

June 3, 2014

TO: Members of the MAG Street Committee

FROM: Dana Owsiany, P.E., Phoenix, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Tuesday, June 10, 2014 - 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. 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>
<p>1. <u>Call to Order</u></p> <p>For the June, 2014 meeting, the quorum requirement is 14 committee members.</p>	
<p>2. <u>Introductions and Attendance</u></p> <p>An opportunity for new members to introduce themselves and record member attendance at the meeting will be provided.</p>	<p>2. For information.</p>
<p>3. <u>Approval of the April 8, 2014 Meeting Minutes</u></p>	<p>3. Review and approve the minutes from the April 8, 2014 meeting.</p>
<p>4. <u>Call to the Audience</u></p> <p>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.</p>	<p>4. For information.</p>
<p>5. <u>Transportation Programming Manager's Report</u></p> <p>The MAG Transportation Programming Manager will review recent transportation planning activities and upcoming agenda items for MAG Committees and other related regional transportation activities.</p>	<p>5. For information and discussion.</p>
<p>6. <u>MAG PM-10 Street Sweeper Replacement Policies</u></p> <p>In previous meetings of the Street Committee, it has been requested that MAG review replacement policies for the federally funding of the replacement of PM-10 certified street</p>	<p>6. For information, discussion, and possible recommendation to include to revise MAG policies for the funding of certified PM-10 Street Sweepers.</p>

sweepers. Currently MAG will only accept funding requests to replace street sweepers if the sweeper has been in service for eight years or more.

At the meeting, MAG staff will brief the Committee on possible policy changes in replacement policies.

7. Principal Arterial System (PAS) Update

As part of the routine update of the functional classification of roadways that follows revisions of urbanized area boundaries, the Street Committee in 2014 April directed staff to review and model the Principal Arterial System (PAS) in the MAG planning area using a revised Option 2B. This option is based on a combination of the 1999 Roads of Regional Significance network and input from the Committee.

At the June meeting the results of this modeling will be presented and an updated PAS network will be presented. This option is based on the following criteria:

- Connectivity with other PAS routes,
- Route continuity and length,
- Spacing from other PAS routes
- Average trip length carried, and
- Traffic volume.

All roadways that are currently classified as principal arterial roadways that are not on the updated PAS network will be re-classified to minor arterial. In cases where the roadway is on the NHS because of its classification, re-classification to minor arterial will result in the removal of the roadway from the NHS.

Roadways added to the PAS will not become part of the NHS. NHS designation requires a separate approval action by the FHWA and must meet a number of criteria not addressed in this update. Should member agencies wish to add these facilities to the NHS, the Committee can consider requesting additions in future meetings (Please see attached documents).

7. For information, discussion, and possible recommendation an updated PAS network to the Transportation Review Committee.

8. Report on the ADOT Administered Federal Process for Clearing and Reviewing Locally Sponsored, Federally Funded Projects

Pursuant to its stewardship agreement with the Federal Highway Administration (FHWA), ADOT is responsible for administering the federal process to clear and review locally sponsored, federally funded projects for federal authorization. At the meeting, ADOT staff will discuss changes and progress in the following areas of the process:

- ADOT IGA/JPA requirements for ADOT review of projects
- Changes in the environmental clearance process pursuant to the enactment of MAP-21
- Allowance to advance beyond to 60 percent plans without an environmental clearance.

9. Arterial Life Cycle Program Status Report December 2013 – April 2014

The Arterial Life Cycle Program Status Report provides detail about the status of projects, revenues, and other relevant program information for the period between December 2013 and April 2014. This is the program's nineteenth status report and second published in Fiscal Year 2014. Please see the enclosed material for more information.

10. Member Agency announcements

An opportunity will be provided for member agencies to announce issues of concern to them.

11. Requests for future agenda items

An opportunity will be provide for member agencies to request future agenda items.

Adjournment

8. For information and discussion.

9. For information and discussion.

10. For information and discussion.

11. For information and discussion.

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
STREET COMMITTEE

Tuesday April 8, 2014 1:00 p.m.
MAG Offices, Suite 300,
302 North First Avenue, Phoenix, Arizona 85003

MEMBERS ATTENDING

Dana Owsiany, Phoenix, Chair Woman	Lee Jimenez for Jack M. Lorbeer, Maricopa County
Patrick Stone for Steve Beasley ADOT	
# Charles Andrews, Avondale	Maria Angelica Deeb, Mesa
Jose Heredia, Buckeye	* James Shano, Paradise Valley
Dan Cook, Chandler	Scott Bender, Pinal County
Chris Hauser, El Mirage	Ben Wilson, Peoria
Aryan Lirange, FHWA	Janet Martin, Queen Creek
# Wayne Costa, Florence	* Elaine Cabrera, Salt River Pima-Maricopa Indian Community
Tim Oliver, Gila River Indian Community	
Tom Condit, Gilbert	* Phil Kercher, Scottsdale
Purab Adabala for Bob Darr, Glendale	# Suneel Garg, Surprise
# Hugh Bigalk, Goodyear	Isaac Chivera, Tempe
* Darryl Crossman, Litchfield Park	Richard Rawnsley for Jason Earp, Tolleson
# David Maestas for Bill Fay, Maricopa City	# Grant Anderson, Youngtown

* Members neither present nor represented by Proxy

Members attending by phone

OTHERS PRESENT

Willian Faber, ADOT	John Bullen, MAG
Charla Glendening,	Vladimir Livshits
Ryan Miles, ADOT	Teri Kennedy, MAG
Ed Stillings, FHWA	David Massey, MAG
Mike Sabatini, Baker Engineering	Stephen Tate, MAG
	Haidong Zhu, MAG

1. Call to Order

Chair Woman Dana Owsiany called the meeting to order at 1:01 p.m.

2. Introductions and Attendance

A roll call of members attending the meeting was conducted. The following member agencies were not represented at the meeting: Paradise Valley, Salt-River Pima-Maricopa Indian Community, Litchfield Park and Scottsdale.

3 Approval of the March 18, 2014 Meeting Minutes

Mr. Dan Cook moved approval of the minutes. Ms. Maria Deeb seconded the motion. The motion carried unanimously.

4 Call to the Audience

No members of the audience requested to speak before the Committee.

5. Transportation Programming Manager's Report

Ms. Teri Kennedy briefed the Committee on recent funding actions. She noted that at the March meeting the Regional Council, the Council approved applications for CMAQ and that the Bicycle and Pedestrian Committee was working on project applications for Transportation Alternatives funding. She noted that next month, MAG would be considering a loan from the Northern Arizona Council of Governments.

She indicated that the Managers Working Group had requested that the Street Committee address the MAG programming guidelines. It is anticipated the Chairs and Vice Chairs from the other modal committees will join the Street Committee in the revisions to the guidelines.

She noted that Mr. John Bullen is working on a major update to the ALCP. It is anticipated that this update will be considered in the MAG committee process in May and June.

She went on to note that an updated version of the TIP is now available on the MAG website. Member agencies wishing to request additional changes should use the project change request form on the MAG website. It is anticipated that MAG will consider TIP changes in May.

There will be a special meeting on HSIP projects on tomorrow, April 9, 2014. Letters on street sweepers awards will be sent out soon. The letters will identify the period of street sweepers funding availability.

All locally sponsored, federally funded projects programmed for FY 2014 must be submitted by June 30th.

6. Arterial Life Cycle Program Project Changes Technical Review: Deletion of the Price at Germann Road and Ray at Rural Road Projects and Addition of the Ocotillo Road: Gilbert Road to 148th Street Project

7. Arterial Life Cycle Program Project Changes Technical Review: Deletion of the Chandler Blvd at Kyrene Road and Kyrene at Ray Road Projects and Addition of the Cooper Road: South of Queen Creek to Riggs Road Project

8. Arterial Life Cycle Program Project Changes Technical Review: Old Price Road at Queen Creek Road

Agenda Items 6, 7 and 8 were addressed as a single agenda item.

