

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

December 10, 2002

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

MEMBERS ATTENDING

Scottsdale: Jan Dolan, Chairperson	Goodyear: Grant Anderson
Phoenix: Jack Tevlin, Vice Chairperson	*Guadalupe, Antonio Figueroa
ADOT: Dan Lance	Litchfield Park: Mike Cartsonis
Avondale: Kristin Skabo for Dave Fitzhugh	Maricopa County: Chris Plumb for Tom Buick
*Buckeye: Joe Blanton	Mesa: Jeff Martin for Ron Krosting
Chandler: Patrice Kraus	*Paradise Valley: Robert M. Cicarelli
Fountain Hills: Tom Ward for Randy Harrell	Peoria: David Moody
*Gila Bend: Shane Dille	RPTA: Bryan Jungwirth for Ken Driggs
Gilbert: Tami Ryall	Surprise: Miryam Gutier
Glendale: Jim Book	Tempe: Mary O'Connor

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Pat McDermott, Chandler	Pedestrian Working Group: Reed Kempton, Maricopa County Dept of Transportation
*Street Committee: Don Herp, Phoenix	*Telecommunications Advisory Group: Jim Hull
ITS Committee: Jim Book	

* Members neither present nor represented by proxy.

OTHERS PRESENT

Eric Anderson, MAG	Andy Smith, ADOT
Ken Hall, MAG	Dennis Mittelstedt, FHWA
Paul Ward, MAG	John Farry, Valley Metro Rail
Steve Jimenez, ADOT	Kwi-Sung Kang, ADOT
Steve Tate, MAG	Michelle Korf, City of Scottsdale
Scott Phillips, City of Surprise	Ali Makarachi, City of Phoenix
Dawn Coomer, MAG	Roger Herzog, MAG
Lynn Timmons, City of Phoenix	Rick Duarte, ADOT
Peggy Carpenter, City of Scottsdale	John Dugan, Pharos Corporation
Tom Remes, MAG	Tom Callow, City of Phoenix
Mike Connors, HDR Engineering	Chris Voight, MAG
Mark Ford, HDR Engineering	David French, URS
Bill Vachon, FHWA	Ed Zuercher, City of Phoenix
Bob Bushfield, City of El Mirage	Dana Tranberg, City of Glendale
Carnell Thurman, City of Avondale	Kevin Wallace, City of Mesa

1. Call to Order

Vice Chairperson Jack Tevlin called the meeting to order at 10:08 a.m.

2. Approval of October 29, 2002 Minutes

Addressing the first order of business, Vice Chairperson Tevlin asked if there were any changes or amendments to the meeting minutes. Mr. Grant Anderson moved to approve the minutes as presented. Mr. Bryan Jungwirth seconded, and the minutes were subsequently approved by unanimous voice vote of the Committee.

3. Call to the Audience

Vice Chairperson Tevlin stated that he had not received any request to speak cards from the audience, and moved to the next item on the Agenda.

4. Transportation Manager's Report/Report on the MAG Regional Freeway Program

Vice Chairperson Tevlin introduced MAG Transportation Manager, Mr. Eric Anderson, who gave the Transportation Manager's report. Mr. Anderson informed the Committee that MAG was currently in the final phase of several studies. He noted the High Capacity Transit Study, and stated that there were also a series of Agency Forum Workshops for the MAG Area Transportation Studies. Mr. Anderson said that forums were held in the Town of Queen Creek for the Southeast Area Transportation Study, in the City of Peoria for the for the Northwest Area Transportation Study, and that an upcoming forum was scheduled for December 12, 2002, in the City of Goodyear, for the Southwest Area Transportation Study.

Mr. Anderson stated that he recently met with ADOT to discuss funding strategies concerning the future paving of regional freeway segments with rubberized asphalt. He then addressed a three part ADOT strategy addressing the use of money for a collector-distributor road system; CMAQ unprogrammed federal funds from FY 2003 to FY 2005; and delaying two park and ride lots for \$6.0 million dollars. There was a question from Vice Chairperson Tevlin regarding the nature of rubberized asphalt, and Mr. Anderson provided a brief overview of the concept. Mr. Anderson said that ADOT estimated it would cost approximately \$34.0 million to complete rubberized asphalt on the Agua Fria, SanTan, Red Mountain and Squaw Peak freeway corridors. Mr. Anderson said that ADOT was in the process of identifying methods to come up with the \$34.0 million to complete the project. At this time, Chairperson Dolan arrived, and assumed the position of chairing the meeting.

