

October 9, 2012

TO: Members of the MAG Street Committee

FROM: Charles Andrews, P.E., Chairman

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Wednesday, October 17, 2012 - 9:00 a.m.
MAG Office, Suite 200, Ironwood Room
302 North First Avenue, Phoenix

The next meeting of the MAG Street Committee will be held at the time and place noted above. Committee members or their proxies may attend **in person, via videoconference or by telephone conference call**. Those attending video conference must notify the MAG site three business days prior to the meeting. Those attending by telephone conference call please contact MAG offices for conference call instructions.

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admissions to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Jason Stephens at the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

The next meeting of the MAG Street Committee will be held at the time and place noted above. If you have any questions or need additional information, please contact Teri Kennedy or Steve Tate at (602) 254-6300.

TENTATIVE AGENDA

	<u>COMMITTEE ACTION REQUESTED</u>
1. <u>Call to Order</u>	
2. <u>Approval of the September 11, 2012 Meeting Minutes</u>	2. Review and approve the minutes from the September 11, 2012 meeting.
3. <u>Call to the Audience</u> An opportunity will be provided to members of the public to address the Street Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Members of the public will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Street Committee requests an exception to this limit. Please note that those wishing to comment on action agenda items will be given an opportunity at the time the item is heard.	3. For information.
4. <u>Transportation Programming Manager's Report</u> The MAG Transportation Programming Manager will review recent transportation planning activities and upcoming agenda items for MAG Committees and other related regional transportation activities.	4. For information, discussion and possible action to revise the regular meeting time of the MAG Street Committee.
5. <u>MAG Federal Funding Applications</u> On September 19, 2012 applications for MAG federal funding for PM-10 street sweepers and dirt road paving were due. At the meeting, dirt road paving presentations will be conducted and street sweeper applications will be reviewed. Applications that have been submitted may be downloaded from the MAG website (http://www.azmag.gov/Transportation/ModalApplications.asp). Please see Attachment 1 for a presentation requirements and schedule.	5. For information and discussion.
6. <u>Adjournment</u>	

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
STREET COMMITTEE

Tuesday September 11, 2012 1:30 p.m.
MAG Offices, Suite 300,
302 North First Avenue, Phoenix, Arizona 85003

MEMBERS ATTENDING

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

* Members neither present nor represented by Proxy

OTHERS PRESENT

Art Brooks, Strand Assoc.	Teri Kennedy, MAG
Jennifer Jack, SRPMIC	Stephen Tate, MAG
Philip Matthews, SRPMIC	

1. Call to Order

Chairman Charles Andrews called the meeting to order at 1:30 p.m.

2. Approval of the July 10, 2012 Meeting Minutes

Ms. Maria Deeb moved approval of the July 10, 2012 Meeting Minutes. Mr. Dan Cook seconded the motion. The motion 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 several topics. She noted that the ADOT was reorganizing Intermodal Transportation Division so that ADOT project managers for local projects would now be drawn from a pool of engineers attached to an ADOT district. She also noted that ADOT was in the process of finalizing the Local Government Manual.

She continued by noting that MAG had recently released a memo on multi jurisdictional project requests for CMAQ funding. This memo requires applications that will be sponsored by multiple agencies to identify a lead agency and to include letters of support from all agencies sponsoring the project.

Ms. Kennedy noted that CMAQ applications are due to MAG by 10:00 a.m. on September 19, 2012 and that late applications would not be accepted.

She then distributed a handout for an ADOT sponsored right-of-way brown bag workshop that would be held at the MAG offices.

She noted that the end of the federal fiscal year was September 30th, but that the FHWA would be closing their books by the end of next week. She added that as of the meeting it appeared that all MAG obligation authority would be used up for the 2012 federal fiscal year.

She concluded that MAG was in the process of fiscally re-balancing the Arterial Life-Cycle Program (ALCP) and that Christina Hopes, the ALCP, program planner had taken a position with the City of Portland.