Mr. John Bullen briefed the Committee on MAG programming policies for the Arterial Life-Cycle Program (ALCP). These policies require that the Street Committee review proposed changes to ALCP projects. ALCP projects are limited to major arterial roadways and intersections of major arterials and must be consistent with the Regional Transportation Plan.

Mr. Dan Cook addressed all three change requests. He indicated that each of the three requests involved the deletion of an intersection project and the refocusing of programmed funding on a different project. The intersections projects to be deleted all have traffic volume estimates that have declined since last measured.

Agenda Item 6 would delete intersection projects on Price and Ray Roads. These would be replaced with a project to widen Ocotillo Road from Gilbert Road to 148th Street in Chandler. The resulting road would have four through lanes, a raised median, bicycle lanes, curb and gutter, street lighting, sidewalks and traffic signals. Future traffic on the roadway is projected to be around twenty thousand vehicle per day.

Agenda Item 7 would delete intersection projects on Chandler Boulevard and Kyrene Road and replace them with improvements on Cooper Road from a quarter mile south of Queen Creek Road to Riggs Road. Like the Ocotillo Road project the Cooper Road project would have four through lanes, a raised median, bicycle lanes, curb and gutter, street lighting, sidewalks and traffic signals. Future traffic on the roadway is projected to be around twelve thousand vehicle per day.

Mr. Grant Anderson asked if it was possible to use the State scalloped streets law to advance funding for the project. Mr. Cook indicated that he would look into the issue.

Mr. Patrick Stone asked about the programming of design and right-of-way acquisition. Mr. Cook noted that the right-of-way acquisition were primarily for advance purchases and that no federal funding was involved.

Agenda Item 8 would delete the intersection project at Price Road and Queen Creek Road and replace it with an intersection project at Old Price Road and Queen Creek Road to address major development near the intersection by Intel and Wells Fargo. Queen Creek Road has a traffic volume of approximately 20,000 vehicles per day and the requested ALCP change amounts to a movement of the project 1,300 feet east of its current programmed location.

Vice Chair Maria Deeb suggested that Chandler choose only one project to change and wait to see if more funding is available in the future. Mr. Cook responded that if additional funding became available it might be possible to restore projects.

Mr. Bullen noted that project limits are fixed and that shifting of funding is limited, hence the deletions are needed to advance the projects added. Ms. Kennedy noted that fiscal constraint is required.

Mr. Tom Condit moved to recommend to include the proposed project agenda item 6 change in the Draft FY 2015 ALCP. Mr. Grant Anderson seconded the motion. The motion was approved.

Mr. Condit moved to recommend to include the proposed project agenda item 7 change in the Draft FY 2015 ALCP. Mr. Purab Adabala seconded the motion. The motion was approved.

Mr. Condit moved to recommend to include the proposed project agenda item 8 change in the Draft FY 2015 ALCP. Ms. Deeb seconded the motion. The motion was approved.

9. Enhanced NHS: Review of Network Scenarios

Mr. Stephen Tate briefed the Committee. He noted that the presentation would focus on principal arterial facilities owned by MAG member agencies. In 2012 Congress added all principal arterial roadways to the National Highway System (NHS). In May 2013, the FHWA provided guidance indicating that it was the “mandate of Congress” to add these routes and that routes could not be removed from the NHS to “avoid or circumvent federal regulation.” Previous action by MAG to request the removal of all member agency routes from the NHS will not be considered by the FHWA.

To address the NHS expansion, it is suggested that MAG take advantage of the functional classification update that typically follows the approval of new urban boundaries. This update would address long standing issues with the principal arterial system so that routes that do not meet principal arterial classifications requirements would be reclassified to minor arterial, thereby removing them from the NHS.

This reclassification would not affect the eligibility or roadways for federal funding available through MAG, but would make the roadways ineligible for National Highway Performance Program (NHPP) funding. The programming of NHPP funding is under State control and is used primarily to fund freeway projects.

In using this approach it is essential to comply strictly with FHWA functional classification guidelines. These stress that principal arterial facilities carry large traffic volume over long distances and that the principal arterial network show high levels of connectivity and continuity.

As implemented in large urbanized areas, principal arterial networks constitute between four and six percent of all roadways. It would be expected that the principal arterial system in the MAG area would be at the lower bound due to the area’s highly polycentric post World War Two development pattern, lack of natural and man made barriers to movement, highly developed grid roadway network and lack of radical roadway corridors.

At the previous meeting, staff was directed to review the Roads of Regional Significance (RRS) networks that had been developed by MAG and Pinal County and to develop a composite using Option 2B that had been presented at the meeting. A review of Option 2B that had been developed for the March meeting indicates that it falls well below of what is typical in major urbanized areas. A review of the RRS networks indicates that in many cases routes it is not applicable to add these routes as they are planned, unbuilt facilities.

A composite of these two networks addresses these two issues and adds routes to the principal arterial system necessary to meet federal classification guidelines. These additional routes would not be added to the NHS. Possible followup action might be needed to add

some routes to the NHS, but it is anticipated that this would be minimum and be addressed as a separate action from updating the functional classification system.

Committee input and approval to use the composite in further analysis and modeling was requested. It was noted that the modeling would provide technical support for requested changes.

Mr. Anderson noted that Option 2B did not include Litchfield Road as a NHS facility. Mr. Tate clarified that Litchfield Road is on the NHS because it is part of STRANET and not part of the principal arterial system.

Ms. Deeb suggested that inclusion of Gilbert Road in the principal arterial system may be questionable. Mr. Condit noted that the road widths and speed in the Gilbert downtown section declined significantly. Mr. Tate suggested that Val Vista Drive could be considered instead. Mr. Condit suggested that the issue needed more study.

Mr. Cook asked FHWA staff to comment on the maps. Mr. Edward Stillings noted that the maps showed a high level of connectivity.

Ms. Deeb noted that Mesa had several projects on Power Road and indicated that Mesa needed a better understanding of the impacts of NHS membership before considering reclassification alternatives.

Mr. Tim Oliver indicated that the Gila River Indian Community probably would not support the reclassification of roadways on the Indian Community to principal arterial.

Mr. Charles Andrews and Mr. Cook suggested that as the cost and benefits of the NHS are still not fully understood that it might be desirable to wait until more was known. Mr. Tate indicated that there is considerable question about the consequences of violating NHS requirements, but that the opportunity to address the issue may be lost if action is not taken soon.

The Committee directed MAG staff to evaluate the modified Option 2B proposal and return to the Committee with an updated map for possible recommendation to the Transportation Review Committee.

It was suggested that the FHWA and ADOT provide more information on NHS enforcement and whether proposed changes to the principal arterial system and the NHS are acceptable.

10. Highway Performance Monitoring Data (HPMS) Collection

Mr. Tate noted that he will be sending out HPMS data from ADOT to review and requested that member agencies provide updates.

11. Member Agency announcements

Mr. Patrick Stone indicated that he had been promoted to a different position and thanked the Committee.

12. Requests for future agenda items

No member had any requests.

Adjournment

The meeting adjourned at 2:37 pm

June 3, 2014

TO: Members of the MAG Street Committee

FROM: Stephen Tate, Transportation Planner

SUBJECT: UPDATE OF THE PRINCIPAL ARTERIAL SYSTEM/NATIONAL HIGHWAY SYSTEM

At the April meeting of the Street Committee, an approach for updating the Principal Arterial System (PAS) and National Highway System (NHS) in the MAG area was discussed and approved for modeling. This modeling has been completed and additional member agency input has been received incorporated in the proposed network displayed in Map Three.

Member agencies are requested to review the proposed arterial network in Map Three for potential action to recommend the network to the Transportation Review Committee. In this proposed network many principal arterials would be reclassified to minor arterial and some minor arterial roadways would be reclassified to principal arterial. Roadways reclassified to minor arterial would be removed from the NHS as Federal regulations specify that the NHS “shall consist of interconnected urban and rural principal arterials.” Roadways reclassified to principal arterial would not be added to the NHS unless member agencies requested their addition and the roadways were determined by the FHWA central office in Washington to meet NHS criteria.

