

April 19, 2012

TO: Members of the MAG Transportation Review Committee

FROM: David Meinhart, City of Scottsdale, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, April 26, 2012, 10:00 a.m.
MAG Office, Suite 200, Saguaro Room
302 North 1st Avenue, Phoenix

A meeting of the MAG Transportation Review Committee (TRC) will be held at the time and place noted above. **Please park in the garage under the building. Bring your ticket to the meeting as parking will be validated. Bicycles can be locked in the rack at the entrance to the parking garage.**

The next meeting of the MAG Transportation Review Committee will be held at the time and place noted above. Committee members or their proxies may attend **in person, via videoconference or by telephone conference call**. Those attending video conference must notify the MAG site three business days prior to the meeting. Those attending by telephone conference call please contact MAG offices for conference call instructions.

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

Please be advised that under procedures adopted by the MAG Regional Council on June 26, 1996, all MAG committees need to have a quorum in order to conduct business. A quorum is a simple majority of the membership or fourteen people for the MAG TRC. If the Transportation Review Committee does not meet the quorum requirement, members who have arrived at the meeting will be instructed a legal meeting cannot occur and subsequently be dismissed. Your attendance at the meeting is strongly encouraged. If you are unable to attend the meeting, please make arrangements for a proxy from your jurisdiction to represent you. Please contact Eric Anderson or Christina Hopes at (602) 254-6300 if you have any questions or need additional information.

TENTATIVE AGENDA

| | COMMITTEE ACTION REQUESTED |
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| 1. <u>Call to Order</u> | |
| 2. <u>Approval of Draft March 29, 2012 Minutes</u> | 2. Approve Draft minutes of the March 29, 2012 meeting. |
| 3. <u>Call to the Audience</u> An opportunity will be provided to members of the public to address the Transportation Review 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 Review Committee requests an exception to this limit. | 3. For information and discussion. |
| 4. <u>Transportation Director's Report</u> Recent transportation planning activities and upcoming agenda items for the MAG Management Committee will be reviewed by the Transportation Director. | 4. For information and discussion. |
| 5. <u>Consent Agenda</u> Consent items are marked with an asterisk (*). Committee members may request that an item be removed from the consent agenda to be heard. | 5. Recommend approval of the Consent Agenda. |

CONSENT AGENDA

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| 5a.* <u>Project Workbooks – Federally Funded Project Monitoring</u> The Regional Council approved the Federal Fund Programming Guidelines on October 26, 2011. Included in the guidelines are project reporting twice a year. MAG distributed the project reporting workbooks on April 16, 2012 to member agencies that have projects funded with Congestion | 5a.* For information. |
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Mitigation and Air Quality (CMAQ) and Surface Transportation Program (STP) funded projects in the Fiscal Year 2011-2015 MAG Transportation Improvement Program. The completed workbook(s) are due back to MAG by Thursday, May 31, 2012. The workbooks supply MAG with needed information for programming of federal funds and ensuring that projects are moving toward authorization. Please refer to Attachment One for a copy of the letter outlining the requirements.

ITEMS TO BE HEARD

6. Project Changes – Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program

The Fiscal Year (FY) 2011-2015 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2010 Update were approved by the MAG Regional Council on July 28, 2010 and have been modified fourteen times with the last modification pending approval by Regional Council on April. Since then, there is a need to modify projects in the programs. The requested project changes include freeway, roadway, transportation enhancements, transit, and MAG projects. The changes included may be categorized as exempt from conformity determinations, and administrative modifications do not require a conformity determination. Please refer to Attachment Two for a listing of the proposed changes.

7. Additional FFY2012 CMAQ Funds Available to Transit Projects

Each year, through the MAG Committee Process, priorities are established on the use all of the federal obligation authority for the current federal fiscal year (FFY); this is generally known as Closeout. On February 22, 2012, the MAG Regional Council recommended to approve Scenario #4 to

6. For information, discussion, and recommendation to approve amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and to the Regional Transportation Plan 2010 Update, as appropriate.