5. Salt River Pima-Maricopa Indian Community Project Request

Ms. Jennifer Jack presented a request from the Salt River Pima-Maricopa Indian Community to reprogram the FFY 2013 CMAQ funded PM-10 paving project on the Community. Using various maps and photos, she noted that when the Community had applied for the funding that the project included a section of roadway located on a Salt River Project (SRP) canal. This section of unpaved roadway at the time was heavily used by Community members. Since then this section of roadway had been blocked off by SRP creating a dead end that did not need to be paved.

In addition, she explained that it had been discovered that in several of the sections to be paved that the Community did not have all the needed right of way, even though these sections were regularly used by Community members. She noted that the Community had worked with ADOT and FHWA to find a way to avoid acquiring right of way, but that there was no applicable way to accomplish this and that it was not possible to simply select different segments to pave without creating disconnected paving section that are not acceptable in the federal process.

She noted that the Community had with considerable hesitation, approved the use of funding to purchase right of way, so as long as it was accomplished with federal funding and that

right of way acquisition would require two years due to federal BIA oversight requirements. She proposed to the following:

- remove Dobson Road segment and adjust the length of the overall project on Mesa Drive and Center Street to keep the mileage consistent,
- Reprogram \$1 million of the construction funds for right of way acquisition in FY 2013, and
- defer the construction to FY 2015.

She then went over a tentative schedule to complete the work. She noted that a consultant had been selected and was onboard, that an IGA been approved and that it was anticipated that an environmental clearance would be approved in sufficient time to obligate a right of way phase for the project in FY 2013.

Mr. Dan Cook questioned the use of CMAQ funding right of way acquisition for PM-10 paving projects. He noted the MAG practice was not to use CMAQ for this purpose. Moreover, it was noted that some of the parcels were jointly owned by a large numbers of owners and that at least a majority of those owners would have to agree to the acquisition, otherwise condemnation would be required. Mr. Cook and several members indicated that they preferred a policy that prohibited the use of CMAQ for right of way acquisition for PM-10 paving projects.

Ms. Deeb asked if the Community would be willing to use its own funding, if approval to use CMAQ for right of way was not approved. Ms. Jack indicated that at the present time that the Community would not go forward with the project if it did not receive federal funding for right of way.

Mr. Silsby questioned the schedule provided. He noted that according to the schedule that draft technical documents necessary for the clearance would not be submitted until March and that this did not, given previous experience working with the process, allow sufficient review time for review and correction and time necessary to prepare the final environmental document.

Ms. Jack noted that she had been rather conservative in preparing the schedule and that ADOT had indicated that it was likely that the Community would be able to obtain the necessary environmental clearance in time to obligate the project for right of way acquisition.

Ms. Deeb asked if it was possible to reconfigure the project to avoid the right of way acquisition. It was confirmed by Ms. Jack that it is not possible to reconfigure the project, that all possible re-configurations resulted in disconnected paving sections and that reductions in lane widths were not possible.

Mr. Silsby moved that Committee recommend approval of the Community request to revised the sections to be paved and to defer the project to FY 2015 minus the \$1 million for right of way. Mr. Cook seconded the motion and offered a friendly amendment to include the \$1 million in the FY 2012 construction phase of the project. Mr. Silsby agreed to the motion.

The amended motion moved by Mr. Silsby and seconded by Mr. Cook was approved unanimously by the Committee.

6. Financial Outlook for FY 2013 and FY 2014

This agenda item was combined with agenda item 7.

7. MAP-21 Transportation Alternatives Program

Agenda items 6 and 7 were combined into a single item at the meeting.

Ms. Teri Kennedy briefed the Committee on the agenda items. She noted that the President had signed the new surface transportation act - MAG-21 - into law on July 6, 2012. She noted that MAP-21 has a two-year life, that most provisions of the Act take effect on October 1, 2012 and that it continues funding at the FY 2012 level with some adjustment for inflation.