Background

In October 2012, the Congress added all roadways classified as principal arterial to the National Highway System (NHS). In a memorandum released in February 2014, the FHWA headquarters indicated that revisions to the functional classification system made as part of the routine update that follows the redrawing of urbanized area boundaries may be used to remove roadways from the NHS as the reclassification of a roadway to minor arterial would require its removal from the NHS.

In March and April, 2014, the Street Committee considered several approaches to update the Principal Arterial System in the MAG area to address a variety of problems as follows:

- Excessive size: When the PAS in the MAG area was developed, the MAG area had the smallest freeway system of any major metropolitan area in the Nation. As a result many arterial roadways carried large numbers of long trips that justified their classification as principal arterials. Since then the size of the freeway system in the MAG area has more than doubled, bringing the MAG area up to national norms and calling into question the principal arterial classification of many roadways.

- Incomplete, out of date, and redundant network geometry: The PAS includes numerous routes that are spaced at a mile or less apart, that terminate at lower level facilities or that leave gaps between principal arterials. Federal functional classification guidelines suggest that principal arterials in an urban area be spaced at two or three mile intervals, that they terminate at other principal arterials and that they have strong route continuity.
- Failure to reflect new development. Since the initial definition of the NHS in 1993 there has been extensive development in the northwest and southeast parts of the MAG area. This development is not reflected in the current PAS.

The March meeting considered an approach based on one developed by staff from the Arizona Department of Transportation. This approach focused on addressing all three issues identified above and included most high volume arterial roadways.

At the April meeting the approach presented in March was expanded to incorporate consideration of prior planning for arterial roadways (e.g. the MAG roads of regional significance and the Pinal County roads of regional significance) and input from MAG member agencies. This approach – Approach 2b – was approved for modelling and additional time was provided for member agency input.

Map One shows Approach 2B for updating the PAS/NHS as discussed at the April meeting. The Approach reclassifies approximately 574 miles of principal arterial roadway to minor arterial. It also meets FHWA functional classification guidelines for system connectivity, route spacing, and route continuity. The roadways identified are also high traffic volume routes that serve major activity centers.

Map Two shows modeling results for Approach 2B. This modelling used total routes as its units of analysis and excluded routes that closely paralleled freeways and except for Grand Avenue all routes on the State Highway System. All routes were considered, but special attention was made to insure that routes in Approach 2B were correctly modeled.

Table 1 lists modeling criteria used for selecting routes to be added to the PAS. The route length criterion limits routes selected to the 80th percentile of routes by length. All other criteria are based on system wide averages for arterial links. For example, the average trip length for arterials was nine miles, so the selection criterion used for trip length is based on the share of trips carried by the route that are equal to or greater than nine miles.

**Table 1
Route Selection Criteria for Modelled Routes**

Selection Criteria	Interior/Urban Routes	Outlying/Rural Routes
Share of trips with a length of nine miles and above	≥50%	≥50%
Average daily capacity per segment	≥43,000 vpd	Not applied
Average daily VMT per segment	≥5,000 VMT	≥5,000 VMT
Route length	≥18 miles	≥18 miles

The modeling validated the selection of routes for most of the principal arterial roadways identified in Approach 2B. These include:

- Bell Rd/Frank Lloyd Wright Blvd
- Thunderbird/Cactus Rd
- Shea Blvd
- Northern Parkway/Blvd
- Camelback Rd
- Indian School Rd
- Elliot Rd
- Riggs Rd/Hunt Highway
- Dysart(south of I-10)/MC 85
- 51st Av
- 7th St
- Tatum Blvd
- Scottsdale Road
- Country Club Dr/Arizona Av
- Gilbert Rd
- Ellsworth Rd

Val Vista Drive was discussed at the April meeting as an alternative to Gilbert Road, but was not selected by the model.

Map three shows a proposed Principal Arterial System for the MAG area based on Maps one and two. It also takes into account ADOT and member agency input received before and after the April Street Committee meeting, corrects for violations of FHWA guidelines for functional classification concerning stub endings and route spacing and addresses issues that may have resulted from the age of the model network used.

Major changes from what was presented in April for Option 2B are as follows:

- State Route 74 is included in the PAS as it serves as a major gateway route. It was not included in the modeling simply because it is a State Route. ADOT staff has indicated that ADOT plans to reclassify the route to principal arterial.
- Sections of Happy Valley Road and Lake Pleasant Road were added to the PAS. Input from the member agencies in the area of the roadway indicate that including these routes in the PAS is acceptable.
- Thunderbird Road west of 51st Avenue is not included in the PAS. The section of the roadway between the Agua Fria Freeway and 51st Avenue has been requested to not be included in the PAS. The section of Thunderbird west of the Agua Fria is too short and has too little traffic volume to qualify for inclusion in the PAS.
- 51st Avenue south of Baseline Road and Riggs Road west of Interstate 10 were selected by the model as a principal arterial, but have been requested to not be included in the PAS.
- The section of Grand Avenue south of Interstate 10 is also not included in the PAS. ADOT has recommended its removal from the PAS and recent changes on the section have reduced part of it to a two lane facility.
- Broadway Road east of Interstate 10 was selected by the model as a principal arterial and is included in Map three.

- Elliot Rd from Arizona Avenue to the Santan Freeway was selected by the model as a principal arterial. The section west of Arizona Avenue would remain a part of the NHS and section east of Arizona Avenue would be reclassified to principal arterial.
- State Route 79 from US 60 to Florence will remain a minor arterial. ADOT staff has indicated that ADOT plans to reclassify State Route 79 within Florence to minor arterial as it is currently not connected to any other principal arterials.
- Hunt Highway south of Riggs Road would remain a minor arterial. The roadway section originally proposed for the PAS stub ends and has low capacity as it moves east.
- Gilbert Road north of the Red Mountain was selected by the model as a principal arterial facility and makes a logical connection between the Red Mountain and SR 87.
- Dunlap Avenue from 7th Street to Cactus Road was selected by the model and is the natural extension of Cave Creek Road.
- Tatum Boulevard from the Pima Freeway to Cave Creek Road was selected by the model and would remain on the NHS as a principal arterial.

