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April 8, 2009

TO: Members of the Transportation Policy Committee

FROM: Mayor Steve Berman, Gilbert, Chair

SUBJECT: NOTIFICATION OF MEETING AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting - 4:00 p.m.  
Wednesday, April 15, 2009  
MAG Office, Suite 200 - Saguaro Room  
302 N. First Avenue, Phoenix

A meeting of the Transportation Policy Committee is scheduled for the time and place noted above. Members of the Committee may attend the meeting either in person, by videoconference, or by telephone conference call. As was discussed at the first meeting of the Committee, proxies would not be allowed. Members who are not able to attend the meeting are encouraged to submit their comments in writing, so that their view would always be a part of the process.

For those attending in person, please park in the garage under the building. Bring your ticket to the meeting, parking will be validated. For those using transit, the Regional Public Transportation Authority will provide transit tickets for your trip. For those using bicycles, please lock your bicycle in the bike rack in the garage.

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

Refreshments and a light snack will be provided. If you have any questions, please contact Eric Anderson, MAG Transportation Director, or Dennis Smith, MAG Executive Director, at (602) 254-6300.

c: MAG Regional Council  
MAG Management Committee

A Voluntary Association of Local Governments in Maricopa County

City of Apache Junction ▲ City of Avondale ▲ Town of Buckeye ▲ Town of Carefree ▲ Town of Cave Creek ▲ City of Chandler ▲ City of El Mirage ▲ Fort McDowell Yavapai Nation ▲ Town of Fountain Hills ▲ Town of Gila Bend  
Gila River Indian Community ▲ Town of Gilbert ▲ City of Glendale ▲ City of Goodyear ▲ Town of Guadalupe ▲ City of Litchfield Park ▲ Maricopa County ▲ City of Mesa ▲ Town of Paradise Valley ▲ City of Peoria ▲ City of Phoenix  
Town of Queen Creek ▲ Salt River Pima-Maricopa Indian Community ▲ City of Scottsdale ▲ City of Surprise ▲ City of Tempe ▲ City of Tolleson ▲ Town of Wickenburg ▲ Town of Youngtown ▲ Arizona Department of Transportation

**TRANSPORTATION POLICY COMMITTEE  
TENTATIVE AGENDA  
April 15, 2009**

COMMITTEE ACTION REQUESTED

1. Call to Order

2. Pledge of Allegiance

3. Call to the Audience

An opportunity will be provided to members of the public to address the Transportation Policy 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. Citizens 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 Transportation Policy Committee requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

4. Approval of Consent Agenda

Prior to action on the consent agenda, members of the audience will be provided an opportunity to comment on consent items that are being presented for action. Following the comment period, Committee members may request that an item be removed from the consent agenda. Consent items are marked with an asterisk (\*).

3. Information.

4. Recommend approval of the Consent Agenda.

**ITEMS PROPOSED FOR CONSENT\***

\*4A. Approval of the March 18, 2009, Meeting Minutes

\*4B. Update to the Arterial Life Cycle Program Policies and Procedures

The Arterial Life Cycle Program (ALCP) Policies and Procedures approved by the MAG Regional

4A. Review and approval of the March 18, 2009, meeting minutes.

4B. Recommend approval of the proposed changes to the previously approved December 19, 2007, ALCP Policies and Procedures.

Council on December 19, 2007, require revisions, which include refinements to policies on the Regional Area Road Fund (RARF) Closeout Process, the addition of substitute projects, and the amendment or termination of signed and effective Project Agreements. Other minor technical refinements are also included. The ALCP Working Group met on November 17, 2008 and January 9, 2009, to discuss the revisions and continued the discussion and refinement process via e-mail. On April 8, 2009, the Management Committee recommended approval. Please refer to the enclosed material.

\*4C. Arterial Life Cycle Program Status Report

A Status Report on the Arterial Life Cycle Program (ALCP) is provided for the period between October 2008 and March 2009 and includes an update on ALCP Project work, the remaining FY 2009 ALCP schedule, and ALCP revenues and finances. Please refer to the enclosed material.

4C. Information and discussion.

**ITEMS PROPOSED TO BE HEARD**

5. Update on the American Recovery and Reinvestment Act of 2009: ADOT Portion, MAG Sub-Allocation, and MAG Region Transit Funds

The American Recovery and Reinvestment Act (ARRA) of 2009 was signed by President Obama on February 17, 2009. The Act directs transportation infrastructure funds to both highways and transit agencies in states and metropolitan planning organizations. On March 25, 2009, the MAG Regional Council approved the necessary Transportation Improvement Program (TIP) project changes for ADOT-led freeway projects and MAG regional transit projects that are programmed with ARRA funds. At the same meeting, the MAG Regional Council approved a member agency allocation for the distribution of the MAG sub-allocated portion of the ARRA funds, with four stipulations related to defining projects, technical MAG processes, and obligation deadlines. An update will be provided

5. Information and discussion.

regarding project development for the MAG sub-allocated transportation ARRA funds, the status of the highway and transit funded ARRA projects, and any new developments.

6. Project Changes – Amendment and Administrative Modification to the FY 2008-2012 MAG Transportation Improvement Program and FY 2009 Arterial Life Cycle Program, Including Funding from the American Recovery and Reinvestment Act of 2009

The FY 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2007 Update were approved by the MAG Regional Council on July 25, 2007, and the FY 2009 Arterial Life Cycle Program (ALCP) was approved by Regional Council on June 25, 2008. Since that time, there have been requests from member agencies to modify projects in the programs. The proposed amendments and administrative modifications to the FY 2008-2012 TIP and FY 2009 ALCP are listed in Table A. These include changing funding amounts on two paving dirt road projects in Phoenix, changing funding type and amounts for projects related to Beardsley Road, and the deferral of design and right of way work on Northern Parkway. On March 25, 2009, the MAG Regional Council approved a member agency allocation for the distribution of the MAG sub-allocated portion of the ARRA funds with a requirement that projects are defined and submitted to MAG by April 3, 2009. On April 8, 2009, the Management Committee recommended approval of the project changes. Please refer to the enclosed material.

7. Proposed Amendment to Add Stage One of the Phoenix Sky Harbor Automated Train System (Sky Train) to the FY 2008-2012 MAG Transportation Improvement Program and MAG Regional Transportation Plan 2007 Update and Inclusion of Stage Two of the Phoenix Sky Harbor Automated Train System (Sky Train) in the MAG Regional Transportation Plan 2007 Update as an Illustrative Project

6. Recommend approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, the FY 2009 Arterial Life Cycle Program and as appropriate, to the Regional Transportation Plan 2007 Update as shown in the attached tables.

7. Recommend approval of a proposed amendment to add Stage One of the Phoenix Sky Harbor Automated Train System (Sky Train) to the FY 2008-2012 MAG Transportation Improvement Program and MAG Regional Transportation Plan 2007 Update for the necessary air quality conformity analysis, and to include Stage Two of the Phoenix Sky Harbor Automated Train System

The City of Phoenix is requesting that Stage One of the automated people mover project be added in an amendment to the FY 2008-2012 MAG Transportation Improvement Program and MAG Regional Transportation Plan 2007 Update. The Phoenix Sky Train project is a fully automated, grade separated transit system that will connect the major facilities at Phoenix Sky Harbor International Airport with the METRO light rail system. The City of Phoenix is requesting that Stage Two be added to the Regional Transportation Plan 2007 Update as an illustrative project. Stage Two is currently planned to link the remaining terminals and the Rental Car Center by 2020. Phoenix has been reviewing a federal credit program called the Transportation Infrastructure Financing Innovation Act of 1998 (TIFIA) for this portion of the project costing \$200 million. The funds would be used by Phoenix to accelerate a portion of Stage Two of the project to Terminals 2 and 3 so all passenger terminals are connected by 2013. In addition to the discretionary grant funds, the project would be financed by bonds paid by passenger facility charges – fees that airlines at Sky Harbor pay – and other airport revenues. On April 8, 2009, the Management Committee recommended approval. Please refer to the enclosed material.

(Sky Train) in the MAG Regional Transportation Plan 2007 Update as an illustrative project.

8. Legislative Update

An update will be provided on legislative issues of interest.

8. Information, discussion and possible action.

MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION POLICY COMMITTEE MEETING

March 18, 2009  
MAG Office, Saguaro Room  
Phoenix, Arizona

MEMBERS ATTENDING

- |  |  |
|--|--|
| Mayor Steven Berman, Gilbert, Chair                        | * Eneas Kane, DMB Associates                             |
| * Mayor Marie Lopez Rogers, Avondale,<br>Vice Chair        | * Mark Killian, The Killian Company/Sunny<br>Mesa, Inc.  |
| Councilmember Ron Aames, Peoria                            | Mayor Jackie Meck, Buckeye                               |
| Kent Andrews, Salt River Pima-Maricopa<br>Indian Community | * David Scholl   |
| Councilwoman Maria Baier, Phoenix                          | Mayor Elaine Scruggs, Glendale                           |
| + Vice Mayor Gail Barney, Queen Creek                      | Mayor Scott Smith, Mesa                                  |
| Stephen Beard, SR Beard & Associates                       | Mayor Jim Lane, Scottsdale,                              |
| * Dave Berry, Swift Transportation                         | Mayor Lyn Truitt, Surprise                               |
| Jed Billings, FNF Construction                             | Supervisor Max W. Wilson, Maricopa County                |
| Mayor James Cavanaugh, Goodyear                            | Felipe Zubia, State Transportation Board                 |
| * Mayor Boyd Dunn, Chandler                                | * Vacant, Citizens Transportation Oversight<br>Committee |
| * Mayor Hugh Hallman, Tempe                                |  |

\* Not present

# Participated by telephone conference call

+ Participated by videoconference call

1. Call to Order

The meeting of the Transportation Policy Committee (TPC) was called to order by Chair Steven Berman at 4:10 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

3. Call to the Audience

Chair Berman stated that an opportunity is provided to the public to address the Transportation Policy Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non action agenda items that are on the agenda for discussion or information only. Citizens will be requested not to exceed a three minute time period for their comments. An opportunity is provided to comment on agenda items posted for action at the time the item is heard.

Chair Berman recognized public comment from Marvin Rochelle, who said that he has been active in transportation in Phoenix since 1970. He encouraged MAG and RPTA to consider Dial-a-Ride, which fulfills the transportation needs of those who have no other options, such as the elderly and those with disabilities. Mr. Rochelle said that there is a great need to get the Dial-a-Ride system moving quicker than it is, especially toward unification of the system. Chair Berman thanked Mr. Rochelle for his comments.

4. Approval of Consent Agenda

Chair Berman stated that agenda item #4A was on the consent agenda. He stated that public comment is provided for consent items. He noted that no public comment cards had been received. Mr. Beard moved to approve consent agenda item #4A. Councilmember Aames seconded, and the motion carried unanimously.

4A. Approval of the February 18, 2009, Meeting Minutes

The Transportation Policy Committee, by consent, approved the February 18, 2009, meeting minutes.

5A. ADOT Portion of the American Recovery and Reinvestment Act Funds

Eric Anderson, MAG Transportation Director, reported that on February 20, 2009, the State Transportation Board allocated the ADOT portion of the American Recovery and Reinvestment Act (ARRA) funds, approximately \$350 million, according to the Resource Allocation Advisory Committee (RAAC) formula. Mr. Anderson reported that MAG staff testified at the Board meeting that applying the RAAC formula, which is ordinarily used to distribute ADOT Discretionary Funds, was not an appropriate formula to use for ARRA funds, which is a new source of funding.

Mr. Anderson stated that in 2006, the Legislature allocated \$307 million for the Statewide Transportation Acceleration Needs (STAN) account, and 60 percent of the \$307 million was allocated to the MAG region. Mr. Anderson stated that in January 2009, to balance the state budget, the Legislature swept the unobligated funds remaining in the STAN account, and he noted that \$94 million of these STAN funds were for projects in the MAG region, including the I-10 and I-17 projects. Mr. Anderson stated that these projects were ready to obligate in October 2008 and were held by ADOT. He said that if the bids had been advertised, the projects would have been obligated and the Legislature would not have been able to sweep the funds.

Mr. Anderson stated that MAG testified at the State Transportation Board meeting in February that the MAG region be held harmless in regard to the funds the MAG region lost to the STAN sweep, and that the swept amount should be taken off the top of the ADOT allocation and the balance then distributed to MAG, PAG, and the 13 counties. Mr. Anderson stated that the Board did not agree with MAG's position.

Mr. Anderson then explained three bar charts that showed options for the allocation of ADOT stimulus funds. The first bar chart was the State Transportation Board action on February 20, 2009, to allocate about \$129.5 million (about 37 percent) to MAG, \$45.5 million to PAG, and \$175 million to the remaining 13 counties.

Mr. Anderson explained some of the key indicators between MAG, PAG and the other 13 counties. He pointed out MAG's 37 percent share of the ADOT stimulus funds and MAG's sub-allocated share of \$88 million. Mr. Anderson said that Maricopa County represents about 60 percent of the gas sales statewide and Maricopa County accounts for 60 percent of the population. Mr. Anderson noted that 78 percent of the construction jobs lost statewide over the last two years were lost in Maricopa County.

Mr. Anderson displayed maps of the 13 prioritized projects, and the five projects to be funded using stimulus funds, which represent about \$131 million in funding, approved by the Regional Council on February 25th and by the State Transportation Board on March 13th. Chair Berman thanked Mr. Anderson for his report. No questions from the Committee were noted.

5B. MAG Sub-Allocation Portion of the American Recovery and Reinvestment Act Funds Project and Allocation Scenarios

The American Recovery and Reinvestment Act (ARRA) legislation sub-allocates 30 percent of the funding (\$156.57 million) to local jurisdictions. Eileen Yazzie, MAG Transportation Program Manager, stated that the ARRA funds can be used on projects that meet the federal criteria of Surface Transportation Program and Transportation Enhancement Funds. She reported that these are the most flexible funds and can be used for such projects as transit, bicycle, and pedestrian projects, in addition to highway projects. Ms. Yazzie advised that paving dirt road projects are not eligible for ARRA funds.

Ms. Yazzie reported that MAG was notified the day before by ADOT and FHWA that the MAG sub-allocation portion of the ARRA funds is \$104.6 million, an increase of about \$15 million over the \$88 million previously thought. Ms. Yazzie stated that the ARRA funds were made available on March 3, 2009, and have a "use it or lose it" provision in which ADOT has 120 days to obligate 50 percent of its funds and transit has 180 days to obligate 50 percent of its funds from the date of enactment. She noted that MAG does not have this short-term provision, and all three groups must obligate 100 percent of its funds within one year. Ms. Yazzie advised that states that have obligated their funds will be eligible to apply for the balances that were not obligated by other states.

Ms. Yazzie stated that the reporting requirements on the ARRA funds are still under revision by FHWA. She noted that some of the reporting criteria include number of projects underway and complete, the number of indirect and direct jobs, etc. She stated that transparency is one of the goals of President Obama and reports will be posted on [www.recovery.gov](http://www.recovery.gov) for public view.

Ms. Yazzie stated that at its February meeting, the Transportation Policy Committee requested that scenarios for the MAG sub-allocation be developed. She stated that the proposed scenarios, not in any priority order, are: Scenario #1 - Member agency allocation with different base amounts; Scenario #2 - Highway projects not funded by the ADOT allocation; Scenario #3 - Highway and Arterial projects; Scenario #4 - Combination of Highway, Arterial and Transit projects; Scenario #5 - Projects ready to go that are in the TIP, whether Proposition 400 or not, and are non-highway and non-transit projects. Ms. Yazzie noted that the scenario packet at each place, dated March 17, 2009, was a revision to the packet that was sent with the agenda. She said that it was revised to reflect the total amount of the ARRA sub-allocation to MAG of \$104.6 million.

Ms. Yazzie stated that Scenario #1A calculates a minimum agency allocation and then adds population to the minimum agency allocation, and is formula historically used at MAG. Scenario #1B provides jurisdictions with a minimum agency allocation and calculates population distribution after the minimum agency allocations are provided. She stated that in Scenario #1, member agencies would need to make a decision on which Option, A or B, and the minimum agency allocation. Ms. Yazzie stated that jurisdictions would have to identify specific projects for the use of the economic recovery funds with a possible quick deadline, and added that she believed member agency staff has already done the ground work to identify eligible projects. She advised that projects that would require a lengthy NEPA/environmental review process are not good candidates for these funds.

Ms. Yazzie stated that Scenario #2 includes only Proposition 400 Highway projects, and she noted that the Regional Council already made a decision to fund five of the projects with the ADOT portion of the ARRA funds. Ms. Yazzie noted that the TIP modification would be addressed in agenda item #6. Ms. Yazzie stated that seven Freeway/Highway ADOT projects, totaling \$43.1 million, and approved in priority order by the Regional Council, are not funded by the ADOT portion of the ARRA funds. She stated that there are also three Proposition 400 projects, non-prioritized by the Regional Council and totaling \$160.5 million, that remain. She displayed the projects on a map. Ms. Yazzie advised that if Scenario #2 is recommended, a decision on which projects to fund with ARRA funds would be needed, and she added that there are more projects than available funding.

Ms. Yazzie stated that Scenario #3 incorporates Scenario #2, but adds Proposition 400 Highway and Street projects. She explained that there are four Arterial projects totaling about \$50 million that are ready to go and another four Arterial projects totaling about \$103 million that possibly could become ready by utilizing the consultants in the Local Government Section at ADOT. Ms. Yazzie displayed the projects on a map and advised that once again, there are more projects than available funding. She stated that if Scenario #3 is recommended, a decision would be needed on which projects to fund with ARRA funds because there are more projects than available funding.

Ms. Yazzie stated that Scenario #4 includes the projects in Scenario #2 and Scenario #3, and also includes Proposition 400 Transit projects that are not recommended for funding by RPTA. She advised that the list of transit projects is still under development by RPTA. Ms. Yazzie mentioned that if Scenario #4 is recommended, a decision would be needed on which projects to fund with ARRA funds because there are more projects than available funding.

Ms. Yazzie stated that Scenario #5 has three funding options and includes projects that are ready to go. She said that the amount needed to fund projects in the TIP Status A and NEPA Status A list is \$84 million; the STP-TEA projects raises the needed funding amount to \$95 million; the projects in the TIP Status A and NEPA Status B list increases the funding need to \$121 million. She said if Scenario #5 is chosen, projects would have to be selected to be funded as the number of candidate projects is higher than the MAG sub-allocated amount.

Ms. Yazzie stated that this item is on the agenda for possible action to recommend approval of a scenario for projects/allocations of the MAG Sub-Allocation Portion of the ARRA funds. Mr. Anderson noted that the Management Committee had recommended approval of Scenario #1, Option A. It was noted that the date of the suballocation table was March 17, 2009, which reflects that the MAG sub-allocation amount is \$104.6 million.

Mr. Smith noted that one significant requirement in the action is the November 30th cutoff date, because it is important for this region to spend all of its funds. He explained that if the projects are not obligated by November 30th, the funds would go back to MAG for reallocation to other projects that could use the funds.

Chair Berman asked for clarification of returning the funds to MAG. Mr. Smith replied that the funds not obligated by November 30th would be returned to MAG and the member agencies would follow the allocation process to compete for the funds.

Supervisor Wilson asked if a manpower shortage might be caused by trying to do a number of jobs at the same time, which could result in an increase in rates. Mr. Smith responded that MAG staff has not heard there is an issue with manpower in getting the projects done. He added that many of the projects could be paving or ITS signal projects, or a specific shovel-ready project, and staff believes that the project list could be implemented.

Mr. Anderson stated that ADOT is scheduling its projects to go to bid over the next three months so that contractors will not be burdened trying to do everything at one time. He indicated that MAG might meter out the bid advertisements so as not to overwhelm the contractors.

Councilmember Aames moved to recommend approval of Scenario #1, Option A, with a Minimum Agency Allocation of \$500,000 plus population dated March 17, 2009, for the distribution of the MAG Sub-Allocation Portion of the American Recovery and Reinvestment Act Funds in accordance with the following: 1. Establish a deadline of April 3, 2009, to have MAG member agencies define and submit projects to MAG for the sub-allocated funds due to the very limited time to obligate the projects. 2. Have MAG prepare the necessary administrative

adjustments/amendments to the FY 2008-2012 MAG Transportation Improvement Program and/or Regional Transportation Plan as appropriate. 3. Have MAG conduct the air quality consultation/conformity if necessary. 4. Establish a deadline of November 30, 2009 for projects to be obligated. Funds from projects that are not obligated will be reprogrammed to meet the federal obligation date of February 17, 2010 in order for Arizona to be eligible to receive funding from other states that are unable to obligate their funds. Mayor Cavanaugh seconded.

