

MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
STREET COMMITTEE

March 9, 2010 1:00 p.m.  
MAG Offices, Cholla Conference Room  
302 North First Avenue, Suite 200  
Phoenix, Arizona 85003

MEMBERS ATTENDING

Dan Cook, Chandler, Chairman	Tanya Glass for Chris Plumb, Maricopa County
Lupe Harriger, ADOT	Ken Hall, Mesa
Charles Andrews, Avondale	Andrew Cooper, Jr., Paradise Valley
Jose Heredia, Buckeye	Ben Wilson, Peoria
* Lance Calvert, El Mirage	Shane L. Silsby, Phoenix
* Tony Rodriguez, Gila River Indian Community	Janet Martin, Queen Creek
Kurt Sharp, Gilbert	* Elaine Cabrera, Salt River Pima-Maricopa Indian Community
Bob Darr, Glendale	Todd Taylor for Phil Kercher, Scottsdale
Hugh Bigalk, Goodyear	Nicholas Mascia for Robert Maki, Surprise
Gino Turrubiates, Guadalupe	Shelly Seyler, Tempe
Paul Ward for Darryl Crossman, Litchfield Park	* Jason Earp, Tolleson Grant Anderson, Youngtown

\* Members neither present nor represented by Proxy

OTHERS PRESENT

Liz Denning, Chandler	Maureen DeCindis, MAG
Paul Young, Chandler	Christina Hopes, MAG
Leslie Dornfeld, EDAAW	Stephen Tate, MAG
Lynn Hilliard, Maricopa County	

1. Call to Order

Chairman Dan Cook called the meeting to order at 1:00 p.m.

2. Approval of the March 9, 2010 Meeting Minutes

The meeting minutes were approved 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. Complete Streets Plan

Ms. Leslie Dornfeld briefed the Committee on the draft MAG Complete Streets Plan. She noted that the complete streets concept represented a paradigm shift in favor of serving all roadway users, so that rather than maximizing throughput for the occupants of private vehicles, attention to the needs of all modal users would be addressed. She indicated that the advantages of this approach included the reduced need to retrofit facilities, improved safety, air quality benefits and the promotion of healthy life-styles. She noted that there was momentum at the national level to include complete streets requirements for regional transportation planning and the distribution of federal funding for transportation projects.

She stressed that the application and development of the draft Complete Streets Plan required close attention to the context where it applied and that the plan assumed a number of area types where various approaches were applicable. Referring to some example diagrams she noted that the application of the Plan could require reduction in the number of lanes and lane widths and that features necessary for transit, bicycle and pedestrian travel needed to be preserved.

Following her presentation a general discussion ensued. It was noted that the Plan could be used in part to distribute regional funding and that it involved tradeoffs with regard to congestion, however, it was stressed that the plan provided context sensitivity and flexibility in application.

It was suggested by Mr. Shane Silsby that the example diagrams were unnecessarily prescriptive, that it might be better to define minimum widths for bicycle and pedestrian features and to leave the remaining roadway undefined, so as to allow member agencies greater freedom to define lane widths and lane configurations. This it was suggested would improve acceptance of the concept by traffic engineers.

It was also suggested that the concept had minimum relevance for very small cities with limited number of major streets. Also, it was noted the concept could impact street maintenance.

Mr. Paul Ward noted that under MAG plans and policies there was currently no federal funding available to implement the concept. Mr. Grant Anderson requested that the draft Plan be brought back to the Committee prior to its adoption. The Chairman noted that the process for applying the concept needs to be clarified and reviewed by all committees.

5. Proposed Project Change for Inclusion in the Draft Fiscal Year (FY) 2011 Arterial Life Cycle Program

For this item the Chairmanship was transferred to Mr. Charles Andrews.

Ms. Christina Hopes introduced the item. She noted that the Committee was charged with reviewing proposed scope changes to the ALCP and that the proposed changes by Chandler did not impact the distribution of funding.

Mr. Young gave an overview. Chandler proposed shortening their Queen Creek Road project by one mile due to developer construction of the impacted mile. The second proposal was to change the scope of their Price Road project to reflect recent changes in the Chandler Master Plan. The resulting changes reduced the amount of funding to be spent on Price Road, thereby allowing improvements to other arterial facilities in the area.

Mr. Anderson asked how the changes would affect the distribution of design versus construction costs. Mr. Cook noted that the original funding for the project did not breakdown funding into design and construction categories.

A general discussion developed concerning whether the substitution projects conflicted with the policies governing the Arterial Life-Cycle Program (ALCP) and whether they addressed traffic in the area. It was generally concluded that they did conform to the ALCP and that their inclusion in a master plan strengthened the case for the project changes.

Mr. Anderson moved approve the changes. Mr. Silsby seconded the motion. Mr. Ward abstained from voting due to lack of direction from the community he represented. All other members voted for the measure.

6. Transportation Programming Manager's Report

The chairmanship was transferred back to Mr. Cook.

Mr. Tate gave a brief presentation. He indicated that he anticipated that next month MAG would take up ARRA bid savings and that Alice Chen from MAG would be sending out a survey concerning potential projects for user bid savings.

He then went on to indicate that ADOT was now requiring that enhancement funded projects be under construction after three years of being selected for funding and that the draft and current TIP did not show a number of enhancement funded projects that had been awarded funding by ADOT.

Mr. Gino Turrubiates indicated that an estimate of the total amount of bid savings would be desirable. Mr. Tate indicated that an estimate was not available and that he assumed that most agencies would attempt retain all of the ARRA funding allocated to their jurisdiction.

7. FY 2010 MAG Federal Closeout

Mr. Tate briefed the Committee on anticipated funding for the closeout of federal fiscal year 2010. He noted that the estimate assumed a full year of appropriated contract authority for CMAQ and the discontinuation of recisions for FFY 2010. He stressed that the estimate assumed no carry forward from FFY 2010 of CMAQ funding, but did include a carry forward of approximately \$49 million in obligation authority which would need to be applied to both CMAQ and STP suballocated to MAG. As a result of this, he concluded that the amount of funding available to add new projects to FFY 2010 or to increase CMAQ funding for FFY 2010 projects was only about \$188,000. Projects that were to be deferred into future years of the TIP would need to have their CMAQ funding reserved for them due to a low balance of CMAQ funding.

Mr. Tate went on to indicate that there was also concern about the ability of ADOT to execute an exchange to defer projects due to the large number of federally funded projects that ADOT has had to obligate this federal fiscal year. Should a failure to exchange occur, substantial reprogramming of federally funded projects in the TIP would be required.

Mr. Ward noted that the estimate was highly preliminary and that he anticipated that it would improve when better information became available. He also expressed doubt that the carryover

from FFY 2009 was zero and urged members to lobby their congressmen to replace the rescinded amounts.

8. Distribution of Draft FY 2011 - FY 2015 MAG Transportation Improvement Program (TIP)

Mr. Tate noted that copies of the draft TIP were available at the back of the room for members to review.

9. Member Agency Update

Mr. Ward requested that a presentation on the Manual of Uniform Traffic Control Devices (MUTCD). It was suggested that a presentation was necessary due to pending changes in the MUTCD.

10. Adjournment

The meeting adjourned at 2:25 p.m.