

March 5, 2013

TO: Members of the MAG Street Committee

FROM: Charles Andrews, P.E., Chairman

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Tuesday, March 12, 2013 - 1:00 p.m.
MAG Office, Suite 200, Chaparral Room
302 North First Avenue, Phoenix

The next meeting of the MAG Street Committee will be held at the time and place noted above. **Please note the earlier starting time of 1:00 pm.** Committee members or their proxies may attend in person, via video-conference or by telephone conference call. Those attending video conference must notify the MAG site three business days prior to the meeting. Those attending by telephone conference please contact MAG offices for conference call instructions.

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admissions to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Jason Stephens at the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

The next meeting of the MAG Street Committee will be held at the time and place noted above. If you have any questions or need additional information, please contact Teri Kennedy or Steve Tate at (602) 254-6300.

TENTATIVE AGENDA

	<u>COMMITTEE ACTION REQUESTED</u>
1. <u>Call to Order</u>	
2. <u>Approval of the February 12, 2013 Meeting Minutes</u>	2. Review and approve the minutes from the February 12, 2013 meeting.
3. <u>Call to the Audience</u> An opportunity will be provided to members of the public to address the Street Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Members of the public will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Street Committee requests an exception to this limit. Please note that those wishing to comment on action agenda items will be given an opportunity at the time the item is heard.	3. For information.
4. <u>Transportation Programming Manager's Report</u> The MAG Transportation Programming Manager will review recent transportation planning activities and upcoming agenda items for MAG Committees and other related regional transportation activities.	4. For information and discussion.
5. <u>Arterial Life Cycle Program Project Changes Technical Review: El Mirage Road North of Thunderbird</u> The Arterial Life Cycle Program (ALCP) Policies and Procedures (Policies) approved on December 9, 2009 require Lead Agencies to present proposed substitute projects or changes in project scope to the MAG Street Committee for a technical review and recommendation for approval through the MAG Committee Process. The City of El Mirage will present a proposed project change to the segment of El Mirage Road between Thunderbird Road and Grand	5. For information, discussion, and possible recommendation to include the proposed project changes in the Draft FY 2014 ALCP.

Avenue. Please refer to the attached memorandum and excerpt from the ALCP Policies. Additional information specific to this project change request will be provided at the meeting.

6. Arterial Life Cycle Program Project Changes Technical Review: Thunderbird Road between Grand Avenue and El Mirage Road

The Arterial Life Cycle Program (ALCP) Policies and Procedures (Policies) approved on December 9, 2009 require Lead Agencies to present proposed substitute projects or changes in project scope to the MAG Street Committee for a technical review and recommendation for approval through the MAG Committee Process. The City of El Mirage will present a proposed project change to the segment of Thunderbird Road between Grand Avenue and El Mirage Road. Please refer to the attached memorandum and excerpt from the ALCP Policies. Additional information specific to this project change request will be provided at the meeting.

7. Arterial Life Cycle Program Project Changes Technical Review: Gilbert Road from Chandler Heights to Riggs Road

The Arterial Life Cycle Program (ALCP) Policies and Procedures (Policies) approved on December 9, 2009 require Lead Agencies to present proposed substitute projects or changes in project scope to the MAG Street Committee for a technical review and recommendation for approval through the MAG Committee Process. The City of Chandler will present a proposed project change to the segment of Gilbert Road from Chandler Heights to Riggs Road. Please refer to the attached memorandum and excerpt from the ALCP Policies. Additional information specific to this project change request will be provided at the meeting.

8. Changes to the Transportation Improvement Program (TIP) Format and the Arterial Life Cycle Program

6. For information, discussion, and possible recommendation to include the proposed project changes in the Draft FY 2014 ALCP.

7. For information, discussion, and possible recommendation to include the proposed project changes in the Draft FY 2014 ALCP.

8. For information, discussion, and possible recommendation to include the proposed project changes in the Draft FY 2014 ALCP.

