted a broad variety of comments ranging from requesting bus service in a neighborhood to questioning the need for transit. He provided the example of neighborhood circulators and their impact on neighborhoods such as Ahwatukee, Maryvale, North Phoenix and areas of Tempe.

Mr. Pearsall presented a map of the study area, noting engagement with every community in the area, including the Gila River Indian Community and Pinal County. He then presented the study scope of work, noting a financial analysis. He stated that the idea of the study was to be revenue neutral but also to create regional coordinations between cities. He noted fundamental ideas, including 30 minute bus frequency and improved access to bus stops.

Mr. Pearsall presented the results of the transit optimization analysis. He stated that they looked at ways to strengthen the network and optimize the use of resources, including improving frequency where warranted, streamlining routes, and removing route duplications. He noted that the project team looked at branches and deviations on existing bus routes and engaged with communities to determine which branches they could trim and which branches were important to communities. He stated that this refinement ensured the recommendations would have the endorsement of the entire Southeast Valley.

Mr. Pearsall presented a slide showing a transit continuum from walking all the way to high speed rail. He noted that this slide was intended to show the public and community officials the full range of possibilities for transit and that not every agency will have all of them, while some agencies may skip over some.

Mr. Pearsall presented 2010 and projected 2030 population and employment maps, including current and planned transit coverage. He noted that the coverage is reasonable, but that there are several areas with potential unmet needs. He stated that some communities would ask why their community did not have transit. He stated that it is not

for a lack of will, noting the lack of either local or regional money for implementation.

Mr. Pearsall presented the study recommendations. He stated that specific concepts will be further implemented through transit programming processes or area-specific implementation plans.

Mr. Pearsall presented optimization concepts. He noted one idea for consolidation of Arizona Avenue and Main Street service into one high-frequency service. He stated that the service concepts have a basic threshold of 30 minutes frequency all day. He noted that this is a foundation for a system that people can begin to rely on. He stated that they are recommending expanding frequencies on high ridership routes.

Mr. Pearsall presented mid-term improvement concepts, noting branching out into San Tan Valley, neighborhood circulator options in Queen Creek, and vanpool options in the city of Maricopa. He noted that many people who live in Maricopa who commute to west Chandler, Tempe, and the Ocotillo area. He stated that for the Gila River Indian Community, the process for neighborhood circulators has begun in Komatke and Sacaton.

Mr. Pearsall presented long-term concepts. He stated that this is where the idea of expanding the Valley Metro rural connector route fleet with 10-30 passenger buses and vanpools comes in. He noted a long-term vision in the Gila River Indian Community to expand neighborhood circulators to aid with medical and nonmedical trips within the community. He noted outreach to the San Tan Valley and Florence, noting many commuters to the Florence prison complex and other businesses. He also noted a concept of transit expansion to Apache Junction to connect to the Power Road area.

Mr. Jeff Martin expressed his thanks to the staff and consultants for their work on the study. He stated that a lot of good information came out of the study on potential efficiencies and also improvements that do not currently have available funding. He stated that the study noted the difficulty in expanding the system, particularly with the new performance measures Valley Metro has implemented. He stated that all communities are looking to expand their bus network over the next 20-25 years, but that meeting the performance measures and still expanding the network is difficult. He added that a new route is not necessarily going to meet the performance requirements and that the struggle is how to expand the network within the new requirements. He stated that this will not be an issue until the next Regional Transportation Plan is developed.

Mr. Jeff Martin moved to recommend acceptance of the Southeast Valley Transit System Study. Ms. Kristin Myers seconded the motion. The motion carried unanimously.

Vice Chair Cook expressed Chandler's thanks to Mr. Pearsall and his project team. Mr. Pearsall thanked URS/AECOM for their work.

7. Strategic Transportation Safety Plan 2016-2025

Vice Chair Cook invited Mr. Sarath Joshua to present this item.

Mr. Joshua stated that he would like to recognize the many contributions to the study effort by the Safety Committee, which is chaired by Ms. Renate Ehm and includes many of the Transportation Review Committee members' staff. He stated that the consultant team for this project was Lee Engineering and the Texas Transportation Institute, and that the project was managed by Ms. Margaret Boone, who was unable to attend the meeting as she was presenting at a conference.

Mr. Joshua stated that in 2013 a brief report on the study was provided to the Committee. He stated that he is now presenting the draft final plan for recommendation for approval. He noted that the Safety Committee had unanimously recommended the plan for approval.

Mr. Joshua stated that the region has an excellent arterial and freeway system which allows for travel throughout the region, but also has many crashes resulting in deaths and injury. He stated that there are approximately 80,000 crashes per year with approximately 3600 injuries and 400 fatalities. He stated that the MAG region experiences 45% of fatalities and two-thirds of injuries in the state.