Mr. Dan Lance of ADOT addressed the Committee, and stated that ADOT has looked at the long-term benefits of rubberized asphalt over the past 6 years. He said that the life cycle for rubberized asphalt was about 10 to 12 years, and that another benefit included an overall

decibel reduction in noise for areas adjacent to freeway corridors. Mr. Lance informed the Committee that the rubberized asphalt program does not include the overlaying of the I-10 corridor or I-17, and would only include segments of the regional freeway system. Discussion followed, and Mr. Anderson and Mr. Lance addressed several questions from the Committee concerning the rubberized asphalt program.

Continuing with his report, Mr. Anderson then addressed the Regional Area Road Fund (RARF), and noted that ADOT projections were approximately \$49.6 million lower through 2005. Mr. Anderson also said that over a ten year period, the Highway User Revenue Fund (HURF) collections were down from their original projections by approximately \$145.0 million, with most of the lower decline over the period of 2008 to 2012. Mr. Anderson stated that because of the lower anticipated revenues, the region would have to become more creative, and try to identify other possible methods of financing transportation infrastructure.

Mr. Anderson then distributed a copy of ADOT's priority highway projects for reauthorization, and informed the Committee that this list was divided into Congressional Districts. Mr. Anderson said that if there were any questions or comments related to the handout, Committee members could contact him, and he would in turn forward the comments to the appropriate individuals at ADOT for further review and consideration. Mr. Anderson then informed those in attendance that the MAG Regional Council Meeting would be held on December 11, 2002, and that there was also an upcoming meeting of the MAG Transportation Policy Committee (TPC) on December 18, 2002. Mr. Anderson stated that the TPC would have several important items on the Agenda, which included the results of the regional telephone survey for Phase II of the MAG Regional Transportation Plan (RTP); a discussion concerning policy issues affiliated with the half-cent sales tax extension; and public involvement efforts related to the RTP-Phase II planning process. There were no further comments or questions from members of the Committee, and this concluded Mr. Anderson's report.

5. Approval of Consent Agenda

Addressing the next order of business, Chairperson Dolan addressed Agenda Items #6 (Submitted Projects for Consideration in the MAG RTP - Phase II Planning Process for the Extension of the One-Half Cent Sales Tax for Transportation) and #7 (ADOT Red Letter Notification), and asked members in attendance if they would like to entertain a motion to approve as presented, or to remove the item for further discussion.

Mr. Chris Plumb stated that Agenda Item # 15 (Proposed Amendment to the FY 2003-2007 MAG Transportation Improvement Program for a Bridge Rehabilitation Project), which was an addendum to the December 10, 2002, Transportation Review Committee Agenda, also needed to be included along with Items #6 and #7 for approval. Chairperson Dolan acknowledged Mr. Plumb's statement, and included item #15 with items #6 and #7 for approval. Discussion followed, and Mr. Dave Moody moved to approve the consent agenda item as presented. Mr. Chris Plumb seconded, and the motion was unanimously approved

by subsequent voice vote of the Committee.

8. Grand Avenue Northwest Corridor Study - SR 303L to SR 101L

Addressing the next order of business, Chairperson Dolan introduced Mr. David French from URS Corporation, who provided the Committee with an overview of the Grand Avenue Northwest Corridor Study. Mr. French stated that the study has been an ongoing process for several years. He informed the Committee that there were three alternatives to consider, which included doing nothing; turning the proposed corridor into an Enhanced Arterial/Limited Expressway; or approving it as a full expressway, which would have significant and negative impacts.

Mr. French addressed the concept of Grand Avenue as an Enhanced Arterial/Limited Expressway, which was the recommended concept. Mr. French stated that as part of this scenario, there would be a need for a number of basic highway improvements, which included the widening of Grand Avenue to a six-lane arterial; adding additional turn lanes at selected intersections; extending the ITS Smart Corridor to Loop 303; placing guardrails or barriers along the drainage channel; and the addition of landscaping and lighting. He also noted that a signal timing study should be conducted as part of this scenario, and that railroad crossings along the corridor would also have to be evaluated. Mr. French noted transit, bicycle, pedestrian, and electric cart improvements. He addressed potential grade separations at Meeker and Reems, the El Mirage Road Extension, and a grade separation at 103rd Avenue.

