

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
STREET COMMITTEE

Wednesday November 13, 2012 1:00 p.m.
MAG Offices, Suite 300,
302 North First Avenue, Phoenix, Arizona 85003

MEMBERS ATTENDING

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| * Charles Andrews, Avondale, Chairman | Chris Plumb, Maricopa County |
| Lupe Harriger, ADOT | Maria Deeb, Mesa |
| Jose Heredia, Buckeye | James Shano, Paradise Valley |
| Dan Cook, Chandler | Ben Wilson, Peoria |
| * Bob Senita, El Mirage | * Shane L. Silsby, Phoenix |
| * Tony Rodriguez, | Janet Martin, Queen Creek |
| Gila River Indian Community | * Elaine Cabrera, Salt River Pima-Maricopa
Indian Community |
| * Michael Gillespie, Gilbert | * Phil Kercher, Scottsdale |
| * Bob Darr, Glendale | Nicholas Mascia, Surprise |
| Hugh Bigalk, Goodyear | Shelly Seyler, Tempe |
| * Gino Turrubiates, Guadalupe | * Jason Earp, Tolleson |
| Thomas Chlebanowski for Darryl Crossman, | * Jim Fox, Youngtown |
| Litchfield Park | |

* Members neither present nor represented by Proxy

OTHERS PRESENT

Ashim Garg, ADOT	Ed Stillings, FHWA
Rebecca Metzger, ADOT	John Bullen, MAG
Jim Meyer, ADOT	Jami Garrison, MAG
Patrick Stone, ADOT	Teri Kennedy, MAG
Tom Deitering, FHWA	Stephen Tate, MAG

1. Call to Order

Mr. Dan Cook acted as chairman for the meeting. Acting Chairman Cook called the meeting to order at 1:03 p.m.

2. Approval of the October 17, 2012 Meeting Minutes

Ms. Maria Deeb moved approval of the October 17, 2012 Minutes. Ms. Shelley Seyler seconded the motion. The motion was carried unanimously.

3. Call to the Audience

There were no members of the public at the meeting who expressed a desire to address the Committee.

4. Transportation Programming Manager's Report

Ms. Teri Kennedy briefed the Committee. She noted that MAP-21 reduced available CMAQ funding by 15 percent and required that a small portion of the funding be spent addressing PM-2.5 problems.

She reminded members that status workbooks for CMAQ funded projects were due last week and that status workbooks for Transportation Enhancement (STP-TEA) and Safe Routes to School (SRTS) funded projects are due tomorrow.

This last set of workbooks is needed to develop policies for the newly established Transportation Alternative Program (TA) funding source. This funding source replaces and combines STP-TEA and SRTS at a reduced funding level and sub-allocates a portion of the new funding source to MAG to directly program. Because of the reduction in funding and the change in programming authority, projects already programmed through the ADOT process may not be adequately funded and a decision by MAG may be needed to provide funding for these projects.

Ms. Kennedy then turned to discuss the actions of the MAG Management Committee. She noted that the Management Committee had decided to reform a group to review the MAG Programming Principals and to include the Arterial Life-Cycle Program (ALCP) in this review.

She concluded by announcing that the upcoming ALCP Working Group meeting would be canceled and at this time she had no training opportunities for members.

Ms. Deeb queried Ms. Kennedy on the TA status workbooks. Ms. Kennedy affirmed that the purpose of the workbooks was to determine the status of TA projects so that a decision could be made by MAG and possibly by ADOT on funding currently programmed projects from TA. She also noted that MAG needed to determine a competitive process for TA funded projects and a means to insure that all TA funding was used.

Ms. Deeb also asked about the MAG closeout. Ms. Kennedy noted that she was still working on closeout funding levels and that she hoped to develop at least three scenarios for closeout.

5. Review and Response of Paving Project Applicants to Street Committee Comments

Ms. Kennedy discussed the agenda item. She noted that the Air Quality Technical Advisory Committee had approved CMAQ air quality scores for projects and that a listing of the scores had been distributed around the table.

Continuing on she discussed questions that had been raised about projects that had been submitted for CMAQ funding at the previous meeting. She noted that a question concerning the right-of-way for the Buckeye paving project had been addressed and that the project was eligible to receive CMAQ funding.