Mayor Scruggs explained the reasons she would vote against the motion. She stated that the City of Glendale continues to support Scenario #3 in recognition of the \$6 billion shortfall for Proposition 400 projects in the Regional Transportation Plan. She said that the Glendale City Council discussed this in a workshop and was unanimous in not spreading the funds in a peanut butter fashion, but supporting projects that benefit the region the most, create the most new jobs, are the best fit for the President Obama criteria about no pet projects, will enable large projects to be completed, will free up RARF and other funds that can then be used to accelerate other Proposition 400 projects, and will prevent some of the harm that will be done to those communities whose projects are at the end of the 20-year period of the Regional Transportation Plan.

Mayor Truitt stated that the City of Surprise feels the same way as Glendale.

With no further discussion, the motion passed, with Mayor Scruggs, Mayor Truitt, and Mr. Beard voting no.

Chair Berman expressed his support for the continuation of Proposition 400 and his hope that the money raised for that vehicle would be available to complete the projects.

Ms. Yazzie noted that next steps in the process include continuing work with RPTA, and targeting the March and April MAG committee meetings for approval of the sub-allocation projects. She advised that due to the short timeframe there is the possibility of additional or adjusted meeting dates and times. Ms. Yazzie stated that a joint meeting is planned in April with the ADOT Local Governments section, MAG member agencies, and Federal Highway Administration.

5C. MAG Regional Portion of the American Recovery and Reinvestment Act -Transit

Ms. Yazzie reported on the Transit portion of the MAG Regional Portion of the American Recovery and Reinvestment Act. She said that the focus of her presentation was the status of MAG Regional Transit portion of ARRA and next steps, and noted that RPTA staff was available for any questions. Ms. Yazzie stated that \$65 million is dedicated to the MAG region for transit projects. She noted that on March 3, 2009, the Federal Transit Administration released the final funding allocation, which means the clock started ticking that day for RPTA's requirement to obligate 50 percent of its funds in 180 days. Ms. Yazzie added that RPTA has one year to obligate 100 percent of the funds.

Ms. Yazzie reported that on February 19, 2009, the RPTA Board of Directors recommended criteria for project selection that includes Proposition 400 projects; construction projects or projects

that generate significant local job creation; ready to go projects; project size (larger is better); projects that may not qualify for federal funds; and projects that typically receive less federal funding.

Ms. Yazzie stated that on March 4, 2009, the RPTA Management Committee reviewed and discussed extensively the ARRA project list for funding and recommended projects that met the approved criteria for review by the RPTA Board of Directors. She displayed the recommended list of projects.

Ms. Yazzie stated that on March 6, 2009, the RPTA Budget and Finance Subcommittee met. She said that the Chair requested alternative funding scenarios be developed, and these are found on pages 13 to 18 of the RPTA memorandum that was included in the agenda packet.

Ms. Yazzie stated that a memorandum from RPTA, dated March 16, 2009, was at each place, and discusses a change of projects from those recommended by the RPTA Management Committee. Ms. Yazzie noted that the changes were based on a \$1 billion shortfall in the Transit Life Cycle Program and she said that the change affects 5307 formula funds to the Phoenix/Mesa Urbanized Area and suggests removing the Arizona Avenue Bus Rapid Transit project and lowers project costs for shade canopies. Ms. Yazzie noted that the table showed the projects that RPTA is recommending moving forward.

Ms. Yazzie stated that this item is anticipated to be on the March 19, 2009, RPTA Board of Directors agenda for a recommendation to MAG for inclusion in the Transportation Improvement Program.

Mr. Beard expressed his encouragement to the RPTA Board to go back to the Proposition 400 and Transit Life Cycle Program projects. He said that was the reason for his vote on the last agenda item. Mr. Beard said that without knowing the details, he also had concerns for the priority of shade canopies for park and ride. He stated that there has to be higher transit priorities than putting up shade canopies for parking spaces. Mr. Beard stated that shade was considered in the early planning stages for light rail, and that the feeling was that people would not use park and ride lots if there was not shade. He commented that the lot at Sycamore is heavily utilized is proving this perception wrong. Mr. Beard stated that there are so many things that have a higher priority, and he would like to convey that message to the RPTA Board when they meet the following day.

Mayor Scruggs expressed her appreciation that MAG staff put this on the agenda for information and discussion, because only two TPC members are RPTA Board members. Mayor Scruggs stated that the RPTA issues are complex and unless a person has had a long involvement, it is hard to catch up. She said that the RPTA Board developed the criteria, and it was surprising when a subcommittee changed it. Mayor Scruggs stated that shade canopies were discussed at the February Board meeting, and there were two projects that stood out and seemed if funds could be allocated to them it would free up funds for other projects. Mayor Scruggs stated that at that time, it was not explained to the Board that one of the projects was shade canopies on the park and ride lot that was already built. She noted that the other project was for the expansion of a park and ride

lot that was already built but was not in Proposition 400. Mayor Scruggs stated that she shared Mr. Beard's concern and wanted to clarify that the Board members were unaware of some of the details. She stated that there is a serious problem at RPTA regarding the purchase of buses; because they are purchased in Canada they are ineligible for stimulus funds.

Mr. Smith stated that when RPTA was making cuts as a result of the \$1 billion shortfall, almost all capital projects were eliminated, along with BRT on Arizona Avenue, Rural Road, Central Avenue and Grand Avenue.

Mayor Scruggs stated that this memorandum recently was sent out and there has been no Board action. She said that she understood that the Board does not have to approve the Transit Life Cycle Program this month. Mayor Scruggs expressed that she hoped people did not take this memorandum too much to heart. She said that it was startling information and perhaps not well thought out especially in regard to BRT.

Mr. Smith noted the tight obligation timeframe of 180 days that RPTA has to meet

6. Project Changes – Administrative Modification to the FY 2008-2012 MAG Transportation Improvement Program for Funding from the American Recovery and Reinvestment Act of 2009

Ms. Yazzie reported that this item requests action to make administrative modifications to the FY 2008-2012 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan (RTP) 2007 Update for funding from the American Recovery and Reinvestment Act of 2009. She noted that the projects were referenced by Mr. Anderson in his presentation for agenda item #5A, and are the five Highway projects approved by the MAG Regional Council for the ADOT portion of the ARRA funds. Chair Berman thanked Ms. Yazzie for her presentation and asked if there were any questions. None were noted. No requests for public comment were received.

Mr. Beard moved to recommend approval of administrative modifications to the FY 2008-2012 Transportation Improvement Program, as appropriate, to the Regional Transportation Plan 2007 Update, for funding from the American Recovery and Reinvestment Act of 2009 as shown in the attached table. Councilwoman Baier seconded, and the motion carried unanimously.

7. Legislative Update

Nathan Pryor, MAG Senior Policy Planner, provided an update on legislative issues of interest. He reported that on the federal side, the final FY 2009 Omnibus Appropriations Bill was passed March 10. Mr. Pryor stated that transportation will receive a \$71.5 billion appropriation, which is 4.9 percent more than in FY 2008.

Mr. Pryor stated that the National Surface Transportation Financing Commission report recommended a short-term increase in the gas tax of 10 cents per gallon on regular gas and 15 cents per gallon on diesel, and for the long-term, a vehicle mileage-based fee. He stated that reports say

that this was not well received by the White House Press Secretary. Mr. Pryor stated that SAFETEA-LU expires on September 30, 2009, and when it will be reauthorized is uncertain. He added that the discussion on the stimulus funds have cast light on the nation's infrastructure needs. Mr. Pryor stated that the President's budget framework includes a 2.5 percent increase for the US Department of Transportation, but this amount decreases in the outer years.

Mr. Pryor reported on State legislation. He said that the FY 2010 budget has dominated work at the Legislature, and there has been slow movement on both the House and Senate sides. He noted that he is monitoring three public private partnership bills: Senate Bill 1261, Senate Bill 1463, and House Bill 2396. Mr. Pryor stated that House Bill 2396 is Representative Biggs's bill and received a do pass out of his committee, but has stalled. He stated that House Bill 2167 proposes a Transportation District Working Group consisting of the ADOT Director and the Chairs or Directors of the State's COGs and MPOs to discuss best practices and recommendations in terms of transportation districts in the State. Mr. Pryor noted that a report would be due from the group on December 1, 2010.

Chair Berman thanked Mr. Pryor for his report. No questions from the Committee were noted.

There being no further business, the meeting adjourned at 4:50 p.m.

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Chair

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Secretary

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

**DATE:**

April 8, 2009

**SUBJECT:**

Update to the Arterial Life Cycle Program Policies and Procedures

**SUMMARY:**

The Arterial Life Cycle Program (ALCP) is a key part of Proposition 400 and represents more than \$1.7 billion of regional investment over the next 20 years. The ALCP Policies and Procedures provide guidance to MAG and to MAG member agencies to ensure that the program is implemented in an efficient and effective manner. Revisions are now required to the ALCP Policies and Procedures that were approved by the MAG Regional Council on December 19, 2007. The proposed revisions include refinements to policies on the Regional Area Road Fund (RARF) closeout process, the addition of substitute projects, and the amendment or termination of signed and effective Project Agreements. Other minor technical refinements are also included.

MAG Staff and the ALCP Working Group met on November 17, 2008 and January 9, 2009 to discuss and develop the suggested technical changes to the December 19, 2007 ALCP Policies and Procedures. A draft version of the suggested changes was disseminated via email to the ALCP Working Group for additional review and comments.

Policy language was incorporated to provide guidance on the reimbursement of High Priority Projects (HPP) with funds in the Arterial Life Cycle Program. Language specifying circumstances when an ALCP Project Agreement between MAG and a Member Agency would require an amendment or termination also was incorporated in the ALCP Policies and Procedures.

Refinements regarding policies and procedures to change the scope of an ALCP project or to substitute a new project for an existing ALCP project were made. Under the new provisions, agencies must present justification and information on the proposed changes to the MAG Street Committee for a technical review and recommendation for inclusion in the ALCP.

Specific deadlines pertaining to Regional Area Road Fund (RARF) Closeout and the ALCP annual update process were removed from the ALCP Policies and Procedures. Instead, deadlines will be published annually in the MAG Transportation Programming Guidebook. Removing the deadlines from the ALCP Policies and Procedures allowed MAG Staff to be flexible to member agency programming needs.

Other technical refinements to the ALCP Policies and Procedures include the addition of Capital Improvement Program disclosures, requiring Signature Cards on an annual basis, and expanding the list of project expenditures ineligible for reimbursement.

Text added to the approved December 19, 2007 ALCP Policies and Procedures is in **bold underline**. Text removed from the December 19, 2007 ALCP Policies and Procedures is noted in **~~bold strikeout~~**.

**PUBLIC INPUT:**

There was no public comment at the March 26, 2009 Transportation Review Committee.

**PROS & CONS:**

PROS: Once the changes to the ALCP Policies and Procedures are approved, MAG staff may reimburse jurisdictions for completed projects with funds programmed for reimbursement. If not approved, MAG staff and involved jurisdictions will not have complete policies and procedures to address programmed funds unused by the end of the given fiscal year.

CONS: There are no cons to approving the proposed changes to the December 19, 2009 ALCP Policies and Procedures.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: MAG will be able to continue implementation of the ALCP.

POLICY: A.R.S. 28-6352 (B) required that MAG performs life cycle management for the arterial street component of the RTP.

**ACTION NEEDED:**

Recommend approval of the proposed changes to the previously approved December 19, 2007, ALCP Policies and Procedures.

**PRIOR COMMITTEE ACTIONS:**

Management Committee recommended approval of the proposed changes to the ALCP Policies and Procedures on April 8, 2009.

MEMBERS ATTENDING

- |  |   |
|--|---|
| Charlie McClendon, Avondale, Chair         | Christopher Brady, Mesa                   |
| Mark Pentz, Chandler, Vice Chair           | Jim Bacon, Paradise Valley                |
| George Hoffman, Apache Junction            | Carl Swenson, Peoria                      |
| Jeanine Guy, Buckeye                       | Frank Fairbanks, Phoenix                  |
| Jon Pearson, Carefree                      | John Kross, Queen Creek                   |
| * Usama Abujbarah, Cave Creek              | * Bryan Meyers, Salt River Pima-Maricopa  |
| Spencer Isom for B.J. Cornwall, El Mirage  | Indian Community                          |
| Alfonso Rodriguez for Phil Dorchester,     | John Little, Scottsdale                   |
| Fort McDowell Yavapai Nation               | Michael Celaya for Randy Oliver, Surprise |
| Rick Davis, Fountain Hills                 | Charlie Meyer, Tempe                      |
| + Rick Buss, Gila Bend                     | Chris Hagen for Reyes Medrano, Tolleson   |
| David White, Gila River Indian Community   | Gary Edwards, Wickenburg                  |
| George Pettit, Gilbert                     | Lloyce Robinson, Youngtown                |
| Jessica Blazina for Ed Beasley, Glendale   | John Halikowski, ADOT                     |
| Romina Korkes for John Fischbach, Goodyear | Kenny Harris for David Smith, Maricopa    |
| * RoseMary Arellano, Guadalupe             | County                                    |
| Darryl Crossman, Litchfield Park           | David Boggs, Valley Metro/RPTA            |

\* Those members neither present nor represented by proxy.  
# Participated by telephone conference call.  
+ Participated by videoconference call.

Transportation Review Committee recommended approval of the proposed changes to the ALCP Policies and Procedures on March 26, 2009.

MEMBERS ATTENDING

- Peoria: David Moody, Chair
- ADOT: Floyd Roehrich
- Avondale: David Fitzhugh
- \* Buckeye: Scott Lowe
- Chandler: Patrice Kraus
- El Mirage: Lance Calvert
- Fountain Hills: Randy Harrel
- \* Gila Bend: Rick Buss
- Gila River: Sreedevi Samudrala for David White
- Gilbert: Michelle Gramley for Tami Ryall
- Glendale: Terry Johnson
- Goodyear: Luke Albert for Cato Esquivel
- \* Guadalupe: Jim Ricker
- \* Litchfield Park: Mike Cartsonis

- Maricopa County: John Hauskins
- Mesa: Scott Butler
- \* Paradise Valley: Robert M. Cicarelli
- Phoenix: Vacant
- Queen Creek: Mark Young
- RPTA: Bryan Jungwirth
- Scottsdale: Dave Meinhart for Mary O'Connor
- Surprise: Randy Overmyer
- Tempe: Carlos de Leon
- Valley Metro Rail: John Farry
- # Wickenburg: Gary Edwards
- Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

- Regional Bicycle Task Force: Jim Hash
- \* Street Committee: Darryl Crossman
- \* ITS Committee: Mike Mah

- Pedestrian Working Group: Brandon Forrey
- \* Transportation Safety Committee: Kerry Wilcoxon

\* Members neither present nor represented by proxy.

+ - Attended by Videoconference  
 # - Attended by Audioconference

**CONTACT PERSON:**

Christina Hopes, Transportation Planner II, 602-254-6300, chopes@mag.maricopa.gov

DRAFT



## ARTERIAL LIFE CYCLE PROGRAM

## POLICIES AND PROCEDURES

Update to the December 19, 2007

MARICOPA ASSOCIATION OF GOVERNMENTS

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Additional text has been **bolded** and **underlined**

Deleted text has been **~~bolded~~** and **~~stricken-through~~**

Footnotes provide additional information.

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## BACKGROUND

In 2004, the Maricopa Association of Governments (MAG) initiated the development of the Arterial Life Cycle Program (ALCP, or the "Program") to provide management and oversight for the implementation of the arterial component of the Regional Transportation Plan (RTP, or the "Plan"). MAG is the designated Metropolitan Planning Organization (MPO) for the Maricopa region. MAG serves the role designated in ARS: 28-6308 as the "regional planning agency" for this region.

The Policies and Procedures were developed in coordination with the Transportation Review Committee in workshops held in 2004 and early 2005 and are consistent with the requirements in House Bill 2456, passed in 2004 in association with the development of the Regional Transportation Plan (RTP) and Proposition 400. **House Bill 2456 allocated 10.5 percent of Regional Area Road Funds collected for arterial streets, including capital expenses and implementation studies.**

**The original version of the ALCP Policies and Procedures were approved by the Transportation Policy Committee reviewed and recommended the Policy and Procedures for approval on June 21, 2006 and by the Regional Council approved the Policies and Procedures on June 28, 2006. The current version of the ALCP Policies and Procedures was approved by the Regional Council on [MONTH] [DAY], [YEAR].**

The ALCP relies upon two main elements:

1. Policies, which provide direction to decisions and processes, in conjunction with procedures, which specify the steps needed to implement these specified policies; and,
2. Project Agreements (PA), which define the roles and requirements for agencies participating in the implementation of each Project.

# I. ARTERIAL LIFE CYCLE PROGRAM MANAGEMENT AND ADMINISTRATION

## 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 110: APPLICABILITY OF ARTERIAL LIFE CYCLE PROGRAM POLICIES AND PROCEDURES**

- A. The requirements established in this document are limited to arterial street Projects (including arterial intersections) as specified in the RTP that receive regional funds, including federal, state and regional (including half-cent) funds.
- B. Projects receiving any federal funding in the ALCP must satisfy all federal requirements in addition to the requirements established in this document.
  - 1. Only select Projects will have federal funding allocated to them. **Federally funded ALCP Projects** ~~Those that do~~ will be identified and the Lead Agency designated for that Project will work with MAG and the ADOT Local Government Section to ensure conformity to federal and ALCP requirements.
- C. To make changes to the ALCP Policies and Procedures:
  - 1. MAG staff will suggest new provisions, additions and revisions to the ALCP Policies and Procedures, when necessary.
  - 2. Member agencies may submit suggested changes to MAG and the chairperson of the Transportation Policy Committee.

## **SECTION 120: PROGRAM REPORTING**

- A. Prior to the beginning of each fiscal year, the Arterial Life Cycle Program **Report** will be approved through the MAG Committee Process.
  - 1. It will provide the status of the Projects: **Project Overviews, Project Agreements<sup>1</sup>**, Project additions, Project deletions, changes to Project schedules, Program and Project financing and other necessary components.
  - 2. It will also certify the revenues and regional reimbursement costs in the ALCP.
  - 3. MAG will use this information for the Annual Report on the Implementation of Prop. 400, the Transportation Improvement Program, RTP updates or revisions, the ALCP Status Report, and other documents.
- B. The ALCP Status Report will provide the MAG committee members an update on all Project requirements and ALCP financial information. **Information provided in the status report will include the number of Project Overview, Project Agreements, and Project Reimbursement Requests submitted and processed by MAG Staff.**
- C. Audits – All participating agencies must cooperate and provide requested information, if available, as part of the performance audit to be conducted by the Auditor General beginning in 2010, and every fifth year thereafter. ARS: 28-6313.A.
  - 1. All participating agencies will provide information to meet the minimum requirements for the audit report by way of the Project Overview and Project Reimbursement Request.

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<sup>1</sup> Updates regarding ALCP Project Overviews and Project Agreements are provided in the ALCP Status Reports, which are approved through the MAG Committee Process

### **SECTION 130: MAG COMMITTEE PROCESS**

- A. The MAG Committee Process is defined in Appendix A – Glossary and Acronyms.
- B. Final decisions regarding the ALCP rest with the MAG Regional Council with recommendations from the Transportation Review Committee (TRC), MAG Management Committee and the Transportation Policy Committee (TPC). Variations to the MAG Committee Process may be applied. These include, but are not limited to:
  - 1. Other committees, including MAG modal committees, MAG Street Committee, and the MAG ITS Committee, or bodies outside this process may consider and advise on the same item; and
  - 2. Consultation with the Citizens Transportation Oversight Committee (CTOC), which will be conducted as appropriate and consistent with requirements in ARS: 28-6356(F) & (G).
- C. The MAG Committee Process will apply for the:
  - 1. Approval of amendments to the ALCP Policies and Procedures;
  - 2. Adoption of the Arterial Life Cycle Program;
  - 3. Approval of amendments to the ALCP, TIP, and RTP; and,
  - 4. Approval of administrative adjustments to the ALCP.

## II. PROGRAMMING THE ARTERIAL LIFE CYCLE PROGRAM

### 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.
1. **The regional funding is guided by the funding recommendations set forth in the MAG Regional Transportation Plan (RTP).**
    - a. **The RTP allocates 10.2 percent of Regional Area Road Funds (RARF) to capital expenses for streets.**
    - b. **The RTP allocates 0.3 percent of RARF to implementations studies.**
  2. **The regional funding for the ALCP is comprised of three revenue sources: the regional area road fund (RARF), otherwise known as the 1/2 cent sales tax, federal surface transportation program (STP) funds targeted for the MAG region, and federal congestion mitigation and air quality (CMAQ) targeted for the MAG region.**
  3. **The RARF funding distribution to the ALCP is bound by the requirements set forth in House Bill 2456 (2004).**
  4. **The RTP and ALCP include four reimbursement phases as outlined below.**
    - **Phase I – Fiscal Years 2006 – 2010**
    - **Phase II – Fiscal Years 2011 – 2015**
    - **Phase III – Fiscal Years 2016 – 2020**
    - **Phase IV – Fiscal Years 2021 -2026**
- B. All ALCP Projects must be programmed in the local government agencies Capital Improvement Program (CIP) and the approved MAG Transportation Improvement Program (TIP) before they may be implemented or reimbursed.
1. **During the annual update of the ALCP, MAG Staff will review and analyze the Lead Agency's, and partnering agency's approved and/or draft Capital Improvement Program when programming ALCP Projects for reimbursement in the current and following fiscal year for fiscal commitments.**
- 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 terminus 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.
  2. All ALCP Projects will be updated annually and the ALCP will be programmed and produced at the beginning of each fiscal year.