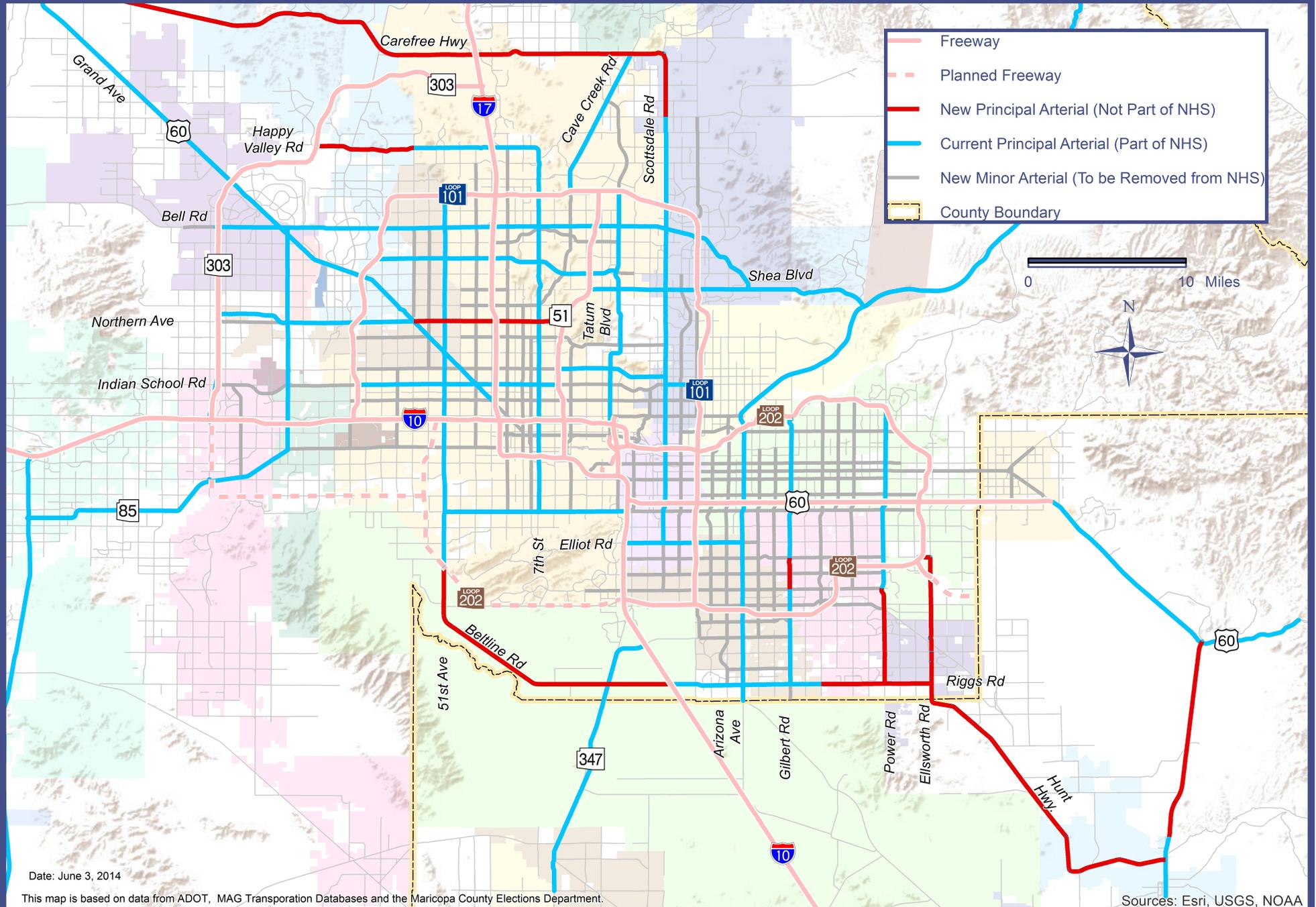
Table 2 lists summary statistics for Map Three. The resulting network size is approximately 3.5 percent of total roadway miles. As discussed at the April Street meeting, a value in the range of 3 percent or more is reasonable for an urban area with a large grid arterial network, polycentric employment patterns and few natural or manmade barriers to travel.

Table 2
Summary Statistics: Centerline Miles

Functional Class	Measure	Value
Other Principal Arterial	Miles on National Highway System	348.8
	Miles of New Principal Arterial Not on the National Highway System	88.1
	Total Miles of Other Principal Arterial	436.9
	Other Principal Arterial Mileage as Share of Phoenix-Mesa Urbanized Area Mileage	3.5%
Minor Arterial	New Minor Arterials (Reclassified Principal)	526.6

The network also removes approximately 526 miles of roadways that are improperly classified as principal arterial roadways. As these roadways were in the PAS as of October 1, 2012, they are also part of the NHS. Reclassification of these facilities will reduce member agency owned principal arterial mileage that is on the NHS by approximately 60 percent.

Map One: Approach 2B

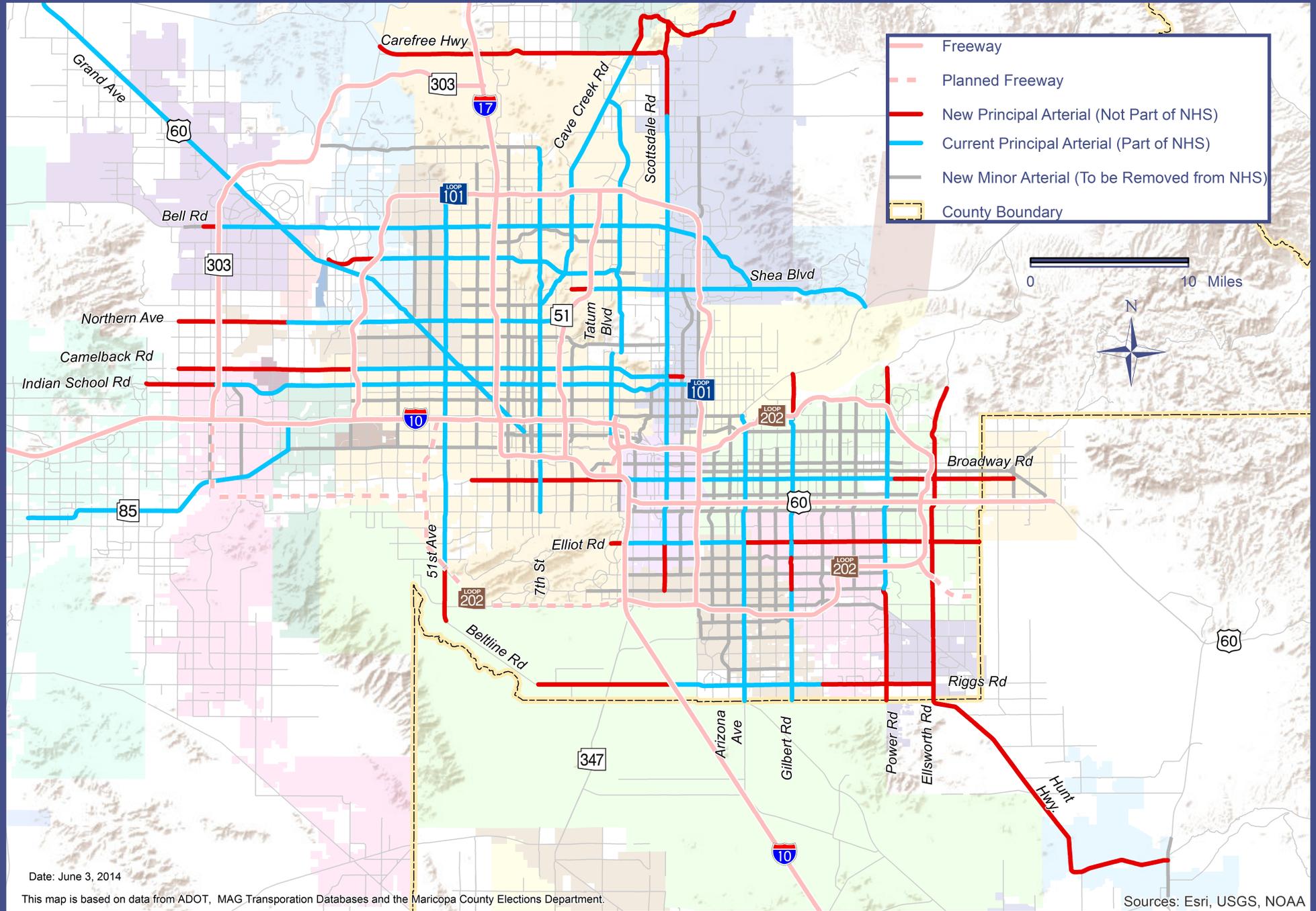


Date: June 3, 2014

This map is based on data from ADOT, MAG Transportation Databases and the Maricopa County Elections Department.

