

MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
STREET COMMITTEE  
September 13, 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
* Carnell Thurman, Avondale	Patrick Pittenger, Mesa
* Chris Young, Buckeye	Andrew Cooper, Paradise Valley
David E. Fern for Dan Cook, Chandler	Burton Charron, Peoria
Lynn Farmer, Gila Bend	Mario Brown for Don Herp, Phoenix
* Michael Vinson, Gila River Indian Community	Mark Young, Queen Creek
Bruce Ward, Gilbert	* Elaine Cabrera, Salt River Pima-Maricopa I.C.
* Dan Sherwood, Glendale	Dave Meinhart, Scottsdale
Don French, Goodyear	Bob Maki for Brian Pirooz, Surprise
Jim Ricker, Guadalupe	* Jason Earp, Tolleson
	* Jesse Mendez, Youngtown

\*Members neither present nor represented by Proxy

OTHERS PRESENT

Maria Angelica Deab, Mesa	Stephen Tate, MAG
Cathy Arthur, MAG	

1. Call to Order

The meeting was called to order by Chairman Larry Shobe at 1:32 pm.

2. Approval of the June 13, 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

Stephen Tate indicated that he would be providing an abbreviated report. He indicated that the end of the federal fiscal year was rapidly approaching and that the final day to obligate federally funded projects was tomorrow – Wednesday, September 14, 2005. He went on to note that final funding

numbers for federal fiscal year 2005 had been received by MAG on Monday, September 12, 2005 and that as a result closeout estimates were not yet available

Mr. Tate then briefed the Committee on the HURF exchange program. The HURF exchange program is a small ADOT program that allows local governments outside the urbanized areas of the State to transfer federal transportation funding to ADOT in return for HURF at a rate of 90-cents of HURF per dollar of federal transportation funding. The HURF exchange program only became available for MAG member agency use last year due to changes in legislation. The program cannot be used to exchange CMAQ funding and the only federal funding available to MAG for use in the program is a small share of STP funding set aside for use outside of urbanized areas.

The Regional Transportation Plan targets all future MAG STP funding for projects in the Arterial Life-Cycle Program and the Regional Freeway Program. However, agencies that already have MAG-STP projects in the TIP, may be able to take advantage of the program. The primary benefit of the program to a local agency is that it allows an agency to more rapidly complete a project as the agency would not need to meet federal design, environmental and other requirements. It is anticipated that the HURF exchange program will be discussed at a future meeting of the Transportation Review Committee.

Currently the Town of Gila Bend and the Local Governments Section of ADOT are reviewing the feasibility of using the HURF exchange program for an FY 2006 MAG-STP funded pedestrian project in the Town. Lynn Farmer noted that ADOT and the Town were meeting at the end of the month to discuss the issue.

5. MAG Federally Funded Locally Sponsored Projects Development Status

Stephen Tate briefly discussed the status of MAG federally funded projects and then reviewed the schedule for obligating projects for the upcoming federal fiscal year. He noted the following key dates:

- March 1, 2006, member agencies submit requests to defer projects,
- April, 2006 member agencies submit programming requests to utilize closeout funding,
- July 27, 2006, last opportunity for member agencies to request the Regional Council to defer a project in the federal fiscal year as the next meeting of the Council occurs after the FHWA closes its books for the year,
- August 1, 2006, all paper work necessary to bid a project should have been submitted to ADOT,
- Mid September, 2006, last opportunity to obligate a project as the local office of the Federal Highway Administration closes its books to finalize the federal fiscal year.

Mr. Tate stressed that requirements for obligating projects were becoming more stringent. He noted that to obligate a construction project an agency must receive right-of-way, utilities and environmental clearances from ADOT and have 100 percent plans.

6. Federal Fiscal Year 2005 Closeout

Mr. Tate noted that final funding numbers for federal fiscal year 2005 had only been received by MAG on Monday, September 12, 2005 and that as a result, closeout estimates were not available.

7. Dirt Road Paving Project Programming Process

Cathy Arthur of MAG air quality staff provided a brief report. She noted that the programming process for selecting dirt road paving projects for CMAQ had recently changed and that the Air Quality Technical Advisory Committee (AQ TAC) would serve as the technical committee for selecting dirt road paving projects. She noted that earlier in September, member agencies had been contacted and requested to submit dirt road paving projects for consideration. She stressed that paving dirt roads was a critical element in efforts by the region to achieve attainment with regard to particulate matter.

Robert Maki asked why programming responsibility for dirt road paving projects had shifted to the AQ TAC. Mr. Tate noted that it was felt that these projects were being programmed primarily to meet air quality goals and therefore should be the responsibility of the AQ TAC. Ms. Arthur noted that much of the change was due to the use of lump sums in the TIP to identify funding for dirt road paving and stressed that the Street Committee would be kept fully informed concerning dirt road paving projects.

8. FY 2007-2011 MAG TIP Federally Funded Program Development

Consideration of this agenda item was deferred to the next meeting.

9. Federal Functional Classifications of Rural Roadways

Mr. Tate gave a brief presentation. He noted that previously, MAG had recommended revised Federal functional classifications to ADOT for roadways primarily located in the MAG urbanized area and that, at that time, MAG had indicated that a second round of reclassification would take place to address roadways outside the urbanized area. He then briefly described the federal rural classifications, noted that mileage caps by classification applied and that, due to these caps, member agencies should avoid requesting the re-classification of rural roadways to a rural principal arterial classification. He noted that he anticipated that the next meeting of the Street Committee would take action to recommend changes to the federal functional classification of rural roadways. To accomplish this member agencies were requested to submit change requests by September 23, 2005.

Mr. Maki requested additional information on the mileage limitations. Mr. Tate noted that the limitations were established by the Federal Highway Administration and represent an average breakdown of classified mileage at the national level. He added that the mileage of roadways classified as principal arterial was used in the distribution formula for National Highway System Funds and as a result, requests to increase the number of miles that could be classified as principal arterial would be very difficult.

10. Adjournment

The meeting adjourned at 2:10 p.m.