In 2012, the Federal Highway Administration conducted a statewide review of the State TIP and regional TIPs and found that a number of revisions needed to be made to bring them into full compliance with applicable federal requirements. In response, MAG developed a revised TIP format that was presented to the Street Committee at the May 8, 2012 meeting and will be used in the development of the FY 2014-2018 TIP. One notable change of the new TIP format is that all project budgets will be displayed in year of expenditure dollars. This has an impact on Arterial Life Cycle Program (ALCP) project listings, as budgets and programmed reimbursements have been displayed in constant dollars. At the meeting, several scenarios to display ALCP project inflation in the new TIP will be presented to the committee for discussion.

9. MAG Federally Funded Status Workbooks

In May, Member agencies will need to provide status updates for projects that receive MAG federal funding outside the Arterial Live-Cycle Program. At the meeting these workbooks and MAG reporting requirements will be discussed.

Adjournment

9. For information and discussion.

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
STREET COMMITTEE

Tuesday, February 12, 2013 1:00 p.m.
MAG Offices, Suite 300,
302 North First Avenue, Phoenix, Arizona 85003

MEMBERS ATTENDING

Charles Andrews, Avondale, Chairman	Chris Plumb, Maricopa County
Bret Anderson for Lupe Harriger, ADOT	Maria Deeb, Mesa
* Jose Heredia, Buckeye	* James Shano, Paradise Valley
Dan Cook, Chandler	Ben Wilson, Peoria
Bob Senita, El Mirage	Shane L. Silsby, Phoenix
* Tony Rodriguez,	Janet Martin, Queen Creek
Gila River Indian Community	* Elaine Cabrera, Salt River Pima-Maricopa
* Michael Gillespie, Gilbert	Indian Community
Bob Darr, Glendale	Phil Kercher, Scottsdale
Hugh Bigalk, Goodyear	Jason Markovtz, Surprise
* Gino Turrubiates, Guadalupe	* Shelly Seyler, Tempe
Daymara Cesar for for Darryl Crossman,	* Jason Earp, Tolleson
Litchfield Park	* Jim Fox, Youngtown

* Members neither present nor represented by Proxy

OTHERS PRESENT

Mary Hewitt, ADOT	Lee Jimenez, Maricopa County
William Faber, ADOT	John Bullen, MAG
Ashim Garg, ADOT	Monique del los Rios-Urban, MAG
Rebecca Metzger, ADOT	Stephen Tate, MAG
Patrick Stone, ADOT	Teri Kennedy, MAG

1. Call to Order

Chairman Charles Andrews called the meeting to order at 1:03 p.m.

2. Approval of the December 11, 2012 Meeting Minutes

Ms. Maria Deeb moved approval of the December 11, 2012 minutes. Mr. Jason Markovtz seconded the motion. The motion was carried 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

Ms. Teri Kennedy briefed the Committee on the MAG calendar. She noted that the Transit Committee will meet next Thursday and that the Managers federal funds working group will meet on Friday. She noted that in May project workbooks will be due and that on April 1, 2013 a draft TIP listing will be printed.

She noted that MAG is working on federal funding projects, but no changes since the last meeting.

She concluded by noting that ADOT has finalized its Local Governments Manual and that it should be posted to the ADOT website soon.

The Chairman requested that members be sent an electronic copy of the schedule.

5. Closeout of the American Recovery and Reconstruction Act (ARRA) Transportation Projects

Ms. Alice Chen of MAG introduced the agenda item. She noted that the closeout date for ARRA projects was nearing, and that all ARRA funds would need to be expended by September 30, 2013. She then turned the item over to Ms. Mary Hewitt of ADOT.

Ms. Hewitt noted that there were only a small number of locally sponsored projects to be closed out and that the ARRA required that all expenditures were to be made 36 months after obligation. All billing for ARRA projects needed to be submitted to ADOT by April 30, 2013.