7. For information, discussion, and recommend approval of programming the \$25,248,413 of CMAQ for bus purchases in 2013 and 2014, programming related 5307 funds from 2013 and 2014 for preventive maintenance; and the related modifications to the FY2011-2015 MAG TIP, and as appropriate the 2010 RTP Update.

fund projects that will obligate in FFY2012 at a 50% increase of the federal share, up to 100% of project costs, with an additional \$293,000 of federal fund to CHN12-805, and the remaining balance to be flexed to transit, with projects and priorities developed at a later time. At the time of the recommendation, the amount to be flexed to transit was \$25,318,375 in federal Congestion Mitigation Air Quality (CMAQ) funds. The Transit Committee met in February, March and April to discuss programming options. On April 12, 2012, the MAG Transit Committee recommended approval of programming the \$25,248,413 for bus purchases in 2013 and 2014, and then using the freed up 5307 funds for preventive maintenance. The TIP changes and preventive maintenance distribution amounts over the two years are shown in the Attachment Three.

8. Fiscal Year (FY) 2012 Arterial Life Cycle Program (ALCP) Regional Area Road Fund (RARF) Closeout

MAG Staff will provide an overview of the ALCP RARF Closeout process as established in the approved ALCP Policies and Procedures. An update on the fiscal analysis of ALCP revenues and expenditures and a list of eligible projects for ALCP RARF Closeout will be presented. Please refer to Attachment Four for the FY12 ALCP RARF Closeout Memorandum, a list of eligible projects, and Section 260 of the ALCP Policies and Procedures.

9. Regional Freeway and Highway Life Cycle Program – 2012 Rebalancing

In 2009, the Regional Freeway and Highway Program was reviewed and the Regional Council approved the Tentative Scenario to balance an estimated \$6.6 billion shortfall due to cost over runs and revenue shortfalls. Based upon MAG and ADOT estimates, the Program is projected to have an additional \$390 million shortfall due to even lower revenue projections in the

8. Information, discussion, and recommendation to approve ALCP project reimbursements for the Fiscal Year 2012 ALCP RARF Closeout, and amend the FY 2012 Arterial Life Cycle Program, the 2011-2015 Transportation Improvement Program, and 2010 Regional Transportation Plan Update, as necessary.

9. For information, discussion, and recommendation to approve the 2012 Rebalancing Scenario 10B, where the MAG Regional Freeway and Highway Program meets the projected \$390 million shortfall by repositioning the SR-202L/South Mountain Freeway and Interstate 10/Maricopa Freeway projects to improve the Program's cash flow; transfer funding from the SR-303L segment between US-60 and Interstate 17 to the SR-303L segment between Interstate 10 and MC-85, remove

Proposition 400 Regional Area Roadway Fund (RARF). At the March 29, 2012 Transportation Review Committee meeting, MAG staff presented four scenarios for balancing the additional \$390 million from the Program. Following presentations of these scenarios in April to the Management Committee, Transportation Policy Committee, and MAG Regional Council, the preference has been to consider the scenario that balances the program by repositioning projects to improve the Program's cash flow; transfer funding in the SR-303L corridor, remove \$300 million from the budget in the Interstate 17/Black Canyon Freeway corridor, and to encourage ADOT to focus upon cost-effective solutions that will provide opportunities to return projects to the Program in the future.

\$300 million from the Program's budget for the Interstate 17/Black Canyon Freeway corridor, and to encourage ADOT to focus upon cost-effective solutions that will provide opportunities to return projects to the Program in the future.

10. Implementation of the Proposition 400 Performance Audit

10. For information and discussion.

The Performance Audit of the Maricopa County Regional Transportation Plan (RTP) was released on December 21, 2011, by the Auditor General of the State. The Audit produced 25 recommendations to RTP partner agencies. As required by State law, the boards of RPTA, Maricopa County Board of Supervisors, State Transportation Board and the Citizens Transportation Oversight Committee (CTOC) took action in response to the recommendations pertaining to each agency. A summary of board actions will be presented. A proposed plan to implement each recommendation related to MAG has been prepared and will be presented for discussion. Please refer to Attachment Five for additional information.

11. Request for Future Agenda Items

11. For information and discussion.

Topics or issues of interest that the Transportation Review Committee would like to have considered for discussion at a future meeting will be requested.

12. Member Agency Update

12. For information.

This section of the Agenda will provide

Committee members with an opportunity to share information regarding a variety of transportation-related issues within their respective communities.

13. Next Meeting Date

The next regular Transportation Review Committee meeting will be scheduled Thursday, May 24, 2012 at 10:00 a.m. in the MAG Office, Saguaro Room.