Sources: Esri, USGS, NOAA

Map Two: MAG Model Selected Arterials

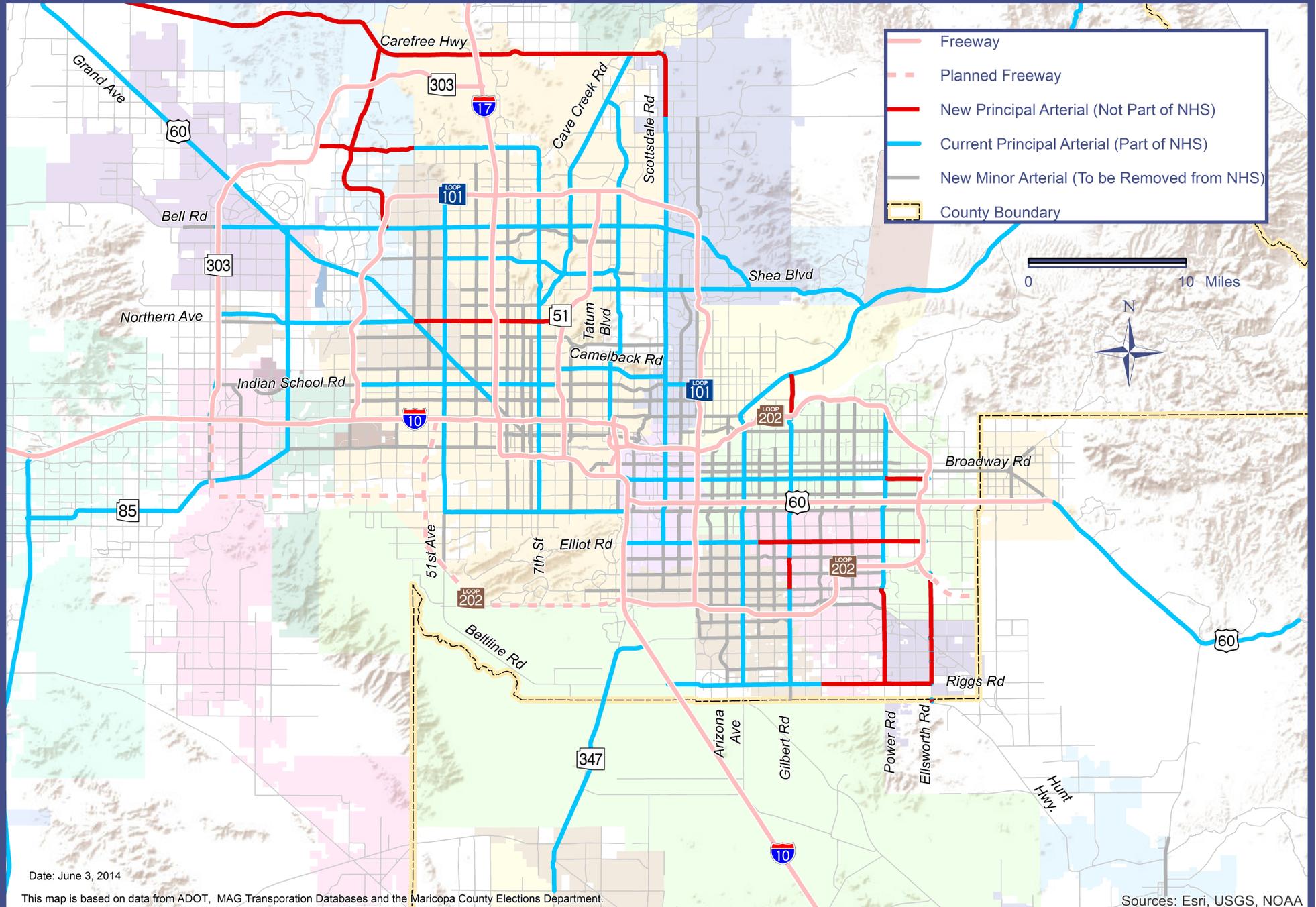


Date: June 3, 2014

This map is based on data from ADOT, MAG Transportation Databases and the Maricopa County Elections Department.

Sources: Esri, USGS, NOAA

Map Three: Proposed Arterial Network



Date: June 3, 2014

This map is based on data from ADOT, MAG Transportation Databases and the Maricopa County Elections Department.

Sources: Esri, USGS, NOAA

Arterial Life Cycle Program



Status Report

December 2013 - April 2014



CONTENTS

Page 1: ALCP Revenue and Finance

Page 2: ALCP Project Highlight: Avenida Rio Salado

Page 3: FY2014 Arterial Life Cycle Program

Page 3: ALCP Project Status

Pages 4-9: ALCP Project Status Tables

ALCP REVENUE AND FINANCE

In November 2004, the voters of Maricopa County approved Proposition 400, which extended the ½-cent sales tax for transportation through 2025. The tax extension was divided among freeways (56.2%), transit (33.3%) and arterial streets (10.5%). The portion of the tax extension allocated to arterial streets is managed through the Arterial Life Cycle Program (ALCP). Table 1 provides a breakdown of Proposition 400 revenues collected in fiscal year (FY) 2014 by mode.

TABLE 1. FY 2014 PROPOSITION 400 COLLECTIONS (July 2013 - April 2014)				
	Freeways	Arterial Streets	Transit	TOTAL
July	\$16,770,890	\$3,133,351	\$9,937,200	\$29,841,441
August	\$16,192,021	\$3,025,200	\$9,594,205	\$28,811,425
September	\$16,336,945	\$3,052,276	\$9,680,076	\$29,069,298
October	\$16,269,696	\$3,039,712	\$9,640,229	\$28,949,637
November	\$16,396,049	\$3,063,319	\$9,715,097	\$29,174,465
December	\$16,784,713	\$3,135,934	\$9,945,390	\$29,866,037
January	\$21,131,969	\$3,948,144	\$12,521,255	\$37,601,368
February	\$15,971,324	\$2,983,966	\$9,463,436	\$28,418,726
March	\$16,718,374	\$3,123,540	\$9,906,083	\$29,747,996
April	\$18,515,468	\$3,459,296	\$10,970,909	\$32,945,673
TOTAL	\$171,087,448	\$31,964,737	\$101,373,880	\$304,426,065

**Amount excludes debt service from Prop 300*

In addition to the half-cent sales tax, the Regional Transportation Plan (RTP) allocates federal Surface Transportation Program – MAG Funds (STP-MAG) and federal Congestion Mitigation and Air Quality Improvement Program Funds (CMAQ) to fund projects in the ALCP.

Revenues from the ½-cent sales tax allocated to arterials are deposited into the Regional Area Road Fund (RARF) arterial account on a monthly basis. Actual RARF revenue collections in FY 2014 were slightly higher (1.6%) than the October 2013 Arizona Department of Transportation (ADOT) RARF revenue forecast. Table 2 provides a summary of estimated versus actual arterial RARF revenue collections over that period.

Fiscal Year 2014 started on July 1, 2013. Through April, \$31.5 million of additional RARF revenues have been deposited into the arterial account. To date, approximately \$286.7 million Regional Area Road Funds have been collected for arterial improvements in the region, \$5.5 million has been earned through income from investments, and more than \$274.7 million of project expenses have been reimbursed. As of the end of April 2014, the RARF project account balance was \$17.5 million.



The RTP dedicates approximately 3.65% percent of the ALCP RARF funds for planning and implementation studies in the region. The funding allocated for implementation studies is contingent on RARF revenue collections. As a result, the amounts programmed in the ALCP are estimates derived the ADOT RARF revenue forecasts published annually. The remaining regional budget for the implementation studies fluctuate concurrently with the forecasts. Since 2006, nearly \$10.3 million in RARF revenues have been deposited into the RARF Studies account.

TABLE 2. TOTAL ARTERIAL RARF COLLECTIONS Estimate v. Actual FY2014 (July 2013 - April 2014)

	Estimated Total RARF	Actual Total RARF*	Percentage Difference
July	\$3,139,710	\$3,133,351	-0.2%
August	\$2,925,090	\$3,025,200	3.4%
September	\$3,027,255	\$3,052,276	0.8%
October	\$3,069,885	\$3,039,712	-1.0%
November	\$3,002,265	\$3,063,319	2.0%
December	\$3,088,470	\$3,135,934	1.5%
January	\$3,674,475	\$3,948,144	7.4%
February	\$3,036,915	\$2,983,966	-1.7%
March	\$3,105,900	\$3,123,540	0.6%
April	\$3,459,296	\$3,466,575	0.2%
TOTAL	\$31,529,261	\$31,972,016	1.4%

**Amount excludes debt service from Prop 300*

For more information about the MAG Implementation and Planning Studies, please see the appendices in the approved Arterial Life Cycle Program available for download at: <http://www.azmag.gov/ALCP>

**ALCP PROJECT HIGHLIGHT:
AVENIDA RIO SALADO**

On February 17, 2014 an event was held to commemorate the groundbreaking for the Avenida Rio Salado project in Phoenix.