Ms. Deeb noted that she had one project on the list of open projects that she had thought been closed. Ms. Hewitt indicated that there were some issues with payroll reports for the project.

Mr. Dan Cook asked if it was possible to transfer fund balances to underfunded projects. Ms. Hewitt indicated that she would need to get back with him after the meeting.

6. Development of the FY 2014 - FY 2018 MAG Transportation Improvement Program and Update of the Arterial Life Cycle Program (ALCP)

Mr. Stephen Tate briefed the Committee. He noted that MAG was in the process of developing a new TIP and updating the ALCP and the RTP. A draft listing of the TIP would need to be provided to the public by April 1, 2013.

Federal laws and regulations require that adequate opportunity be provided for public review, that the TIP be submitted to an air quality conformity process, and that it include a financial plan showing that it is financially constrained. Projects that are required to be the TIP, include: RARF and federal transportation funded projects and regionally significant projects regardless of funding source. Regionally significant projects include projects that add through lanes to mile arterial street and park-and-ride lots.

Project costs in the TIP are required to be those that an agency expects to spend in the year the project is programmed and hence must include inflation and other contingencies. If an

agency does not include these in its cost estimates, MAG will adjust the costs to include them. Because of this requirement, costs reported for the ALCP will differ from those reported in the TIP. To address this it is anticipated that MAG will include an ALCP appendix in the TIP that will report ALCP costs in constant dollars.

Federal regulations required that the TIP report on all phases for projects that appear in the TIP and hence work phases - design, right-of-way, construction - that fall outside the horizon of the TIP will need to be included in the TIP. To address this MAG will be implementing a new TIP reporting format. A copy of this format was provided to the Committee in May last year.

Mr. Tate then demonstrated a database application that will be used to collect TIP data. He noted that the database would only be used to collect information on projects outside the Arterial Life-Cycle Program, that it is an MS Access database, that it would be put on the MAG website for MAG member agencies to download and that updates would be needed by March 4th.

After seeing the demonstration, members requested that the application be modified to include users to jump to specific projects and to allow users to filter the database by MAG mode. Mr. Tate indicated that he would add the requested functionality.

Mr. John Bullen then briefed the Committee on providing ALCP data for the TIP. He indicated that data collection would focus on total cost by year, use the ALCP project workbooks and would be due on March 4th.

7. FY 2013 MAG Close-Out Funds for a Design Phase of Proposed FY2015 Congestion Mitigation and Air Quality (CMAQ) Projects

Ms. Kennedy briefed the Committee. She noted that at the TRC it was decided to fund design phases for 2015 CMAQ projects, but that if member agencies did not wish to use federal funding for design to please contact MAG.

Ms. Deeb noted that the amount for a Mesa project appeared too small. Ms. Kennedy asked that if the amounts were in error that member agencies send in corrections.

It was suggested by Mr. Patrick Stone that it would be good if member agencies start the process with ADOT to develop intergovernmental agreements (IGA) prior to Regional Council action as an IGA would be needed by June for all projects from agencies that are not certification accepted. The projects would need to be obligated by June 30th.

Mr. Silsby suggested that a cost floor be placed on federally funded design projects due to the agency costs necessary to obligate a federally funded projects. Chairman Andrews cited an example from his own experience where a small federally funded project required excessive costs to develop. It was suggested by Mr. Cook that pursuing very small projects may not be worthwhile, but that the decision should reside with the requesting the funding.

Mr. Cook suggested that the item be brought back to the Committee for the development of a future policy to set a floor. He noted several projects on the list of design projects.

It was noted that the item is for discussion, so action could be taken on the issue.

8. FY 2014 MAG Closeout and the TIP

Ms. Kennedy briefed the Committee. She reminded members that the workbooks serve as the basis for closeout and cost estimates from the workbooks should be incorporated in the TIP as costs reported in the TIP serve as the basis for evaluation of funding for closeout, reporting, and if available increasing federal funding to programmed projects.