13. For information.

DRAFT MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

March 29, 2012

Maricopa Association of Governments Office
302 North First Avenue, Suite 200, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

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|--|--|
| Scottsdale: David Meinhart, Chair | Maricopa County: John Hauskins |
| Avondale: David Fitzhugh, Vice-Chair | Mesa: Jeff Martin for Scott Butler |
| ADOT: Robert Samour for Floyd Roehrich | Paradise Valley: Bill Mead |
| Buckeye: Jose Heredia for Scott Lowe | Peoria: Andrew Granger |
| Chandler: Dan Cook for Patrice Kraus | Phoenix: Ray Dovalina for Rick Naimark |
| El Mirage: Lance Calvert | Queen Creek: Tom Condit |
| Fountain Hills: Randy Harrel | RPTA: Bryan Jungwirth |
| *Gila Bend: Eric Fitzer | Surprise: Bob Beckley |
| *Gila River: Doug Torres | Tempe: Chad Heinrich |
| Gilbert: Kurt Sharp for Leah Hubbard | Valley Metro Rail: John Farry |
| Glendale: Terry Johnson | *Wickenburg: Rick Austin |
| Goodyear: Cato Esquivel | Youngtown: Grant Anderson for Lloyce Robinson |
| Guadalupe: Gino Turrubiarres | |
| Litchfield Park: Paul Ward for Woody Scoutten | |

EX-OFFICIO MEMBERS ATTENDING

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|---|--|
| *Street Committee: Charles Andrews, Avondale | *ITS Committee: Debbie Albert, Glendale |
| Bicycle/Pedestrian Committee: Katherine Coles, City of Phoenix | *Transportation Safety Committee: Julian Dresang, City of Tempe |

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

OTHERS PRESENT

| | | |
|---------------------|--------------------------------|-------------------------|
| Eric Anderson, MAG | Ed Stillings, FHWA | Robert Reiss, Gannett |
| Bob Hazlett, MAG | Andi Welsh, El Mirage | Flemming |
| Roger Herzog, MAG | Christine McMurdy, Goodyear | Sean Messner, URS |
| Teri Kennedy, MAG | Clem Ligocki, MCDOT | Art Brooks, Strand |
| Nathan Pryor, MAG | Lee Jimenez, MCDOT | Mike Sabatini, Baker |
| Chaun Hill, ADOT | Steve Wilcox, AECOM | Frank and Barbara Welsh |
| Kwi-Sung Kang, ADOT | Chuck Eaton, AECOM | |
| Patrick Stone, ADOT | | |
| Tim Wolfe, ADOT | | |

1. Call to Order

Chairman David Meinhart from the City of Scottsdale called the meeting to order at 10:03 a.m.

2. Approval of Draft January 26, 2012 Minutes

Chairman Meinhart asked if there were any changes or amendments to the January 26, 2012 meeting minutes, and there were none. Mr. Bryan Jungwirth from Valley Metro/RPTA motioned to approve the minutes. Mr. Jeff Martin from City of Mesa seconded, and the motion passed by a unanimous voice vote of the Committee.

3. Approval of Draft February 1, 2012 Minutes

Chairman Meinhart asked if there were any changes or amendments to the February 1, 2012 meeting minutes, and there were none. Mr. David Fitzhugh from City of Avondale motioned to approve the minutes. Mr. Tom Condit from Queen Creek seconded, and the motion passed by a unanimous voice vote of the Committee.

4. Call to the Audience

Chairman Meinhart announced that he had not received any cards requesting to speak and moved on to the next item on the agenda.

5. Transportation Director's Report

Chairman Meinhart invited Mr. Roger Herzog, MAG Senior Transportation Planner, to provide the Transportation Director's Report. Mr. Herzog stated the Mr. Eric Anderson, MAG Transportation Director, would be late to the meeting due to a previous obligation.

Mr. Herzog reported that the release of the first draft of the Fiscal Year (FY) 2013 Arterial Life Cycle Program (ALCP) had been delayed due to programming issues. He stated that a draft would be released for review and comment in April. He added that the anticipated approval would be moved from the May/June to the June/July committee cycle.

Mr. Herzog also announced the Ms. Eileen Yazzie, MAG Transportation Planning Project Manager, was working with the MAG Transit Committee on project selection for closeout funds. He stated that the closeout item should be before the Transportation Review Committee (TRC) at the April meeting.