In attendance were Congressman Ed Pastor, Phoenix Mayor Greg Stanton, and Phoenix Councilmembers Kate Gallego, Michael Nowakowski and Laura Pastor.

The Avenida Rio Salado project includes intersection improvements, roadway widening and extension, sidewalks, bicycle lanes, landscaping, and street lighting along Broadway Road/Avenida Rio Salado from 51st Avenue to 7th Street. Construction is expected to be complete by December 2015.



For additional information about the Avenida Rio Salado project, please contact the City of Phoenix Street Transportation Department at (602) 262-6284 or visit the project’s website: <http://www.avenidariosalado.com/>.



FY 2014 ARTERIAL LIFE CYCLE PROGRAM

On January 29, 2014, the MAG Regional Council approved an update to the FY2014 Arterial Life Cycle Program, the MAG FY 2014-2018 Transportation Improvement Program (TIP), and the 2035 Regional Transportation Plan (RTP). An electronic copy of the updated FY 2014 ALCP may be downloaded from the MAG website at:

<http://www.azmag.gov/ALCP>

ALCP PROJECT STATUS

Detailed information about projects underway is provided in Tables 4 and 5. Table 4 lists whether projects are programmed for work and/or reimbursement in FY2014, the amount programmed for reimbursement in FY2014, and ALCP project requirements submitted to-date. Table 5 details project reimbursements and expenditures for projects programmed for work and/or reimbursement in FY2014.

This is the 19th Status Report for the Arterial Life Cycle Program. Semi-annually, MAG provides member agencies with an update on the projects in the ALCP. This report and all other ALCP information are available online at: <http://www.azmag.gov/ALCP>.



Transportation
Division



TABLE 3. FY 2014 ARTERIAL LIFE CYCLE PROGRAM
SCHEDULE FOR PROJECTS PROGRAMMED FOR WORK AND/OR REIMBURSEMENT IN FY14

RTP Project	Programmed in the FY14 ALCP	Programmed Reimb. in FY14 (millions)	Reimb. in FY 2014 (millions)	ALCP Project Requirements		
				Overview (PO)	Agreement (PA)	Needed in FY14
CHANDLER						
Chandler Blvd at Alma School Rd: Intersection Improvements	Work and Reimbursement	\$ 0.600	\$ 0.141	Completed 3/2008	Completed 7/2008	PRR
Gilbert Rd: Queen Creek Rd to Hunt Hwy	Work and Reimbursement	\$ 0.777	\$ -	Completed 5/2012	Completed 8/2012	PRR
Gilbert Rd: Queen Creek Rd to Ocotillo Rd	Work and Reimbursement	\$ 1.889	\$ 0.661	Completed 5/2012	Completed 8/2012	PRR
Gilbert Rd: Ocotillo Rd to Chandler Heights	Work Only	\$ -	\$ -	Completed 5/2012	Completed 1/2014	PRR*
Gilbert Rd: Chandler Heights Rd to Hunt Hwy	Work and Reimbursement	Funds Obligated in FFY13	\$ -	Completed 5/2012	Completed 1/2014	PRR
McQueen Rd: Ocotillo Rd to Riggs Rd (Design/ROW Only)	Work Only	\$ -	\$ -	Completed 4/2013	Completed 8/2013	PRR*
McQueen Rd: Ocotillo Rd to Chandler Heights (Construction Only)	Work and Reimbursement	Funds Obligated in FFY13	\$ -	Completed 4/2013	Completed 4/2014	PRR
Ocotillo Rd: Arizona Ave to McQueen Rd	Work and Reimbursement	\$ 4.356	\$ 0.553	Completed 4/2013	Completed 1/2014	PRR
CHANDLER & GILBERT						
Queen Creek Rd: McQueen Rd to Gilbert Rd	Work and Reimbursement	Funds Obligated in FFY13	\$ -	Completed 4/2014	---	PA/PRR
EL MIRAGE						
El Mirage Rd: Cactus to Grand & Thunderbird Rd: 127th Ave to Grand	Work and Reimbursement	\$ 1.788	\$ 0.725	Completed 9/2013	Completed 11/2013	PRR
Thunderbird Rd: 127th Ave to Grand Avenue	Work Only	\$ -	\$ -	Completed 9/2013	Completed 11/2013	PRR*
El Mirage Rd: Peoria Ave to Cactus Rd	Work Only	\$ -	\$ -	Completed 10/2013	Completed 1/2014	PRR*
FOUNTAIN HILLS						
Shea Blvd: Technology Dr to Cereus Wash	Work and Reimbursement	\$ 0.783	\$ -	Completed 8/2008	Completed 10/2008	PRR
GILBERT						
Germann Rd: Val Vista Dr to Higley Rd	Work Only	\$ -	\$ -	Completed 4/2013	Completed 5/2013	PRR*
Guadalupe Rd at Cooper Rd: Intersection Improvements	Work and Reimbursement	\$ 2.594	\$ -	Completed 5/2012	Completed 10/2010	PRR
Guadalupe Rd at Gilbert Rd: Intersection Improvements	Work and Reimbursement	\$ 1.240	\$ -	Completed 4/2013	Completed 5/2013	PRR
GILBERT/MARICOPA COUNTY/MESA/QUEEN CREEK						
Power Rd: Santan Fwy to Pecos Rd	Work and Reimbursement	\$ 4.700	\$ 4.700	Completed 4/2012	Completed 11/2012	None
MARICOPA COUNTY						
El Mirage Rd: Bell Rd to Picerne Dr	Work Only	\$ -	\$ -	Completed 1/2013	Completed 7/2013	PRR*
El Mirage Rd: Northern Ave to Peoria Ave	Work and Reimbursement	\$ 0.471	\$ 0.087	Completed 11/2012	Completed 1/2013	PRR
McKellips Rd: Loop 101 to SRP-MIC/Alma School Rd	Work and Reimbursement	Funds Obligated in FFY13	\$ -	---	Completed 12/2013	PRR
Northern Parkway (Phase I): Sarival to Dysart	Work and Reimbursement	Funds Obligated in FFY 10/11	\$ 6.646	Completed 4/2010	Completed 3/2011	PRR
Northern Parkway (Phase II): Sarival to Dysart	Work and Reimbursement	Funds Obligated in FFY 12/13	\$ 0.019	Completed 11/2012	Completed 1/2013	PRR
Northern Parkway (Phase II): Dysart to 111th	Work and Reimbursement	Funds Obligated in FFY 12/13	\$ 2.245	Completed 6/2012	Completed 11/2012	PRR
Northern Parkway (Phase II): Reems and Litchfield Overpasses	Work and Reimbursement	Funds Obligated in FFY13	\$ 0.006	Completed 6/2012	Completed 11/2012	PRR

* Per the ALCP Policies and Procedures approved on December 9, 2009, only the Progress Report Section of PRR is required