Mr. French then highlighted three key priorities that would need to be considered as part of the proposed Grand Avenue scenario, and stated that detailed engineering would be required for the first two priorities. As part of the first priority, Mr. French noted basic highway features; determining the best concept for grade separated access to Del E. Webb Hospital; considering the further evaluation of the proposed El Mirage road grade separation; obtaining funding sources for transit services; and maintaining the law which limits or prohibits the operation of electric carts along streets with speed limits of over 35 miles per hour. Mr. French then highlighted the second priority, which included the development of an integrated dial-a-ride program; encouraging non-motorized corridors along Rivers and providing accessibility from neighborhoods; and preparing an action plan for special signage and markings for seniors and electric carts. He then addressed Priority Number Three, which included the need to develop a detailed plan for the implementation of grade separations. Mr. French also stated that the intersection at Bell Road and Grand Avenue would need to be closely monitored into the future.

After answering a number of questions from the Committee, Mr. French introduced a recommendation to the Committee to approve the report and its recommendations, including the designation of Grand Avenue between Loop 101 and Loop 303 as an “Enhanced Arterial/Limited Expressway,” for further consideration and analysis as needed in the MAG Northwest Area Transportation Study and Regional Transportation Plan. Discussion followed, and Ms. Mary O’Connor asked Mr. French about transit findings and priorities.

She also wanted to know how the planning effort was coordinated with the MAG High-Capacity Transit Study. Mr. French said that there was no existing funding mechanism to support new regional transit services in the area. Mr. French also stated that the impacts of commuter rail were considered, with a recommendation that the High Capacity Transit Study should be monitored. He informed the Committee that it was his recommendation to provide for the extension of local Valley Metro bus services along other streets in the study area, but would not recommend local bus service along Grand Avenue due to its proposed function as an Enhanced Arterial/Limited Expressway.

Mr. Grant Anderson asked Mr. French for clarification on the meaning of an Enhanced Arterial/Limited Expressway, and wanted to know how it was any different from a MAG Road of Regional Significance. Mr. French said that it may be similar to a Road of Regional Significance, and emphasized the fact that as proposed, Grand Avenue would allow for higher access control, and limited bicycle and pedestrian usage. He said that it represented a compromise between a high arterial and an expressway. Mr. Grant Anderson indicated that the definition should be included within the document.

Mr. Jeff Martin addressed the Committee, and said that he had an opportunity to review the Executive Summary of the study. He cited Country Club Road (SR 87) in the City of Mesa, and asked Mr. Dan Lance of ADOT why they haven't considered "turning back" Grand Avenue to the local municipalities. Mr. Lance stated that ADOT has been trying to return a number of state route segments over to local governments. He stated that south of Loop 101, Grand Avenue would certainly be considered as a candidate road segment for "turn back." However, Mr. Lance stated that the function of Grand Avenue north of the Loop 101 to the Loop 303 was an important one, and that Grand Avenue could provide a higher degree of connectivity, and should therefore remain under the jurisdiction of the State. Mr. Jeff Martin noted that the projected volumes were in the range of 50,000 ADT, which is more typical of an arterial, opposed to a freeway. He stated that they may want to look at a "turn back" once the Loop 303 was completed. Mr. Dave Moody addressed the Committee, and said that it was a good idea to make sure that Mr. French included a detailed definition of an Enhanced Arterial/Limited Expressway in the final study.

Chairperson Dolan addressed the Committee, and asked for a motion. Mr. Grant Anderson said that he liked the concept of "accepting" consulting reports in general, as opposed to "approving" or "recommending" them. After further discussion, Mr. Dave Moody moved to accept the report and its recommendations, including designation of Grand Avenue between Loop 101 and 303 as an "enhanced arterial/limited expressway," for further consideration and analysis as needed in the MAG Northwest Area Transportation Study and the Regional Transportation Plan. The motion was seconded by Mr. Grant Anderson, and was subsequently approved by unanimous voice vote of the Committee. There were no additional comments or questions, and this concluded Mr. French's presentation to the Committee.