The core funding programs are changed. The National Highway System (NHS), Interstate Maintenance (IM), Bridge (BR) and Transportation Enhancement (TEA) programs, Safe Routes to School (SRTS) are all replaced. The core funding programs as follows:

- National Highway Performance Program - combines NHS, IM and a portion of BR,
- Surface Transportation Program (STP) - continues and is expanded to include a portion of BR funding,
- Congestion Mitigation Air Quality (CMAQ) - continues, although at a some what reduced funding level,
- Highway Safety Improvement Program (HSIP) - continues with increased funding levels,
- Railway-Highway Grade Crossing - created by take down of a portion of HSIP,
- Metropolitan Planning (MPL) continues at the same levels, and
- Transportation Alternatives - combines TEA and SRTS funding at lower funding levels and with a division of programming authority between the State Highway Agencies and Transportation Management Areas (e.g. MAG).

The Equity Bonus program was eliminated in favor of a lump sum to be distributed to the each State. Fixed shares of this lump sum are specified in MAP-21 to allocate funding into the core programs. It is estimated that Arizona will receive approximately \$709 million per year in apportionments. Assuming an obligation authority of 95 percent and continuation of funding through 2018, it is estimated that MAG will receive for programming the following amounts:

- CMAQ - \$48 million per year
- STP - \$60 million per year
- Transportation Alternatives (TA) - \$6.5 million per year

The elimination of the Equity Bonus program does reduce CMAQ funding somewhat. Because of this reduction, it is anticipated that no additional funding will be available for closeout projects provided that we do not have funding freed up from project deferrals.

Our best estimate of apportionments of CMAQ and their allocation by mode is as follows:

- Bike/Pedestrian - \$8.2 million per year
- Arterial ITS - \$6.4 million per year
- PM-10 Paving - \$4.5 million per year
- Street Sweepers - \$900 thousand in FY 2013

Ms. Kennedy then asked if there were any questions.

Mr. Silsby noted that MAG had been using around \$6 million per year in CMAQ as the amount for programming bicycle and pedestrian projects and asked how the increased amount - approximately 8 million per year - affected the selection process underway and project programmed in FY 2013 and FY 2014.

Ms. Kennedy noted that we currently are somewhat over programmed in FY 2013 and that we have not maintained the division of funding by mode during closeout process. We assume that the funding will be used by the closeout process for projects that are ready to advance. The same would occur for FY 2014 projects.

Ms. Kennedy noted that the local match for CMAQ projects would go up to 5.7 percent of the total cost of the project and concluded by noting that the overall MAP-21 analysis is based on estimates.

Ms. Kennedy then discussed the Transportation Alternatives (TA) funding program established by MAP-21. She noted that beginning on October 1, 2012, the TA program would replace TEA and SRTS programs, that TA funding would be about two-thirds the combined funding level of the two replaced funding programs and that half the funding would be programmed by the State and half would be programmed by MAG and the Pima Association of Governments.

A significant issue with regard to the TA program is that ADOT has already committed TEA and SRTS funding for multiple future years to local agencies and currently it is unclear whether the share of TA funding to be programmed by ADOT is sufficient to fund outstanding ADOT programming commitments to local agencies. Neither ADOT nor MAG have made a decision with regard to this issue.

Mr. Cook noted it was his understanding that the ADOT commitment to fund projects was limited as TEA/SRTS funding for design phases of local agency projects did not commit ADOT to fund the construction phases of those projects.

Ms. Kennedy concurred with Mr. Cook, but noted that it had always been implied that construction funding would be forthcoming. It was noted however, that automatic funding of those commitments was not a given.

Mr. Silsby asked how the funding would be programmed. Ms. Kennedy noted that the MAG share received would be based on population and programmed on a competitive basis.

She noted that as the funding program begins in October and it takes approximately 4 years to obligate a new construction project, there is a problem of using up the funding if a new call for projects is issued.

8. MAG Federally Funded Project Programming Principals

Due to the length of discussion on previous topics this item was not addressed at the meeting.

9. FY 2015, 2016 and 2017 Selection Process for PM-10 Paving Projects

Mr. Tate briefed the Committee. He indicated that the paving presentations would be limited to four minutes, that the presenters should be member agency staff and that MAG would provide graphics for the presentations based on materials provided in the applications.

Mr. Cook noted that some of the smaller cities rely on consultants for engineering services and that they should at least be able to have those consultants present to answer questions.