- a. The Lead Agency for each ALCP Project will be responsible for Project updates.
  - b. MAG Staff will produce an ALCP update schedule at the beginning of each fiscal year.
3. All ALCP Project Reimbursements are dependent upon the availability of regional funds.
- a. **During the annual update, all project change requests will be reviewed by MAG Staff for compatibility with Section 110.A and the current, and projected regional funds: RARF, STP, and CMAQ.**
  - b. **MAG Staff will coordinate with Lead Agency Staff to resolve project change requests that are not compatible with the availability of regional funds or Section 110.A. Methods to resolve these issues may include the:**
    - i. **Advancement/deferral of project reimbursements, projects, project segments, or work phases per Section 270;**
    - ii. **Change in fund type allocated to a project or work phase based on available funding;**
    - iii. **Change in the reimbursement amount allocated to a project, project segment, and/or work phase over multiple fiscal years.**
4. Federal funds will be allocated to Projects, considering:
- a. A request from the Lead Agency.
  - b. It is on a new alignment, has a potential impact on sensitive areas and/or populations or that it may readily accommodate the federal process given the length, amount of Project Regional budget or schedule.
  - c. **The availability of federal funds.**
5. If a Project programmed to receive federal funds is deferred (Project A) and another Project programmed to receive federal funds is able to use the federal funds that year (Project B), then Project B may be accelerated to expend the maximum amount of committed federal funds in the ALCP that year. It is the ALCP's goal to expend the maximum amount of committed STP-MAG and CMAQ funds for a given year in the ALCP.
- a. Projects programmed to receive federal funds can be accelerated from one phase to another to use federal funds. This does not pertain to Projects programmed to receive RARF funds.
  - b. If a Project is programmed to receive both, federal and RARF, funds, the portion of the Project that is programmed to receive federal funds may be accelerated. The portion of the Project programmed to receive RARF funds cannot be accelerated from one phase to another.
  - c. MAG staff will work with the Lead Agency on the Project's new schedule and reimbursement matters.

## **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.

- C. All ALCP Projects that are moved, changed or updated from their original schedule in the RTP must consider the impact of the proposed changes on other RTP Projects and on neighboring communities.
- D. MAG, the Lead Agency, and other agency (ies)/jurisdiction(s) listed in the Project Agreement must agree to the proposed changes or updates.

**SECTION 220: TYPES OF ALCP PROJECT UPDATES**

- A. Projects may be advanced by the Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement, who must pay the costs of advancing the Project and wait for reimbursement from the Program in the fiscal year the Project or Projects are scheduled in the ALCP to receive regional funds. To do so, it is required that:
  - 1. In advancing a Project, the Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement must bear all costs and risks associated with advance design, right-of-way acquisition, construction and any related activities for ALCP Projects.
  - 2. Financing costs and any other incremental costs associated with the advancement are not eligible for reimbursement.
  - 3. The reimbursement for the advanced Project must be in the currently approved programmed ALCP.
    - a. Reimbursement for a Project will be the amount listed, plus inflation to the year the Project is programmed for reimbursement in the ALCP.
      - iv. MAG Staff will use inflation factors as noted in Section 240.
  - 4. The Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement may request to revert to the original Project schedule as long as all non-recoverable costs incurred or committed are paid for by the Lead Agency and/or other agency(ies)/jurisdiction(s) listed in the Project Agreement, and there are no other unacceptable adverse impacts associated with the reversion.
  - 5. For Projects advanced as segments of a larger RTP Project, the amount of regional reimbursement will be determined following the completion of the process for segmenting Projects and must be specified in the Project Overview and Project Agreement.
  - 6. Upon completion of an advanced Project, all Project Reimbursement Requests must be submitted to MAG. Reimbursement payments will follow the schedule established in the Project Agreement and Project Overview.
    - a. **Reimbursement payments may be accelerated for projects approved for RARF Closeout Funds through the MAG Committee Process, per Section 260.**
- B. An ALCP Project has the option of segmenting an original RTP Project as long as the resulting Project would provide for the completion of the original Project as specified in the RTP.
  - 1. A Design Concept Report or equivalent may be used to determine major Project elements within each jurisdiction and to develop recommendations for budget allocations.
- C. Projects may be deferred at the request of the Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement and/or MAG.
  - 1. If a Project is deferred, other Projects will be moved in priority order at that time, taking into account: Project readiness, local match available and funding source preferences.
- D. A Lead Agency may exchange two Projects in the ALCP if:
  - 1. Project 1 is deferred from Phase I, II or III to Phase II, III, or IV, AND Project 2 is advanced from Phase II, III or IV to Phase I, II, or III.

2. When Projects are exchanged, the advanced Project 2 may receive regional reimbursement up to the maximum of the budgeted reimbursement amount of Project 1 or the maximum budget of Project 2, whichever is less.
  3. Funding for all Projects involved in a Project exchange must be documented for the ALCP Program both before and after the proposed exchange in order to demonstrate that there will be no negative fiscal impact on the ALCP.
- 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.**<sup>2</sup>
  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; and,**
    - c. The proposed substitute project budget and schedule**
    - 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;**

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<sup>2</sup> Section was reformatted. Additions are underlined and bold.

- 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;
    - 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
- H. To use Project Savings on another ALCP Project, a Project must follow the policies and procedures outlined in Section 350. If those are followed, a Lead Agency is allowed to request that Project Savings be reallocated to another ALCP Project.<sup>3</sup>
- 1. The written request must include name of the Project with the Project Savings, the amount of Project Savings, the Project that will use the Project Savings and **Project Budget a financial chart** showing that the Project Savings applied to the new Project will not exceed 70% of the total Project costs.

### **SECTION 230: PROGRAM OR PROJECT AMENDMENTS**

- A. If a necessary Program or Project update (Section 220) falls outside of the ALCP, TIP or RTP update schedule, then an amendment to the ALCP, RTP and the TIP, will be required, as appropriate.
  - 1. Proposed amendments that in whole or in part negatively impact Projects in the TIP, RTP and/or ALCP, may not be approved.
  - 2. Amendments are subject to approval through the MAG Committee Process on a case-by-case basis.
    - a. The TIP Amendment process is conducted on a quarterly basis.
  - 3. The Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement must agree to the proposed changes.
- B. The Lead Agency listed in the Project Agreement, typically initiates the amendment process by making a written request to MAG.
  - 1. If an amendment is approved by MAG, corresponding amendments are required for the appropriate programs.
  - 2. The request must explain the need for the Program or Project change outside of the annual ALCP update schedule.
    - a. The request must specifically address and justify the proposed changes in scope, budget or schedule relating to:
      - i. Project length;

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<sup>3</sup> Previously Section 220.G.

- ii. Through lane capacity;
- iii. Facility location or alignment;
- iv. All other key Project features;
- v. Potential negative impacts to other RTP Projects, including freeway/highway, arterial, public transportation or other mode Projects;

**B. MAG Staff will review each request for:<sup>4</sup>**

- 1. Funding changes identified from the original Project allocation, the contingency allowance, the overall revised budget and other key aspects of the funding, reimbursement or reallocation. Potential negative impacts to other RTP Projects, including freeway/highway, arterial, public transportation or other mode Projects;
- 2. Potential negative impacts to meeting all applicable federal, state, regional and local requirements, including but not limited to, any applicable requirements for air quality conformity and any that may be imposed directly or indirectly following a performance audit.

**SECTION 240: INFLATION IN THE ALCP**

- A. The original Project budgets listed in the 2003 approved RTP were expressed in 2002 dollars. The annual update of the ALCP requires that the remaining budget of ALCP Projects be carried forward to the next year and adjusted to account for the past year's inflation.
- B. The regional funding specified in the original RTP for a Project will be adjusted annually for inflation based on the All Items United States Consumer Price Index (CPI), All Urban Consumers
  - 1. Information on the inflation factors is located on the US Department of Labor, Bureau of Labor Statistics website at <http://www.bls.gov/cpi>, under 'Get Detailed CPI Statistics.' The specific series used for calculating inflation is All Urban Consumers (Current Series), West Region All Items, 1982-84=100 - CUUR0400SA0.
    - a. The inflation rate is calculated using the month of March of the previous year and March of the current year.

**SECTION 250: ALCP ADMINISTRATIVE ADJUSTMENT**

- A. An administrative adjustment will adjust the ALCP regional reimbursement Project budgets in the current and later fiscal years of the ALCP due to actual Project expenditures and regional reimbursements.
  - 1. Administrative adjustments do not require a Program or Project amendment because the adjustment does not qualify as a Project Update (Section 220) and does not cause a negative fiscal impact to the current fiscal year.
  - 2. Regional reimbursement budgets cannot be moved from a later fiscal year to an earlier fiscal year in an administrative adjustment. This would require an amendment.
- B. An administrative adjustment is needed when:
  - 1. Project expenditures for a Project work phase or a Project segment are lower than the estimate, causing the 70% regional reimbursement to be less than the amount programmed in the current ALCP.

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<sup>4</sup> Previously Section 230.B.2.a.vi and vii.

2. The remaining regional reimbursement funds may be moved within the original Project, to another work phase or a Project Segment that is programmed in that fiscal year or a later fiscal year.
- C. At that time, the ALCP and Project budgets will be adjusted to reflect the remaining Project funds.
- D. Administrative Adjustments may occur each fiscal quarter. Changes will be reported in the ALCP Status Report, and the ALCP will be reprinted.

## **SECTION 260: ALCP RARF CLOSEOUT**

- A. Annually, MAG Staff will determine the availability of RARF funds to be used for the ALCP RARF Closeout **by April 15th**.
  1. MAG Staff will demonstrate the fiscal constraint of the ALCP with proposed ALCP RARF Closeout options.
  2. A Project or Project segment in the ALCP may not be adversely impacted, delayed, reduced or removed as a result of the reimbursement of RARF funds in the Closeout process to another Project, portion or segment.
  3. Lead Agencies and other agency(ies)/jurisdiction(s) listed in a Project Agreement that receive RARF Closeout funds will not be liable to reimburse the RARF funds to the Program if a Program deficit occurs in the future.
- B. **Lead Agencies should submit a RARF Closeout Notification to MAG per eligible project.**
  1. **MAG Staff will provide a RARF Closeout Notification Form on the MAG ALCP website.**
- C. The ALCP RARF Closeout Process will begin at the April TRC and continue through the MAG Committee process in May, one month before the annual update of the ALCP.
  1. **The ALCP Schedule published annually in the MAG Transportation Programming Guidebook will specify all deadlines pertaining to the ALCP RARF Closeout Process, including due dates to submit RARF Closeout Notification forms and ALCP Project Requirements.**
  2. **MAG Staff will notify the ALCP Working Group, in advance, if a change in the ALCP Project Schedule is required.**
- D. To be considered as **an eligible project** for reimbursement with RARF Closeout funds:
  1. The Project or Project segment must be completed/closed out.
  2. The Lead Agency must completed the following Project Requirements:
    - a. Project Overview
    - b. Project Agreement, and
    - c. Project Reimbursement Request.
  3. All three requirements must be ~~completed and~~ **accepted by MAG Staff as complete by June 1st**.<sup>5</sup>
- E. The determination and allocation of ALCP RARF Closeout funds for eligible completed projects will be made according to the following priorities (in sequential order):
  1. Projects scheduled for reimbursement in the next fiscal year;

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<sup>5</sup> Section 260.D was reformatted for clarification.

2. All other Projects according to the chronological order of the programmed reimbursements.

F. **If two or more eligible projects are programmed for reimbursement in the same fiscal year, the reimbursement of the eligible projects will be made according to the following additional priorities (in sequential order):**

1. **The date of the Project's final invoice.**

2. **The date the Project Reimbursement Request was accepted by MAG Staff.**

#### **SECTION 270: USE OF SURPLUS OR DEFICIT PROGRAM FUNDS**

A. If a surplus Program funds occurs, existing Projects may be accelerated. Any acceleration will occur according to priority order of the ALCP.

1. For Projects to be accelerated, matching local funds must be committed.

2. If there are no current Projects ready for acceleration, the next Project scheduled for reimbursement may be accelerated.

3. If there are surplus funds available upon the full completion of the ALCP, the MAG Transportation Policy Committee will discuss options regarding additional Projects.

B. ALCP Projects may be delayed if there is a deficit of Program funds. ALCP Projects will be delayed in priority order of the ALCP.

### III. PROJECT DETAILS

#### SECTION 300: LEAD AGENCIES

- A. A Lead Agency must be identified for each ALCP Project in the RTP.
  - 1. The Lead Agency is expected to be a MAG member agency.
  - 2. One Lead Agency per Project will be accepted. For segmented Projects, please refer to Section 300(D)(b).
  - 3. The designation of a Lead Agency for each Project will be accomplished through the signed Project Agreement with MAG.
- B. The Lead Agency is responsible for all aspects of Project implementation, including, but not limited to, Project management, risk management, design, right-of-way acquisition and construction.
  - 1. The Lead Agency and MAG will be signatories to the Project Agreement.
  - 2. The Lead Agency and the agency(ies)/jurisdiction(s) listed in the Project Agreement are expected generally to use accepted financial and project management policies, practices and procedures in the use of funds received from the ALCP and in the implementation of the ALCP Project.
- C. Projects in One Jurisdiction
  - 1. If a Project falls entirely within one jurisdiction, then that jurisdiction is expected to be the Lead Agency.
    - a. If there is change in jurisdictions due to annexation that affects a Project, the Lead Agency designated at the time of Project implementation will continue to serve as the Lead Agency.
  - 2. An alternative agency may be specified as the Lead Agency if the local jurisdiction in which the Project is located agrees.
    - a. An agreement between the local jurisdiction and the Lead Agency must be documented in writing between the respective Town/City Managers, County/Community Administrator or designees.
    - b. A copy of that written agreement must be provided to MAG.
- D. Projects in Multiple Jurisdictions
  - 1. In cases where the RTP Project is located in more than one jurisdiction, the Project may be implemented as either:
    - a. One Project with a single Lead Agency as agreed to by the agency(ies)/jurisdiction(s) listed in the Project Agreement.
      - i. The agreement to this effect between the local jurisdictions and the Lead Agency must be documented in writing between the respective Town/City Managers, County/Community Administrator or designees in a Memorandum of Understanding (MOU) and/or an Intergovernmental Agreement (IGA).
        - A The agreement will be used to explain multi-jurisdictional roles, responsibilities and terms of the Project, which will be referenced in the Project Agreement signed by the Lead Agency.
        - B A copy of this agreement must be provided to MAG, who must agree to the proposed Lead Agency designation.

- b. The Project may be segmented and implemented as separate Projects by local jurisdictions, if agreed to by all agencies/jurisdictions listed in the Project Agreement, and following the Project Update process specified in Section 220.

### **SECTION 310: ALCP PROJECT BUDGETS**

- A. The regional funding for each ALCP Project as specified in the RTP establishes the maximum amount payable from regional funds for that Project.
  - 1. Every payment obligation of MAG under the RTP, ALCP and any Project Agreement or related legal agreement is conditional upon the availability of funds appropriated or allocated for the payment of such obligation.
  - 2. The ALCP budget and timeline may change to account for surplus or deficit Program funds.
- B. The budget for each ALCP Project:
  - 1. Is limited to the regional contribution amount specified in the ALCP for the Project, or 70% of the total Project expenditures, whichever is less; and,
  - 2. Will be established in the Project Agreement and Project Overview.
  - 3. The Lead Agency is responsible for all of the Project costs over the regional contribution and, if applicable, will need to work with the other agency(ies)/jurisdiction(s) listed in the Project Agreement to cover those costs.
  - 4. Will be published in the approved Arterial Life Cycle Program.**
- C. Credits for local match requirements are not transferable between Projects.
- D. The ALCP Project Budget for a Project(s) or Project segment(s) in the ALCP that is approved as a High Priority Project (HPP) and receives an 'earmark' of federal funds in a federal authorization or federal appropriations bill will be reprogrammed, as needed.**<sup>6</sup>

### **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:

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<sup>6</sup> Refer to Section 320.G. for additional policies pertaining to HPPs.

- 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.
    - a. If a Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement request an enhancement to a Project funded in the ALCP, the local jurisdiction and/or Lead Agency shall pay all costs associated with the enhancement.
  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.
- G. **Since the primary sources of regional transportation funding have been included in the MAG RTP, funds that are the result of specific earmarks of either federal or state funds that have already been accounted for in the RTP ("below the line funding") are not eligible for reimbursement or the local match under the Arterial Life Cycle Program. Any previous commitments to provide local funding for arterial projects included in the TIP, RTP, or ALCP should be maintained.**
1. **If a Project or Project segment in the ALCP is approved as a High Priority Project that receives an 'earmark' of federal funds in a federal authorization act, which reduces the distribution of federal funds to the region, the Project will be restricted as follows:**
    - a. **The earmarked federal funds will be ineligible for reimbursement through the ALCP.**
    - b. **The earmark federal funds will not be applicable towards the ALCP Project local match requirement.**
  2. **If a Project or Project segment in the ALCP is approved as a High Priority Project that receives an 'earmark' of federal funds in a federal appropriations act, which does not reduce the distribution of federal funds to the region, the Project will be restricted as follows:**
    - a. **The earmarked federal funds will be ineligible for reimbursement through the ALCP.**
    - b. **The earmark federal funds may be applied to towards the ALCP local match requirement.**
- H. Eligible local match contributions include:
1. Locally funded expenditures on eligible Projects or elements as listed above in this section; or
  2. Third party contributions, which must have supporting documentation. Third party contributions will be taken at market value at the time of the donation and mutually agreed upon between the Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement and MAG.
- I. Determining the value of third party contributions:

1. The jurisdiction's real estate department will value and appraise any right-of-way given to a Project by a developer.
  2. Costs related to the construction of a road must be documented and certified for the value of the road by the authorized representative of the jurisdiction. To do so, a jurisdiction shall do the following in priority order:
    - a. First, work with the developer(s) to turn in cost documentation related to the road improvement as soon as a jurisdiction is aware the improvement is being made to an ALCP Project, even if the ALCP Project is not scheduled for construction or reimbursement until a later date. If this cannot be done, then;
    - b. Second, generate cost figures from known developer fees, final construction documents, as-built documents, et cetera. If this cannot be done, then;
    - c. Third, use cost figures from the actual ALCP Project construction bid for a cost per unit figure, which then could be applied the developer contribution to generate a total cost. If this cannot be done, then;
    - d. Fourth, use cost figures from a similar Project in location, size, and scope, which then could be applied to the developer contribution to generate a total cost.
  3. MAG Staff will review the valuation method and documentation for quality assurance purposes.
  4. All documents used to determine the value of third party contributions shall be kept in accordance with Section 320H.
- J. The Project Overview for each Project must identify all Project components for which reimbursement of the regional share is sought from the ALCP, including the components of the Project that will be funded locally or by third parties.
- K. The MAG Committee Process has the final determination on the eligibility of any Project or Project component for reimbursement from the ALCP Program.

### **SECTION 330: ELIGIBLE COSTS FOR REIMBURSEMENT**

- A. Reimbursable expenditures are limited to ALCP Projects meeting the requirements set forth in Section 320 (Project Eligibility).
- B. No reimbursements will be made:
  1. Prior to the execution of a Project Agreement.
  - 2. For projects or project work phases not listed in an approved Transportation Improvement Program**
  3. Prior to the year in which the funds for that ALCP Project are programmed or would normally be received following the schedule in the TIP and RTP, unless it is part of the annual closeout of RARF funds per Section 260, or there are surplus program funds, Section 270.
- C. Each ALCP Project shall have a reimbursement timeline specified in the Project Agreement and Project Overview.
- D. The Lead Agency shall send the Project Reimbursement Requests to MAG for payment from the Arizona Department of Transportation (ADOT). The Lead Agency is responsible for:
  1. All Project expenditures.
  2. Providing all Project Reimbursement Requests to MAG for reimbursement.