9. FY 2008 ADOT Projects

Addressing the next order of business, Chairperson Dolan introduced Mr. Eric Anderson,

who provided the Committee with an overview of the FY 2008 ADOT Projects. Mr. Eric Anderson called the Committee's attention to attachment Number Four, located at the back of the Agenda packet, which included two tables entitled *Proposed Projects for Programming in FY 2004-2008: FY 2008*, and *Cooperative ADOT/MAG/RPTA Project List for Programming FY 2009 and Beyond*. Mr. Anderson stated that the list was developed in coordination with ADOT and RPTA; and was focused on a variety of needs, with a concentration on the completion of the regional freeway system, a collector-distributor road system, and the completion of HOV lanes along the Superstition Freeway.

Mr. Dan Lance stated that ADOT has continued to review a number of priorities, and addressed the Superstition Freeway (US 60), the Squaw Peak Freeway (SR 51), the widening of I-17 north of Loop 101, and the areas south on I-10 down to the Pinal County line. Discussion followed, and Mr. Eric Anderson stated that the List of Projects for 2009 and beyond would be re-evaluated as part of the RTP process. Mr. Anderson also said that if the half-cent sales tax is approved, the Committee should expect to see a variety of new projects added to the list. Discussion followed, and Mr. Jeff Martin addressed the proposed project list. He stated that the idea to widen the Superstition Freeway to its ultimate width between Val Vista and Power Roads was a major project of importance, and was a priority of the MAG Regional Council. Mr. Martin supported the FY 2008 ADOT Project list as presented.

Mr. Jim Book addressed the Committee, and stated that he would rather see a plan where every community benefits, and noted that the list did not adequately reflect the current and anticipated, future population growth patterns of the region. Mr. Book distributed a handout to the Committee, and recommended an amendment to the list of FY 2008 projects. Mr. Book called the Committee's attention to the handout, entitled *Proposed West Valley Projects for ADOT Funding in FY 2008*. He provided an overview of projects that he would like to see added to the ADOT FY 2008 list, which included interchange improvements to I-10/Dysart Road for \$1.5 million; a new interchange at I-10/Pebble Creek for \$1.8 million; a Design Concept Report for US 60/Loop 101 to Loop 303 for \$1.5 million; a new bridge at US 60/New River Bridge for \$2.5 million; a Phase I reconstruction and widening of SR 85/MP 149.40 to MP 152.01 for \$8.1 million; a new interchange at the Loop 101/Bethany Home Transportation Interchange for \$7.0 million; and right-of-way protection on the Loop 303 for \$2.0 million. Mr. Book informed the Committee that the collective total of all projects was approximately \$24.4 million, and he asked the Committee to consider deferring the US 60 project, which involves the construction of additional HOV lanes from Val Vista to Power Road in the City of Mesa, until FY 2009.

Discussion followed, and Mr. Martin expressed his concern over the way the process was being conducted. He stated that given the tremendous need for construction of the US 60 HOV lanes in Mesa, it was not appropriate for communities to attempt to defer the project, especially since it was already receiving partial funding in FY 2007. Mr. Martin stated that in the past, the City of Mesa has cooperatively worked with other MAG member agencies by deferring the city's projects in an effort to accommodate the needs of other communities. He stated that the US 60 project has already been deferred in the past.

Mr. Martin stated that many of the East Valley communities were uninformed about the "last

minute request” for the projects which were distributed to the Committee by Mr. Book. Mr. Martin said that under the circumstances, it would have been appropriate to have informed the City of Mesa and other communities throughout the East Valley of these proposed changes, prior to requesting a hastened vote of the Committee. Mr. Martin reiterated the fact that he did not like the way this was handled, and requested that the item be delayed for a future meeting. Discussion followed, and Mr. Moody asked Mr. Dan Lance if ADOT had an opportunity to review the distributed project list, which contained the new project requests for funding. Mr. Lance informed the Committee that ADOT has not had an opportunity to review the list as distributed, and stated that he also did not like the way this process was being conducted. Mr. Lance said that the projects have not been reviewed and approved by local governments or the Committee, and stated that ADOT would certainly need some more time to review the proposed list.