10. Call to the Committee

Mr. Cook requested that at the next meeting that Committee receive a briefing on MAP-21.

11. Adjournment

The meeting adjourned at 3:20 p.m.

October 2, 2012

TO: Members of the MAG Street Committee

FROM: Teri Kennedy, Transportation Improvement Program Manager

SUBJECT: PRESENTATIONS AND SCHEDULE FOR FEDERAL FUND PROJECT APPLICATIONS

The Call For Projects for PM-10 Certified Street Sweepers Applications and Paving Unpaved Road Project Applications closed on September 19, 2012, at 10:00 a.m. There were a total of twelve applications for PM-10 Paving and eight applications for PM-10 Certified Street Sweepers. According to the MAG Federal Fund Programming Principles, **PM-10 paving applications will be presented by the applicant. The PM-10 Certified Street Sweeper applications, will not be presented, but reviewed by the Street Committee.** Consults may be present at the meeting to provide additional information if needed, but local agency staff will make the presentations. In cases where the agency relies on consults as the agency's engineer, consultants acting in this capacity may present.

The Street Committee is tasked with reviewing the project information in the federal fund project applications for PM-10 Paving and PM-10 Certified Street Sweepers. To accommodate the number of applications submitted, the Committee will review and comment on PM-10 Certified Street Sweeper applications and hear PM-10 Pave Unpaved Road project applicant presentations on **Wednesday, October 17, 2012. The meet will be held from 9:00 a.m. to 4:00 p.m. in the Ironwood Room at MAG.** Please see the table on page 2 for the PM-10 Paving Project presentation schedule. PM-10 Certified Street Sweeper applications will be reviewed after the paving project presentations.

For PM-10 Paving applications, the applicants/presenters will be given a maximum of 4 minutes to present their application at the October meeting. The presentations will be verbal, and the location map of the projects that were submitted with the applications will be provided by MAG staff. The applicant/presenters will not hand out additional material, or use additional visual aids. The presenter/applicant will be an employee of the jurisdiction that submitted the application; consultants are not allowed to present on behalf of the jurisdiction, but may be present to answer questions or provide additional background information if desired by the Committee. The presenter can be a member of the Street Committee. The verbal presentation should describe and discuss the project including: location, segments, type of paving, paving improvements, schedule and budget, right-of-way, utilities, environmental or other challenges identified in the application.

After each presentation, the Street Committee may discuss the project, ask questions, ask for information to be clarified, and make suggestions to improve the application. The applicant may revise/clarify project information upon the review of the Committee to address technical

items. The applicant can do this at the Street Committee meetings on October 18th and 19th, 2012, or submit to MAG staff via email (state@azmag.gov, tkennedy@azmag.gov) or deliver printed material to the MAG offices by October 19th, 2012, 5:00 pm, and clarifying information will be forwarded with the applications to the AQTAC. The Street Committee will also review PM-10 Certified Street Sweeper applications. Again, PM-10 Certified Street Sweeper applications will not be presented, however applicants should be available to answer questions from the Committee. All applications and Committee comments will be forwarded to the AQTAC and Transportation Review Committee. The Street Committee will not provide a ranking of projects.

PM-10 Paving Applications Presentation Schedule

Sponsoring Agency	Project Title
Buckeye	BKY-Pave-1_Watson-PM-10.pdf
Chandler	CHN-PAVE-1.pdf
Maricopa County	MMA-Pave-1_CarefreeHighwayArea.pdf
	MMA-Pave-2_MclellanRd.pdf
	MMA-Pave-3_HatfieldRd.pdf
	MMA-Pave-4_NewRiverArea.pdf
	MMA-Pave-5_LaveenArea.pdf
	MMA-Pave-6_RockawayHillsArea.pdf
Phoenix	PHX-PAVE-1_2015Alley.pdf
	PHX-PAVE-2_2016Alley.pdf
	PHX-PAVE-3_2017Alley.pdf
Surprise	SUR-Pave-1_Surprise.pdf

If there are any questions, please contact myself or Stephen Tate at (602) 254.6300.