- E. Reimbursements will be made for expenditures paid with tax or public revenue only, including development and impact fees collected by a jurisdiction.
  - 1. Reimbursements will not be made for Project elements donated or funded via cash or cash equivalent donations, right-of-way donations, exactions and/or other third party or non-tax funding sources.
  - 2. Reimbursements from the ALCP will not be made for expenditures that have already been reimbursed from other sources, either in cash or cash equivalents or through third party contributions including, but not limited to, the provision of a transportation improvement Project such as a design or related study, right-of-way acquisition or donation or construction.
- F. Project elements not eligible for reimbursement under subsection 330 (A) and (B) may be eligible as credit toward matching costs if the requirements specified in Section 340 (Eligible Prior Right-of-Way Acquisition and/or Work for Reimbursement) and Section 320 (Project Eligibility) are satisfied.
- G. Reimbursements, including local match contributions, will generally be commensurate with progress unless otherwise agreed to in the Project Agreement, such as for specific lump sum for right-of-way acquisitions and/or work.
- H. Right-of-way or other capital assets acquired included as an eligible Project cost, but not used in the ALCP Project, must be disposed of at market rates and the funds returned to the ALCP for reallocation following the requirements contained in Section 350.

#### **SECTION 340: ELIGIBLE PRIOR ROW ACQUISITION AND/OR WORK FOR REIMBURSEMENT**

- A. Prior right-of-way acquisitions and/or work that is part of a designated ALCP Project are eligible for reimbursement if:
  - 1. Specified in a Project Agreement and/or Project Overview.
  - 2. Purchased/completed after November 1, 2002, for design, environmental and related planning studies and right-of-way acquisition.
  - 3. Completed construction and related activities after November 25, 2003.
- B. Eligible prior right-of-way acquisition and/or work is limited to ALCP Projects scheduled or programmed for completion in Phase I of the RTP (which ends June 30, 2010), including ALCP Projects accelerated or advanced from later phases.
- C. Reimbursements for prior right-of-way acquisition and/or work will be payable only to the agency that paid for the right-of-way acquired and/or work, unless that agency assigns the payment to another party or other terms are developed in the Project Agreement for the ALCP Project.
- D. The Project Overview will identify, as appropriate, the priorities for reimbursement for prior right-of-way acquisition and/or work if more than one agency is requesting such reimbursement for that Project.
- E. If prior right-of-way acquisition and/or work is not eligible for reimbursement, it may be credited toward the local match requirement if:
  - 1. The Project or work was included in the local jurisdiction or Lead Agency CIP or in the MAG TIP approved after the start of MAG Fiscal Year 2001 (July 1, 2000).
  - 2. The Project or work is not otherwise excluded in whole or in part elsewhere in these requirements.
- F. For prior work attributable to an ALCP Project that meets eligibility guidelines set in the ACLP Policies and Procedures, the jurisdiction is responsible for inflating the cost amounts to the current year when completing a Project Overview.

1. Each year, MAG will update and release the inflation rate information to the jurisdictions.
2. The inflation rate and method will be the same as mentioned in Section 240.

### **SECTION 350: REALLOCATION OF PROJECT SAVINGS**

- A. Project Savings from the ALCP will not be determined by MAG to be eligible for reallocation, unless and until:<sup>7</sup>
  1. Construction has been completed and the work satisfies the original intent and scope of the Project, as included in the Project Agreement and Project Overview, and there are remaining regional funds allocated to the Project; OR,
    - a. A high degree of certainty is obtained that construction for the original ALCP Project will be completed consistent with the Project Agreement and Project Overview specified scope and schedule.
  2. If applicable, right-of-way, or other capital assets acquired with ALCP funds not used in the ALCP Project is disposed of at market rates and the funds returned to the ALCP.
- B. ALCP regional funds found by MAG to be surplus to an ALCP Project, and for which certain criteria as established below are met, may be noted as Project Savings and reallocated to an ALCP Project in that jurisdiction depending on the availability of Program funds. Project Savings may be reallocated:
  1. To another ALCP Project or Projects, in the jurisdiction to address a budget shortfall, not to exceed 70% of the actual total Project costs.
  2. To advance a portion or entire existing ALCP Project or Projects in the jurisdiction up to the amount of available Project Savings.
  3. If there are ALCP Project Savings that are not reallocated and the ALCP is completed, then new Project(s) for that jurisdiction may be funded.

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<sup>7</sup> Section 350.A was reformatted for clarification

## IV. ALCP PROJECT REQUIREMENTS

### SECTION 400: PROJECT OVERVIEW

- A. For each ALCP Project, the Lead Agency must submit a Project Overview to MAG before a Project Agreement will be initiated or signed.
- B. For advanced Projects, a Project Overview must be submitted prior to the purchase of right-of-way.
- C. The Project Overview may be updated throughout the Project as long as it is not a material change.
  - 1. **MAG Staff may require a new or revised Project Overview in the event of a substantial project change or the termination of a project agreement per Section 410.D.**
- D. Adequate and secure funding from the local, regional, and if applicable, the federal level, must be identified in the Project Overview.
- E. The Project Overview will provide at a minimum:
  - 1. Lead Agency contacts and other agency(ies)/jurisdiction(s) involved in the Project;
  - 2. Project scope, Project alignment, Project history, Project considerations, ITS components, multi-modal issues, Project development process including any environmental, utility and right-of-way clearances, as needed;
  - 3. **A copy of the Lead Agency's current Capital Improvement Program demonstrating funding has been allocated to the project;**
  - 4. Funding sources;
  - 5. Map/photographs;
  - 6. Timeline;
  - 7. Management plan;
  - 8. Project data;
  - 9. Cost estimates;
  - 10. Contingencies;
  - 11. Cost savings;
  - 12. Summary of work, including: year of work, total cost, local share, federal share, regional share, year for reimbursement; and,
  - 13. Project documents, if needed: IGA, MOU, DCR, Corridor Study, Project Assessment, supporting document for developer contributions, Project amendments, environmental overview.
- F. A Project Overview template will be provided by MAG.

### SECTION 410: PROJECT AGREEMENT

- A. A Project Agreement between MAG and the designated Lead Agency is required for each Project before the reimbursement of expenditures will be initiated.

1. If a Project is completed and eligible for reimbursement following the stipulations in Section 330 and 340, a Project Agreement must be in place before Project Reimbursement Requests are submitted for reimbursement.
    - a. If a Project is advanced, a Project Agreement must be in place before the completion of the Project.
  2. The scope, regional funding and schedule specified in the Project Agreement must correspond with the schedule specified in the RTP for the Project.
    - a. Project segmentation must be approved through the MAG Committee Process as described in Section 130 and the RTP and, as appropriate, the TIP amended showing those segmented Projects before Project Agreements can be executed for any of the segmented Projects.
      - i. The Project Agreement may be in a developmental stage while the amendment is being approved through the MAG Committee Process.
    - b. A Project Agreement will not be executed for segmented Projects or Projects with scopes less than that specified in the RTP, even if proposed subdivisions are already listed for preliminary programming and financial planning purposes in the TIP, unless the RTP and ALCP is amended.
  3. A Memorandum of Understanding (MOU) may be used as a bridge to a full Project Agreement.
    - a. Design studies may be initiated under a MOU to determine Project scope, costs and schedule by a jurisdiction, as needed, for multi-jurisdiction Projects.
    - b. The MOU may address other considerations, such as the roles and responsibilities for local jurisdictions in a multi-jurisdiction Project, or early right-of-way acquisition, as needed, in a preliminary manner prior to a full Project Agreement.
- B. Signed and effective Project Agreements may need to be amended or terminated due to substantial project changes or failing to submit a Material or Substantial Project Reimbursement Request, as outlined below.**
1. **Changes to project expenditures and regional reimbursements that do not require the amendment or termination of a project agreement include:**
    - a. **The advancement or deferral of project, project segment or work phase within the 5-year period of the TIP listed in the effective project agreement.**
    - b. **The reallocation of programmed funds between work phases for that project or project segment.**
    - c. **Changes to project work phases, such as the addition or deletion of a work phase.**
    - d. **The annual inflation of programmed reimbursements per Section 240.**
  2. **A signed and effective Project Agreement may require an amendment due to project amendments or administrative modifications in the TIP or ALCP, which.**
    - a. **Change the project limits.**
    - b. **Require a revised Project Overview due to a significant change in the project scope.**
    - c. **Defer the Project schedule outside the years of the approved TIP listed in the effective Project Agreement**
  3. **An effective Project Agreement may be terminated if:**
    - a. **The Project undergoes a substantial project change. Examples of substantial project changes include:**

- i. The Project improvement type (arterial or intersection) listed in the agreement changes;
    - ii. The Project change affects more than one project or project segment in the ALCP
    - iii. The Project change affects more than one effective Project Agreement; or
    - iv. The Lead Agency of a Project changes.
  - b. A Material Project Reimbursement Request has not been accepted by MAG within 18 months.
  - c. A Substantial Project Reimbursement Request has not been accepted by MAG within 30 months.
- C. Each Project Agreement will be based on a standard agreement provided by MAG and customized for each Project.
  - 1. Any material changes to the standard Project Agreement or template for a specific Project must be identified in a clear and concise manner in the summary section of the Project Overview for that Project.
- D. The Project Agreement will address at a minimum:
  - 1. Project scope, type of work, schedule of work and reimbursement, the regional share and federal funding if applicable;
  - 2. Lead Agency and other agency(ies)/jurisdiction(s) involved in the Project;
  - 3. Applicable Design Standards;
  - 4. Responsibilities of the Parties;
  - 5. Risk and indemnification;
  - 6. Records and audit rights;
  - 7. Term and termination;
  - 8. Availability of Funds; and,
  - 9. Conflicts of Interest.
- E. Upon approval of the Arterial Life Cycle Program, an update will be provided to the MAG Committees regarding the status of Projects, including active Project Agreements and new Project Agreements that will be executed during that fiscal year.
- F. RTP and/or TIP amendments will still be required to go through the MAG Committee Process for any changes involving material cost, scope or schedule changes to the Project.
- G. The Lead Agency and MAG must be signatories to the Project Agreement:
  - 1. To indicate their agreement to the Lead Agency designation and the terms of the agreement, the authorized representative must be the signing authority for that jurisdiction.
  - 2. To indicate roles and responsibilities in Project implementation.

## SECTION 420: PROJECT REIMBURSEMENT REQUESTS<sup>8</sup>

- A. A Project Reimbursement Request must contain a request for payment, an invoice, and a progress report.
  - 1. The request for payment, invoice, and progress report forms will be provided by MAG.
- B. For a current ALCP Project, the Project Reimbursement Request:
  - 1. may be submitted by the Lead Agency to MAG as needed, or
  - 2. must be submitted by milestone completion (Section 420(D)(4)a-k) unless otherwise agreed to in the Project Overview.
- C. If an ALCP Project is advanced, progress reports must be submitted and based on the milestones of the Project even though a full Project Reimbursement Request is not required at that time.
  - 1. A full Project Reimbursement Request, including request for reimbursement and invoice is due at the time of Project completion.
- D. Project Reimbursement Requests may not be submitted more than once per month.
- E. All Project Reimbursement Requests shall be submitted to MAG for authorization for payment.
  - 1. Participating agencies/jurisdictions may invoice the Lead Agency for any item including, but not limited to, work conducted or capital assets acquired for the Project or as part of the Project, subject to other terms in this agreement.
- F. The work conducted and/or received must meet all the requirements of the MAG ALCP Policies and Procedures as well as any and all other applicable federal, state, regional and local requirements.
- G. The Lead Agency may inflate project expenditures to current year dollars, per Section 240. It is the responsibility of the Lead Agency to calculate the inflation for project expenditures in the ALCP project requirements submitted to MAG, including Project Reimbursement Requests.**
- H. The Lead Agency must retain, certify, and make available all vendor receipts, invoices and as needed, any related Project records.
  - 1. Vendor receipts or invoices must be available for five (5) years after final payment is made; auditors, MAG or its designees may make possible requests.
  - 2. Receipts and invoices for Projects advanced by a jurisdiction may have a longer retention period.
- I. An authorized representative of the Lead Agency must sign all Project Reimbursement Request forms: the request for payment, invoice and a progress report, certifying that the request is true and correct per the terms of the Project Agreement and Project Overview.
  - 1. The duly authorized representative for the Lead Agency may be the respective Town/City Managers, County/Community Administrator, designee or a higher level representative of the organization that is designated to sign MAG funding request documents on behalf of that jurisdiction has signing authority. In addition, the authorized representative must be **listed as a** designated signatory **on the Lead Agency's signature card for that fiscal year.**
  - 2. Electronic or scanned signatures will not be accepted.
- J. Matching contributions, as required in the ALCP Policies and Procedures must be fully documented, invoiced and/or received, and cannot be in arrears.

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<sup>8</sup> Section 420 was reformatted and reordered for clarification. Additions are underlined and bold. Deletions are stricken-through and bold.

- K. The request for payment shall be approved and signed by the duly authorized representative from the Lead Agency. Then, the request will be processed and approved at MAG and forwarded to ADOT for payment to the Lead Agency. The request for payment form must include the:
1. Project name, description and RTP ID;
  2. Estimated total Project costs;
  3. Expenditures to date;
  4. Regional fund budget;
  5. Previous Regional fund payments;
  6. Amount of Regional fund requests;
  7. Remaining Regional funds;
  8. Status of Project development/completion;
  9. Type of work being requested for reimbursement;
  10. Mailing address for payment; and,
  11. Signatures of authorized representatives from Lead Agency, MAG and ADOT.
- L. The invoice **form must will** include:
1. Invoice number;
  2. Project name, description and RTP ID;
  3. **Amount of Regional fund requests;**
  4. **Remaining Regional funds;**
  5. **Type of work being requested for reimbursement;**
  6. **Signatures of authorized representatives from the Lead Agency.**
  7. **Proper documentation/description of the** reimbursable items **and/or work performed. related costs; and,** Proper documentation may include:
    - a. A copy of the invoice from the contractor is sufficient documentation for contracted work;
    - b. An administrative breakdown chart including staff name, hours on Project, hourly rate, and total costs is sufficient documentation for administrative work;
    - c. A copy of the Court Order;
    - d. A copy of the Settlement Statement;
    - e. A copy of the City's payment documentation; or,
    - f. A completed Cost Attachment Form. If the Cost Attachment form is explaining dedicated right-of-way, easements, or Public Utility and Facilities Easements (PUFE), a signed letter from the appropriate department (Real Estate, Transportation, etc) must be included verifying the items in the cost attachment form. Please use costs that are relevant to the time of dedication and if necessary, use the inflation chart to inflate the costs to the current value.
- M. If an item for reimbursement (design, ROW, construction; etc.) has more than one backup invoice, a chart must be provided with each reimbursement request that:
1. Lists each invoice/backup documentation number and/or a describes the item(s) being considered for reimbursement;

2. Documents the dollar amount of item; and
  3. Includes the total dollar amount of all invoices, per each item for reimbursement. This total dollar amount should match the invoice.
  4. MAG will provide an example chart/form.
- N. The progress report of the Project Reimbursement Request shall explain the status of the Project, milestones and other necessary information.
1. It is the responsibility of the jurisdiction to document the work accomplished for each invoice and/or milestone during the reporting period.
  2. Advanced Projects prior to the approved ALCP Policies and Procedures, will have special progress report requirements.
  3. For each progress report, the Lead Agency must provide the:
    - a. Percent of work complete;
    - b. Work accomplished;
    - c. Estimate v. real cost analysis;
    - d. Work schedule analysis;
    - e. Grievance/complaints reports;
    - f. Procurement process update (when necessary); and,
    - g. Documents produced.
  4. Milestones may be used to trigger a Project Reimbursement Request for a current Project. Milestones must be used to trigger a progress report for an advanced Project. The milestones are:
    - a. Studies;
    - b. Preliminary Design - 60%;
    - c. Final Design - 100%;
    - d. Construction – 25%;
    - e. Construction – 60%;
    - f. Final Acceptance; and,
    - g. Project Closeout.
- O. Upon MAG approval, the Project Reimbursement Request will be forwarded to ADOT for payment.
1. ADOT maintains the arterial street fund and will be responsible for issuing bonds, through the State Transportation Board, on behalf of the street program, as designated in ARS: 28-6303.D.2.
    - a. MAG will work with ADOT regarding budget, invoicing process and other fiscal matters.
  2. MAG will work with ADOT to expedite payment dependent on availability of funds.
  3. Checks will be distributed from ADOT and sent to Lead Agency.

## APPENDIX A. GLOSSARY AND ACRONYMS

<b>Acceleration</b>	Acceleration means that all of the remaining Projects, including the reimbursements for advanced Projects, in the Arterial Life Cycle Program are moved forward in priority order.
<b>ADOT</b>	Arizona Department of Transportation
<b>Administrative Adjustment</b>	The ALCP and Project budgets will be adjusted annually to reflect the final Project reimbursement in the fiscal year. This falls after the adoption of the ALCP and will not require a program amendment.
<b>Advancement</b>	Advancement of a Project means that its implementation is moved earlier in time than previously scheduled in the MAG RTP and/or TIP, with the interest and any other incremental costs associated with the earlier implementation borne by the Lead and/or local agencies requesting the advancement. Reimbursement for the Project will remain in the year(s) in which the Project was scheduled before the proposed advancement.
<b>ALCP</b>	Arterial Life Cycle Program, or the "Program"
<b>ALCP Regional Funds</b>	ALCP Regional Funds are generated from the Maricopa County one-half cent sales tax extension and Federal Transportation Funds, including STP and CMAQ funds.
<b>ARS</b>	Arizona Revised Statutes
<b>Certification Report</b>	Periodic report produced, at least annually, for the ALCP to provide an update on the status of the Program, current revenue and cost projections. The report will provide supporting information for the RTP Annual Report
<b>CIP</b>	Capital Improvement Program
<b>CMAQ</b>	<b><u>Congestion Mitigation and Air Quality. A categorical Federal-aid funding program that directs funding to projects that contribute to meeting National air quality standards. CMAQ funds generally may not be used for projects that result in the construction of new capacity available to SOVs (single-occupant vehicles).</u></b>
<b>CTOC</b>	Citizens Transportation Oversight Committee as referenced in ARS 28-6356
<b>DCR</b>	Design Concept Report, meeting the standards established for federal aid arterial projects. Key elements of the DCR for the ALCP include, but are not limited to: <ul style="list-style-type: none"><li>– the development and provision of labor and material quantity based cost estimates for the entire ALCP Project, as specified in the RTP; categorized by Project phase, segment and jurisdiction, as appropriate;</li><li>– projected monthly cash flow requirements for financial planning purposes; and,</li><li>– appropriate contingency amounts for the completion of the Project.</li></ul>

<b>Enhancement</b>	<p>“an addition that exceeds generally accepted engineering or design standards for the specific type of facility.” (HB 2456, 28-6351(2)) For the purposes of the ALCP, the term “enhancement” is defined more specifically as:</p> <ol style="list-style-type: none"> <li>1. Projects, Project elements or Project additions that are not design, right-of-way or construction related, including any Project, Project element or addition that is not a needed study, right-of-way acquisition or capacity or safety-related infrastructure improvement. Examples include drainage in excess of typical needs for the roadway or intersection, “improvements” that tend to reduce through capacity, such as deletion of lanes and other traffic calming measures.</li> <li>2. Project additions after the completion of a Design Concept Report, unless otherwise agreed to in the approved Project Agreement.</li> <li>3. Additional limitations or requirements may apply, depending on the funding source.</li> </ol>
<b>EA</b>	Environmental Assessment
<b>EIS</b>	Environmental Impact Statement
<b>Federal Aid Project</b>	Any Project in which any federal aid funding is received. These Projects must follow the implementation processes established or required by the FHWA and administered through the ADOT Local Government Section.
<b>Federal Fiscal Year</b>	October 1 – September 31, example: October 1, 2005 – September 31, 2006
<b>FHWA</b>	Federal Highway Administration
<b>Fiscal Year</b>	July 1 – June 30 (i.e. July 1, 2005 – June 30, 2006)
<b>Incentives</b>	<b><u>Any expenditure, which involves a monetary reward for the inducement of behavior, as related to a project in the ALCP (i.e. Giving a contractor/consultant a bonus for completing a project ahead of schedule).</u></b>
<b>ITS</b>	Intelligent Transportation System
<b>MAG</b>	Maricopa Association of Governments
<b>MAG Committee Process</b>	Items are placed for action on the agendas of the MAG Transportation Review Committee (TRC), Management Committee, Transportation Policy Committee (TPC), as appropriate, and Regional Council
<b>Major Arterial</b>	“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))
<b>Material Change</b>	In general, a material change is any change that could reasonably cause a change in

decision regarding a Project or an amendment to a Project.

