

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
STREET COMMITTEE

Tuesday, March 11, 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 |
| Randy Allenstein for Andrew Smith, ADOT | Andrew Cooper, Paradise Valley |
| David Cano, Avondale | *Burton Charron, Peoria |
| Dan Cook, Chandler | *Bob Ronzo, Salt River Pima-Maricopa Indian Community |
| *David Evertsen, Gila Bend | Robert Brown for Aaron Iverson, Scottsdale |
| *Bruce Ward, Gilbert | *Brian Pirooz, 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 | Mark Farmer, Xtradirt |
| Dave Loy, Central Trench | Paul Ward, MAG |
| Eric Katherman, Central Trench | |

1. Call to Order

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

2. Approval of the February 11, 2003 Meeting Minutes

The minutes were unanimously approved.

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 reported that the TRC would be expected to review the interim Close Out process for FY 2003, but this would largely depend on whether details from the FY 2003 Transportation

Appropriations Bill would be available. He reported that the Management Committee and the Regional Council were expected to act on TIP Amendment Number Six, which contained changes to several local MAG agency's federally funded projects and changes to advance construction of seven freeway projects.

He also confirmed that there would likely be an opportunity for MAG agencies to make changes to regionally significant FY 2003 and FY 2004 projects in the FY 03-07 TIP later in the year.

5. Collection of Roadway Maps and Tables

Mr. Ward requested that the roadway maps and tables distributed at the previous Committee meeting be returned. There were some questions from members regarding the differences between the tables and the maps. Mr. Ward explained that the maps were taken from the GIS data currently available to MAG and the tables were a compilation of that data.

He stated that the next step would be for MAG staff to review the data and update the GIS data tables to reflect whether the declared roadways were either locally or federally maintained. He agreed to report back on any differences experienced.

6. Discussion of HPMS Section Data Forms

Joe Breyer, a consultant for ADOT gave a brief presentation on the web-based data entry system that his company had developed for entering HPMS information. He then distributed a few copies of a CD that contained directions for operating the data entry system. He was unable to display a real-time demonstration due to an incompatibility in the web-based browsers.

Mr. Ward reported that members were free to utilize the web-based data entry system, but that MAG staff would provide the normal database forms for updating their HPMS sample segments and this would be provided at a future meeting.

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

Mr. Ward referred to Attachment One in the agenda and requested that members report any further progress with their projects. He also distributed a list of "At Risk" projects for members information. He pointed out the deadline for requesting that projects be deferred from the current year, FY 2003, to a future year had passed and that most of the projects on the "At Risk" list had requested to be deferred.

He cautioned members that they should be diligent in continuing with the federally funded project development process and that MAG staff would continue to review the status of projects and report back to the agencies in question if any projects experienced problems in being obligated.

8. Web Based Fill Exchange

Mr. Ward introduced Mr. Mark Farmer, who had informally presented the Xtradirt concept to the MAG Management Committee at their February meeting and had been requested to provide a formal presentation of the concept. He gave a short presentation that described a method for agencies and/or

private companies involved with the moving of fill dirt to report the availability or need for this commodity. He suggested that the relatively small cost involved in setting up and operating the web site (www.xtradirt.com) would be a good investment and would, most likely, represent a savings to participating agencies, even if it was only used on one or two occasions by the agencies.

He reported that member agencies, when requesting bids on roadway construction (and other) contracts tended to want a package deal where the contractor was made responsible for removal, storage and/or provision of any fill dirt required on projects. He represented Xtradirt as an option for agencies to be able to dispose of or to obtain quantities of fill dirt without having to pay extra funds to contractors for this service.

There was some general discussion on this issue and it was suggested that Mr. Farmer should approach a small group of cities and/or towns to initiate a small pilot program to see how this concept would work in practice. Mr. Farmer stated that his motivation was not to be a “dirt broker” but to act as an information point for agencies to advertise dirt available or to search for needed dirt.

9. Proposed Joint Use Trench Specification

This item was also informally presented at the February meeting and Eric Katherman provided a brief overview of the Joint Trench concept. The basic idea is two-fold. First of all, cities and towns should be encouraged to develop a series of joint trenches that utility companies could use for placing their utility lines in. Secondly, utility companies would be encouraged and/or required to coordinate their utility work with other utilities, thereby reducing the frequency of roadway closures and the consequent disruption that they can cause.

Members understood the need for such a specification, but it was generally regarded that the Specifications and Details Committee would be a more likely group to spearhead implementation of the concept. However, similar to the Xtradirt concept. It would require the direct participation of a group of cities and/or towns to test if the concept was truly viable.

10. Adjournment

The meeting was adjourned at 2:55.