

MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
STREET COMMITTEE

February 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	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
Sreedevi Samudrala for Tony Rodriguez, Gila River Indian Community	Janet Martin, Queen Creek
Kurt Sharp, Gilbert	* Elaine Cabrera, Salt River Pima-Maricopa Indian Community
Bob Darr for Wade Ansell, Glendale	Phil Kercher for David Meinhart, Scottsdale
Hugh Bigalk, Goodyear	Nicholas Mascia for Robert Maki, Surprise
Gino Turrubiates for Jim Ricker, 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

Mark Hodgins, ADOT	Roger Herzog, MAG
Jennifer Toth, ADOT	Christina Hopes, MAG
Paul Young, Chandler	Roger Roy, MAG
Allan Grover, Glendale	Stephen Tate, MAG
Maureen DeCindis, MAG	

1 Call to Order

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

2. Approval of the November 10, 2009 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. Transportation Programming Manager's Report

Mr. Stephen Tate indicated that information for this agenda item would be covered in the following agenda items.

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

Mr. Tate indicated that he was unable to provide the members with a draft Federal FY 2011 - FY 2015 MAG Transportation Improvement Program (TIP) at this time. He went on to indicate that once the data had been fully reviewed, a copy would be provided to members of the Committee.

6. FY 2010 MAG Federal Closeout

Mr. Tate gave a brief presentation on the MAG closeout process. He noted that each year MAG closed out the current federal fiscal year in order to allow member agencies with projects that cannot be obligated to defer them into future years of the TIP and to allow member agencies to reprogram projects to make use of unallocated federal funding.

It was noted that as of the date of the meeting that MAG could not provide member agencies with a preliminary estimate of funding available for the closeout. It was indicated that Arizona Department of Transportation (ADOT) was unable to provide an estimate of federal funding available for MAG. Mr. Tate went on to note that the Department had not been able to provide MAG with financial reports on the status of MAG federal fund balances or the obligation of MAG federally funded projects in sixteen months and that during this period several rescissions of federal transportation funding had occurred.

Based on this uncertainty, it was noted that it may not be feasible for member agencies to defer projects into future years of the TIP and retain federal funding. For the same reason, it was noted that it was unclear whether it would be possible to advance new federally funded projects into the current federal fiscal year. Mr. Tate noted that ADOT had committed to providing MAG with an estimate of federal funding available by the beginning of March and that until it was clear that there was a lack of funding, MAG intended to proceed with the closeout process.

He noted that the schedule for the MAG closeout called for MAG member agencies to request to defer projects in March and they were due at noon on April 16th, proposals to use unallocated federal funding were due to MAG from member agencies. If a request to defer a project was for the first time, it would be granted automatically. Otherwise, the member agency would need to submit a formal request through the Agency's manager/administrator to MAG to justify the deferment. A sample letter with the required information would be available on the MAG website on March 1, 2010.

To advance a project into the current fiscal year, member agencies will need to meet obligation requirements by the effective close of the federal fiscal year - mid September, 2010. These requirements include the obtaining of environmental, utilities and right-of-way clearances and the completion of a plans, specifications and estimates package for the project. Non self-certified agencies would need ADOT approval for all of these

requirements. Self-certified agencies would need ADOT approval for the environmental clearance. If an agency has not largely completed the technical studies for an environmental clearance for a project by the end of March, it is unlikely that the project will obligate in FY 2010.

A discussion concerning federal funding developed. It was noted that a rescission of federal funding was a withdrawal of amounts appropriated by Congress. Mr. Paul Ward noted that the appropriated amounts typically exceeded obligation levels, resulting in large balances of appropriated funding that cannot be tapped for projects and that these balances are carried over from year to year. As a result, he suggested that it is unlikely that a rescission would impact actual funding levels for projects. The Chairman requested a report on the matter at the next meeting

7. Status Report on American Recovery and Reinvestment Act (ARRA) and Potential Additional Stimulus Legislation

Mr. Tate gave a brief presentation on the status of ARRA projects. Mr. Tate noted that as of January 19, 2010, approximately half of all locally sponsored ARRA projects had obligated and that the other half were expected to obligate by March 1, 2010. All ARRA projects must obligate prior to March 2, 2010.