Chairman Meinhart inquired if there were any questions or comments. There were none, and he proceeded to the next item on the agenda.

6. Consent Agenda

Addressing the next item of business, Chairman Meinhart directed the Committee's attention to the consent agenda. He asked the Committee if there were any questions or comments regarding consent agenda items 6a on the Arterial Life Cycle Program Status Report, 6b on the Federal Functional Classification of Tegner Street in Wickenburg, and 6c the MAG Committee Operating Policies and Procedures. There were none. Mr. Dan Cook from the City of Chandler motioned to approve the consent agenda. Mr. Martin seconded, and the motion passed with a unanimous voice vote of the Committee.

7. Project Changes – Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program

Chairman Meinhart invited Ms. Teri Kennedy, MAG Transportation Improvement Program Manager, to present amendments and administrative modifications to the Fiscal Year (FY) 2011-2015 Transportation Improvement Program (TIP). Ms. Kennedy directed the Committee's attention to the attachments in the agenda packet as well as a revised handout at their places, which had been emailed to the Committee on Monday.

Ms. Kennedy reported that the Maricopa County had requested to advance construct Phase II of Northern Parkway. She explained that advancing work on the project required an amendment to the MAG TIP and ALCP. She directed the Committee's attention to Tables A and B, which included the proposed changes. She noted that two overpasses on the corridor would be combined into one project and the a bridge over the Agua Fria would be combined with improvements on Northern Parkway between Dysart Road and 111th Avenue.

Next, Ms. Kennedy directed the Committee's attention to Table C, which included changes to CMAQ funded projects requested by the Arizona Department of Transportation (ADOT) and the City of Mesa. She stated that Table D included material changes requested by ADOT and referenced the material changes policy provided in the agenda packet.

Mr. Martin requested clarification on the numerous project changes for Phase II of Northern Parkway. Ms. Kennedy explained that the project was being reprogrammed to reflect the deletion, consolidation, and advancement of multiple project segments. She added that reprogrammed reimbursements also were included.

Mr. Martin inquired about the amount of funds being advanced. Ms. Kennedy invited Ms, Christina Hopes, MAG Transportation Planner II, to address Mr. Martin's question. Ms. Hopes explained that the regional funds allocated to Phase II of Northern Parkway in the approved ALCP were being reprogrammed to various project segments based on schedule changes. She noted that Northern Parkway did not receive any additional funds and that the existing funds allocated to the project has not been advanced.

Mr. Martin motioned to approve amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, the FY 2012 Arterial Life Cycle

Program and to the Regional Transportation Plan 2010 Update, as appropriate. Mr. Terry Johnson from the City of Glendale seconded, and the motion passed with a unanimous voice vote of the Committee.

8. SR-202L/South Mountain Freeway Corridor Design Review

Moving on, Chairman Meinhart invited Mr. Bob Hazlett, MAG Senior Engineer, to present on the SR-202L/South Mountain Freeway Corridor Design Review. Mr. Hazlett informed the Committee that MAG had selected a consultant team to conduct a design review of the SR-202L/South Mountain Freeway corridor. He stated that MAG has transmitted the results of the review to the Arizona Department of Transportation (ADOT), which would incorporate aspects of the review into the design and cost estimates for the project.

Mr. Hazlett reported that the current Regional Freeway and Highway Program approved by the MAG Regional Council in October 2009 contained \$1.9 billion in regional funds to construct the corridor. He noted that when the program was rebalanced in 2009, there were \$6.6 billion in cost overruns due to the cost of increased right-of-way needs, construction materials, and labor costs as well as scope creep due to design decisions. He cited scope creep as the biggest factor in the cost estimate increase.

Mr. Hazlett summarized the history of the cost estimates for the SR-202L/South Mountain Freeway. He reported that the cost per mile had consistently increased and provided an outline of previous cost estimates, which included:

- \$48.7 million per mile/\$1.1 billion total cost (2002);
- \$78.7 million per mile/\$1.7 billion total cost (2006);
- \$97.6 million per mile/\$2.1 billion total cost (2008);
- \$100.3 million per mile/\$2.1 billion total cost (2010); and,
- \$109.2 million per mile/\$2.4 billion total cost (2011).

Mr. Hazlett stated that the current cost estimated of \$2.4 billion was \$500 million higher than the \$1.9 billion programmed in the Regional Freeway and Highway Program.

