

MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
STREET COMMITTEE

Tuesday, February 12, 2013 1:00 p.m.  
MAG Offices, Suite 300,  
302 North First Avenue, Phoenix, Arizona 85003

MEMBERS ATTENDING

Charles Andrews, Avondale, Chairman	Chris Plumb, Maricopa County
Bret Anderson for 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
* Michael Gillespie, Gilbert	Indian Community
Bob Darr, Glendale	Phil Kercher, Scottsdale
Hugh Bigalk, Goodyear	Jason Markovtz, Surprise
* Gino Turrubiates, Guadalupe	* Shelly Seyler, Tempe
Daymara Cesar for for Darryl Crossman,	* Jason Earp, Tolleson
Litchfield Park	* Jim Fox, Youngtown

\* Members neither present nor represented by Proxy

OTHERS PRESENT

Mary Hewitt, ADOT	Lee Jimenez, Maricopa County
William Faber, ADOT	John Bullen, MAG
Ashim Garg, ADOT	Monique del los Rios-Urban, MAG
Rebecca Metzger, ADOT	Stephen Tate, MAG
Patrick Stone, ADOT	Teri Kennedy, MAG

1. Call to Order

Chairman Charles Andrews called the meeting to order at 1:03 p.m.

2. Approval of the December 11, 2012 Meeting Minutes

Ms. Maria Deeb moved approval of the December 11, 2012 minutes. Mr. Jason Markovtz 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 on the MAG calendar. She noted that the Transit Committee will meet next Thursday and that the Managers federal funds working group will meet on Friday. She noted that in May project workbooks will be due and that on April 1, 2013 a draft TIP listing will be printed.

She noted that MAG is working on federal funding projects, but no changes since the last meeting.

She concluded by noting that ADOT has finalized its Local Governments Manual and that it should be posted to the ADOT website soon.

The Chairman requested that members be sent an electronic copy of the schedule.

5. Closeout of the American Recovery and Reconstruction Act (ARRA) Transportation Projects

Ms. Alice Chen of MAG introduced the agenda item. She noted that the closeout date for ARRA projects was nearing, and that all ARRA funds would need to be expended by September 30, 2013. She then turned the item over to Ms. Mary Hewitt of ADOT.

Ms. Hewitt noted that there were only a small number of locally sponsored projects to be closed out and that the ARRA required that all expenditures were to be made 36 months after obligation. All billing for ARRA projects needed to be submitted to ADOT by April 30, 2013.

Ms. Deeb noted that she had one project on the list of open projects that she had thought been closed. Ms. Hewitt indicated that there were some issues with payroll reports for the project.

Mr. Dan Cook asked if it was possible to transfer fund balances to underfunded projects. Ms. Hewitt indicated that she would need to get back with him after the meeting.

6. Development of the FY 2014 - FY 2018 MAG Transportation Improvement Program and Update of the Arterial Life Cycle Program (ALCP)

Mr. Stephen Tate briefed the Committee. He noted that MAG was in the process of developing a new TIP and updating the ALCP and the RTP. A draft listing of the TIP would need to be provided to the public by April 1, 2013.

Federal laws and regulations require that adequate opportunity be provided for public review, that the TIP be submitted to an air quality conformity process, and that it include a financial plan showing that it is financially constrained. Projects that are required to be the TIP, include: RARF and federal transportation funded projects and regionally significant projects regardless of funding source. Regionally significant projects include projects that add through lanes to mile arterial street and park-and-ride lots.

Project costs in the TIP are required to be those that an agency expects to spend in the year the project is programmed and hence must include inflation and other contingencies. If an

agency does not include these in its cost estimates, MAG will adjust the costs to include them. Because of this requirement, costs reported for the ALCP will differ from those reported in the TIP. To address this it is anticipated that MAG will include an ALCP appendix in the TIP that will report ALCP costs in constant dollars.

Federal regulations required that the TIP report on all phases for projects that appear in the TIP and hence work phases - design, right-of-way, construction - that fall outside the horizon of the TIP will need to be included in the TIP. To address this MAG will be implementing a new TIP reporting format. A copy of this format was provided to the Committee in May last year.

Mr. Tate then demonstrated a database application that will be used to collect TIP data. He noted that the database would only be used to collect information on projects outside the Arterial Life-Cycle Program, that it is an MS Access database, that it would be put on the MAG website for MAG member agencies to download and that updates would be needed by March 4th.