Mr. Joshua stated that the safety planning program began in 2000 with discussions of road safety issues and what could be done about them. He noted that this led to the creation of the Safety Committee which was a first for MPOs in the nation. He stated that the committee put together the first safety plan which recommended projects to improve road safety.

Mr. Joshua stated that the region has invested \$13 million between 2010 and 2017 for 65 safety improvement projects. He stated that MAG has developed the RTSIMS software, which is safety analysis software used by MAG, which was also used to develop the safety plan. He stated that another project from the 2005 safety plan was the adoption of Clearview font for road signs to increase visibility, which has now been adopted throughout the region. He stated that the Road Safety Assessment (RSA) program has resulted in 40 high crash locations being studied with recommendations for improvements given to agencies. He stated that the Safe Routes to School (SRTS) program has resulted in regional crossing guard training, which trains 400-500 crossing guards each year in partnership with local agencies.

Mr. Joshua stated that the safety plan was driven by crash data. He stated that they analyzed crash data between 2008 and 2012, and that they provided the consultant team access to the crash data analysis software. He stated that they established a road safety vision of zero deaths and zero injuries for the region through the workshop, which is compatible with the statewide vision of "Toward Zero Deaths for a Safe Arizona." He noted that there are six action areas, with 47 strategies covering engineering, education, enforcement, and emergency services. He stated that the plan addressed performance goals from the MAP-21 legislation and established performance goals compatible with the statewide safety plan. He noted that this plan and the statewide plan were developed around the same time, so the plan development processes were closely coordinated.

Mr. Joshua stated that the goal of the plan was to provide a three to five percent reduction

in deaths and serious injuries over the next five years. He noted that comparing 2013 and 2014 data, there was a 7.9% reduction, and that the region's ongoing work in the area of safety may be related to this reduction. He added that the plan contains a ten-year implementation plan from 2016 to 2025.

Mr. Joshua presented some comparisons of crash data, showing the distribution of crashes throughout the state and comparisons to other western metropolitan areas. He stated that 47% of the fatal crashes in the state occurred in the MAG region, and 80% of those were on arterial and local roads. He noted that the freeways are safe considering the amount of travel that occurs on them, and that the bulk of the safety problem is on the arterial system. He stated that in comparison with other urban locations, the MAG region has 8.75 fatalities per 100,000 persons, second only to Houston with 10 fatalities per 100,000 persons. He added that the region is in the mid range with regard to injuries per 1000 persons.

Mr. Joshua presented the action areas from the plan. He stated that they were identified based on crash data analysis and what factors contributed to the most serious crashes. He noted that these were impaired driving, speed or aggressive driving, intersections, vulnerable road users such as bicyclists and pedestrians, and young road users. He stated that additional potential action areas not included in the plan were the use of safety devices, older road users, distracted driving, lane departures, and motorcycle users. He noted that these were not included in the MAG safety plan as the state plan is already addressing them.

Mr. Joshua presented an example of strategies for intersection safety. He stated that they will encourage projects in the MAG Transportation Improvement Program (TIP) to include safety by including safety in the project evaluation process. He stated that an agreement on the process to include safety in project evaluation is ongoing. He stated that other strategies would include new practices and standards to integrate safety into planning and design and enhancing the Road Safety Assessment program. He added that crash data could be used to provide insight to law enforcement for targeted enforcement in high crash locations. He noted other strategies, including pedestrian islands, HAWK signals, and the reduction of secondary crashes through more efficient incident response with a DPS officer located at the Traffic Operations Center.

Mr. Joshua stated that there is an implementation plan for a 10 year period with the goal of reducing deaths and injuries by three to seven percent. He stated that planning level cost estimates for implementation are \$78 million over 10 years. He noted a current funding level of \$4.8 million per year which leaves a \$3 million gap in funding yearly. He stated that he presented this to the Transportation Policy Committee and Regional Council earlier in the year for guidance and was told to discuss with ADOT to figure out how best to address this issue. He stated that ADOT was working on a total revamping of the Highway Safety Improvement Program (HSIP). He stated that ADOT has defined a new process for fiscal year 2019 and beyond. He stated that the plan has introduced some recommendations for how the region could best utilize the HSIP funding that is available to ADOT, and that one recommendation is a MAG program to help identify candidate projects in the region and assist local agencies in developing successful applications. He

noted that starting in 2019 projects throughout the entire state will be evaluated under the same set of criteria. He stated that if the region comes up with a strategy to identify the high risk locations that best fit the criteria, the region will have the best chance at receiving funding for safety improvements.

Mr. Mike Gent stated that the most important aspect of the projects that are done in the region is improving the safety of users of the transportation system. He thanked Mr. Joshua and the staff who worked on the project.