It was noted that agencies with bid savings from ARRA projects in excess of \$200,000 would be retained by sponsoring agencies to be used on additional ARRA eligible projects that could be obligated by the end of federal fiscal year 2010. Project savings of \$200,000 or less would be returned to a regional fund.

The Chairman clarified that sponsoring agencies could shift bid savings among ARRA projects minimizing any loss to the agencies. Several members concurred.

Mr. Gino Turrubiates asked how the regional fund of project savings would be redistributed. Mr. Tate noted that MAG had not yet established policies for this fund and that it would need to address them soon.

Mr. Tate then briefed the Committee on possible extension of ARRA. He noted that the United States House of Representatives had passed a bill creating a second ARRA program, but that the Senate had yet to act on that bill. The House provisions required that half of ARRA funding be awarded in ninety days after the law came into effect.

Because of the tight time frame and concern about the ability of ADOT to process a new round of ARRA projects, the Regional Council had acted to allocate all future funding from this potential second ARRA program to two freeway design build projects. The projects are located on east/west bound sections of Loop 101 (Agua Fria/Pima) and Loop 202 (Santan).

Mr. Turrubiates expressed concern about the Regional Council decision, noting that many small communities would have like to have access to the potential ARRA funding.

8. Highway Performance Monitoring System (HPMS) Off State Highway System Data Collection

Mr. Mark Hodgins from the Multimodal Planning Division of ADOT gave a brief

presentation. He noted that the HPMS was a large database of roadway information that was extensively used by federal authorities to develop federal transportation policy and legislation and to distribute federal transportation funding to the States. He noted that the database included information on roadways owned both by ADOT and local government agencies. This information is updated each year and that ADOT needed updated HPMS information from MAG member agencies by March 15<sup>th</sup> concerning roadway facility ownership/maintainer, number of lanes, roadway extent, International Roughness Index (IRI) data, average annual daily traffic and other pavement data. He stressed that ADOT appreciated member agency efforts to provide the data and ADOT would help them in this endeavor.

Mr. Tate noted MAG had routinely provided HPMS data to ADOT and that federal guidance concerning HPMS strongly encouraged state highway agencies to use data readily available from third parties, such as MAG member agencies. However, he noted that state highway agencies have the ultimate responsibility for providing HPMS data and that where it is not available from third parties or does not meet HPMS data quality requirements, it is to be collected by the state highway agency. He also noted that state highway agencies were provided with funding to collect this data. Mr. Hodgins concurred.

Mr. Tate went on to note that HPMS requirements had greatly expanded over the years and expressed concern that ADOT would not be able to meet HPMS requirements for next year's HPMS submission unless action was take this year.

9. Arterial Life Cycle Program Project Changes Technical Review and 10. Proposed Project Change for Inclusion in the Draft Fiscal Year (FY) 2011 Arterial Life Cycle Program

Agenda items #9 and #10 were combined at the request of the chairman.

Ms. Christina Hopes briefed the Committee on the roles and responsibilities of the Committee in reviewing Arterial Life Cycle Program (ALCP) project changes. She noted that policies adopted concerning the ALCP indicated that the Street Committee must approve significant changes in scope or the substitution of projects for the changes or substitutions to move forward through the MAG committee process. The responsibilities of the requesting agency include addressing the congestion and mobility impacts of the changes and feasibility issues that required the changes.

Mr. Shane L. Silsby briefed the Committee on the proposed Phoenix changes. He noted that the change eliminated a bridge and interchange from the project and that this was necessary due to uncertainty concerning the scheduling of the I-10 reliever and SR 202/South Mountain and to cost escalation. He noted that the eliminated projects elements were to be replaced with a \$70 million project that fit within available funding. He added that with this change and current facilities in place traffic needs would be addressed.

There then followed a series of questions concerning the ability of the proposed changes to address congestion in the area, possible conflicts with future freeway construction and the interaction of the proposed changes with Broadway Road and other roads in the area. Concluding the discussion Mr. Grant Anderson moved to recommend the changes proposed by Phoenix to the Arterial Life Cycle Program. Mr. Bob Darr seconded the motion. The motion carried unanimously.

11. Member Agency Update

There were no member updates.

12. Adjournment

The meeting adjourned at 2:05.