SCHEDULE FOR PROJECTS PROGRAMMED FOR WORK AND/OR REIMBURSEMENT IN FY14

RTP Project	Programmed in the FY14 ALCP	Programmed Reimb. in FY14 (millions)	Reimb. in FY 2014 (millions)	ALCP Project Requirements		
				Overview (PO)	Agreement (PA)	Needed in FY14
MARICOPA COUNTY (Cont'd)						
Northern Parkway (Phase II): Northern Ave at Loop 101	Work Only	\$ -	\$ -	Completed 11/2012	Completed 1/2013	PRR*
Northern Parkway (Phase II): Dysart Overpass	Work Only	\$ -	\$ -	Completed 9/2013	Completed 11/2013	PRR*
Northern Parkway (Phase II) : ROW Protection	Work Only	\$ -	\$ -	Completed 9/2013	Completed 1/2014	PRR*
MESA						
Mesa Dr: US 60 to Southern Ave	Work and Reimbursement	\$ 3.191	\$ 3.027	Completed 3/2007	Completed 1/2008	PRR
Mesa Dr at Broadway Rd: Intersection Improvements	Work Only	\$ -	\$ -	Completed 9/2009	Completed 12/2009	PRR*
Southern at Country Club Dr: Intersection Improvements	Work and Reimbursement	\$ 1.793	\$ -	Completed 2/2012	Completed 4/2012	PRR
Southern at Stapley Dr: Intersection Improvements	Work and Reimbursement	\$ 2.580	\$ -	Completed 3/2007	Completed 6/2007	PRR
PEORIA						
Lake Pleasant Pkwy: Dynamite Blvd to CAP	Work Only	\$ -	\$ -	Completed 5/2006	Completed 10/2011	PRR*
PHOENIX						
Avendia Rio Salado: 51st Avenue to 7th Street	Work and Reimbursement	\$ 8.418	\$ 1.483	Completed 1/2012	Completed 5/2012	PRR
Black Mountain Blvd: SR-51 and Loop 101/Pima Fwy to Deer Valley Rd	Work and Reimbursement	\$ 18.151	\$ 2.418	Completed 10/2007	Completed 6/2012	PRR
Sonoran Blvd: 15th Ave to Cave Creek	Reimbursement Only	\$ 9.194	\$ 9.194	Completed 11/2010	Completed 10/2011	None
SCOTTSDALE						
Pima Rd: Via Linda to Via De Ventura	Work Only	\$ -	\$ -	Completed 4/2010	---	PA/PRR*
Pima Rd: Thomas Rd to McDowell Rd	Work and Reimbursement	\$ 0.048	\$ -	Completed 4/2010	---	PA/PRR
Northsight Blvd: Hayden to Frank Lloyd Wright Blvd	Work and Reimbursement	\$ 6.302	\$ 4.750	Completed 4/2010	Completed 6/2012	PRR
Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	Work Only	\$ -	\$ -	---	---	PO/PA/PRR*
Redfield Rd: Scottsdale Rd to Hayden	Work Only	\$ -	\$ -	---	---	PO/PA/PRR*
Raintree Extension: Hayden to Redfield	Work Only	\$ -	\$ -	---	---	PO/PA/PRR
Raintree Drive: Loop 101 to Hayden	Work Only	\$ -	\$ -	---	---	None
Frank Lloyd Wright at 76th/78th/82nd Street: Intersection Improvements	Work and Reimbursement	\$ 0.844	\$ 0.398	Completed 4/2012	Completed 6/2012	None
Southbound Loop 101 Frontage Road Connections	Work Only	\$ -	\$ -	---	---	PO/PA/PRR*
Airpark DCR	Work and Reimbursement	\$ 0.482	\$ 0.274	Completed 4/2013	Completed 5/2013	PRR
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Pkwy	Work and Reimbursement	\$ 5.582	\$ 2.113	Completed 5/2010	Completed 7/2010	PRR
Shea Blvd: 96th St to 144th St ITS Improvements	Work Only	\$ -	\$ -	---	---	PO/PA/PRR*
Shea at 136th St: Intersection Improvements	Work Only	\$ -	\$ -	---	---	PO/PA/PRR*

* Per the ALCP Policies and Procedures approved on December 9, 2009, only the Progress Report Section of PRR is required

TABLE 4A. ARTERIAL LIFE CYCLE PROGRAM
STATUS OF RARF-FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2014
Consistent with the Fiscal Year 2014 ALCP approved on January 29, 2014

FACILITY/LOCATION	SCHEDULE FOR WORK (W) AND/OR REIMB. (R)	REGIONAL FUNDING					TOTAL EXPENDITURES			FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFORMATION
		Reimb through FY13 (YOES)	FY 2014 Est. Reimb. (201\$)	Est. Reimb FY15-FY26 (201\$)	Total Reimb FY06-FY26 (201\$, YOES)	Unfunded Due to Deficit (201\$)	Expend through FY13 (YOES)	Estimated Future Expend FY14-FY26 (201\$)	Total Expend FY06-FY26 (201\$, YOES)			
	FY 2014											
CHANDLER												
Chandler Blvd at Alma School Rd: Intersection Improvements	W/R	0.481	0.600	2.866	3.947	0.942	0.687	11.204	11.891	2015	0.30	
Gilbert Rd: Queen Creek Rd to Hunt Hwy	W/R	2.467	0.777	0.777	4.021	0.000	3.729	0.905	4.634	2014	4.00	Design & ROW Only
Gilbert Rd: Queen Creek Rd to Ocotillo Rd	W/R	5.649	1.889	1.889	9.426	0.000	8.121	1.326	9.447	2014	1.00	Construction Only
Gilbert Rd: Ocotillo Rd to Chandler Heights	W	0.000	0.000	6.160	6.160	0.000	4.853	4.853	9.706	2014	1.00	Construction Only
McQueen Rd: Ocotillo Rd to Riggs Rd	W	0.000	0.000	1.997	1.997	0.000	1.997	0.000	1.997	2014	2.00	Design & ROW Only
Ocotillo Rd: Arizona Ave to McQueen Rd	W/R	0.000	4.356	5.295	9.651	1.408	1.838	16.843	18.680	2014	1.00	
EL MIRAGE												
El Mirage Rd: Cactus to Grand & Thunderbird Rd: 127th Ave to Grand	W/R	0.000	1.788	0.000	1.788	0.000	2.554	1.044	3.598	2014	2.60	Design Only
Thunderbird Rd: 127th Ave to Grand Avenue	W	0.000	0.000	2.817	2.817	0.000	0.000	4.034	4.034	2016	0.60	ROW & Construction Only
El Mirage Rd: Peoria Ave to Cactus Rd	W	0.000	0.000	7.612	7.612	0.000	0.000	10.875	10.875	2016	1.00	ROW & Construction Only
FOUNTAIN HILLS												
Shea Blvd: Technology Dr to Cereus Wash	W/R	0.248	0.783	2.094	3.125	0.000	0.354	4.576	4.930	2014	0.80	
GILBERT												
Germann Rd: Val Vista Dr to Higley Rd	W	0.000	0.000	17.816	17.816	0.000	1.142	22.252	23.394	2015	2.00	
Guadalupe Rd at Cooper Rd: Intersection Improvements	W/R	0.191	2.594	2.018	4.803	0.000	0.823	9.389	10.213	2014	0.50	
Guadalupe Rd at Gilbert Rd: Intersection Improvements	W/R	0.092	1.240	2.443	3.775	0.000	0.132	7.064	7.196	2015	0.50	

Reimb. Reimbursement(s)

YOE Year of Expenditure

\$ Dollars

* Measured in centerline miles

FY Fiscal Year

Expend Expended/Expenditures

Est Estimated

STATUS OF RARF-FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2014
Consistent with the Fiscal Year 2014 ALCP approved on January 29, 2014