9. Highway Performance Monitoring Data Collection Coordination

Mr. Tate briefed the Committee. He noted that HPMS had been developed by the FHWA and was maintained by state highway agencies nationwide. It includes segment level data on all facilities eligible for federal funding and group level data for other roadways. Examples of HPMS data items included: Average Annual Daily Traffic (AADT), International Roughness Index (IRI) data, the number of through lanes on facilities, facility ownership, and other data items.

HPMS is considered a critical data item by the FHWA and prior to the passage of MAP-21, HPMS data was used by FHWA to distribute funds to the states. As MAP-21 is short term legislation it is possible that HPMS will play this role in the future.

A major problem is that ADOT does not collect AADT data off the state highway system. MAG has provided ADOT with data that has been collected, but this is not sufficient. It was suggested that agencies upload their count data to the ADOT website or directly communicate with ADOT.

Mr. Plumb noted that the traffic count data was transmitted to agencies as individual spreadsheets and that compiling these into a database would be difficult.

It was suggested that it would be less labor intensive for agencies to provide average daily traffic and sufficient background data for ADOT to use. It was indicated that MAG would send out a data request for the AADT data based on information provided by ADOT.

In discussion it was noted that responsibility for HPMS data resides with the State and that generally state highway agencies nationwide either directly collect the data or pay for data to be collected.

Mr. Tate then discussed local public roadway mileage. It was noted that MAG would be sending out a table of mileage and would then adjust the mileage into different geographies based on other available data.

It was noted that the data request that will be sent will include items on ownership, number of lanes and surface condition.

10. Review of Transportation Enhancement Projects in the MAG Region and Evaluation of Proposed Funding Scenarios for the MAP-21 Transportation Alternatives Program

Ms. Kennedy briefed the Committee. She noted that with the input of MAG member agencies that MAG had developed a list of 2013 and 2014 ADOT selected projects to be funded with TA funding. It was noted that additional funding was added to projects to insure that the funding was fully used in FY 2013 and FY 2014 and that the currently programmed projects complete on schedule. Any unused obligation authority would be loaned to ADOT and returned to MAG for the selection of 2015 and 2016 TA projects.

The meeting adjourned at 4:00 p.m.

March 5, 2013

TO: Members of the Streets Committee

FROM: John Bullen, Transportation Planner II

SUBJECT: ARTERIAL LIFE CYCLE PROGRAM (ALCP) PROJECT CHANGES TECHNICAL REVIEW

The Arterial Life Cycle Program (ALCP) is the financial management tool for the arterial street component of the Regional Transportation Plan (RTP). Management of the program is guided by the ALCP Policies and Procedures, which were approved by the MAG Regional Council on December 9, 2009. The Policies and Procedures require Lead Agencies to present proposed substitute projects or changes in project scope to MAG Street Committee for a technical review and recommendation for approval. Pending the Street Committee approval, proposed changes will be incorporated into the draft ALCP and presented through the MAG Committee Process for a final approval.

BACKGROUND

The RTP identifies that ALCP capacity and intersection improvements may include:

- (1) Widening of existing arterial streets (some of these projects will focus on intersection improvements);
- (2) Extensive upgrading of facilities;
- (3) Constructing new facilities on new alignments; and/or,
- (4) Improving individual intersections.

Per the ALCP Policies and Procedures, updates to the Arterial Life Cycle Program or projects (scope, schedule, and budget) are required to go through the MAG Committee process, which typically involves the Transportation Review Committee, Management Committee, Transportation Policy Committee and Regional Council. Section 220 of the ALCP Policies requires the technical recommendation of the Street Committee on proposed substitute projects or project scope changes for ALCP Projects.

TECHNICAL REVIEW PROCESS

Before a project change may be included in the Draft ALCP, the Lead Agency is required to present the proposed changes to the Street Committee for a technical review. A project change summary sheet for each proposed change is required and has been attached for review. The project change form summarizes current and planned facility features, ALCP project budgets, and project cost estimates. In addition, the form requires Lead Agencies to address:

- (1) the reason for and feasibility of the requested change;
- (2) how the change would improve safety/mobility and reduce congestion; and,
- (3) the benefit to the MAG Region.

