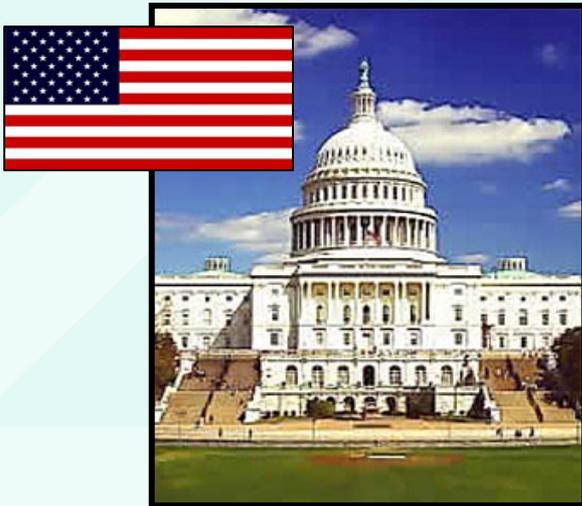


Assignment of Funding to the MAG Program

MAG Regional Council
September 26, 2007





Outline

- **Federal Requirements**
- **Casa Grande Resolves**
- **Legislative Council Memorandum**
- **Proposition 400**
- **Above the Line – Below the Line**
- **Transit is Different**
- **What's at Stake?**



Federal Requirements

- **MAG is required to develop the following in cooperation with the Arizona Department of Transportation and transit agencies:**
 - Regional Transportation Plan
 - Transportation Improvement Program
 - Unified Planning Work Program

- **Certification Review-Corrective Action and/or Recommended Improvements**
 - CFR Part 450.216 requires ADOT to provide revenue estimates to MAG
 - CFR Part 450.216 & 450.328 requires the MAG TIP, approved by the Governor, to be included without modification into the State Transportation Improvement Program



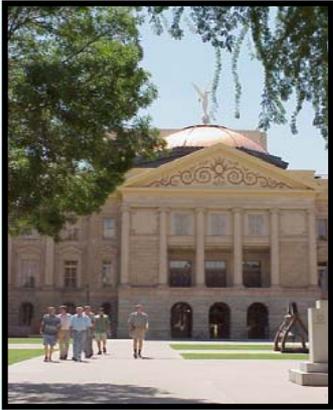
Casa Grande Resolves



- April 1999 - ADOT, COG's & MPO's agreed to a multimodal transportation planning process
- Regionally based transportation planning & programming process
- Established a revenue allocation process with ADOT – Resource Allocation Advisory Committee (RAAC)



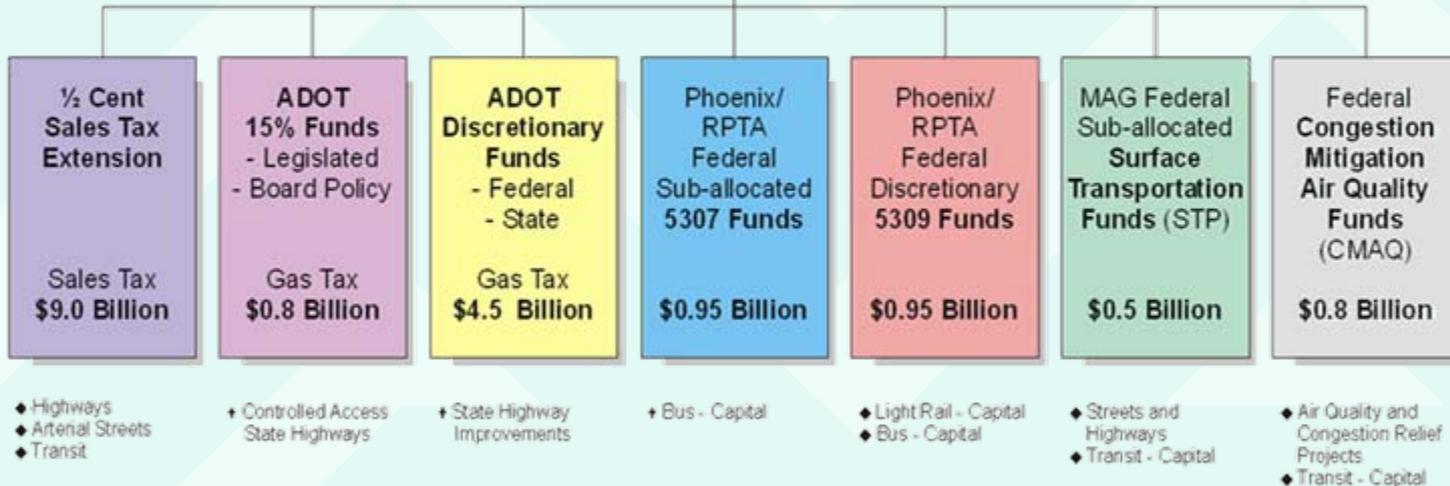
Arizona Legislative Council General Counsel Memorandum



- To receive federal funding for projects, the state must comply with the federal planning requirements
- A legislatively developed plan would be contrary to these requirements, because the transportation plan must be cooperatively developed and approved by the MPO
- If a transportation plan is developed contrary to the federal requirements, the Secretary of Transportation can refuse to approve projects and deny federal funding
- The legislature probably could not appropriate federal monies provided for transportation projects
- A state-funded project would require a conformity determination that would have to be made by MAG

Proposition 400

Allocated All of the Regional Revenues Regardless of Source for 20-ys



\$ 17.5 billion Total Available
 Less: \$ 1.8 billion for interest and ADOT commitments
 \$ 15.7 billion Net Available



Above the Line – Below the Line

- The RAAC formula distributes all of the federal and state funds and they are programmed by ADOT and the regional planning agencies
- The majority of federal transportation dollars are included in the formula to ADOT and are considered below the line
- Congressional or legislative action to assign projects replaces regional decision-making with congressional or legislative programming
- Funding categories above the line at the federal level are very limited



Transit is Different



- Some transit dollars to Arizona are similar to the highway program and are formula driven
- Significant Federal Transit Administration dollars are not formula driven and are highly competitive:
 - New & small starts for light rail, commuter rail & bus rapid transit
 - Bus capital – bus purchase, maintenance facilities, etc.



What's at Stake?

- Arizona is unique in our cooperative relationship with ADOT
- This region not only has a 20-year plan, we also have a 20-year program
- A statewide funding formula is in place and working
- Keeping our commitment to the voters is essential to our regional credibility