After seeing the demonstration, members requested that the application be modified to include users to jump to specific projects and to allow users to filter the database by MAG mode. Mr. Tate indicated that he would add the requested functionality.

Mr. John Bullen then briefed the Committee on providing ALCP data for the TIP. He indicated that data collection would focus on total cost by year, use the ALCP project workbooks and would be due on March 4<sup>th</sup>.

7. FY 2013 MAG Close-Out Funds for a Design Phase of Proposed FY2015 Congestion Mitigation and Air Quality (CMAQ) Projects

Ms. Kennedy briefed the Committee. She noted that at the TRC it was decided to fund design phases for 2015 CMAQ projects, but that if member agencies did not wish to use federal funding for design to please contact MAG.

Ms. Deeb noted that the amount for a Mesa project appeared too small. Ms. Kennedy asked that if the amounts were in error that member agencies send in corrections.

It was suggested by Mr. Patrick Stone that it would be good if member agencies start the process with ADOT to develop intergovernmental agreements (IGA) prior to Regional Council action as an IGA would be needed by June for all projects from agencies that are not certification accepted. The projects would need to be obligated by June 30<sup>th</sup>.

Mr. Silsby suggested that a cost floor be placed on federally funded design projects due to the agency costs necessary to obligate a federally funded projects. Chairman Andrews cited an example from his own experience where a small federally funded project required excessive costs to develop. It was suggested by Mr. Cook that pursuing very small projects may not be worthwhile, but that the decision should reside with the requesting the funding.

Mr. Cook suggested that the item be brought back to the Committee for the development of a future policy to set a floor. He noted several projects on the list of design projects.

It was noted that the item is for discussion, so action could be taken on the issue.

8. FY 2014 MAG Closeout and the TIP

Ms. Kennedy briefed the Committee. She reminded members that the workbooks serve as the basis for closeout and cost estimates from the workbooks should be incorporated in the TIP as costs reported in the TIP serve as the basis for evaluation of funding for closeout, reporting, and if available increasing federal funding to programmed projects.

9. Highway Performance Monitoring Data Collection Coordination

Mr. Tate briefed the Committee. He noted that HPMS had been developed by the FHWA and was maintained by state highway agencies nationwide. It includes segment level data on all facilities eligible for federal funding and group level data for other roadways. Examples of HPMS data items included: Average Annual Daily Traffic (AADT), International Roughness Index (IRI) data, the number of through lanes on facilities, facility ownership, and other data items.

HPMS is considered a critical data item by the FHWA and prior to the passage of MAP-21, HPMS data was used by FHWA to distribute funds to the states. As MAP-21 is short term legislation it is possible that HPMS will play this role in the future.

A major problem is that ADOT does not collect AADT data off the state highway system. MAG has provided ADOT with data that has been collected, but this is not sufficient. It was suggested that agencies upload their count data to the ADOT website or directly communicate with ADOT.

Mr. Plumb noted that the traffic count data was transmitted to agencies as individual spreadsheets and that compiling these into a database would be difficult.

It was suggested that it would be less labor intensive for agencies to provide average daily traffic and sufficient background data for ADOT to use. It was indicated that MAG would send out a data request for the AADT data based on information provided by ADOT.

In discussion it was noted that responsibility for HPMS data resides with the State and that generally state highway agencies nationwide either directly collect the data or pay for data to be collected.

Mr. Tate then discussed local public roadway mileage. It was noted that MAG would be sending out a table of mileage and would then adjust the mileage into different geographies based on other available data.

It was noted that the data request that will be sent will include items on ownership, number of lanes and surface condition.

10. Review of Transportation Enhancement Projects in the MAG Region and Evaluation of Proposed Funding Scenarios for the MAP-21 Transportation Alternatives Program

Ms. Kennedy briefed the Committee. She noted that with the input of MAG member agencies that MAG had developed a list of 2013 and 2014 ADOT selected projects to be funded with TA funding. It was noted that additional funding was added to projects to insure that the funding was fully used in FY 2013 and FY 2014 and that the currently programmed projects complete on schedule. Any unused obligation authority would be loaned to ADOT and returned to MAG for the selection of 2015 and 2016 TA projects.

The meeting adjourned at 4:00 p.m.