Mr. Hazlett announced that MAG had selected Burgess and Niple, Inc., to conduct an independent cost review to determine if the ADOT cost opinions were reasonable and if cost savings could be realized through alternative designs to bring the estimate closer to the program amounts. He stated that the consultant team included staff with expertise from the California, Florida, Ohio, and Texas Departments of Transportation. He also noted that this team had minimal expertise with ADOT practices, which helped the consultant team to provide a true independent review of the proposed freeway corridor design and costs.

Next, Mr. Hazlett presented a budget analysis demonstrating that right-of-way accounted for approximately one-third of the estimated project cost and that construction costs represented 38 percent of the estimated project costs. He reported about 40 percent of the right-of-way has been acquired already by ADOT.

Mr. Hazlett addressed contingencies included in the cost estimates. He stated that contingencies were important to account for unforeseen expenses, particularly for a project of this size,. He said that ADOT being a conservative agency had applied a design contingency of 75 percent. Mr. Hazlett reported that consultant review team thought the contingency was too high because the typical contingency for similar corridors nationally ranged from 30 to 40 percent at the current level of design.

Next, Mr. Hazlett discussed the design standards of the corridor. He stated that the consultants reviewed the design of the facility and compared it to other states as well as the American Association of State Highway and Transportation Officials (AASHTO) Policy Green Book. He said that these design guidelines ranged from the absolute minimum to meet safety standards to the desirable design standards. Mr. Hazlett stated that ADOT's design standards exceeded "desirable" design standards, according to the review team.

Mr. Hazlett announced that one of the recommendations from the review team was to change the design approach to see if cost savings could be realized. He stated that safety would not be compromised with a revised design approach. He stated that the alignment could be optimized by using broader horizontal and vertical geometric standards to reduce the land area used, and still provide a safe facility for motorists.

Mr. Hazlett stated that the consultants reviewed the design standards for the corridor. He said that ADOT designed facilities for high speeds at system interchanges, whereas other states and the AASHTO guidelines used lower design speeds at interchanges to slow down traffic. Mr. Hazlett displayed possible cost saving design alternatives. He stated that the consultants had identified approximately \$500 million to \$650 million in potential cost savings. Mr. Hazlett stated that these recommendations had been provided to ADOT for review.

Moving on, Mr. Hazlett discussed the current project status. He reported that the draft Environmental Impact Statement (EIS) was in the final review stage and that ADOT anticipated having the EIS finalized for a 90-day public review period by July. He stated that after the public review period, comments would be incorporated and issues mitigated. Mr. Hazlett indicated that the EIS would be finalized by the end of the year and that a Record of Decision was anticipated in early 2013.

Chairman Meinhart inquired if there were any questions or comments regarding the presentation. Mr. Martin inquired what the level of design was on the project. Mr. Hazlett replied 15 percent. Mr. Martin noted that costs for the project continued to increase while other projects in the region had experienced cost decreases from lower land acquisition and construction costs. He asked Mr. Hazlett to elaborate on the rationale for the cost increases in the estimates. Mr. Hazlett acknowledged the favorable bid climate due to the current state of the economy, but noted that the construction for the SR-202L/South Mountain Freeway was slated to begin in three to five years from now after the economy was projected to improve, which contributed to the cost estimate increases.

Mr. Cook inquired if a review of the design change impacts had been conducted expressing concerns about constructing a facility where reduced design standards would contributed to

congestion. He cited facilities in California as examples. Mr. Hazlett stated that building the facility to handle higher speeds would require additional right-of-way. He explained that while MAG did not want to reduce the design standards to those used in California that a slight reduction in the design standards could provide significant cost savings.

Mr. Rob Samour from ADOT addressed Mr. Hazlett's presentation. He reported that the ADOT cost estimate was based on recent bids noting that the increased right-of-way costs for the project also could be attributed to the high level of commercial properties in the area of the proposed facility. He stated that while right-of-way costs had decreased in the region that costs in commercial areas had not experienced the same level of decline. He cited relocation cost as another factor noting that there are fewer relocation opportunities for certain types of commercial businesses.