It is further defined as any proposed change to a Project that:

1. changes a Project scope by:
  - a) modifying Project termini by a quarter-mile or more;
  - b) changing a freeway- or highway-arterial interchange location by a quarter mile or more, or changing the location so as to cause increased costs for the freeway or highway program, or any change in the design and/or location of the arterial Project affecting the freeway or highway not agreed by ADOT;
  - c) changing the vertical alignment at a freeway or highway interchange between at-grade, depressed and elevated, or changing the alignment in such a way so as to cause increased costs for the freeway or highway program, or any change in vertical alignment affecting an interchange or grade separation not agreed by ADOT or as appropriate, any light rail crossing not agreed by Valley Metro;
  - d) changing major design elements including, but not limited to, the number of lanes;
  - e) otherwise significantly modifying the scope of the Project itself or negatively impacting a freeway, highway or light rail facility as determined in consultation with MAG staff.
2. changes costs:
  - a) in excess of 5% of the Project budget as specified in the Project Overview or other agreement established for the Project, or in excess of \$1 million, but not less than \$200,000; and/or
  - b) to increase the regional share of the budget to an amount over the dollar amount specified in the RTP, or to an amount that represents over 70% of the Project costs.
3. changes the Project completion by:
  - a) one or more fiscal years from the year shown in the TIP or RTP;
  - b) changes Project completion from one phase to another in the RTP; and/or,
  - c) results from a finding of a performance and/or financial audit.

<b><u>Material Project Reimbursement Request</u></b>	<b><u>A Project Reimbursement Request that has been accepted by MAG Staff as complete and includes all required information, signatures, and backup documentation.</u></b>
<b>Memorandum of Understanding (MOU)</b>	A type of agreement used as a bridge to a Project Agreement. For example, in the development of Project cost estimates and allocations across multiple jurisdictions, which then may be agreed to and incorporated into a more formal Project Agreement to be executed before further Project implementation.
<b>MPO</b>	Metropolitan Planning Organization
<b>Participating Agency</b>	Any agency involved in the implementation of an ALCP Project. All partner agencies are participating agencies.
<b>Program</b>	ALCP or TIP, depending on context.

<b>Project</b>	ALCP arterial, arterial intersection and/or ITS Project, as described in the RTP and Project-related documents. The Project description includes funding, schedule, Project termini and number of lanes added and other Project features. See also "Sub-divided Projects.
<b>Project Component</b>	ALCP Projects may include several Project components or major elements, such as road widenings, grade separations, ITS applications, bike and pedestrian facilities, etc. The components together comprise the overall ALCP Project.
<b>Project Agreement (PA)</b>	A legally binding contract or agreement between MAG and the Lead Agency established for the ALCP Project.
<b>Project Completion</b>	<p>For the purposes of the material change policy, Project completion means all lanes of the roadway segment or intersection are open to traffic.</p> <p>For purposes of Project Agreements or other Project-related legal agreements, Project completion means when all requirements of the Agreements have been completed to the satisfaction of MAG (i.e. it is contract or agreement completion).</p> <p>A Project Agreement may establish dates for Project completion considering administrative requirements or other requirements or needs, as determined by MAG to be necessary.</p>
<b>Project Overview (PO)</b>	A managerial document Lead Agencies must complete for each ALCP Project prior to signing a Project Agreement. The Project Overview includes the Lead Agency information, Project data, summary of the Project, history and background, maps/photographs, ITS components, timeline, Project data, cost estimates, summary of work and local, regional, federal and total costs.
<b>Project Reimbursement Request (PRR)</b>	The guidelines and forms (request for payment, invoice and progress reports) a Lead Agency must complete when requesting reimbursement for an ALCP Project.
<b>Project Savings</b>	ALCP regional funds found by MAG to be surplus to an ALCP Project, and for which certain criteria as established in the ALCP Policies and Procedures is met, may be noted as Project Savings and reallocated to an ALCP Project in that jurisdiction depending on the availability of Program funds.
<b>RARF</b>	<b><u>Regional Area Road Fund(s). Revenues collected from the half-cent sales tax extension approved through Proposition 400 went into effect on January 1, 2006. (May refer to the account or the revenues.) As specified in ARS 42-6105.E, 56.2 percent of all sales tax collections will be distributed to freeways and highways; 10.5 percent will be distributed to arterial street improvements; and 33.3 percent of all collections will be distributed to transit.</u></b>
<b>Reallocation</b>	Re-assignment or re-programming of funds unexpended or not expected to be needed from one ALCP Project to another ALCP Project.
<b>Reimbursement</b>	Payment or compensation for costs incurred.

<b><u>ROW</u></b>	<b><u>Right-of-Way</u></b>
<b>RTP</b>	Regional Transportation Plan. Must be in conformance for air quality purposes and approved by the MAG Regional Council. The RTP may be updated or amended from time to time. Any references to the RTP means the currently approved version unless indicated otherwise. It is also referred to as the "Plan."
<b>STIP</b>	State Transportation Improvement Program
<b>STP or STP-MAG</b>	<b><u>Surface Transportation Program. A federal-aid highway funding program that funds a broad range of surface transportation capital needs, including many roads, transit, sea and airport access, vanpool, bike, and pedestrian facilities. Funds may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intra-city and intercity bus terminals and facilities</u></b>
<b>Segmented Projects</b>	Segments of RTP Projects where the original Project as specified in the RTP is Projects segmented or proposed for subdivision into smaller, shorter segments or components that together comprise the original RTP Project in its entirety.
<b><u>Substantial Project Change</u></b>	<b><u>Changes to a project, such as a change in Lead Agency, change in improvement type, or any change that affects more than one project, project segment or executed Project Agreement.</u></b>
<b><u>Substantial Project Reimbursement Request</u></b>	<b><u>A Project Reimbursement Request (PRR) that invoices for at least \$100,000 or 10 percent of the programmed reimbursement for the fiscal year of the invoice, whichever is less.</u></b>
<b>Third Party Contribution</b>	Contribution made to an ALCP Project other than cash or cash equivalent funding, typically involving the donation of right-of-way, but may also include other aspects of Project implementation, such as design and construction.
<b>TIP</b>	MAG's Transportation Improvement Program. The TIP must be in conformance for air quality purposes, approved by the MAG Regional Council, and approved by the Governor for inclusion in the STIP. The TIP may be amended from time to time. Any references to the TIP mean the currently approved version unless indicated otherwise.
<b>TPC</b>	MAG Transportation Policy Committee
<b>TRC</b>	MAG Transportation Review Committee



# ARTERIAL LIFE CYCLE PROGRAM

## Status Report

October 2008 – March 2009

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Fiscal Year (FY) 2009 is the third full fiscal year of implementation for the Arterial Life Cycle Program (ALCP). The ALCP has 38 projects programmed for work in Fiscal Year 2009. The work programmed varies from studies, pre-design, design, purchasing right-of-way, and construction. In addition to the work programmed, \$118 million is programmed for reimbursement in FY09.

**ALCP REVENUE AND FINANCE**

The ALCP receives dedicated sales tax revenues (RARF) for transportation improvements to the arterial road network in Maricopa County. RARF revenues are deposited into the arterial account on a monthly basis. ALCP Projects may receive funding from one or more sources, which include Regional Area Road Funds (RARF), Surface Transportation Program – MAG Funds (STP-MAG), and Congestion Mitigation and Air Quality Improvement Program Funds (CMAQ).

The ALCP receives dedicated sales tax revenues (RARF) for transportation improvements to the arterial road network in Maricopa County. To date, more than \$118 million Regional

**Table 1. FY08 RARF Collections (July 2008 - January 2009)**

Month	Freeways	Arterial Streets	Transit	Prop. 400 (total)
July	\$16,835,832.89	\$3,133,980.47	\$9,939,195.21	\$ 29,909,009
August	15,902,360.81	2,962,370.28	9,394,945.73	\$ 28,259,677
September	16,142,825.11	2,990,288.19	9,483,485.39	\$ 28,616,599
October	16,314,068.90	3,044,822.87	9,656,438.24	\$ 29,015,330
November	15,197,168.09	2,823,702.69	8,955,171.41	\$ 26,976,042
December	14,959,456.38	2,790,086.05	8,848,558.60	\$ 26,598,101
January	\$17,710,482.92	3,297,070.27	10,456,455.84	\$ 31,464,009
<b>Total</b>	<b>\$ 113,062,195</b>	<b>\$ 21,042,321</b>	<b>\$ 66,734,250</b>	<b>\$ 200,838,766</b>

Area Road Funds have been collected for the arterial account. As of March 2009, the RARF account balance was \$58.4 million. Table 1 provides a breakdown of RARF revenues collected between July 2008 and January 2009 by mode.

During the first seven months of FY2009, \$200 million in total RARF revenues have been collected. However, the amount collected is more than \$20 million lower than the \$221 million forecasted. RARF Revenue collection continues to decline. As of January 2009, RARF revenues collected during the fiscal year were 10.6 percent lower than forecasted. Table 2 summarizes the estimated and actual RARF revenue collections from July 2008 to January 2009.

**Table 2. Total RARF Collections  
Estimate v. Actual FY2008 (July 2008 - January 2009)**

	Estimated Total RARF	Actual Total RARF	Percentage Difference
July	\$ 31,989,000	\$29,909,008.57	-6.50%
August	\$ 29,649,000	28,259,676.82	-4.69%
September	\$ 30,390,000	28,616,598.69	-5.84%
October	\$ 31,159,000	29,015,330.01	-6.93%
November	\$ 30,676,000	26,976,042.19	-12.06%
December	\$ 30,563,000	26,598,101.03	-12.97%
January	\$ 37,669,000	31,464,009.03	-16.47%
<b>Total</b>	<b>\$ 222,095,000</b>	<b>\$ 200,838,766</b>	<b>-9.6%</b>



## RARF REVENUE FORECASTS

The Arizona Department of Transportation (ADOT) estimates the Transportation Excise Tax revenues for Maricopa County annually, at a minimum. The excise tax revenues flow into Regional Area Road Fund (RARF) and are a major funding source for the Arterial Life Cycle Program. At times, ADOT may issue an interim forecast to address economic conditions that impact the forecast for the current fiscal year (FY).

Since 1986, ADOT has used a comprehensive regression-based econometric model to estimate the Transportation Excise Tax revenues. The revenue forecast is highly dependent on independent variables estimates contained in the model, which include:

- Construction Employment Growth (Maricopa County)
- Consumer Price Index (Phoenix)
- Housing Start Growth (U.S.)
- Population Growth (Maricopa County)
- Prime Interest Rate
- Real Income Growth per Capita (Maricopa County)
- Sky Harbor Passenger Traffic Growth
- Total Non-Farm Employment Growth (Maricopa County)

To address the variability between estimated and actual values, ADOT initiated the Risk Analysis Process, which includes a probability analysis and independent evaluation of the model's variables by an expert panel of economists. The process results in a series of forecasts, with specified probabilities of occurrence, rather than a single or "best guess" estimate. The forecast is commonly referred to as the RARF Revenue Forecast.

ADOT released the first FY2009 RARF Forecast in November 2008. The forecast was developed based on a panel discussion conducted in August 2008. Since the forecast was developed, economic conditions have worsened. As a result, ADOT released a revised RARF Revenue Forecast in February 2009. Table 3 displays the RARF Revenue Forecasts from November 2003, November 2008, and February 2009 (draft). The table also illustrates the change from the original forecast (in millions).

At the February meeting of the Transportation Review Committee, MAG Staff apprised Committee members about the decrease in projected RARF Revenue. MAG Staff explained that in order to maintain the fiscal balance of the Arterial Life Cycle Program that Section 270 of the ALCP Policies and Procedures (Use of Surplus or Deficit Program Funds) would need to be applied. Under Section 270B, ALCP projects may be delayed in priority order if there is a deficit of program funds.

On March 10, 2009, MAG Staff released the first Draft of the FY 2010 Arterial Life Cycle Program. The Draft ALCP included a shift in programmed reimbursements of one to three years. As a result of the decrease revenue projection, more than \$97 million in reimbursements were programmed in unfunded years of the ALCP. To obtain a copy of the Draft FY 2010 ALCP, please contact Christina Hopes at [chopes@mag.maricopa.gov](mailto:chopes@mag.maricopa.gov).



ARTERIAL LIFE CYCLE PROGRAM ALLOCATION - 2008\$					
FY	Nov 2003 (Original) Forecast	Nov 2008 Forecast		January 2009 Forecast	
		Forecasted	Change from 2003 Forecast	Forecasted	Change from 2003 Forecast
2009	42.69	39.95	(2.74)	36.30	(6.39)
2010	45.95	41.66	(4.28)	36.84	(9.10)
2011	49.47	45.31	(4.16)	38.68	(10.78)
2012	53.05	49.13	(3.92)	41.58	(11.47)
2013	56.95	53.06	(3.90)	44.91	(12.04)
2014	61.23	57.21	(4.01)	48.43	(12.80)
2015	65.81	61.49	(4.33)	52.05	(13.77)
2016	70.47	65.81	(4.65)	55.70	(14.76)
2017	75.56	70.41	(5.15)	59.60	(15.96)
2018	81.18	75.08	(6.10)	63.55	(17.63)
2019	87.18	79.74	(7.44)	67.49	(19.69)
2020	93.52	85.04	(8.48)	71.98	(21.55)
2021	100.37	90.52	(9.85)	76.62	(23.75)
2022	107.34	96.40	(10.94)	81.60	(25.75)
2023	115.04	102.77	(12.26)	86.99	(28.05)
2024	123.23	109.59	(13.64)	92.76	(30.47)
2025	132.32	116.78	(15.54)	98.85	(33.47)
2026	82.88	72.30	(10.57)	61.17	(21.70)
<b>TOTALS</b>	<b>\$1,555.14</b>	<b>\$1,431.77</b>	<b>(\$131.96)</b>	<b>\$1,234.60</b>	<b>(\$329.13)</b>

### MAG GovDelivery

In an effort to make information delivery faster, MAG implemented an e-mail notification system that will make it easier to receive documents such as agendas, minutes and reports. Through a free subscription service called GovDelivery, MAG member agencies and the public will have better access to information that is posted on the MAG Web site.

The subscription service monitors specific Web pages for changes, and when a change is detected, the service sends an e-mail to subscribers notifying them of the change. Users may choose to subscribe to as many of the pages as they wish. Currently, GovDelivery monitors over 120 web pages on the MAG web site.

As a subscriber, you can choose not only what information to receive, but also how often you receive it—immediately, daily, or weekly.

To subscribe, click on the link on the page that says "Sign up to receive email updates." Users can also click on a Quick Subscribe link on various pages to see a full list and subscribe

Project Requirements and Forms	
•	<a href="#">Project Overview Form</a> (Blank. MS Word)
•	<a href="#">Project Reimbursement Request Form</a> (Blank. MS Word)
•	<a href="#">ALCP Project Change Request Form</a> (Blank. Excel)
<input checked="" type="checkbox"/>	<a href="#">Get e-mail updates when this information changes</a> /



to any of the MAG pages. To subscribe, only a few pieces of information will be required, such as e-mail address, delivery preferences and organization.

Users can also let MAG Staff know if they would like to go solely with GreenDelivery and stop paper deliveries for any or all communications that you currently receive from MAG. If you are interested in GreenDelivery, please contact the MAG office or appropriate staff.

MAG Staff is excited to bring you this new service, and hope that you will find this to be a valuable and flexible means of allowing you to tailor your communications with MAG to meet your specific needs. If you have questions about GovDelivery or GreenDelivery, please e-mail [askidmore@mag.maricopa.gov](mailto:askidmore@mag.maricopa.gov).

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### ALCP POLICIES AND PROCEDURES

The ALCP Policies and Procedures (“Policies”) guide the implementation of the Arterial Life Cycle Program. The current Policies were approved through the MAG Committee Process on December 19, 2007. During the fall, MAG Staff began revising the current policies in cooperation with ALCP Working Group and Lead Agency Staff. The ALCP Working Group met on November 17, 2008 and January 9, 2009 to discuss the revisions and continued the discussion and refinement process via e-mail and informal discussions.

Based on MAG Staff and the ALCP Working Group input, a series of refinements to existing policies were added to the current Draft. Key refinements to the Policies include:

- Capital Improvement Program Disclosure (Sections 220.B and 400.E)
- Requirements for Proposed Scope Changes/Substitute Projects (Section 220.E – 220.F)
- Regional Area Road Fund (RARF) Closeout Process (Section 260)
- High Priority Projects (Section 310.D and 320.D)
- Ineligible Project Expenditures (Section 320.E)
- Project Agreement Amendment and Termination Language (Section 410.B)

The revised ALCP Policies and Procedures will begin the approval process at the Transportation Review Committee Meeting on March 26, 2009. To obtain a copy of the ALCP Policies and Procedures DRAFT, please contact Christina Hopes at [chopes@mag.maricopa.gov](mailto:chopes@mag.maricopa.gov).

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### ALCP PROJECT STATUS

Over the last 6 months, two ALCP project overview reports were prepared by the lead agencies for projects in FY09. This brought the total of project overview reports submitted to 42. Project overview reports describe the general design features of the project, estimated costs, implementation schedules and relationships among participating agencies. The reports also provide the basis of project agreements, which must be executed before agencies may receive reimbursements from the program. Thus far, six project agreements have been executed in FY09, bringing the total number of signed project agreements to 32.



At the start of FY 2009, six Lead Agencies were programmed to receive \$118 million in reimbursements through the Arterial Life Cycle Program. Throughout the fiscal year, MAG reimbursed \$20.4 million to Lead Agencies for work conducted on ITS, arterial capacity and intersection improvements. ALCP Project receiving reimbursements in FY 2009 included:

- Pima Rd: SR 101 to Thompson Peak Parkway
- Power Rd: East Maricopa Floodway to Loop 202/Santan Fwy
- Warner Rd/Cooper Rd Intersection Improvements

**FY 2009 ARTERIAL LIFE CYCLE PROGRAM SCHEDULE**

<b>March</b>	<p><b>20th: Due Date</b>, Member agencies submit comments for Draft FY2010 ALCP</p> <p><b>26th:</b> TRC review/recommend/approve project changes to amend/administratively modify the current TIP, RTP, and ALCP*</p>
<b>April</b>	<p>Managers, TPC and RC review/recommend/approve project changes to amend/administratively modify the current TIP, RTP, and ALCP*</p> <p><b>15th:</b> MAG Staff will determine the availability of RARF Closeout Funds and Eligible Projects</p> <p><b>23rd:</b> TRC review/recommend ALCP projects for RARF Closeout Funds</p>
<b>May</b>	<p>Managers, TPC and RC review/recommend/approve ALCP projects for RARF Closeout Funds</p> <p><b>28th:</b> TRC review/recommend/approve Draft FY2010 ALCP</p>
<b>June</b>	<p><b>1st: Due Date</b>, Member Agencies submit final Project Reimbursement Requests for FY2009</p> <p><b>1st: Due Date</b>, Member Agencies recommended to receive RARF Closeout Funds submit final versions of all ALCP project requirements</p> <p>Managers, TPC and RC review/recommend/approve Draft FY2010 ALCP</p>

*\*if necessary*

This is the ninth Status Report for the Arterial Life Cycle Program (ALCP). Semi-annually, MAG staff will provide member agencies with an update on the projects in the ALCP. This report and all other ALCP information are available online at <http://www.mag.maricopa.gov/project.cms?item=5034>.