Mr. Mike Gent moved to recommend acceptance of the Strategic Transportation Safety Plan. Ms. Jennifer Toth seconded the motion. The motion carried unanimously.

8. Interstate 10/Interstate 17 - "the Spine" - Corridor Master Plan Project Update

Vice Chair Cook invited Mr. Bob Hazlett to present this item.

Mr. Hazlett stated that the Spine corridor refers to the central corridor of I-17 from SR-101L to I-10 continuing to the SR-202L Pecos Stack. He stated that 40% of the region's daily freeway traffic travels on this corridor, and it is a very important corridor to the region. He stated that \$1.47 billion in improvements had been programmed in the RTP for this corridor.

Mr. Hazlett stated that, in 2012, an Environmental Impact Study was undertaken for I-10 and I-17 to look at strategies for improvement that were beyond the scope of the RTP. He added that, based on input from the political leadership, the study asked what the goal is for the corridor. He stated that ADOT, FHWA, MAG, and the cities of Chandler, Tempe, and Phoenix got together and identified a near-term improvement strategy for the Spine corridor. He stated that the next thing that was identified was a corridor master plan. He stated that he will be reporting on both of those efforts. He noted that after these efforts are completed, environmental studies, design, and then construction will be the next logical phases.

Mr. Hazlett presented the planned improvements which came out of the near-term improvement strategies. He stated that for the I-10 Maricopa Freeway from SR-143 to the SR-202L Pecos Stack, there would be a collector/distributor system added at the US-60 split to eliminate weaving between traffic from US-60 and traffic going to SR-143. He stated that, based on simulation results, this improvement addresses many of the issues at the Broadway Curve. He stated that another improvement would be the addition of a general purpose lane in each direction on I-10 from Baseline Road to SR-202L. He stated that two bicycle and pedestrian crossings have been studied, one at Alameda Drive in the City of Tempe and the other at Guadalupe Road in the Town of Guadalupe.

Mr. Hazlett stated that, for the I-17 Black Canyon Freeway, they are looking at adding auxiliary lanes between the traffic interchanges on the east-west section from the I-10 split to the Durango Curve. He noted that this is the last area in the region where there are not auxiliary lanes between closely spaced traffic interchanges. He stated that they are also looking at active traffic management technology from the I-10 Stack to the SR-101L

North Stack. He stated that they learned about this technology being used in Melbourne, Australia, and it is now in place in Salt Lake City, Denver, and Seattle. He stated that they are looking at using a combination of variable speed limits and ramp metering to protect traffic flow on I-17. He stated that the intent is to provide speed harmonization along the corridor and coordinate with the City of Phoenix on adaptive ramp metering so that traffic will not be backing up onto the arterial system. He noted that the theoretical capacity of a freeway lane is 2200 vehicles per hour per lane, and that I-17 traffic flow is breaking down around 1450 vehicles per hour per lane, so they are looking to recover whatever capacity they can.

Mr. Hazlett stated that this effort is being done by ADOT right now to get everything together for the near term improvement strategies, and that they are looking at a cost of \$300-400 million. He stated that they thought the technology was best to put on I-17 because not much else can be done on that corridor. He added that this effort requires high coordination with local agencies, and they thought it best to pilot with only one agency.

Mr. Hazlett stated that, regarding the corridor master plan, earlier there had been public meetings and online input through the MetroQuest online tool. He stated that the results are in now, and the biggest takeaway was that they received 1700 responses online, but only 70 people attended meetings and they were mostly agency staff. He noted that everyone who responded suggested something to be done on the corridor.

Mr. Hazlett presented a word diagram of people's responses and issues. He noted that weaving was pointed out heavily. He stated that other ideas were to add vehicle lanes, new light rail, and interchange improvements. He stated that a lot of people have been very mindful of the ideas and thoughts that have been developed for the Spine corridor.

Mr. Hazlett stated that guiding principles were discussed at the Transportation Policy Committee. He stated that they began with summarizing different ideas about guiding principles to develop alternatives. He presented the four guiding principles. He stated that the first principle was to optimize the system, to make use of what is available, and to engage technology. He stated that the second principle was to expand the system, not necessarily by adding travel lanes but by providing travel choices and alternate modes. He stated that the third principle was to enhance performance to ensure travel demand is met. He stated that there are different travel markets in the corridor, and that the Active Traffic Management System corridor in Melbourne, Australia, had 5 different travel markets similar to those of the Spine corridor. He stated that the last principle was to implement deliverable and economical packages of improvements considering the variety of travel choices.