A site visit had been conducted for Maricopa County #3 paving project and had uncovered some issues. Approximately half of the paving would be located in the Agua Fria River and

access to the section in the River at both the western and eastern ends of the roadway had been blocked off, although there was evidence that some vehicles were bypassing the barriers.

A general discussion ensued. It was noted that CMAQ funding can only be used to pave a public road and that the definition of a public road required that the roadway be open to vehicles without barriers or gates. It was also noted by the County that changes in the roadway network and reduced economic activity had probably reduced traffic in the river bed substantially. It was also stressed that funding was limited.

Ms. Deeb moved that the projects move forward to the Transportation Review Committee. Mr. Chris Plumb seconded the motion. The motion carried unanimously.

6. Review of Paving Project Applications Map

Ms. Kennedy briefly displayed a map of the project paving and asked for member input. Ms. Deeb requested that electronic copies of the map be made available on the web. Ms. Kennedy indicated that it would be available on the MAG website.

7. Urbanized Boundary Smoothing

Ms. Jami Garrison briefed the Committee. She noted that the urbanized area boundary for the region was updated every ten years by the Bureau of the Census and that this boundary is subject to smoothing for use by the Federal Highway Administration. The smoothing must include all of the Census defined urbanized area.

As the population of the Census defined urbanized area is used to develop estimates for federal funding, the smoothing does not effect CMAQ or STP funding received by MAG. The smoothing does effect the federal functional classification of roadways, Highway Performance Management System (HPMS) data collection, where sub-allocated Surface Transportation Program (STP) may be spent and the applicability of some federal regulation on junkyards and outdoor signs. Also, it could affect an agency's ability to receive federal rural transit funding, if all of the agency's area was include in the urbanized area.

It was suggested several members of the Committee that a draft map of the smoothed boundaries be sent to MAG member agencies. Ms. Deeb requested that the draft map show both 2000 smoothed boundary and the proposed 2010 smoothed boundary.

8. Expansion of the National Highway System

Mr. Tate briefed the Committee. He noted that with the passage of the new surface transportation act (MAP-21), the Congress had created a new funding source - National Highway Performance Program (NHPP) - by combining National Highway System, Interstate Maintenance and part of Bridge funding. Projects for this funding source are to be selected by State Transportation Agencies (e.g. ADOT) and to be located on the National Highway System.

The National Highway System (NHS) in turn was expanded to include all roadways that are functionally classified by the Federal Highway Administration (FHWA) as principal arterial.

MAG member agencies own approximately 850 miles of these roadways. Previously almost all NHS roadways in the MAG area were owned by ADOT.

Roadways on the NHS are subject to numerous federal requirements, including requirements for design, crash worthy road hardware, for an independence assurance program, materials certification, value engineering, general warranties, outdoor sign control and junkyard control. Failure to comply with these requirements range from loss of eligibility to receive federal funding and loss to the State of federal transportation funding.

It would also require FHWA to exercise enhanced oversight of federally funded projects on NHS facilities, possibly reducing the ability of self certified agencies to administer federally funded construction projects on NHS roadways they own.

In addition, MAP-21 requires that State Transportation Agencies develop an asset management system for NHS facilities and provides for the creation of performance standards for NHS roadways. Failure to achieve these standards could result in the State losing flexibility in its use of NHPP funding. Presumably, member agencies would have to work closely with ADOT to insure that the NHS facilities they own attain these standards.

Mr. Tate noted that there was little possibility for member agencies to obtain NHPP funding as this funding is expected to be fully committed to the State Highway System and that federal regulation does provide for the removal of routes from the NHS.

He suggested that at the next meeting, the members consider a proposal where the NHS in the MAG area be reset to what it was prior to the enactment of MAP-21 and that members contact MAG by the end of the month to request changes to be included in this proposal. These changes would need to comply with federal requirements for the NHS and would be considered at next meeting of the Committee for recommendation to request changes to the NHS in the MAG area.

A general discussion ensued. It was determined that the proposal would not affect the current federal functional classification of the affected roadways and that Mr. Tate would send out electronically a listing of the affected roadways and related materials to the Committee.

9. Transportation Enhancement and SRTS Project Status Update

This item was discussed in the Transportation Managers report.

10. Topics for future meetings

It was noted that Lupe Harriger would be retiring from ADOT in December. Members of the Committee thanked her for her service.

The members also thanked FHWA staff for their input at the meeting.

Adjournment

The meeting adjourned at 2:07 p.m.