Chairperson Dolan informed the Committee that there were three possible options, which included adopting the project list as originally submitted; to amend the list as proposed by Mr. Book; or to delay this item for a later meeting. Discussion followed concerning a variety of potential options, and several members on the Committee expressed their concerns and viewpoints. Mr. Tom Callow addressed the Committee, and suggested that the item be delayed for a month, in an effort to allow ADOT sufficient time to review the projects.

Further discussion took place, and several members of the Committee agreed that the priority west side projects included interchange improvements to I-10/Dysart Road for \$1.5 million; a new interchange at I-10/Pebble Creek for \$1.8 million; and a new interchange at the Loop 101/Bethany Home Transportation Interchange for \$7.0 million. The projects totaled approximately \$10.3 million, and the priority issue was how to find this amount in order to effectively program the projects into FY 2008. Chairperson Dolan asked the Committee for consensus on the appropriate decision to make on the item. Mr. Eric Anderson stated that MAG staff would review the list of projects, and would explore possible funding options.

Chairperson Dolan stated that a decision on the FY 2008 ADOT projects would be deferred until the January 2003 meeting of the TRC in an effort to allow for further discussion and review, and to identify potential methods to accommodate \$10.3 Million in additional West Side projects for FY 2008. Chairperson Dolan asked for a formal vote. Chairperson Dolan’s motion to delay the item until the January 2003 meeting of the TRC was approved by the Committee, with Mr. Grant Anderson and Ms. Miryam Gutier voting against the motion. There was no further discussion regarding this item.

10. Conceptual Scope of Work and Schedule for MAG Regional Transportation Plan - Phase II

Addressing the next order of business, Chairperson Dolan introduced Mr. Mike Connors, a consultant from HDR Engineering, who provided the Committee with information on the MAG Regional Transportation Plan - Phase II process. Mr. Connors called the Committee’s attention to the screen at the front of the room, and provided information on a number of

tasks that were associated with the project. Mr. Connors informed the Committee that HDR was in the process of completing a Revised Scope of Work. He addressed the overall monitoring of the planning process, and how efforts would be coordinated. Mr. Connors stated that as part of the initial planning process, they have created a database and entered over 300 transportation projects from the region.

Mr. Connors addressed the public and agency involvement task, and stated that the preliminary results of their regional telephone survey for Phase II would be presented to the MAG TPC on December 18, 2002. Mr. Connors highlighted transportation revenue projections, and stated that they were in the process of identifying a number of potential revenue streams through ADOT, MAG, and the RPTA. He addressed potential funds from the RARF half-cent sales tax extension, Highway User Revenue Funds (HURF), local transportation sales taxes, and also stated that any federal monies available for transportation issues and infrastructure would be evaluated.

Mr. Connors then addressed a number of remaining tasks associated with the project, which included a regional transportation template; the development and implementation of an evaluation and prioritization methodology; and project and system evaluation. He informed the Committee that the Regional Transportation Plan for consideration and approval will be prepared and presented to MAG, the general public, and all relevant agencies by September of 2003. He said that once completed, a study record will be made available to MAG, which includes all of the information that was collected and created as part of the regional planning process. There were no questions from members of the Committee, and this concluded the presentation by Mr. Connors.

11. ADOT Environmental Review Process

Addressing the next order of business, Chairperson Dolan introduced Mr. Eric Anderson, MAG Transportation Manager, who provided the Committee with a brief overview. Mr. Anderson stated that this item to discuss the ADOT environmental review process was placed on the Agenda due to a request from one of the Committee members. He said that the nature of this item primarily has to do with local projects, opposed to actual highway projects.

Mr. Anderson then introduced Ms. Tami Ryall, who provided a number of her concerns to those in attendance. Ms. Ryall stated that she is an active member of the MAG Regional Bicycle Task Force, and that she was particularly concerned about the length of time that it took for ADOT to approve certain projects. Ms. Ryall said that for certain local projects of no impact, or projects that were considered categorically excluded, the process was “extremely lengthy” and in most cases, took months to be approved. Ms. Ryall informed the Committee that she is particularly interested in identifying methods that can be utilized in order to streamline the process, which may result in a shorter duration of time to complete local projects. Discussion followed, and many members of the Committee concurred with Ms. Ryall’s concerns to expedite the ADOT process for projects of no environmental impact. Ms. Ryall asked the Committee whether there would be an interest in creating a small sub-

group to identify a variety of ways to improve the current environmental review process. Mr. Dan Lance addressed the Committee, and informed them that Mr. Rick Duarte, Director of Environmental Planning for ADOT, was in attendance to address any concerns or questions. Chairperson Dolan invited Mr. Duarte to approach the podium at the front of the room to address the Committee and answer questions.