## Arterial Life Cycle Program Status Report

**ARTERIAL STREET LIFE CYCLE PROGRAM**  
**October 2008 - March 2009, Project Status of Projects Underway**  
**(2008 and Year of Expenditure, Dollars in Millions, Consistent with the FY09 - January 28, 2009 ALCP)**

Lead Agency & Facility	Project Requirement Completed  PO = Project Overview PA = Project Agreement	Status  S=Study, P=Pre-Design, D=Design, R=ROW, C=Const, C/O=Closed out	Regional Funding Reimbursements			Total Expenditures (Exp.)		FY(s) for Reimb.	FY for Final Constr.	Other Project Information
			Programmed Reimb. FY09	Estimated Future Reimb. FY 2010 - 2026 (2008\$)	Reimb. To Date	Exp. through FY 2009 (YOES)	Estimated Future Exp. FY 2010 - 2026 (2008\$)			
<b>CHANDLER</b>										
Chandler Blvd at Alma School Rd	PO, PA	D, R	1.304	2.411	-	-	9.633	2009-2011	2011	
Chandler Blvd at Dobson Rd	PO, PA	D, R, C	3.627	-	0.084	0.774	6.912	2007-2009	2009	Study 100% complete; Design is 92% complete
Gilbert Rd: Chandler Heights Rd to Hunt Hwy		D	-	5.895	-	NA	NA	2024	2011	
Gilbert Rd: Queen Creek Rd to Chandler Heights Rd		D	-	7.940	-	NA	NA	2023	2011	
Gilbert Rd: SR202L/Germann Rd to Queen Creek Rd	PO, PA	D, R, C	-	6.773	-	-	11.874	2021	2009	
Queen Creek Rd: Arizona Ave to McQueen Rd	PO, PA	D, R, C	-	4.318	-	-	9.597	2012	2009	
Queen Creek Rd: McQueen Rd to Lindsay Rd		D	-	11.967	-	NA	NA	2011-2012	2011	
Ray Rd at Alma School Rd	PO, PA	D, R	2.080	1.492	0.137	0.196	9.513	2008-2010	2010	Design 30% Complete
Ray Rd at McClintock Dr	PO	D	-	3.714	-	-	8.102	2011	2011	
<b>FOUNTAIN HILLS</b>										
Shea Blvd: Palisades Blvd. to Fountain Hills Blvd.	PO, PA	D	0.288	-	0.248	0.355	0.057	2009		Studies and ROW 100% Complete; Design 95% complete
Shea Blvd: Technology Dr to Cereus Wash	PO, PA	D, R	1.089	4.614	0.038	0.055	8.092	2009-2010	2010	Studies 95% complete; Design 8% complete
<b>GILBERT</b>										
Guadalupe Rd/Cooper Rd: Intersection Improvements		D, R, C	3.714	-	-	NA	NA	2009	2009	
Power Rd at Pecos: Intersection Improvement	PO	D, R, C	5.327	4.666	-	-	8.700	2009-2010	2009	
Power Rd: Santan Fwy to Pecos Rd		D, R, C	4.060	6.316	-	NA	NA	2009-2010	2010	

## Arterial Life Cycle Program Status Report

**ARTERIAL STREET LIFE CYCLE PROGRAM**  
**October 2008 - March 2009, Project Status of Projects Underway**  
**(2008 and Year of Expenditure, Dollars in Millions, Consistent with the FY09 - January 28, 2009 ALCP)**

Lead Agency & Facility	Project Requirement Completed  PO = Project Overview PA = Project Agreement	Status  S=Study, P=Pre-Design, D=Design, R=ROW, C=Const, C/O=Closed out	Regional Funding Reimbursements			Total Expenditures (Exp.)		FY(s) for Reimb.	FY for Final Constr.	Other Project Information
			Programmed Reimb. FY09	Estimated Future Reimb. FY 2010 - 2026 (2008\$)	Reimb. To Date	Exp. through FY 2009 (YOE\$)	Estimated Future Exp. FY 2010 - 2026 (2008\$)			
<b>GILBERT</b>										
Warner Rd at Cooper Rd	PO, PA	C/O	3.714	-	-	-	6.817	2009	2008	
<b>MARICOPA COUNTY</b>										
El Mirage Rd: Bell Rd to South of Beardsley Rd		D, R	-	9.568	-	NA	NA	2016-2018	2010	
El Mirage Rd: Deer Valley Drive to L303		D, C	-	9.722	-	NA	NA	2016-2018	2009	
El Mirage Rd: Thunderbird Rd to Bell Rd	PO, PA	P, R	0.680	19.978	-		71.539	2006, 2008-2015	2015	
El Mirage Rd: Thunderbird to Northern Ave.	PO	P	-	16.535	-		24.020	2016-2018	2018	
McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd		P	-	38.820	-	NA	NA	2009, 2013-2015	2015	
Northern Parkway: Corridorwide ROW Protection		R	1.810	3.338	-	NA	NA	2009-2011		
Northern Parkway: Sarival to Dysart		P, D, R	19.699	35.060	-	NA	NA	2009-2011	2011	
Power Rd: Baseline Rd to East Maricopa Floodway	PO, PA	D, R, C	4.882	-	2.820	8.948	6.264	2008-2009	2009	
<b>MESA</b>										
Broadway Rd: Dobson Rd to Country Club Dr	PO, PA	P, D, R	1.920	5.305	0.080	0.115	19.098	2008-2010	2010	
Country Club at University	PO, PA	D, R	-	2.756	-		6.995	2017	2010	
Dobson Rd at Guadalupe Rd	PO, PA	P, D, R	0.543	2.092	0.106	0.152	5.761	2008-2010	2010	Design 60% Complete
Dobson Rd at University Dr		D	-	2.756	-	NA	NA	2020	2011	
Gilbert Rd at University Dr	PO, PA	D, R, C	-	2.756	-		8.100	2022	2009	

## Arterial Life Cycle Program Status Report

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			Programmed Reimb. FY09	Estimated Future Reimb. FY 2010 - 2026 (2008\$)	Reimb. To Date	Exp. through FY 2009 (YOE\$)	Estimated Future Exp. FY 2010 - 2026 (2008\$)			
<b>MESA</b>										
Greenfield Rd: Baseline Rd to Southern Ave	PO, PA	D, R	0.617	4.086	0.455	0.650	7.165	2008-2010	2010	Design 90% Complete; ROW 30% Complete
Hawes Rd: Santan Fwy to Ray Rd		D	-	2.329	-	NA	NA	2021	2010	
McKellips Rd at Lindsay Rd	PO, PA	D, R	1.956	4.278	0.045	0.061	8.285	2008-2010	2010	Design 15% Complete
Mesa Dr at Broadway Rd	PO	P	0.150	0.701	-	-	18.700	2009-2012	2012	
Mesa Dr: US-60 (Superstition Fwy) to Southern	PO, PA	P, D, R	3.449	4.879	0.044	0.063	21.650	2008-2010	2010	
Power Rd: East Maricopa Floodway to Santan Fwy/Loop 202		D, R, C	10.092	-	-	NA	NA	2009	2009	
Ray Rd: Sossaman Rd to Ellsworth Rd		D, R	-	3.759	-	NA	NA	2022	2010	
Southern Ave at Country Club Dr	PO	D	0.307	4.504	-	-	6.400	2009-2011	2011	
Southern Ave at Lindsay Rd	PO	D	0.315	4.415	-	-	6.303	2009-2011	2011	
Southern Ave at Stapley Dr	PO, PA	P, D	1.221	11.259	0.119	0.170	16.630	2008-2011	2011	
Thomas Rd: Gilbert Rd to Val Vista Dr		D, R	1.746	3.766	-	NA	NA	2009-2010	2010	
<b>PEORIA</b>										
Beardsley Rd Connection: Loop 101 to Beardsley Rd at 83rd Av/Lake Pleasant Pkwy	PO, PA	D, R, C	-	22.885	-	-	30.700	2011-2012	2009	
Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave		D, R, C	-	20.369	-	NA	NA	2021-2023	2009	
Lake Pleasant Pkwy: Dynamite Blvd to L303	PO	D	-	4.793	22.334	47.578	-	2011-2014	2011	

## Arterial Life Cycle Program Status Report

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			Programmed Reimb. FY09	Estimated Future Reimb. FY 2010 - 2026 (2008\$)	Reimb. To Date	Exp. through FY 2009 (YOE\$)	Estimated Future Exp. FY 2010 - 2026 (2008\$)			
<b>PHOENIX</b>										
Happy Valley Rd: 43rd Ave to 55th Ave		D	-	4.138	-	NA	NA	2024	2012	
Sonoran Blvd: Central Ave to 32nd St	PO	D	-	32.111	-	-	44.244	2011-2014	2013	
<b>SCOTTSDALE</b>										
Loop 101 (Pima Fwy) North Frontage Rd: Hayden Rd to Scottsdale Rd	PO, PA	C/O	3.805	-	3.745	5.349	3.379	2008-2009	2008	
Pima Rd at Happy Valley Rd		C/O	-	-	-	NA	NA	2009	2008	
Pima Rd: McKellips Rd to Via Linda		P, D, R	5.592	24.602	-	NA	NA	2008-2011	2011	
Pima Rd: SR101L to Thompson Peak Parkway	PO, PA	C/O	13.639	-	13.639	19.485	-	2009	2008	
Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	PO, PA	D, R, C	8.013	5.442	0.449	0.641	18.553	2009-2010	2010	
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd		P, D	-	11.409	-	NA	NA	2011	2011	
Shea at 120/124th Streets		D, R, C	-	0.377	-	NA	NA	2022	2009	
Shea Auxiliary Lane from 90th St to Loop 101		D	-	3.411	-	NA	NA	2023-2024	2010	
Shea Blvd - 96th St to 144th St ITS Improvements		D, R	-	2.322	-	NA	NA	2024	2010	
Shea Blvd - SR-101L to 96th St, ITS Improvements		D, C	-	0.377	-	NA	NA	2022	2009	
Shea Blvd at 114th Street		D, R	-	0.261	-	NA	NA	2022-2023	2010	
Shea Blvd at 115th Street		D	-	0.109	-	NA	NA	2024	2010	
Shea Blvd at 136th Street		D	-	0.174	-	NA	NA	2024	2011	
Shea Blvd at Frank Lloyd Wright Blvd		D, R	-	0.653	-	NA	NA	2022	2010	

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

**DATE:**

April 8, 2009

**SUBJECT:**

Project Changes – Amendment and Administrative Modification to the FY 2008-2012 MAG Transportation Improvement Program and FY 2009 Arterial Life Cycle Program, Including Funding from the American Recovery and Reinvestment Act of 2009

**SUMMARY:**

The FY 2008-2012 Transportation Improvement Program (TIP) was approved by the MAG Regional Council on July 25, 2007, and the FY 2009 Arterial Life Cycle Program (ALCP) was approved by the MAG Regional Council on June 25, 2008. Since that time, there have been requests from member agencies to modify projects in the programs. The proposed amendments to the FY 2008-2012 TIP for highway projects are listed in Table A, and proposed administrative modifications and amendments to the ALCP are listed in Table B.

As per the Draft MAG Federal Fund Programming Principles, a request to change a programmed Federal Fund Project in the TIP will go through the MAG committee processes beginning at the appropriate technical advisory committee. There are two Congestion Mitigation Air Quality (CMAQ) funded projects requesting a project change noted in Table A. The project change request for PHX07-741 and PHX07-740 was heard and unanimously recommended for approval at the February 26, 2009, Air Quality Technical Advisory Committee meeting. The original application for these two projects was submitted to MAG by Phoenix as one project. When programmed, the projects were split into two separate projects: paving dirt roads and paving dirt shoulders. The project estimates are now complete, and the CMAQ funds are requested to be increased and decreased by the same amount, \$650,304, causing no fiscal impact to the MAG FY 2008-2012 TIP.

Table A also shows the needed adjustments and amendments for projects related to the Beardsley Road/Union Hills traffic interchange and the Northern Parkway project. While gathering project information for possible funding scenarios for the American Recovery and Reinvestment Act (ARRA) funds in February 2009, it was brought to MAG's attention that the Beardsley Road project was designed and cleared to federal standards. This project is both part of the ALCP and part of the Arizona Department of Transportation's (ADOT's) freeway program. The Arizona State Board and the MAG Regional Council agreed to fund the ADOT portion of the Beardsley Road project with Highway ARRA funds - \$9,250,000. The Peoria portion of the project is \$18,250,000. Since it is part of the ARRA funded project, ADOT will be bidding the project in the next couple of months.

During the same time period, MAG worked with all ALCP involved agencies to update project status for the Draft FY 2010 ALCP. Northern Parkway's work components were updated and it is understood that the phases programmed in 2009 with Surface Transportation Program (STP)-MAG funds will not be obligated in 2009, and will move forward in 2010.

Since MAG is the agency responsible for the fiscal management of the ALCP, it is requested to make project changes to defer the Northern Parkway projects from 2009 to 2010 and modify the type of funds and funding amounts on the Beardsley Road projects to obligate the maximum possible amount of STP-MAG funds in 2009. MAG has completed the financial analysis for this request and the STP-MAG funds needed for Northern Parkway in 2010 can be accommodated.

In addition, the Peoria-led project for Beardsley Road (PEO100-07AC1) is requested to be programmed with \$3.9 million of the ARRA funds that are sub-allocated to the MAG region and directed to the City of Peoria.

Table B explains projects that have requested a project change since the MAG Management agenda was mailed out. There is a modification to an Intelligent Transportation System (ITS) project that clarifies the location of the project as it was originally programmed; this is technical correction. In addition, there are requested changes to two park and ride projects and their associated work phases. These changes were originally recommended by the RPTA Board in May 2008; this is the administrative modification.

On March 25, 2009, the MAG Regional Council approved a member agency allocation for the distribution of the MAG sub-allocated portion of the ARRA funds (\$104,578,340) with a requirement that projects are defined and submitted to MAG by April 3, 2009. The projects submitted for the use of the American Recovery and Reinvestment Act sub-allocated funds were received, reviewed and compiled for the necessary TIP amendments and modifications on April 3 and 6, 2009. There is a total of \$101,415,692 of MAG sub-allocated ARRA Funds identified for projects in the MAG region, which are shown in Table C. MAG staff and the Federal Highway Administration are still working with five MAG member agencies to identify eligible projects. Once projects are identified for the remaining funds, they will be included in a subsequent project change request.

All of the projects to be amended may be categorized as exempt from conformity determinations and an administrative modification does not require a conformity determination.

Please refer to the Attachments: Table A includes projects that were recommended for approval at the MAG Transportation Review Committee (TRC); Table B explains requests for project changes that were not heard at TRC and are not funded with ARRA funds; and Table C identifies projects to be programmed with funds from the American Recovery and Reinvestment Act of 2009. All tables were recommended for approval by the MAG Management Committee.

**PUBLIC INPUT:**

None.

**PROS & CONS:**

PROS: Approval of this TIP amendment will allow the projects to proceed in a timely manner.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: Projects that wish to utilize transportation federal funds need to be shown in the TIP in the year that they expect to commence and may need to undergo an air quality conformity analysis or consultation.

POLICY: This amendment request is in accord with MAG guidelines.

**ACTION NEEDED:**

Recommend approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, the FY 2009 Arterial Life Cycle Program and as appropriate, to the Regional Transportation Plan 2007 Update as shown in the attached tables.

**PRIOR COMMITTEE ACTIONS:**

On April 8, 2009, the Management Committee recommended approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, the FY 2009 Arterial Life Cycle Program and as appropriate, to the Regional Transportation Plan 2007 Update.

MEMBERS ATTENDING

- Charlie McClendon, Avondale, Chair
- Mark Pentz, Chandler, Vice Chair
- George Hoffman, Apache Junction
- Jeanine Guy, Buckeye
- Jon Pearson, Carefree
- \* Usama Abujbarah, Cave Creek
- Spencer Isom for B.J. Cornwall, El Mirage
- Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
- Rick Davis, Fountain Hills
- + Rick Buss, Gila Bend
- David White, Gila River Indian Community
- George Pettit, Gilbert
- Jessica Blazina for Ed Beasley, Glendale
- Romina Korkes for John Fischbach, Goodyear
- \* RoseMary Arellano, Guadalupe
- Darryl Crossman, Litchfield Park

- Christopher Brady, Mesa
- Jim Bacon, Paradise Valley
- Carl Swenson, Peoria
- Frank Fairbanks, Phoenix
- John Kross, Queen Creek
- \* Bryan Meyers, Salt River Pima-Maricopa Indian Community
- John Little, Scottsdale
- Michael Celaya for Randy Oliver, Surprise
- Charlie Meyer, Tempe
- Chris Hagen for Reyes Medrano, Tolleson
- Gary Edwards, Wickenburg
- Lloyce Robinson, Youngtown
- John Halikowski, ADOT
- Kenny Harris for David Smith, Maricopa County
- David Boggs, Valley Metro/RPTA

- \* Those members neither present nor represented by proxy.
- # Participated by telephone conference call.
- + Participated by videoconference call.

MAG Transportation Review Committee: On March 26, 2009, the MAG Transportation Review Committee recommended approval of the amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, the FY 2009 Arterial Life Cycle Program and as appropriate, to the Regional Transportation Plan 2007 Update as shown in Table A.

MEMBERS ATTENDING

- Peoria: David Moody, Chair
- ADOT: Floyd Roerich
- Avondale: David Fitzhugh
- \* Buckeye: Scott Lowe
- Chandler: Patrice Kraus
- El Mirage: Lance Calvert
- Fountain Hills: Randy Harrel
- \* Gila Bend: Rick Buss
- Gila River: Sreedevi Samudrala for David White

- Maricopa County: John Hauskins
- Mesa: Scott Butler
- \* Paradise Valley: Robert M. Cicarelli
- Phoenix: Vacant
- Queen Creek: Mark Young
- RPTA: Bryan Jungwirth
- Scottsdale: Dave Meinhart for Mary O'Connor
- Surprise: Randy Overmyer
- Tempe: Carlos de Leon

Gilbert: Michelle Gramley for Tami Ryall  
Glendale: Terry Johnson  
Goodyear: Luke Albert for Cato Esquivel  
\* Guadalupe: Jim Ricker  
\* Litchfield Park: Mike Cartsonis

Valley Metro Rail: John Farry  
# Wickenburg: Gary Edwards  
Youngtown: Grant Anderson for Lloyce  
Robinson

#### EX-OFFICIO MEMBERS ATTENDING

Regional Bicycle Task Force: Jim Hash  
\* Street Committee: Darryl Crossman  
\* ITS Committee: Mike Mah

Pedestrian Working Group: Brandon Forrey  
\* Transportation Safety Committee: Kerry  
Wilcoxon

\* Members neither present nor represented by proxy. + - Attended by Videoconference  
# - Attended by Audioconference

MAG Air Quality Technical Advisory Committee: On February 26, 2009, the MAG Air Quality Technical Advisory Committee unanimously recommended approval to the change the amounts of funding for projects PHX07-741 and PHX07-740.

#### MEMBERS ATTENDING

John Kross, Town of Queen Creek, Chairman  
Sue McDermott, Avondale  
Elizabeth Biggins-Ramer, Buckeye  
# Jim Weiss, Chandler  
# Jamie McCullough, El Mirage  
Kurt Sharp for Tami Ryall, Gilbert  
Doug Kukino, Glendale  
James Nichols, Goodyear  
# Greg Edwards for Scott Bouchie, Mesa  
Joe Gibbs for Gaye Knight, Phoenix  
\* Larry Person, Scottsdale  
# Antonio DeLaCruz, Surprise  
Oddvar Tveit, Tempe  
\* Mark Hannah, Youngtown  
\* Walter Bouchard, Citizen Representative  
\* Corey Woods, American Lung Association of  
Arizona  
\* Barbara Sprungl, Salt River Project  
\* Brian O'Donnell, Southwest Gas Corporation  
Mark Hajduk, Arizona Public Service Company  
\* Gina Grey, Western States Petroleum Association  
\* Valley Metro/RPTA  
Dave Berry, Arizona Motor Transport Association  
Jeannette Fish, Maricopa County Farm Bureau  
Russell Bowers, Arizona Rock Products  
Association  
\* Greater Phoenix Chamber of Commerce

Amanda McGennis, Associated General  
Contractors  
\* Spencer Kamps, Homebuilders Association  
of Central Arizona  
\* Mannie Carpenter, Valley Forward  
Kai Umeda, University of Arizona  
Cooperative Extension  
Beverly Chenausky, Arizona Department of  
Transportation  
Diane Arnst, Arizona Department of  
Environmental Quality  
\* Wienke Tax, Environmental Protection  
Agency  
Jo Crumbaker, Maricopa County Air Quality  
Department  
Duane Yantorno, Arizona Department of  
Weights and Measures  
\* Ed Stillings, Federal Highway  
Administration  
\* Judi Nelson, Arizona State University  
# Christopher Horan, Salt River  
Pima-Maricopa Indian Community  
\* David Rueckert, Citizen Representative

\*Members neither present nor represented by proxy.  
#Participated via telephone conference call. +Participated via video conference call.

#### **CONTACT PERSON:**

Eileen O. Yazzie (602) 254-6300.