ALCP project change requests may not include project segments completed prior to the inclusion of the project in an ALCP approved by the MAG Regional Council. Presentations to the Street Committee will explain:

- (1) Why the original project was deemed not feasible,
- (2) How the change would relieve congestion and improve mobility, and
- (3) The new/revised project cost estimate.

Excerpts from the ALCP Policies and Procedures are attached for review. Project change forms and related materials will be provided at the meeting. For further information or questions, please contact me at jbullen@azmag.gov or at (602) 254-6300.

ARTERIAL LIFE CYCLE PROGRAM POLICIES AND PROCEDURES EXCERPTS

The Arterial Life Cycle Program (ALCP) Policies and Procedures approved by the MAG Regional Council on December 9, 2009 require Lead Agencies to present proposed substitute projects or changes in project scope to MAG Street Committee for a technical review and recommendation before the request will be presented through the MAG Committee Process for approval. Key excerpts from the Policies regarding the program, proposed substitute projects, and changes in project scope are provided below. The complete version of the ALCP Policies and Procedures may be downloaded from the MAG website at:

<http://www.azmag.gov/Projects/Project.asp?CMSID2=1065&MID=Transportation>.

SECTION 100: PROGRAM OBJECTIVES

A. The ALCP has five key objectives:

1. Effective and Efficient Implementation of the RTP: Facilitate the effective and efficient implementation of the arterial component of the RTP. In support of this objective, the Program should:
 - a. Ensure Projects are implemented in a manner consistent with the RTP, including any updates or amendments;
 - b. Include the means to track Project implementation against requirements established in the RTP and the ALCP; and,
 - c. Be administratively simple.
2. Fiscal Integrity: Ensure the fiscal integrity of the regionally funded arterial component of the RTP. In support of this objective, the Program should:
 - a. Establish comprehensive financial and reporting requirements for each Project; and
 - b. Coordinate with the RTP and the other modal programs on key financial, accounting and reporting policies, procedures and practices.
3. Accountability: Provide the means to track and ensure effective and efficient Project implementation. In support of this objective, the Program should:
 - a. Employ comprehensive Project Agreements, or other legal instruments, that detail agency roles and responsibilities in the implementation of specific Projects; and
 - b. Provide the means within each Project Agreement, Project Overview and Project Reimbursement Request to track Project implementation, performance and successful completion of individual Projects and the Program.
4. Transparency: Provide members of the public, elected officials, stakeholders, participating agencies and others with ready access to information on the Program and on each Project. In support of this objective, the Program should:
 - a. Include substantial public and stakeholder consultation as part of the implementation process for each Project; and
 - b. Require that material changes to Projects in the Program be subject to public and stakeholder consultation through the MAG Committee Process as well as any other consultation processes, including within the community or communities affected, as specified in the associated Project Agreements.
5. Compliance: Comply with all applicable federal, state and local requirements in the implementation of Projects.

B. Consistency with the RTP generally means that an ALCP Project meets Project the eligibility requirements specified in Section 300, the Project regional reimbursement is fiscally constrained, and the reimbursement is in the original RTP phase.

- C. The Program must be flexible and allow adjustments as needed in support of meeting the key objectives.

SECTION 200: PROGRAMMING THE ALCP

- A. The RTP establishes regional funding limits, reimbursement phases, as well as general scopes and priorities for all ALCP Projects.
- C. Programming of Projects funded by the ALCP must be consistent with the ALCP Program and the ALCP Policies and Procedures. The Maricopa Association of Governments (MAG) is the agency designated by law to implement the Arterial Life Cycle Program ensuring the estimated cost of the program improvements does not exceed the total amount of available revenues.
 - 1. Initially, Projects will be programmed based on the regional funding specified in the RTP plus local match contributions, as well as scopes and termini as described in the RTP.
 - a. In order to support the development of Project Agreements that include a scope and schedule for each Project, programming of each ALCP Project shall include a separate scoping or design phase that precedes right-of-way acquisition and construction, unless otherwise agreed to by MAG. Environmental clearances may be funded as part of the scoping or design phase.

