

Proposed Changes to the ALCP Policies and Procedures

Transportation Policy Committee
June 17, 2015

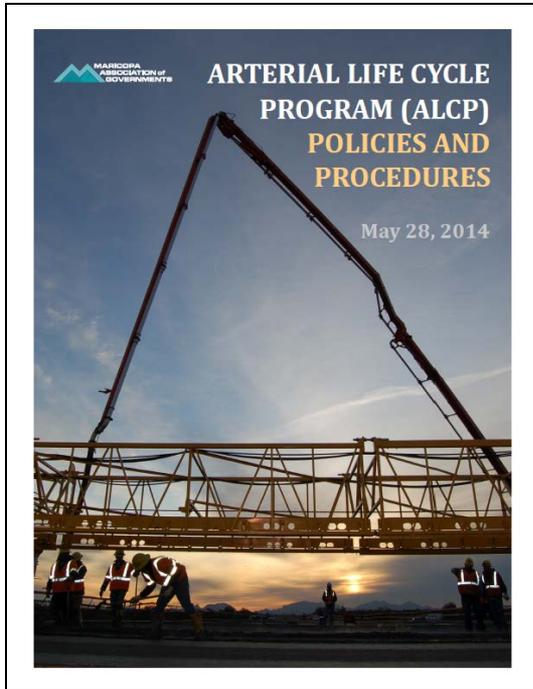
John Bullen
Transportation Planner II

ALCP Overview

- * The Arterial Life Cycle Program (ALCP) is the financial management tool for the arterial component of the Regional Transportation Plan
- * Management of the program is guided by the ALCP Policies and Procedures (Policies)



ALCP Policies and Procedures



- * The Policies were last approved by the MAG Regional Council on May 28, 2014
- * Represented the first update in five years
 - * Made in consultation with the ALCP Working Group and Managers Working Group

ALCP Working Group

- * The ALCP Working Group was reconvened in FY 2015 and met seven times throughout six months. The Managers Working Group met on April 29, 2015 to review the changes.

- * Proposed revisions include:
 1. Detailed Procedures when there is a Program Deficit/Surplus
 2. Inclusion of a Project Change Tool to Evaluate Project Changes
 3. Refinements to Federal ALCP Project Match Requirements

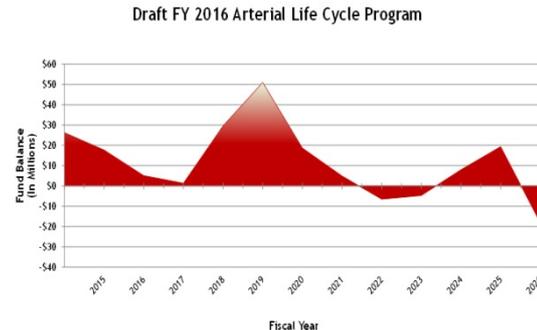
Deficit/Surplus Policy

- * Policies guiding the program in instances of a program deficit or surplus were included as part of the May 28, 2014 Policies (Section 200(F)2):

If a program deficit occurs, MAG will consult the Managers Working Group and may use the following strategies to balance the program:

- Elimination of program bonding
- Elimination or reduction of program inflation
- Elimination of projects
- Percentage reduction in project funding

- * At the May 28, 2014 meeting, the Regional Council expressed concerns that these policies were too broad and specific steps needed to be identified



Deficit Policy

- * In response, the ALCP Working Group developed proposed revisions that build upon existing language and follow what has been done in the past (Section 200(F)2).
 - * If there is a deficit, bonding and inflation are eliminated before any project reductions.
 - * Reductions are then calculated by Lead Agency using their share of the total program. Lead Agencies may choose where and when to reduce reimbursements based on their share.
 - * Once reductions have been made, reimbursements are deferred to meet cash flow based on project readiness criteria.
 - * If there a surplus, the reverse order is followed.

Project Change Tool - Audit Overview

- * In 2010, the Regional Transportation Plan underwent a 5-year performance audit, as required by state statute (ARS 28-6313)
 - * Most of the audit's findings have since been addressed
- * Several of the audit findings which had not yet been addressed relate to project changes and performance
 - * The ALCP is the last of the three life cycle programs to address the performance findings
- * Additional performance requirements are also expected as part of MAP-21

Performance Audit of the Maricopa County Regional Transportation Plan



December 21, 2011

Submitted To:

Debbie Davernport, Auditor General
Office of the Auditor General
State of Arizona
2910 North 44th Street, Suite 410
Phoenix, Arizona 85018

Submitted By:

SJOBERG EVASHENK
CONSULTING INC

455 Capitol Mall • Suite 700 • Sacramento, California • 95814 • Tel 916.443.1300 • Fax 916.443.1350

Project Change Tool

- * To address the audit findings, the ALCP Working Group created a project change tool
 - * The tool is comprised of evaluative measures and weights based on the goals and objectives of the ALCP (safety & congestion)
- * The tool provides a technical basis to evaluate project changes but is just one-piece of a more comprehensive process
 - * The comparison and evaluation results will be used to inform the MAG committees
 - * The comparison and evaluation results are not binding (i.e. additional factors can be considered by the MAG committees)
 - * Project changes must still undergo a technical review by the MAG Street Committee



Project Change Tool



- * A survey was generated and sent to the ALCP Working Group to establish a starting point and generate consensus
- * The ALCP Working Group ultimately decided on six quantitative measures and three qualitative measures

Project Change Tool

Quantitative:

1. Volume (Average Annual Weekday Traffic or AAWT) - 5%
2. Vehicle to Capacity Ratio (V/C) - 15%
3. Peak PM Volume - 5%
4. Peak AM Volume - 5%
5. Crash Rate by Vehicle Miles Traveled (VMT) Relative to City-Wide Average - 10%
6. Serious Crashes/Fatalities (Structural Causes Only) - 20%

Qualitative

1. **Segment of Regional Importance:** Does the project complete or improve a segment which helps to provide a continuous link between two points of regional importance - 10%
2. **Complete Streets:** Will the project improve safe access for all users above a standard roadway, including pedestrians, bicyclists, and transit riders? - 20%
3. **Economic Development Access:** Does the project provide access to existing and/or future business and activity centers - 10%

Federal ALCP Project Match Requirements

- * Federal ALCP Project Match Requirements were loosened as part of the May 28, 2014 Policies
- * Subsequent discussions with FHWA and ADOT indicated that there was a need for additional federal match clarifications in the policies
- * The draft Policies have been clarified to require that all expenditures made as part of a federal project must follow federal regulations (Section 340(H))
 - * There are still opportunities for agencies to submit federally ineligible expenditures as ALCP match outside the federal project
 - * The draft Policies provide for a coordination meeting between the agency, MAG, and ADOT to discuss eligibility issues and match upon agency request



Requested Action:

Recommend approval of the proposed changes to the Arterial Life Cycle Program Policies and Procedures.