**Request for Project Change**  
**Amendments and Administrative Modifications to the FY08-12 TIP, and Administrative Modifications to the FY09 June 25, 2008 ALCP**  
**MAG Transportation Policy Committee - April 2009**

Table A											
Highway Projects - TIP FY2008-2012 Amendments & Administrative Modifications											
TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost - ARRA	Federal Cost - Other	Total Cost	Requested Change
PHX07-741	Phoenix	Various Locations	Pave dirt shoulders	2009	11.9	CMAQ	\$ 875,000		\$ 875,000	\$ 1,750,000	Admin Mod: Reduce CMAQ funds by \$650,304, from \$1,525,304 to \$875,000 and project length from 12.10 miles to 11.9 miles.
PHX07-740	Phoenix	Various Locations	Pave dirt roads	2009	8.25	CMAQ	\$ 2,628,954		\$ 2,628,954	\$ 5,257,908	Admin Mod: Increase CMAQ funds by \$650,304, from \$1,978,650 to \$2,628,954 and project length from 8.79 miles to 8.25 miles.
PEO100-07AC1	Peoria	Beardsley Rd Connection: Loop 101 (Agua Fria Fwy) to Beardsley Rd at 83rd Av/Lake Pleasant Pkwy	Advance construct Beardsley Road extension and bridge over New River	2009	2	ARRA, STP-MAG & Local	\$ 2,647,762	\$ 2,850,401	\$ 5,991,524	\$ 11,489,687	Admin Mod: Change local funding costs to ARRA, STP-MAG, and Local. This project is programmed with ARRA funds sub-allocated to the region.
PEO100-07AC2	Peoria	Beardsley Rd Connection: Loop 101 (Agua Fria Fwy) to Beardsley Rd at 83rd Av/Lake Pleasant Pkwy	Advance construct new frontage road and Texas U-Turn structure over L101	2009	2	Local & STP-MAG	\$24,928,000	\$ -		\$24,928,000	Amend: Delete Project as it is a duplicate project. Project DOT12-840 is the same project.
DOT12-840	ADOT	101 (Agua Fria Fwy) at Union Hills Dr/Beardsley Rd	Construct traffic interchange, construct new frontage road and Texas U-Turn structure over L101	2009	2.2	ARRA, STP-MAG & Local	\$ 1,571,173	\$ 9,100,000	\$16,893,273	\$ 27,564,446	Admin Mod: Change local funding costs to STP-MAG and Local.
MMA09-916	Maricopa County	Northern Parkway: Sarival to Dysart	Acquisition of right-of-way for roadway widening	2010	4	STP-MAG & Local	\$ 7,066,000		\$16,485,000	\$23,551,000	Admin Mod: Defer project from 2009 to 2010
MMA09-913	Maricopa County	Northern Parkway: Corridorwide ROW Protection	Acquisition of right-of-way for roadway widening and intersection improvements	2010	12.5	STP-MAG & Local	\$ 112,000		\$ 261,000	\$ 373,000	Admin Mod: Defer project from 2009 to 2010

Table B

## Highway Projects - TIP FY2008-2012 Amendments &amp; Administrative Modifications

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Regional Cost	Federal Cost	Total Cost	Requested Change
GLN13-903	Glendale	Olive Ave: 75th Ave to 59th ave	Joint Project with Peoria: ITS Fiber and 1 CCTV Camera	2009		CMAQ	\$ 219,493		\$ 449,450	\$ 668,943	Admin Mod: Modify project location from 67th Avenue to 59th, to 75th Avenue to 59th.
<b>Transit Projects - TIP FY2008-2012 Amendments &amp; Administrative Modifications</b>											
GLN10-804T	Glendale	Bell/L101	Pre-design regional park-and-ride (Bell/L101)	2010	n/a	5307		\$ 20,354	\$ 81,418	\$ 101,772	Admin Mod: Change the name and location from "Grand/Glendale Park and Ride" to the "Bell/L101 Park and Ride"
GLN11-809T	Glendale	Bell/L101	Acquire right-of-way regional park-and -ride (Bell/L101)	2011	n/a	5307		\$ 335,979	\$ 1,343,916	\$ 1,679,895	Admin Mod: Change the name and location from "Grand/Glendale Park and Ride" to the "Bell/L101 Park and Ride"
GLN11-808T	Glendale	Bell/L101	Design regional park-an-ride (Bell/L101)	2011	n/a	5307		\$ 59,132	\$236,530	\$ 295,662	Admin Mod: Change the name and location from "Grand/Glendale Park and Ride" to the "Bell/L101 Park and Ride"
GLN12-812T	Glendale	Bell/L101	Construct regional park-and-ride (Bell/L101)	2012	n/a	5307		\$ 614,940	\$ 2,459,762	\$ 3,074,702	Admin Mod: Change the name and location from "Grand/Glendale Park and Ride" to the "Bell/L101 Park and Ride"
PEO10-802T	Peoria	Grand/Peoria	Pre-design regional park-and-ride (Grand/Peoria)	2010	n/a	Local	\$ 101,772			\$ 101,772	Admin Mod: Change project costs from federal to local.
PEO11-803T	Peoria	Grand/Peoria	Design regional park-and-ride (Grand/Peoria)	2011	n/a	Local	\$ 295,662			\$ 295,662	Admin Mod: Change project costs from federal to local.
PEO11-804T	Peoria	Grand/Peoria	Acquire right of way regional park-and-ride (Grand/Peoria)	2011	n/a	Local	\$ 1,679,895			\$ 1,679,895	Admin Mod: Change project costs from federal to local.
PEO12-806T	Peoria	Grand/Peoria	Construct regional park-and-ride (Grand/Peoria)	2012	n/a	Local	\$ 3,074,702			\$ 3,074,702	Admin Mod: Change project costs from federal to local.

**Table C: Projects funded with MAG Sub-Allocated ARRA Funds  
Highway Projects - TIP FY2008-2012 Amendments & Administrative Modifications**

TIP #	Agency	Project Location	Project Description	Fiscal Year	Federal Cost - ARRA	Federal Cost - Other	Regional Funds	Local Cost	Total Cost	Length (miles)	Lanes Before	Lanes After	Additional Notes
DOT07-323	ADOT	99th Ave from I-10 to MC-85	Road Widening	2009	\$ 652,890	\$ 2,357,500		\$ 400,000	\$ 3,410,390	1	5	6	Admin Mod: Modify project costs to include ARRA funds.
APJ09-801	Apache Junction	Ironwood Drive: Southern Avenue to 16th Avenue	Design and Full Reconstruction of Principle Arterial Road Pavement Structural Section	2009	\$ 1,348,343	\$ -		\$ -	\$ 1,348,343	0.5	5-6	5-6	Amend: New Project with ARRA Funding.
AVN09-801	Avondale	Dysart Road-I-10 to Indian School Road	Preliminary engineering, design and construction for Mill & Replace Dysart Road with a 2-inch AC overlay	2009	\$ 2,035,200	\$ -		\$ -	\$ 2,035,200	2.5	6	6	Amend: New Project with ARRA Funding
AVN09-802	Avondale	Dysart Road -Van Buren to the I-10	Preliminary engineering, design and construction for Mill & Replace (median & northbound curb line) Dysart Road with a 2-inch AC overlay	2009	\$ 179,699	\$ -		\$ 222,094	\$ 401,793	0.5	3	3	Amend: New Project with ARRA Funds
BKY09-801	Buckeye	MC85 from Apache to Miller	Complete Mill, Grade and Replace with 4" Asphalt Pavement	2009	\$ 1,265,000	\$ -		\$ -	\$ 1,265,000	1.2	4	4	Amend: New Project with ARRA Funds
BKY09-802	Buckeye	Broadway Road from Watson Rd to Apache Road	Slurry seal the north half of the roadway	2009	\$ 53,900	\$ -		\$ -	\$ 53,900	1	3	3	Amend: New Project with ARRA Funds
BKY09-803	Buckeye	Yuma Road from Miller Road to 247th Street	Slurry seal both lanes of the roadway	2009	\$ 48,400	\$ -		\$ -	\$ 48,400	0.55	2	2	Amend: New Project with ARRA Funds
BKY09-804	Buckeye	Watson Road from Broadway Road to Durango Road	Mill and Replace	2009	\$ 254,578	\$ -		\$ -	\$ 254,578	0.7	3	3	Amend: New Project with ARRA Funds
CFR09-801	Carefree	Intersection of Tom Darlington Drive and Ridgeview Place	Pre-engineer/Design and construct Pedestrian crossing of major arterial street into the Town Center	2009	\$ 35,000				\$ 35,000	n/a	n/a	n/a	Amend: New Project with ARRA Funds
CFR09-802	Carefree	Cave Creek Road: Scopa Trail to Carefree Eastern Border	Pre-engineer/Design and construct, repair and restoration of Cave Creek Road	2009	\$ 553,340				\$ 553,340	3.5	4	4	Amend: New Project with ARRA Funds
CHN120-07C	Chandler	Chandler Blvd/Dobson Road Intersection, and Dobson Road from Chandler Blvd to Frye Road	Intersection and Capacity Improvement	2009	\$ 2,288,700	\$ -	\$ 3,629,000	\$ 1,711,300	\$ 7,629,000	0.5	4/6	6/6	Admin Mod & Amend: Adjust costs for ARRA Funding and combine project CHN08-702 into CHN120-07C
CHN08-702	Chandler	Dobson Rd: Chandler Blvd to Frye Rd	Widen roadway to add 1 through lane in each direction	2008				\$ 1,680,000	\$ 1,680,000	0.5	4	6	Amend: Delete project, project is now included in CHN120-07C
CHN09-801	Chandler	Price Road from Germann Road south to Queen Creek Road	Reconstruct the pavement on Price Road from Germann Road to Queen Creek Road	2009	\$ 3,678,899	\$ -		\$ -	\$ 3,678,899	1	6	6	Amend: New Project with ARRA Funds

TIP #	Agency	Project Location	Project Description	Fiscal Year	Federal Cost - ARRA	Federal Cost - Other	Regional Funds	Local Cost	Total Cost	Length (miles)	Lanes Before	Lanes After	Additional Notes
GDY06-204T	Goodyear	I-10 at Litchfield Road	Construct regional park-and-ride (1/10 - Litchfield)	2009	\$ 1,592,268	\$ 2,034,665		\$ 165,714	\$ 3,792,647	n/a	n/a	n/a	Admin Mod: Adjust project costs for ARRA Funds. The project will be programmed with Transit(1,083,602) & MAG Sub-allocated ARRA funds (\$508,666).
GDY08-800T	Goodyear	I-10 at Litchfield Road	Acquire land- regional park and ride	2009	\$ 186,500	\$ 746,000			\$ 932,500				Admin Mod: Adjust project costs for ARRA Funds
GDY05-202T	Goodyear	I-10 and Dysart Road (ADOT Basin between Litchfield and Dysart)	Park and Ride Land Acquisition	2009	\$ 352,216	\$ 1,409,678			\$ 1,409,678				Admin Mod: Adjust project costs for ARRA Funds
ELM09-801	El Mirage	Peoria Avenue-Dysart to El Mirage.	Design and Reconstruction of an Existing Road, and Signs Replacement.	2009	\$ 1,252,805	\$ -		\$ -	\$ 1,252,805	1	2	2	Amend: New Project with ARRA Funds
FTH07-301	Fountain Hills	Shea Blvd. (Palisades Blvd. to Fountain Hills Blvd.)	Widen for 3rd (westbound) lane, bike lane, sidewalk, and turn pockets.	2009	\$ 1,081,614	\$ 1,076,000		\$ 546,764	\$ 2,704,764	1	4	5	Admin Mod: Adjust project costs for ARRA Funds.
GBD09-801	Gila Bend	Pima Street/SR-85 Various Locations	Design and Construct Signage Improvements	2009	\$33,000	\$ -		\$ -	\$33,000				Amend: New Project with ARRA Funds
GBD09-802	Gila Bend	Pima Street/SR-85 Various Locations	Design and Construct Pedestrian and Landscape Improvements	2009	\$339,497	\$ -		\$ -	\$358,349				Amend: New Project with ARRA Funds
GLB09-801	Gilbert	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Nova Chip Overlays- arterial roadways	2009	\$ 5,306,313	\$ -		\$ -	\$ 5,306,313	14.88			Amend: New Project with ARRA Funds
GLN09-801	Glendale	Various Locations Citywide - Functionally Classified Roadways	New traffic signal cabinets and controllers	2009	\$ 1,100,000	\$ -		\$ -	\$ 1,100,000	n/a	n/a	n/a	Amend: New Project with ARRA Funds
GLN09-802	Glendale	Various Locations Citywide - Functionally Classified Roadways	Modernize traffic signals	2009	\$ 550,000	\$ -		\$ -	\$ 550,000	n/a	n/a	n/a	Amend: New Project with ARRA Funds
GLN09-803	Glendale	Various Locations Citywide - Functionally Classified Roadways	CCTV Camera Installations	2009	\$ 90,000	\$ -		\$ -	\$ 90,000	n/a	n/a	n/a	Amend: New Project with ARRA Funds
GLN09-804	Glendale	Camelback Rd. - 47th to 83rd Aves.	Install wireless communication with traffic signals	2009	\$ 230,000	\$ -		\$ -	\$ 230,000	4.5	2	2	Amend: New Project with ARRA Funds
GLN09-805	Glendale	Bethany Home Rd. - 63rd to 83rd Aves.	Install wireless communication with traffic signals	2009	\$ 200,000	\$ -		\$ -	\$ 200,000	2.5	2	2	Amend: New Project with ARRA Funds
GLN09-806	Glendale	Glendale Ave. - 51st to 66th Aves.	Pavement overlay	2009	\$ 1,170,000	\$ -		\$ -	\$ 1,170,000	2	2	2	Amend: New Project with ARRA Funds
GLN09-807	Glendale	Litchfield Rd. - Missouri to Northern Ave.	Pavement surface treatment	2009	\$ 510,000	\$ -		\$ -	\$ 510,000	2	2	2	Amend: New Project with ARRA Funds
GLN09-808	Glendale	25 Miles on Arterial Streets	Thermoplastic pavement markings	2009	\$ 358,413	\$ -		\$ -	\$ 358,413	25	n/a	n/a	Amend: New Project with ARRA Funds

TIP #	Agency	Project Location	Project Description	Fiscal Year	Federal Cost - ARRA	Federal Cost - Other	Regional Funds	Local Cost	Total Cost	Length (miles)	Lanes Before	Lanes After	Additional Notes
GLN08-604	Glendale	63rd Avenue at Loop 101 Expressway	Multi-use overpass over Loop 101. Overpass is 290 feet in length with 14-foot wide bicycle/pedestrian bridge	2009	\$ 1,850,000	\$ 3,557,375		\$ -	\$ 5,407,375	290 feet	n/a	n/a	Admin Mod: Adjust project costs for ARRA Funds
GDY09-801	Goodyear	Litchfield Road: Indian School to Wigwam	Mill, patch and replace	2009	\$ 257,609	\$ -		\$ 15,980	\$ 273,589	0.52	4	4	Amend: New Project with ARRA Funds
GDY09-802	Goodyear	Yuma Rd: Estrella Blvd to Litchfield Rd	Mill, patch and replace	2009	\$ 524,806	\$ -		\$ -	\$ 524,806	1.98	2	2	Amend: New Project with ARRA Funds
GDL09-801	Guadalupe	Calle Guadalupe from I-10 Freeway to the Highline Canal	Replace existing street lights to improve safety	2009	\$ 175,000	\$ -		\$ -	\$ 175,000	0.67	n/a	n/a	Amend: New Project with ARRA Funds
GDL09-802	Guadalupe	Avenida del Yaqui from Cerritos to Calle Guadalupe	Replace existing street lights to improve safety	2009	\$ 191,000	\$ -		\$ -	\$ 191,000	0.75	n/a	n/a	Amend: New Project with ARRA Funds
GDL09-803	Guadalupe	Avenida del Yaqui from South of Call Guadallup to Carmen	Mill & Asphalt overlay, ADA Sidewalk Improvements and landscaping.	2009	\$ 268,022	\$ -		\$ -	\$ 268,022	0.25	n/a	n/a	Amend: New Project with ARRA Funds
LPK09-801	Litchfield Park	Litchfield Road - Camelback Road to Missouri Avenue	Mill and Replace Pavement Resurfacing	2009	\$ 223,000	\$ -	\$ -	\$ 223,000	\$ 223,000	0.49	4	4	Amend: New Project with ARRA Funds
LPK09-802	Litchfield Park	Wigwam Boulevard - Neolin Avenue to Villa Nueva Drive	Pavement Reconstruction	2009	\$ 390,958	\$ -	\$ -	\$ 390,958	\$ 390,958	0.25	2	2	Amend: New Project with ARRA Funds
MMA09-801	MCDOT	Various Locations Countywide - Functionally Classified Roadways	AR Overlay	2009	\$ 5,950,757	\$ -		\$ 8,938	\$ 5,959,695	30.09	n/a	n/a	Amend: New Project with ARRA Funds
MES09-801	Mesa	Various Locations Citywide	Asphaltic Concrete Removal and Replacement: Reconstruction of Arterial and Collector Streets through removal of 4-6 inches of old asphaltic concrete, reshaping of base material, application of new asphalt and upgrading of ADA features.	2009	\$ 9,196,045	\$ -		\$ -	\$ 9,196,045	7.5			Amend: New Project with ARRA Funds
MES09-802	Mesa	Various Locations Citywide Functionally Classified Roadways	Mill & Overlay: Removal of approximately two inches of asphalt from street surface and replace with new hot-mix asphalt overlay	2009	\$ 1,588,734	\$ -		\$ -	\$ 1,588,734	3.5			Amend: New Project with ARRA Funds
PVY09-801	Paradise Valley	McDonald Drive, from Tatum to 660 feet west of Scottsdale Road	Resurface 13,825 linear feet of street with asphalt rubber.	2009	\$ 503,545	\$ -		\$ -	\$ 503,545	2.61	3	3	Amend: New Project with ARRA Funds
PVY09-802	Paradise Valley	Doubletree Ranch Road, from Invergordon east to Scottsdale Road.	Resurface 5,070 linear feet of street with asphalt rubber.	2009	\$ 259,545	\$ -		\$ -	\$ 259,545	0.96	2	2	Amend: New Project with ARRA Funds

TIP #	Agency	Project Location	Project Description	Fiscal Year	Federal Cost - ARRA	Federal Cost - Other	Regional Funds	Local Cost	Total Cost	Length (miles)	Lanes Before	Lanes After	Additional Notes
PVY09-803	Paradise Valley	The intersection of Tatum Boulevard and Lincoln Drive.	Resurface 28,025 square feet of of the intersection and adjacent streets aprons with asphalt rubber.	2009	\$ 60,084	\$ -		\$ 586	\$ 60,670	0.11	4	4	Amend: New Project with ARRA Funds
PEO09-801	Peoria	Beardsley Rd; Lake Pleasant Rd to 83rd Av	Major Arterial mill, overlay and re-striping to include 5 lanes and bike lanes	2009	\$ 1,130,050	\$ -		\$ 266,220	\$ 1,396,270	2.4	5	5	Amend: New Project with ARRA Funds
PHX07-316	Phoenix	7th St & McDowell Rd	Design & Construction of Intersection Improvements	2009	\$ 1,000,000	\$ 1,256,000		\$ -	\$ 2,256,000	0.25	6	7	Admin Mod: Adjust project costs for ARRA Funds.
PHX09-801	Phoenix	Various Locations (North Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	2009	\$ 7,136,181	\$ -		\$ -	\$ 7,136,181	16	N/A	N/A	Amend: New Project with ARRA Funds
PHX09-802	Phoenix	Various Locations (Central Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	2009	\$ 7,150,000	\$ -		\$ -	\$ 7,150,000	16	N/A	N/A	Amend: New Project with ARRA Funds
PHX09-803	Phoenix	Various Locations (South Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	2009	\$ 7,150,000	\$ -		\$ -	\$ 7,150,000	16	N/A	N/A	Amend: New Project with ARRA Funds
PHX09-804	Phoenix	Various Locations - (North Area)	Design & Construction of Removal/Replacement of Existing ADA Ramps or Construction of New ADA Ramps	2009	\$ 1,750,000	\$ -		\$ -	\$ 1,750,000	N/A	N/A	N/A	Amend: New Project with ARRA Funds
PHX09-805	Phoenix	Various Locations - (South Area)	Design & Construction of Removal/Replacement of Existing ADA Ramps or Construction of New ADA Ramps	2009	\$ 1,750,000	\$ -		\$ -	\$ 1,750,000	N/A	N/A	N/A	Amend: New Project with ARRA Funds
PHX09-806	Phoenix	11 Locations Citywide	Design & Construct Bridge Deck Rehabilitations	2009	\$ 2,250,000	\$ -		\$ -	\$ 2,250,000	N/A	N/A	N/A	Amend: New Project with ARRA Funds
PHX09-807	Phoenix	6 Locations Citywide	Design & Construct Bridge Joint Rehabilitations	2009	\$ 1,250,000	\$ -		\$ -	\$ 1,250,000	N/A	N/A	N/A	Amend: New Project with ARRA Funds
PHX09-808	Phoenix	Citywide Corridors	Inventory / Programming & Procure / Install Traffic Control Signs	2009	\$ 3,000,000	\$ -		\$ -	\$ 3,000,000	N/A	N/A	N/A	Amend: New Project with ARRA Funds
PHX09-809	Phoenix	Citywide Corridors	Design & Procure/Install Fiber Optic Backbone System	2009	\$ 1,500,000	\$ -		\$ -	\$ 1,500,000	N/A	N/A	N/A	Amend: New Project with ARRA Funds
PHX09-810	Phoenix	Citywide Corridors	Design & Procure/Install CCTV	2009	\$ 1,000,000	\$ -		\$ -	\$ 1,000,000	N/A	N/A	N/A	Amend: New Project with ARRA Funds
PHX09-811	Phoenix	Citywide Corridors	Design & Procure/Install Wireless Communications	2009	\$ 500,000	\$ -		\$ -	\$ 500,000	N/A	N/A	N/A	Amend: New Project with ARRA Funds
QNC09-801	Queen Creek	Combs Rd; UPRR/Rittenhouse Rd to approx. 1,000 ft west of Gantzel Rd	Resurfacing roadway	2009	\$ 227,282	\$ -		\$ -	\$ 227,282	1.00	2	2	Amend: New Project with ARRA Funds
QNC09-802	Queen Creek	Various Locations on Rittenhouse Rd	Resurfacing roadway and shoulder paving	2009	\$ 805,816	\$ -		\$ -	\$ 805,816	1.70	2	2	Amend: New Project with ARRA Funds