FACILITY/LOCATION	SCHEDULE FOR WORK (W) AND/OR REIMB. (R)	REGIONAL FUNDING					TOTAL EXPENDITURES			FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFORMATION
		Reimb through FY13 (YOES)	FY 2014 Est. Reimb. (2011\$)	Est. Reimb FY15-FY26 (2011\$)	Total Reimb FY06-FY26 (2011\$, YOES)	Unfunded Due to Deficit (2011\$)	Expend through FY13 (YOES)	Estimated Future Expend FY14-FY26 (2011\$)	Total Expend FY06-FY26 (2011\$, YOES)			
	FY 2014											
<u>GILBERT/MARICOPA COUNTY/MESA/QUEEN CREEK</u>												
Pow er Rd: Santan Fwy to Pecos Rd	W/R	3.491	4.700	7.257	15.448	0.000	10.386	36.078	46.464	2014	1.50	
<u>MARICOPA COUNTY</u>												
El Mirage Rd: Bell Rd to Picerne Dr	W	0.000	0.000	0.000	0.000	0.000	5.378	1.635	7.013	2014	0.50	
El Mirage Rd: Northern Ave to Peoria Ave	W/R	0.000	0.471	9.856	10.327	0.000	0.115	14.638	14.753	2015	2.00	
<u>MESA</u>												
Mesa Dr: US 60 to Southern Ave	W/R	7.659	3.191	4.231	15.080	0.000	10.941	10.435	21.376	2014	1.00	
Mesa Dr at Broadway Rd: Intersection Improvements	W	0.056	0.000	8.217	8.273	0.000	0.079	20.457	20.536	2016	1.00	
Southern at Country Club Dr: Intersection Improvements	W/R	0.342	1.793	3.766	5.901	0.000	0.852	8.402	9.254	2015	0.50	
Southern at Stapley Dr: Intersection Improvements	W/R	0.594	2.580	8.948	12.122	0.000	0.850	15.950	16.800	2017	0.50	
<u>PEORIA</u>												
Lake Pleasant Pkw y: Dynamite Blvd to CAP	W	0.000	0.000	13.867	13.867	11.114	10.852	24.747	35.599	2014	2.50	
<u>PHOENIX</u>												
Sonoran Blvd: 15th Ave to Cave Creek	W/R	23.378	9.194	0.000	32.572	0.000	46.638	0.000	46.638	2014	8.00	
<u>SCOTTSDALE</u>												
Pima Rd: Via Linda to Via De Ventura	W	0.000	0.000	1.339	1.339	0.000	0.000	2.354	2.354	2015	1.30	
Pima Rd: Thomas Rd to McDowell Rd	W/R	0.000	0.048	6.080	6.128	0.000	0.000	8.761	8.761	2015	1.00	
Northsight Blvd: Hayden to Frank Lloyd Wright Blvd	W/R	1.746	6.302	1.195	9.243	0.000	2.696	10.508	13.204	2014	0.40	
Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	W	0.000	0.000	7.746	7.746	0.000	0.000	11.065	11.065	2015	0.75	

Reimb. Reimbursement(s)

YOE Year of Expenditure

\$ Dollars

* Measured in centerline miles

FY Fiscal Year

Expend Expended/Expenditures

Est Estimated

STATUS OF RARF-FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2014
Consistent with the Fiscal Year 2014 ALCP approved on January 29, 2014

FACILITY/LOCATION	SCHEDULE FOR WORK (W) AND/OR REIMB. (R)	REGIONAL FUNDING					TOTAL EXPENDITURES			FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFORMATION
		Reimb through FY13 (YOE\$)	FY 2014 Est. Reimb. (201\$)	Est. Reimb FY15-FY26 (201\$)	Total Reimb FY06-FY26 (201\$, YOE\$)	Unfunded Due to Deficit (201\$)	Expend through FY13 (YOE\$)	Estimated Future Expend FY14-FY26 (201\$)	Total Expend FY06-FY26 (201\$, YOE\$)			
	FY 2014											
SCOTTSDALE (Cont'd)												
Redfield Rd: Scottsdale Rd to Hayden	W	0.000	0.000	3.873	3.873	0.000	0.000	5.533	5.533	2014	1.20	
Raintree Extension: Hayden to Redfield	W/R	0.000	0.000	13.522	13.522	0.000	0.000	19.318	19.318	2015	0.30	
Raintree Drive: Loop 101 to Hayden	W	0.000	0.000	11.266	11.266	0.000	0.000	16.423	16.423	2016	1.00	
Frank Lloyd Wright at 76th/78th/82nd Street: Intersection Improvements	W/R	0.000	0.844	0.000	0.844	0.000	1.207	0.000	1.207	2014	1.00	
Southbound Loop 101 Frontage Road Connections	W	0.000	0.000	3.052	3.052	0.000	0.000	4.360	4.360	2014	0.75	
Airpark DCR	W/R	0.229	0.475	0.000	0.704	0.000	0.328	0.678	1.006	2014	0.00	Design Only
Scottsdale Rd: Thompson Peak Pkw y to Pinnacle Peak Pkw y	W/R	4.503	5.582	7.628	17.714	0.000	6.827	19.934	26.761	2014	2.00	
Shea Blvd: 96th St to 144th St ITS Improvements	W	0.000	0.000	2.360	2.360	0.000	0.000	3.372	3.372	2014	2.00	
Shea at 136th St: Intersection Improvements	W	0.000	0.000	0.376	0.376	0.000	0.000	0.537	0.537	2014	1.00	

Reimb. Reimbursement(s)
FY Fiscal Year

YOE Year of Expenditure
Expend Expended/Expenditures

\$ Dollars
Est Estimated

* Measured in centerline miles

TABLE 4B. ARTERIAL LIFE CYCLE PROGRAM
STATUS OF FEDERALLY FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2014
Consistent with the Fiscal Year 2014 ALCP approved on September 16, 2013

FACILITY/LOCATION	SCHEDULE FOR WORK (W) AND/OR REIMB. (R)	OBLIGATIONS					TOTAL EXPENDITURES			FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFORMATION
		Obligated through FFY13	Est. Obligations FFY14	Est. Obligations FFY15-FFY26	Total Federal Funding FFY2006-FFY2026	Unfunded Due to Deficit (2011\$)	Expend through FY13 (YOE\$)	Estimated Future Expend FY14-FY26 (2011\$)	Total Expend FY06-FY26 (2011\$,YOE\$)			
	FY 2014											
CHANDLER												
Gilbert Rd: Chandler Heights Rd to Hunt Hwy	W/R	2.048	0.000	1.480	3.528	1.770	0.000	10.194	10.194	2014	1.00	Construction Only
McQueen Rd: Ocotillo Rd to Chandler Heights	W/R	3.896	0.000	0.000	3.896	0.000	0.000	4.131	4.131	2014	1.00	Construction Only
CHANDLER & GILBERT												
Queen Creek Rd: McQueen Rd to Gilbert Rd	W/R	1.515	0.000	5.933	7.448	5.112	0.000	19.016	19.016	2021	2.00	
MARICOPA COUNTY												
McKellips Rd: Loop 101 to SRP-MIC/Alma School Rd	W/R	0.581	0.000	22.304	22.885	14.567	0.000	23.186	23.186	2019	2.00	
Northern Parkway (Phase I): Sarival to Dysart	W/R	60.219	0.000	0.000	60.219	0.000	79.171	2.822	81.993	2014	4.10	
Northern Parkway (Phase II): Sarival to Dysart	W/R	2.896	0.000	0.000	2.896	0.000	0.000	3.069	3.069	2014	4.10	
Northern Parkway (Phase II): Dysart to 111th	W/R	5.103	1.412	20.231	26.747	0.000	4.796	33.639	38.435	2015	2.50	
Northern Parkway (Phase II): Reems and Litchfield Overpasses	W/R	7.214	0.000	0.000	7.214	0.000	0.835	25.357	26.192	2014	0.20	
Northern Parkway (Phase II): Northern Ave at Loop 101	W	0.000	0.000	8.448	8.448	0.000	0.000	12.299	12.299	2016	0.50	
Northern Parkway (Phase II): Dysart Overpass	W	0.000	0.000	23.357	23.357	0.000	0.000	33.066	33.066	2016	0.10	
Northern Parkway (Phase II) : ROW Protection	W	0.000	0.000	1.400	1.400	0.000	0.000	2.000	2.000	2016	12.50	ROW Only
PHOENIX												
Avendia Rio Salado: 51st Avenue to 7th Street	W/R	30.357	8.418	5.918	44.693	0.000	35.373	8.292	43.664	2015	6.00	
Black Mountain Blvd: SR-51 and Loop 101/Pima Fwy to Deer Valley Rd	W/R	1.879	18.151	2.500	22.530	0.000	3.271	29.502	32.772	2015	2.00	

Reimb. Reimbursement(s)

YOE Year of Expenditure

\$ Dollars

* Measured in centerline miles

FY Fiscal Year

Expend Expended/Expenditures

Est Estimated