



Meeting:	SRPMIC Technical Advisory Committee Meeting
Location:	SRPMIC Bldg A 3rd Floor – Sivilik (Whirlwind) Room
Date and Time:	August 10, 2010 9:30 AM – 11:30 AM
Attendance:	See attached sign-in sheet
Handouts:	Meeting Agenda; Draft Final Report (dated August 3, 2010); Working Paper #3 Comment Table
Action Items	<ul style="list-style-type: none">• TAC Members, please provide any comments on Draft Final Report by Friday, August 27, 2010• HDR to send Jennifer Jack Table 30 with column added (“SRPMIC Priority”) for Jennifer Jack to populate
Announcements	<ul style="list-style-type: none">• The Stakeholder Interview Summary Report is available on the ADOT project website, http://mpd.azdot.gov/mpd/systems_planning/PDF/PARA/srpmic/Final_Stakeholder_Report.pdf

The meeting convened at 9:35 AM.

Misty Dayzie, ADOT Project Manager introduced the meeting.

Michael Gorton, HDR Project Manager, began the meeting with introductions and an overview of the agenda items. Michael characterized the final report as a compilation/reorganization of all of the work done since the start of the process.

He noted that with the completion of the comment period an executive summary would be prepared. Phil Matthews, SRPMIC, noted that adoption of the Plan by resolution would consist of two meetings, first to look at resolution and then to adopt.

Michael Gorton proceeded to discuss the elements of the Plan, section by section. Michael LaBianca assisted with the demographic, non-motorized and transit elements of the Plan. Comments made included the following:

- Wearing surface information from Figure 7 is repeated in later Figure 24.
- Recommendations identify two distinct topics: economic development in the Pima corridor and the preservation of the rural lifestyle.
- Executive summary to contain figures (four or so, including non-motorized, transit, priorities, and *Road Preservation and Reconstruction Needs*) and table of priorities
- Verify the high crash segment coding of SR 87 in the inset of Figure 12, High Crash Locations. The segment north of the SRPMIC boundary may not be coded correctly.

- Section 2.9, Non-Motorized Transportation, remove reference to 1988 General Plan, document is superseded by the 2006 Plan.
- Section 2.10, Planned Study Area Improvements, table doesn't appear to match descriptions in text following.
 - Make distinction in this section that the text is describing what is funded.
 - Question as to whether Gilbert Road bridge is funded [NOTE: confirmation received from Mitch Wagner following the meeting that funding for Gilbert Road is in the TIP]
 - Loop 101 and 202 general purpose lanes are funded through the regional transportation plan (refer to latest version).
- Table 16, Existing SRPMIC Land Use, correct table heading format.
- Section 3.4, Population. Make distinction between “on-reservation” population and “off-reservation” population of tribal members.
- Figure 21 BIA considers roadway overlay a construction project, hence title change to tables and figures shown in next bullet.
- Jennifer Jack will review and comment on the project priorities identified in: Figure 22, Road Capacity Improvement Plan and Table 26, Road Capacity Improvement Needs; Figure 24, Road Maintenance Needs (to be renamed Road Preservation and Reconstruction Needs) and Table 30, Road Maintenance Needs (to be renamed Road Preservation and Reconstruction Needs).
- Figure 21, Planned Improvements – 2030 Traffic Conditions models the network if traffic calming measures and the other recommended improvements aren't adopted.
- Any projects that are happening in the near-term, which are happening this year and funded should be removed from list.
- Section 5.0, Implementation Plan. The descriptions of the traffic calming and 92nd Street/Dobson Road corridor should be moved to their respective places (near-, mid-, long-term). Need to include greater context – highlighting the policy implications of these issues. Also include Pima Road, another key issue to the Community.
- Figure 23 – Update figure title to show that it includes traffic calming. Show SR 87 with 6 lanes because it is a recommended improvement.
- Figure 24 – Show SR 87 with a ‘good’ surface rating to reflect recent resurfacing
- Table 26, separate McKellips Road improvement and McKellips Bridge improvements
- Use near-, mid-, long-term consistently in both tables and text (i.e., “Short Range Priorities, top of P.79).
- Table 28, Recommended Improvements, need to show SR 87 as 6-lanes, consistent with recommendations.
 - To be consistent the model will be rerun to show SR 87 with 6-lanes (a recommended improvement). The need for this improvement, as demonstrated through LOS shown when modeling of this road as a 4-lane segment, should be documented in the plan.
- Bob Maxwell, BIA, provided a copy of text edits to Section 5.0 Implementation Plan.
- Rename ‘Road Maintenance Needs’ heading on page 88 to ‘Road Preservation and Reconstruction Needs’

- Add column to Table 30, Road Maintenance Needs (to be renamed Road Preservation and Reconstruction Needs), titled “SRPMIC Priority” for Jennifer Jack to populate.
- Bob Maxwell noted that it would be acceptable to use Table 30, Road Maintenance Needs (to be renamed Road Preservation and Reconstruction Needs) to support description of projects (Section 5.5, Project List), so long as reference is clear.
 - Bob also noted that Table 30 would be an appropriate place to identify priority listing.
- The BIA is in process of aligning the BIA Functional Classification system with the FHWA system, but resolution of the issue is beyond the timeframe of this project.
- Tribal Council elections are September 7, 2010; new council will be seated in January 2011.
- Section 5.4, Transportation Funding, Additional Considerations. Revise text, note that 1) environmental clearance is required, 2) will impact cost, and 3) may have an impact on design. Remove section on TIGER grants.
- Strike Figure 27, Future BIA Functional Classification System.
- Figure 28, Recommended 2010 [insert year in figure title] Federal Functional Classification System.
 - Note on map that the distinction here of urban and rural is one designated by the Census Bureau.
 - Purple and brown legend colors are too close (difficult to distinguish).
- There should be more descriptive information on the Community gateways and traffic calming measures identified in Figure 22. Examples of the traffic calming measures referenced by the RME cut-through traffic study should be provided
- Bridge Crossings
 - Gilbert Road Bridge a priority (partnership w/MCDOT, Mesa & ADOT)
 - ROW is an issue on Dobson Road; negotiations with Community members to acquire ROW may take two to five years
- The TAC noted that ARRA projects will be completed by September 30th
- It was reiterated that The Secretary of Interior approves the IRR TIP, not the Tribal TIP.
- Community workshop outreach records really important with regards to future federal funding.

Comments on the Plan are requested by August 27, 2010.

Please contact Misty Dayzie, ADOT Project Manager, with any questions or comments at 602-712-7029 or Jennifer Jack, SRPMIC Project Manager at 480-362-7747.

Notes prepared by Michael LaBianca and are his understanding of the subjects discussed and the decisions reached. Any exceptions, corrections, or additions should be forwarded to Michael LaBianca, HDR, (email mlabianc@hdrinc.com or fax (602) 522-7770) in writing with five (5) days of receipt of this document.



SALT RIVER PIMA-MARICOPA INDIAN COMMUNITY
Long Range Transportation Planning Study
Technical Advisory Committee Meeting – August 10, 2010, 9:30 AM

SIGN-IN SHEET & DISTRIBUTION LIST

(Please review this information at sign in and mark any corrections)

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