SECTION 210: UPDATING ALCP PROJECTS IN THE ALCP

- A. All ALCP Projects will be updated annually (refer to Section 200C.2).
- B. Any necessary changes to an ALCP Project must be submitted by a written request stating the new updated schedule and budget and any other necessary justifications.
 - 1. Requests will be approved through the MAG Committee Process by the approval of the ALCP.
 - 2. Update forms will be provided by MAG.

SECTION 220: TYPES OF ALCP PROJECT UPDATES

- E. If an original ALCP Project is deemed not feasible, a substitute Project may be proposed for substitution in the same jurisdiction as the original Project.
 - 1. The Lead Agency may propose a substitute Project that would use the regional funds allocated to the original Project. The substitute Project shall relieve congestion and improve mobility in the same general area addressed by the original Project, if possible.
 - 2. Substitute projects may not be completed prior to inclusion in the Arterial Life Cycle Program.
 - 3. The Lead Agency must submit a written request to MAG. The written request must include:
 - a. Justification, such as a feasibility study, level of service justification, or other documents explaining why the Project is deemed not feasible, and the description of steps to overcome any issues related to deleting the original Project from the ALCP and RTP.
 - b. How the proposed project would relieve congestion and improve mobility;
 - c. The proposed substitute project budget and schedule; and,
 - d. MAG Staff will work with jurisdictions on a case-by-case basis to ensure proper justification.
- F. An original ALCP Project can change its original Project scope due to environmental issues, public concerns, costs and other factors.
 - 1. The Lead Agency must submit a written request to MAG. The written request must include justification, such as a feasibility study, level of service justification, revised budget and/or other documents explaining why the change to the original Project is required, and the description of steps to overcome any issues related to changing the original scope of the ALCP Project.
 - a. MAG Staff will work with jurisdictions on a case-by-case basis to ensure proper justification.
 - 2. The scope change should relieve congestion and improvement mobility in the same area addressed by the original planned Project, if possible.

3. Project scope changes may not include completed portions of a project or project segment, which are not included in an Arterial Life Cycle Program approved through the MAG Committee process.
- G. All requests to change original ALCP project scope or a substitute a project in the ALCP must meet all requirements established in Sections 200, Section 210, and Section 220.
1. Before being approved through the standard MAG Committee Process, the requests will be presented by an employee of the Lead Agency to the MAG Street Committee for a technical review and recommendation. The presentation will address:
 - a. The reason(s) the original project was deemed not feasible;
 - b. Explain how the change the original ALCP project scope or substitute project would relieve congestion and improve mobility;
 - c. The new/revised project cost estimate; and,
 - d. And other information as requested by the MAG Street Committee.
 2. After the Streets Committee technical review and recommendation on the proposed changes, the project(s) will be approved through the MAG Committee Process.
 3. Requests to change original ALCP project scope or substitute a project must be made by the deadline established in the ALCP Schedule published annually in the MAG Transportation Programming Guidebook.
 4. Reimbursements for substitute projects will:
 - a. Be programmed in the same fiscal year(s) as the original project
 - b. Be programmed with the same funding amount and type as the original project.