TIP #	Agency	Project Location	Project Description	Fiscal Year	Federal Cost - ARRA	Federal Cost - Other	Regional Funds	Local Cost	Total Cost	Length (miles)	Lanes Before	Lanes After	Additional Notes
SCT09-611	Scottsdale	Scottsdale Road from Roosevelt Street to Earll Road	Install new bike lanes and enhanced pedestrian facilities, transit shelters, and streetscape	2009	\$ 4,600,000	\$ 2,458,415		\$ 686,906	\$ 7,745,321	1.8	6	6	Admin Mod: Adjust project costs for ARRA Funds.
SCT09-703	Scottsdale	Crosscut Canal from Thomas Road to Indian School Road	Construct new pedestrian/bicycle bridge and multi-use path	2009	\$ 882,333	\$ 500,000		\$ 348,667	\$ 1,731,000	0.75	0	0	Admin Mod: Adjust project costs for ARRA Funds.
SCT12-813	Scottsdale	Various Locations in Southern Scottsdale	Replace traffic signal controllers and cabinets	2009	\$ 439,633			\$ 60,367	\$ 500,000	na	na	na	Admin Mod: Adjust project costs for ARRA Funds.
SUR09-801	Surprise	Bell Road-Parkview to West City Limit	Remove and replace Asphalt and subbase for Eastbound Lane from Parkview to SR-303L. Mill and overlay eastbound/Westbound lanes from SR-303L to West City Limit, Install ITS Conduit in the westbound lane from SR-303L to West City Limit	2009	\$ 2,933,374	\$ -		\$ -	\$ 2,933,374	4.25	3	3	Amend: New Project with ARRA Funds
TMP09-801	Tempe	Baseline Road between Kyrene Road and the Union Pacific Railroad, over the Western Canal	Construct replacement bridge over the Western Canal	2009	\$ 4,362,619	\$ -		\$ 1,637,381	\$ 6,000,000	0.25	6	6	Amend: New Project with ARRA Funds
YTN09-801	Youngtown	Peoria Ave: 111th Avenue west by 1950 feet/approx. 115th Avenue	Mill and Replace - Pavement Resurfacing	2009	\$ 645,926				\$ 645,926	1950LF	2	2	Amend: New Project with ARRA Funds



## City of Phoenix

**To:** Frank Fairbanks  
City Manager

**Date:** April 7, 2009

**From:** Karen Peters  
Government Relations Director

**Subject:** PHOENIX SKY HARBOR INTERNATIONAL AIRPORT - PHX SKY TRAIN PROGRAM

### Project Description

The PHX Sky Train project is a fully automated, grade separated transit system that will connect the major facilities at Phoenix Sky Harbor International Airport with the METRO light rail system. PHX Sky Train will replace buses that currently shuttle passengers and employees between METRO, terminals, parking facilities and the Rental Car Center. The need for the PHX Sky Train is due to constraints with the roadway and curbs at the Airport and the inability to expand them to meet the growth projections for Phoenix Sky Harbor International Airport. The Sky Train will serve passengers, visitors, and employees with frequent, convenient, and reliable service and will be an integral part of the airport's transportation infrastructure and an important link to the regional transportation system.

The PHX Sky Train project has received National Environmental Protection Act (NEPA) approvals and construction has started on Phase One. Train system procurement approvals are expected within the next two months.

PHX Sky Train's Stage One will consist of three stations:

- 44th and Washington Streets with passenger walkway to the METRO station
- East Economy Parking
- Terminal 4

Stage One is estimated to cost \$562 million dollars and is fully funded with local revenue sources. This first segment is estimated to be operational by the end of 2013.

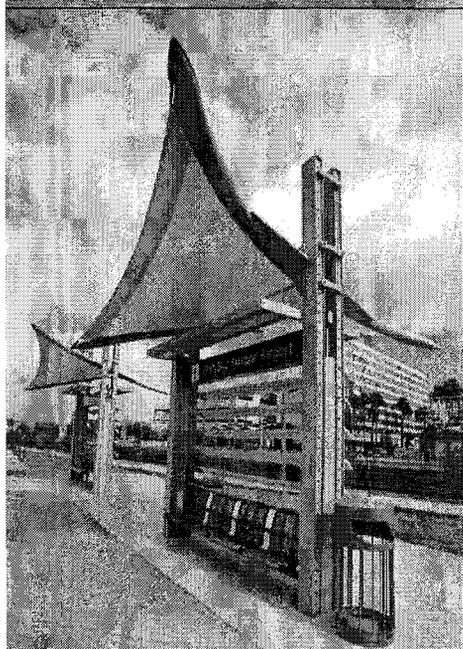
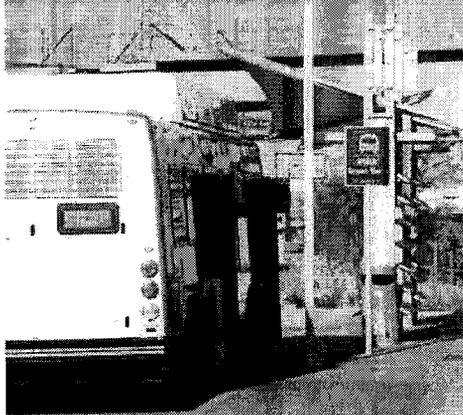
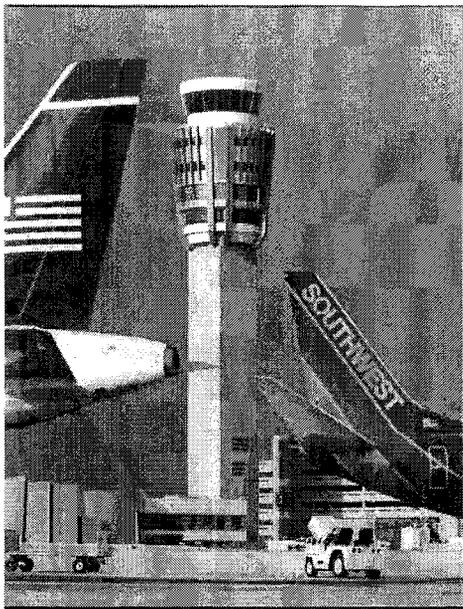
PHX Sky Train's Stage Two is currently planned to link the remaining terminals and the Rental Car Center by 2020. The Airport would prefer that the system be completed in one phase; however funding limitations have required a two phase construction plan.

### Current Efforts

City Staff has been working to advance PHX Sky Train to Terminals 2 and 3 so all Passenger Terminals are connected by 2013. This portion of Stage Two is estimated to cost \$200 million.

Staff has been reviewing a federal credit program called the Transportation Infrastructure Financing Innovation Act of 1998 (TIFIA) for this portion of the PHX Sky Train project. TIFIA was established as a federal credit program for eligible transportation projects with a national or regional significance, including transit and rail systems. Their assistance is provided as direct loans, loan guarantees, or lines of credit. This program requires that a project be on the State Transportation Plan before the project can apply for the program. Because these TIFIA applications are allocated on a rolling application schedule, City of Phoenix is requesting this amendment to be eligible to apply for this loan program as early as this summer.

THE BEST  
INTERMODAL TRANSPORTATION  
SYSTEM YOU CAN IMAGINE



PHOENIX SKY HARBOR  
INTERNATIONAL AIRPORT

# *The Phoenix Sky Harbor International Airport Automated Train will provide an enhanced airport transportation system that will link the community and the airport facility*

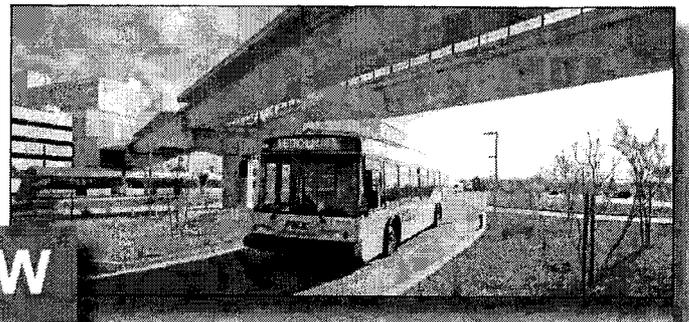
## **Phoenix Sky Harbor's Automated Train System**

### UPON COMPLETION:

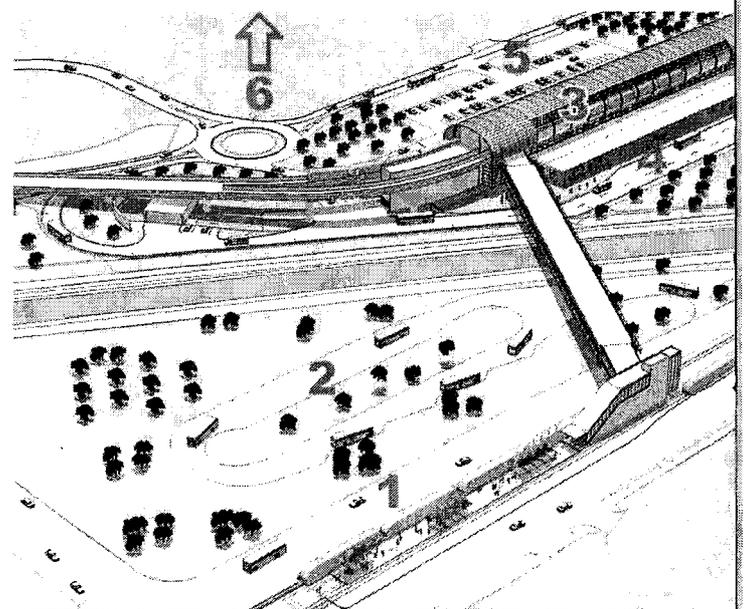
- Daily train ridership will be more than 96,000 passengers
- Airport Automated Train will create a direct link to the regional METRO light rail system
- More than 100 buses will be eliminated from circulating the airport and public roadways
- Greenhouse gas emissions will be reduced by 5,500 tons
- Create 5,900 jobs (Stage 1, see map on back)
- Airport Automated Train is being designed to be sustainable and will be one of the first transit systems in the nation to be LEED certified



**NOW**



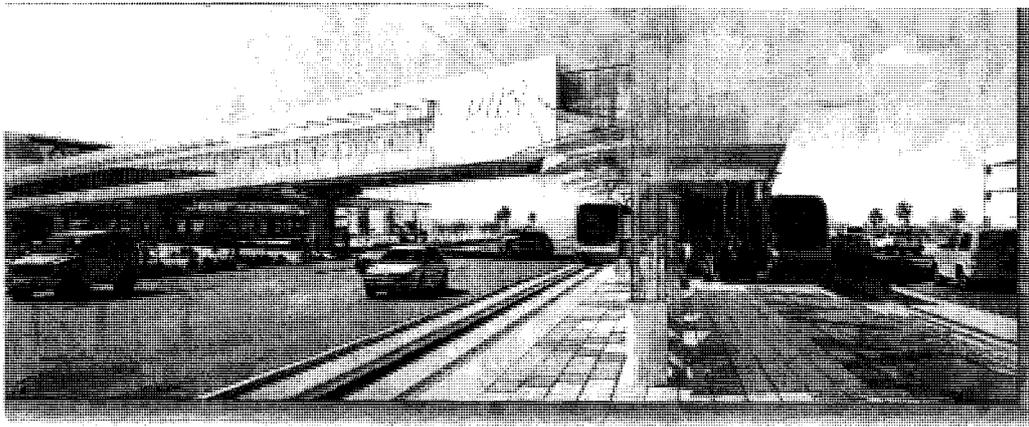
*Aviation Transit Center to METRO Light Rail*



### *Intermodal Transportation Center Site Plan*

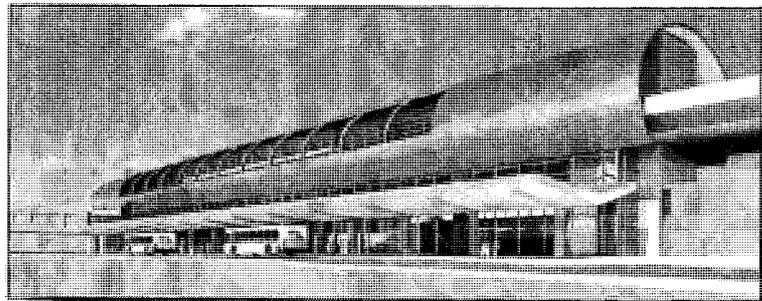
#### **INCLUDES:**

1. METRO LIGHT RAIL
2. AVIATION TRANSIT CENTER
3. AIRPORT AUTOMATED TRAIN STATION
4. GROUND TRANSPORTATION
5. CELL PHONE WAITING LOT
6. FUTURE COMMUTER RAIL LINK

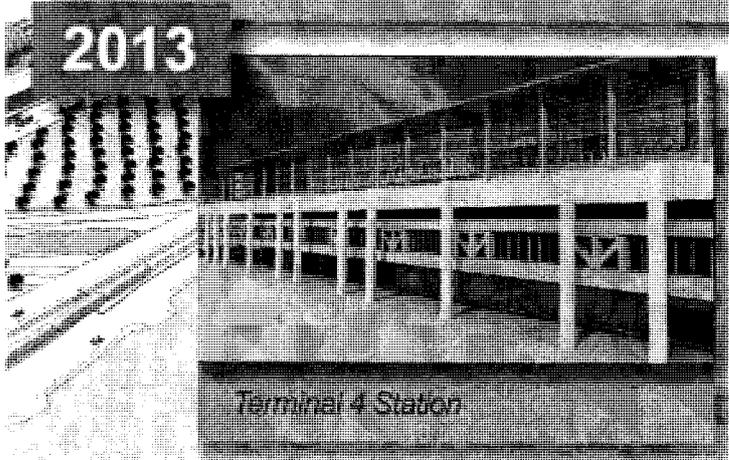


*Rendering of Enclosed Moving Walkway Connection Between METRO Light Rail and Airport Automated Train Station*

**- Now and in the Future.**



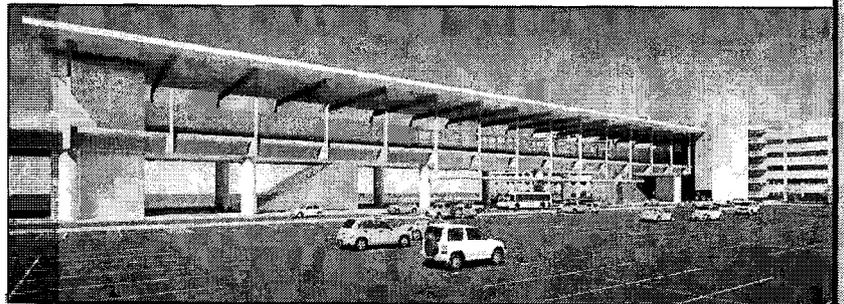
*Rendering of Future Airport Automated Train Station at Intermodal Transportation Center*



*Terminal 4 Station*



*Interior Terminal 4 Station*



*East Economy Lot Station*

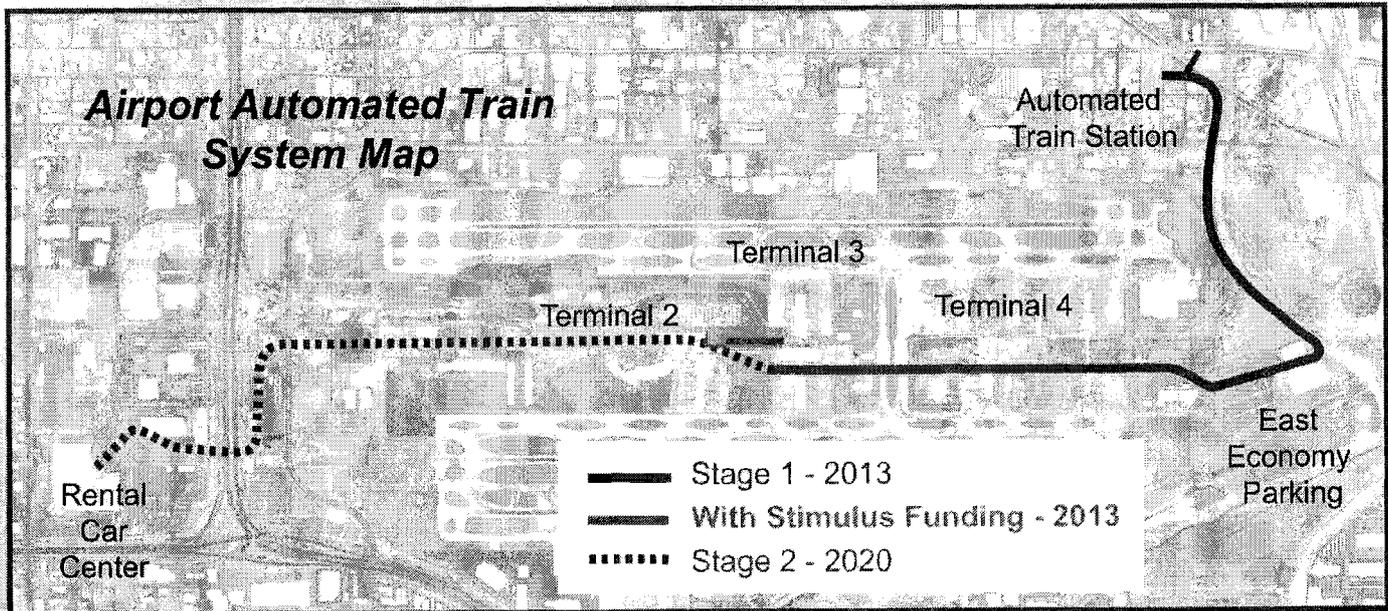
**Project Changes  
With \$200 Million DOT  
Discretionary Funds**

- Provides train service to all three terminals
- Creates 1,000 more jobs
- Eliminates 15% additional buses
- Serves 10,000 additional passengers daily
- Connects all three terminals seven years earlier

**New Date: 2013**

**2020**

# Airport Automated Train System



## TRAIN:

Automated, electric, rubber tire vehicle

## SYSTEM LENGTH 4.9 MILES:

Stage 1: 1.7 miles - three stations

Stimulus Funding: 1.0 miles - one station and one walkway

Stage 2: 2.2 miles - three stations

## TOTAL BUDGET \$1.57 BILLION:

Stage 1: \$625 million

Stimulus Funding: \$200 million

Stage 2: \$745 million

## SCHEDULE:

Stage 1: Operational December 2013

Stimulus Funding: Operational 2013  
 (Includes link to Terminal 3/Terminal 2)

Stage 2: Operational 2020

## OPERATING FACTS:

24 hours a day, free service, peak frequency less than 3 minutes, minimum speed 35 mph, car capacity 52-56 passengers, maximum train capacity 126-176 passengers

## TRAVEL TIMES:

Stage 1: 5 minutes one-way (Airport Automated Train Station to Terminal 4)

Stimulus Funding: 1 minute one-way (Terminal 4 to Terminal 3/Terminal 2)

Stage 2: 6 minutes one-way (Rental Car Center to Terminal 3)

## ESTIMATED RIDERSHIP:

Stage 1: 28,000 passengers per day

Annual Ridership = 10 million passengers

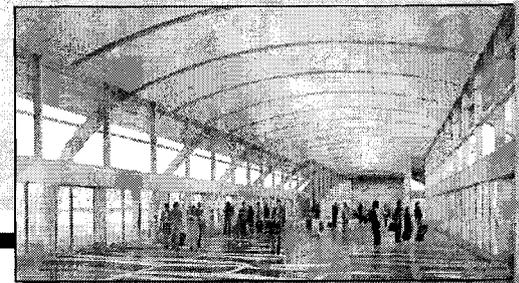
Stimulus Funding: 10,000 passengers per day  
 Annual Ridership = 4 million passengers

Stage 2: 58,000 passengers per day

Annual Ridership = 21 million passengers

**TOTAL DAILY RIDERSHIP = 96,000 passengers**

**TOTAL ANNUAL RIDERSHIP = 35 million passengers**



**PHOENIX SKY HARBOR  
 INTERNATIONAL AIRPORT**

PHOENIX SKY HARBOR INTERNATIONAL AIRPORT

3400 E SKY HARBOR BLVD - SUITE 3300 - PHOENIX - AZ 85034

PHONE 602.273.3300 - FAX 602.273.2100 - [www.phxskyharbor.com](http://www.phxskyharbor.com)