

MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
STREET COMMITTEE  
April 12, 2005  
MAG Offices, Saguaro Conference Room  
302 North First Avenue, Suite 200  
Phoenix, Arizona 85003

MEMBERS ATTENDING

Larry Shobe, Tempe, Chairman	Darryl Crossman, Litchfield Park
Andrew Smith, ADOT	Chris Plumb, Maricopa County
Punya Khanal for Carnell Thurman, Avondale	Mitch Foy for Kevin Wallace, Mesa
* Chris Young, Buckeye	Andrew Cooper, Paradise Valley
Dan Cook, Chandler	Burton Charron, Peoria
* Jerry L. Horacek, Jr., El Mirage	* Don Herp, Phoenix
* Lynn Farmer, Gila Bend	Mark Young, Queen Creek
* Michael Vinson, Gila River Indian Community	Elaine Cabrera, Salt River Pima-Maricopa I.C.
Bruce Ward, Gilbert	Dave Meinhart, Scottsdale
Dan Sherwood, Glendale	Bob Maki for Brian Pirooz, Surprise
Scott Nodes for Ronald Sievwright, Goodyear	* Jason Earp, Tolleson
Jim Ricker, Guadalupe	* Jesse Mendez, Youngtown

\*Members neither present nor represented by Proxy

OTHERS PRESENT

Randy Allenstein, ADOT	Stephen Tate, MAG
Sam Hanna, Chandler	Paul Ward, MAG

1. Call to Order

The meeting was called to order by Chairman Larry Shobe at 1:30 pm.

2. Approval of the February 8, 2005, Meeting Minutes

The minutes were unanimously approved.

3. Call to the Audience and Stakeholders

There were no requests to speak to the Committee during this part of the agenda.

4. Transportation Programming Manager's Report

Paul Ward briefed the Committee on six items. The first item concerned TIP Amendment Seven. This amendment concerns a project that Maricopa County has requested to be added to the TIP. Currently the project is undergoing air quality review and is expected to be approved by the Regional Council at its May meeting.

The second item was a TIP amendment requested by the City of Phoenix to add a design project to the TIP for the Rio Salado Parkway. This amendment is expected to be approved at the April meeting of the Regional Council.

The third item concerned a draft listing of projects to be included in the FY 2006-2010 TIP. Mr. Ward noted that the listing was available on the MAG website. He stressed that members should inform him as soon as possible if they needed to add regionally significant projects to the TIP as a draft TIP was expected to be approved for conformity analysis at the April meeting of the Regional Council. He noted that once the Council had approved the analysis, requests for the addition of regionally significant projects to the TIP would require a separate air quality analysis.

The fourth item concerned applications for federal transportation enhancement funds. It was noted that MAG would be conducting a workshop on the application process on April 29, 2005 and that the deadline for submitting applications for enhancement funding are due on Friday June 3, 2005. The June submission requires 11 copies and a final decision on the applications is to be made in November.

The fifth item concerned reauthorization of the federal surface transportation act. It was noted that both houses of Congress had approved surface transportation bills and that differences between the bills needed to be reconciled in a conference committee. The stated objective of the parties involved is to enact a new surface transportation legislation prior to the expiration of the latest extension act.

The final item concerned the federal closeout process. Paul reminded members that requests to utilize unallocated closeout funds are due by Friday April 29, 2005.

5. MAG Federally Funded Locally Sponsored Projects Development Status

Stephen Tate asked if members wished to report on any changes or corrections needed concerning Attachment 1 (the Project Status Report).

He then reviewed the deferred project section of the status report. He noted that the section assumed that all project deferral or abandonment requests would be approved by the Regional Council. He noted that the list included fourteen projects. Of this total, one project was being abandoned by its sponsor, one project had completed its environmental clearance, but could not be obligated on time due to right-of-way issues and the remaining twelve projects had not submitted environmental documents. Only two of the remaining twelve projects had submitted work necessary to complete a design concept report – the first major step in the review process.

Mr. Tate suggested that the data indicated that the failure to obligate projects in a timely manner was not due to issues related to the environmental clearance process as all but two of the project for which deferrals had been requested had not started the process. He noted that the environmental process was difficult and demanding, but could not legitimately be cited as a major cause of the failure of most projects to obligate on time.

Dan Cook asked for information concerning ongoing efforts by ADOT to streamline the environmental review process. Randy Allenstein noted that ADOT was developing checklists and other aids to improve the process, but that major changes were not anticipated.

Dave Meinhart asked for some background information concerning the data sources used for the status report. Mr. Tate replied that the status report was based on information from the ADOT Local Government Section and from member agencies. He went on to note that the design process was an iterative one in which documents were exchanged between the various parties at a number of steps and that if the exchange of documents was not occurring it was clear evidence that the process was inactive or stalled.

Mr. Ward noted that the number of projects being deferred was becoming a problem. He noted that strengthening the existing guidelines by the Regional Council may be necessary to address the problem.

6. FY 2005 MAG Closeout and Requests for Project Advancements

Mr. Ward briefed the members on the FY 2005 MAG Closeout. He noted that MAG expected that approximately \$20 million would be available in the closeout. This amount includes \$4.6 million in unallocated funding and \$15 million in funding expected to become available through project deferrals, abandonments and additional funding.

Requests to use this funding are due April 29, 2005. To use this funding a project must be able to obligate by the end of the federal fiscal year. This time constraint largely limits closeout projects to construction projects that are well through the design and clearance process or to projects that procure equipment or services such as design. First priority for closeout funding are federally funded projects that could be advanced from 2006 or from future years of the TIP. Second priority, for closeout funding are increases in federal share of FY 2005 projects.

Mitch Foy asked what would happen to unobligated funds. Mr. Ward indicated that technically the obligation authority would be lost if it was not used. However, MAG had in the past been able to loan the obligation authority to ADOT and get the obligation authority back the following year. The main reason to ensure that all regional are obligated is to justify requests for more funds. Mr. Plumb added that unused obligation authority could be absorbed by Valley Metro Rail.

7. HPMS Update

Mr. Tate introduced the agenda item. He noted that the Highway Performance Monitoring System (HPMS) is a federal transportation database maintained by the States and used by the Federal Highway Administration (FHWA) to develop estimates of funding distributions to the States and to report to the Congress. Each year, MAG, on behalf of the Arizona Department of Transportation and FHWA, coordinates the update of this database in the MAG region. The ADOT submission of data to the FHWA occurs in mid-June.

Joe Breyer, a consultant working for ADOT, then gave an extended presentation on a web based application available for member agencies to update and add HPMS information. He noted that the application was GIS based, allowed for the viewing of data spatially and provided electronic access

to the HPMS field manual and could be accessed directly by member agencies over the internet. He noted that data entered using this system would be directly conveyed to ADOT.

Mr. Tate then briefly reviewed a database application for editing HPMS data. He indicated that the application would be available if members wished to use the application rather than the ADOT GIS/Internet based data entry system.

8. Adjournment

The meeting adjourned at 2:31 p.m..