SECTION 320: PROJECT ELIGIBILITY

- A. To be funded or constructed under the ALCP Program, Projects must:
1. Have a scope, budget (including amounts of regional funding and local match contributions) and a schedule consistent with the Project as included in the RTP, ALCP, and as appropriate, the TIP. In addition, Projects must be consistent with federal requirements, where applicable.
 2. Be considered new in keeping with voter expectations, and as such:
 - a. Cannot include costs for any pre-existing, programmed or planned element or improvement that is not part of the specific improvement Project described or included in the RTP as of November 25, 2003 or later.
 - b. Cannot have started design, acquired right-of-way or started construction before the date specified in Section 340 or the date of the Project addition to the RTP.
- B. Facilities eligible for improvements under the ALCP include:
1. Major arterials as defined in Appendix A. Major arterials include:
 - a. Roadway facilities on the regional arterial or mile arterial grid system;
 - b. Roadway facilities that connect freeways, highways or other controlled access facilities; and,
 - c. Other key arterial corridors.
 2. Intersections of eligible major arterials.
- C. All Projects must be designed to the standards agreed to by the designated local jurisdictions and the Lead Agency established in the Project Agreement.
1. The agreed standards, which may be higher than the standards used in the local jurisdiction(s), must be specified or referenced in the Project Agreement.
 2. Standards for multi-jurisdictional Projects should be consistent to the extent feasible.

- D. Reimbursable items for regionally funded Projects are limited to:
1. Design, right-of-way and construction, as required in ARS: 28-6304(C)(5) and ARS: 28-6305(A). Design Concept Reports, planning studies and related studies, such as environmental and other studies, are also eligible.
 2. Capacity Improvement Projects.
 3. Safety Improvement Projects.
 4. Projects or components directly related to capacity and safety improvements, including:
 - a. Intelligent Transportation Systems (ITS);
 - b. Signals;
 - c. Lighting;
 - d. Transit stops and pullouts, as well as queue jumper lanes, for example, for bus rapid transit;
 - e. Bicycle/pedestrian facilities integral to the roadway, including wide sidewalks separated from curbs;
 - f. Utility relocations, including under grounding of utility lines where required for safety or other reasons relating to function, and not purely for aesthetic reasons, and not otherwise considered an enhancement;
 - g. Drainage improvements for the Project (with limitations), such as retention basins required for the Project that would not normally be handled through County or other drainage funds, within reasonable limits (and generally not exceeding typical practice for the local jurisdiction);
 - h. Landscaped medians, shoulders, and other improvements within reasonable limits (and generally not exceeding typical practice for the local jurisdiction);
 - i. Reconstruction Projects, as identified in or supported by the RTP and as specified in Project Agreements, for eligible Project elements;
 - j. Access management;
 - k. Rubberized asphalt and concrete paving;
 - l. Staff time directly attributable to Project; and,
 - m. Noise, privacy and screen wall, and other buffers, if found to be necessary to meet applicable local, state or federal standards.
- E. Notwithstanding findings or recommendations from the Design Concept Report or a similar study, Projects, Project components or other costs that are not reimbursable from the ALCP include:
1. Enhancement Projects or enhancement components of Projects.
 2. Right-of-way not used by the ALCP Project, with potential exceptions on a case-by-case basis for land that is identified by the Lead Agency and/or the local jurisdiction or jurisdictions as not marketable for sale.
 3. Any Project or Project element that exceeds the reasonable limits or typical practice for the local jurisdiction in which the Project or Projects are located.
 4. Administrative overhead costs by the Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement that are not attributed to the Project.
 5. Other expenses, such as bad debts and lump-sum incentives, as determined by MAG.
 6. Expenditures that occur after a project or project segment is completed. This includes salaries, applied overhead, record keeping and facility maintenance.

- 7. Salaries and other administrative expenditures pertaining to the completion of ALCP Project Requirements.
- F. The use of federal funds or other funding sources may involve further restrictions on the use of funds or eligible matching contributions.
- K. The MAG Committee Process has the final determination on the eligibility of any Project or Project component for reimbursement from the ALCP Program.

APPENDIX A. GLOSSARY AND ACRONYMS

Major Arterial “an interconnected thoroughfare whose primary function is to link areas in the region and to distribute traffic to and from controlled access highways, generally of region wide significance and of varying capacity depending on the travel demand for the specific direction and adjacent land uses.” (ARS 28-6304(c)(5))