Mr. Hazlett stated that in June, 40 people met to look at the different alternatives. He stated that there were 341 individual alternatives which could be combined in numerous ways. He stated that some of the alternatives were systemwide and others were segment-specific. He presented some possible alternatives under consideration. He stated that ADOT wants to move forward with active traffic management, including the creation of a Transportation Systems Management and Operations (TSM&O) group with an

assistant director to oversee the process. He stated that they are looking at alternate transportation options, including transit, bicycles, and pedestrians. He added that this could include direct HOV (DHOV) ramps and new park and ride lots. He stated that other things they are looking at include widenings, managed lanes, and fixes for interchanges and weaving areas. He stated that for segment-specific improvements, they are looking at I-17 and Camelback Road due to the growth of Grand Canyon University and also fixing the SR-143 loop ramp onto I-10. He noted other possibilities such as freight connections and the possibility of relocating the freeway due to airspace issues at Sky Harbor.

Mr. Hazlett stated that the corridor master plan will be done by December 2016. He presented a schedule chart showing the remaining work, noting the consultant team is working on a tiered alternative screening process. He stated that the next step will be to establish project alternatives consistent with the guiding principles, which will be reported on next spring.

Mr. Jeff Martin complimented the project team. He asked if improvements at the I-10/I-17 Stack would help with the I-10 bottleneck. Mr. Hazlett responded that they are trying to figure out how to work within different corridors and are looking at different travel lanes. He noted that there may be a need for an extra general purpose lane only in short segments. He added that right of way on I-17 would be very expensive. Mr. Eric Anderson stated that there is another project to look at the inner loop area of I-10 through the tunnel from the SR-202L Mini Stack to the I-17 Stack. He stated that this area is one of the major bottlenecks in the entire country, so it is incumbent on the region to see what we can do to improve.

Vice Chair Cook thanked Mr. Hazlett for his presentation.

9. Regional Freeway and Highway Program Update

Vice Chair Cook invited Mr. Bob Hazlett to present this item.

Mr. Hazlett provided an update on the cost risk analysis process. He stated that they have gotten to where they are looking at cash flow and projected revenues and that there will need to be a rebalancing for the entire program. He stated that they may be rebalancing the program to add projects back in and that they will know more in the next few months.

Mr. Hazlett presented a timeline of the program since 2003. He presented the history of ADOT cost opinions, noting that the recession plus cost escalation resulted in the removal of \$6.6 billion from the program in 2009. He stated that the program is currently balanced based on current cash flow projections. He noted that the program is 54% complete after 10 years, which is a little ahead of schedule. He stated that cooperation between MAG member agencies, FHWA, and ADOT, has allowed the region to reach this milestone.

Mr. Hazlett then presented a map of projects which have been completed across the region. He stated that there is a lot to be proud of, noting the region having the fourth largest HOV lane network in the country and the largest number of direct HOV ramps in

the country. He stated that 54% of the centerline miles in the program have been constructed with 45% of projected revenues and that there has been an amazing job of keeping costs and revenues in line.

Mr. Hazlett stated that there are a lot of remaining projects between now and 2026, with the SR-101L Pima Freeway in Scottsdale and SR-202L Red Mountain Freeway in the East Valley under construction. He stated that the next major project is the SR-202L South Mountain Freeway, and ADOT is gearing up for the design/build/maintain process since the Record of Decision was issued. He noted that instead of ten separate projects, there will be one project with a confirmed cost by the end of the year. He stated that the next projects will be general purpose lanes on the SR-101L Price and Pima Freeways, intersection improvements on Grand Avenue, completion of the SR-303L/I-10 stack and extension south of I-10, and the near-term improvements on the Spine corridor.

Mr. Hazlett stated that there is a continuing program review ongoing as a joint effort between ADOT and MAG. He stated that the cost risk analysis process has been completed and that they have been able to retire a lot of risk that was being carried on projects. He noted that closeout has been completed for RARF, but that they are waiting for closeout to be completed on Federal funds. He stated that they are refining project costs with the retirement of risk and are looking for new revenue projections. He stated that they are continuing to work with the South Mountain Freeway project team to incorporate a fixed cost on the project by March 2016 and that they will need to balance the program by fall 2016 for the 2017 Regional Transportation Plan update.

Mr. Hazlett stated that they may be able to bring deferred projects back into the program that were in the original Proposition 400 plan, especially the SR-30 and SR-24 Gateway Freeway projects. He noted that the \$7 billion that was deferred has been reduced to \$2.8 billion due to taking out risk and looking at different design concepts for the projects.

Vice Chair Cook thanked Mr. Hazlett for his presentation.

10. Request for Future Agenda Items

There were no requests for future agenda items.

11. Member Agency Update

There were no updates from member agencies.

12. Next Meeting Date

The next regular Transportation Review Committee meeting will be scheduled for Thursday, October 29, 2015 at 10:00 a.m. in the MAG Office, Saguaro Room.

The meeting was adjourned at 11:05 a.m.