

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
STREET COMMITTEE

Tuesday, April 8, 2003
MAG Offices, Saguaro Conference Room
302 North First Avenue, Suite 200
Phoenix, Arizona 85003

MEMBERS ATTENDING

Don Herp, Phoenix, Chairman	Mitch Foy for Kevin Wallace, Mesa
Andrew Smith, ADOT	Andrew Cooper, Paradise Valley
Mike Smith, Avondale	Burton Charron, Peoria
Dan Cook, Chandler	*Bob Ronzo, Salt River Pima-Maricopa Indian Community
*David Evertsen, Gila Bend	Robert Brown, Scottsdale
*Bruce Ward, Gilbert	Robert Maki, Surprise
Dan Sherwood, Glendale	Larry Shobe, Tempe
Charles Hydeman, Goodyear	*Ralph Velez, Tolleson
Jim Ricker, Guadalupe	*Jesse Mendez, Youngtown
*Doug Pike, Litchfield Park	
Chris Plumb, Maricopa County	

*Members neither present nor represented by Proxy

OTHERS PRESENT

Michael Vinson, Gila River Indian Community	Stephen Tate, MAG
Mark Danowitz	Paul Ward, MAG

1. Call to Order

The meeting was called to order by Chairman Don Herp at 1:30 p.m.

2. Approval of the March 11, 2003 Meeting Minutes

The minutes were amended to indicate that Mike Smith represented Avondale and that Andrew Smith represented ADOT. at the February Street Committee meeting. With this amendment the minutes were approved unanimously.

3. Call to the Audience and Stakeholders

There were no members of the public to address the Committee.

4. Transportation Programming Manager's Report

Mr. Ward indicated that his report would be covered as part of other items on the agenda.

5. MAG Federal Funds Balances and Status of MAG Federally Funded Projects

Mr. Ward indicated that a federal funding bill had not yet been formally released, so that was unable to provide a formal report on MAG federal fund balances.

Mr. Tate then distributed a status report on MAG member agency projects programmed for FY 2003 and FY 2004 with MAG federal funds. He noted that the due date for requesting the deferral of projects had passed on March 1, 2003 and that all agencies with MAG federally funded projects programmed for FY 2003 should be striving to complete the design and all needed clearances by August 1, 2003. He noted that ADOT needed at least a month to address final paper work issues and to allow for contingencies. Also, it was noted that the Federal Highway Administration effectively closed the federal fiscal year in the middle of September.

Mr. Tate went on to note that although the deadline for project deferral requests had past, the Regional Council does have the power to override adopted policy and could still act to defer projects. He added that the last opportunity this federal fiscal year would be at the July Regional Council meeting. Mr. Ward added that if member agencies were to attempt to take this route, they should submit their requests by the end of June at the latest to allow for the request to be handled in the normal MAG meeting cycle.

Mr. Ward requested that member agencies provide updated information on FY 2004 projects. He noted that all kickoff meeting with the ADOT Local Governments Section should already have been held for these projects.

A general discussion ensued concerning the status report. It was noted that the report did not reflect programming changes that had been recently adopted. These included changes in the location of projects in Chandler and Mesa and the consolidation of a project in Avondale.

6. Requests for the Advancement of Federally Funded Projects in the TIP

Mr. Ward reported that only two formal requests had been received and that he anticipated that ten to twelve million would be available to advance projects into FY 2003. Current policy is to assign first priority to advance MAG federally funded projects in FY 2004, second priority to increase the federal match for FY 2003 projects not already at the maximum federal match, third priority to advance MAG federally funded projects from later years of the TIP and finally to add new federally funded projects to FY 2003. He added that it was possible to split a project into design and construction phases and to advance the design phase of the project.

Mr. Ward indicated that project requests are due to MAG by **May 16, 2003**.

Mr. Chuck Hydeman questioned whether a PM-10 sidewalk sweeper would be eligible for programming. Mr. Ward indicated that the programming of PM-10 sweepers was handled by MAG air quality committees.

7. Update of the FY 2003-2007 TIP

Mr. Ward indicated that in June MAG will need to update the FY 2003 and FY 2004 annual elements of the TIP to account for the addition or changes to locally funded regionally significant projects. These updates will be subjected to an air quality analysis in August. Typically this kind of update is unnecessary as MAG usually prepares a new TIP each year which reflects additions and changes to regionally significant projects and is subjected to an air quality conformity analysis.

8. FY 2005-2009 MAG TIP Guidance Report Development

Mr. Tate indicated that MAG is developing FY 2005-2009 MAG TIP Guidance Report (TIGER). The TIGER is intended to provide MAG member agencies with background information necessary to program projects in the TIP. It includes a schedule for the development of the TIP, information on federal funding sources and requirements, the results of management systems and information on Title VI and Environmental Justice communities.

Mr. Ward indicated that MAG hoped to have draft copies of the FY 2005-2009 TIGER available for the review of the Committee in May.

9. HPMS Local Mileage Estimates

Mr. Tate distributed a table listing draft local mileage estimate estimates by MAG member agency. He indicated that except for Maricopa County, that the estimates were calculated by first estimating total roadway mileage from MAG GIS coverages and then subtracting out reported mileage that had been federally functionally classified as collector or above. He noted that the total mileage estimate had exclude privately owned street that had been reported by member agencies in a previous step in the process and that care had been take to exclude County and State owned mileage.

He went on to note that as compared to the 2001 estimate, the 2002 estimate was 22 percent higher. He indicated that this increase was very large and requested that members review the estimates and provide revised numbers if appropriate.

Mr. Tate indicated that he felt that the higher number was due to the inclusion of unclassified roadway facilities in the estimate. He noted that previous efforts had attempted to restrict member agencies to include only roadways that complied with federal descriptions of local streets — publically owned, passable roadways whose primary function is to provide access to properties. As a result, unclassified facilities that meet higher standards — collectors and arterial streets — had been incorrectly excluded from previous estimates. He added that since 1993, that other than some changes to State Highway System, no new miles of federally functionally classified roadways had been added in the region.

He pointed out that since 1990, the MAG region had increased in population by 45 percent, but that official estimates of local roadway mileage had increased by only 6 percent. As the primary function of streets is to provide access to properties, one would expect a the population and local street mileage growth rates to be much closer.

He noted that much of the GIS data and reviews provided from member agencies had been very high quality. For example, Chandler had overlain aero photographs on top of MAG GIS coverages to provide MAG with updated information.

A general discussion ensued concerning the estimates and the boundaries used to classify mileage as urban or rural. It was noted that roadways were classified as urban if they fell within the urbanized area boundary as modified for transportation purposes. The urbanized area boundary used for the estimate was developed in 1998 by MAG in cooperation with ADOT and was based on 1990 Census defined urbanized area boundary.

10. Adjournment

The meeting was adjourned at 2:49.