Mr. Duarte addressed the Committee, and provided a brief overview of different methods that could be utilized to streamline the environmental review process. Mr. Duarte said that ADOT currently has a standardized process, and that they are always looking for certain ways or methods to improve the review of projects. He noted that last year there was a total of 115 project submittals, and only one staff person to process all of the projects throughout the state. He informed the Committee that ADOT has added another person to the review staff, and also said that ADOT was in the process of identifying a number of innovative measures to expedite project review. Some of these measures included pre-determining the quality of submitted documentation prior to review, and identifying the credentials of individuals that are submitting project documentation. Discussion followed, and Mr. Duarte answered a number of questions from the Committee.

Chairperson Dolan thanked Mr. Duarte for addressing the Committee, and inquired about the possibility of establishing a subgroup to discuss this issue further. After several minutes of discussion by those in attendance, Chairperson Dolan requested that Mr. Anderson make some calls in an effort to establish a group to review the ADOT environmental review process. There were no further questions or comments.

12. Discussion of FY 2004 Transportation Work Program Elements

Addressing the next order of business, Chairperson Dolan introduced Mr. Eric Anderson, MAG Transportation Manager, who provided the Committee with an overview of FY 2004 Transportation Work Program Elements. Mr. Anderson stated that he wanted to address some of the ideas for the MAG Transportation Division in the upcoming year, and called the Committee's attention to the screen at the front of the room.

Mr. Anderson first addressed the MAG Model Update, and the ongoing need for the overall refinement of the modeling process. He stated that as part of this process, it was necessary to incorporate the household, traffic count, occupancy, and travel speed study results into the model; to consider the commuter rail component to modal choice; and to incorporate information obtained from the RPTA on-board survey. Mr. Anderson then addressed Database and Geographic Information Systems (GIS) tools that were necessary in order to further advance the division's ability to enhance database operations and provide spatial and graphic support for the model. He informed the Committee that the consultant which is currently assisting MAG with the Regional Travel Study has compiled a base system of useful GIS and database materials. Mr. Anderson said that future GIS database development was not only crucial for the division to provide transportation information to support modeling, but also to enhance the Transportation Improvement Program (TIP), the Long Range Transportation Plan (LRTP) and to update information for the Highway Performance

Monitoring System (HPMS) for the region. He also emphasized the importance of an ongoing traffic count program; whereby one-third of the region's arterial system would be counted each year. He also noted the importance of increasing the system performance by implementing a travel time variability analysis.

Mr. Anderson then informed the Committee on the importance of building on the projects which have been ongoing, or that were previously completed by the Transportation Division in the past. He highlighted a number of studies and efforts of importance, which included an arterial bottleneck analysis; a freeway simulation of possible freeway bottleneck solutions; signal coordination; freight planning; an update of the pedestrian design guidelines; and a bicycle safety project. Discussion followed, and Mr. Anderson addressed questions by several members in attendance. Mr. Anderson stated that these were only a number of ideas, and that he welcomed any comments from member agencies and Committee members on additional projects or programs that they would like to see added to the list in the future. There were no further questions from the Committee, and this concluded Mr. Anderson's presentation.

13. TRC Meeting Schedule for 2003

Addressing the next order of business, Chairperson Dolan introduced Mr. Eric Anderson, MAG Transportation Manager, who informed the Committee of the TRC Schedule for 2003. Mr. Anderson stated that all meetings in 2003 have been scheduled to take place on Thursdays, in the MAG Saguaro Room. Mr. Anderson informed the Committee that the meetings have been moved from Tuesday to Thursday in order to accommodate the schedule of Chairperson Dolan. There were no questions or comments regarding this information item.

14. Next Meeting Date

Chairperson Dolan informed members in attendance that the next meeting of the Committee would be conducted on January 30, 2003. There being no further business, Chairperson Dolan adjourned the meeting at 11:30 p.m.