Next, Mr. Samour addressed the contingency included in the current cost estimate. He reported that ADOT had lowered the right-of-way contingency from 50 percent to 40 percent. He stated that the contingency amount could be lowered further depending on the risk the region was willing to take on the project. Mr. Samour stated that ADOT was very hesitant to use the California design standards, but acknowledged there were design alternatives that could be used, such as diamond interchanges, to reduced project costs. Mr. Hazlett added that MAG wanted to collaborate with ADOT to develop a safe, high capacity facility that was within the budgeted program amounts.

Mr. Gino Turrubiarres commented that cost per mile was staggering and inquired what had caused the significant cost increase per mile. Mr. Hazlett stated that in 2003, when the Freeway and Highway Life Cycle Program was being developed, ADOT provided their best estimate for the corridor at that time. He explained that as work on the DCR and EIS progressed that several unknowns were identified and updated in the revised cost estimates. Mr. Hazlett stated that the continuous cost increases had led to MAG hiring the consultant review team to identify options to reduce the project cost. Discussion followed.

Mr. Martin inquired when design would move to 30 percent. Mr. Hazlett replied that a Record of Decision (ROD) was needed before ADOT could proceed further with the design. He stated that once a ROD was issued that ADOT would move to 30 percent design.

Chairman Meinhart inquired if there were any additional questions or comments about the agenda item. There being none, he proceeded to the next item on the agenda. Mr. Eric Anderson joined the meeting.

9. Regional Freeway and Highway Life Cycle Program Update

Chairman Meinhart invited Mr. Hazlett to provide an update on the Regional Freeway and Highway Life Cycle Program (FLCP). Mr. Hazlett informed the Committee that MAG was in the process of rebalancing the FLCP, which faced a \$380 million deficit of program funds. He stated that MAG Staff had reviewed the program cash flow, cost estimates, and timelines to identify opportunities for cost savings.

Mr. Hazlett announced that MAG Staff had developed rebalancing scenarios and sought input through the committee process on the preferred method to rebalance the program. He stated that in 2009, the FLCP had been reduced by \$6.6 billion due to a revenue shortfall and cost increases. He stated that revenues and cashflows continued to be lower and announced that an additional \$380 million in programmed expenditures needed to be moved out of the program to restore the fiscal balance of the program.

Mr. Hazlett discussed cost saving strategies, such as reduced design standards, right-of-way needs, and contingencies. He reported that cost savings had been realized on existing projects, such as the Mesa Gateway and Loop 303. He stated that all of the cost savings had not been incorporated in the scenarios at this time because portions of Loop 303 had not been bid yet.

Mr. Hazlett displayed a graph of the program cashflows. He stated that the current cashflow was positive until FY2014 when the cashflow turned negative and remained so until the end of the program in FY2026. He stated that the FLCP needed to be rebalanced to ensure that the cashflow remained positive. Mr. Eric Anderson noted that the downturn in the cashflow in FY2016 was due to a loss of bonding capacity.

Next, Mr. Hazlett discussed rebalancing scenarios produced by MAG Staff. He stated that MAG had developed 20 scenarios and that after a detailed analysis, four scenarios would be presented for consideration and input at this time. Then, Mr. Hazlett summarized the four scenarios as follows:

- Scenario 8: Remove the general purpose lanes widening on Loop 101 and 202;
- Scenario 10a: Reduce the programmed amounts for Interstate 17 and Loop 303 from US-60 to I-17;
- Scenario 10b: Same as Scenario 10a, but swap Loop 303 segments; and,
- Scenario 12: Vary start times for Loop 202/South Mountain and Interstate 10/Maricopa projects and reduce the programmed amounts for Interstate 17 and Loop 303 from US-60 to I-17.

Mr. Hazlett stated that delaying the start times for projects would reduce the amount of bonding needed and improve the cashflow. He stated that under Scenario 12, improvements to I-10 would be advanced before SR-202L/South Mountain. He noted that swapping the start times for the projects would be contrary to previous guidance provided by the Transportation Policy Committee, which had emphasized South Mountain as a regional priority.

Mr. Hazlett discussed the impacts that each scenario would have on specific corridors. First, he addressed Interstate-17/Black Canyon from the I-10 split to SR-101L/Agua Fria-Pima Freeway, which included adding lanes to the existing facility. He noted that the segment was the oldest facility in Arizona and was coming to the end of its functional life. He reported that initial estimates from ADOT and the Federal Highway Administration estimated project cost at over \$2 billion due to right-of-way needs. He summarized the impact of each scenario as follows:

- Scenario 8: Construct improvement in FY2022-2026
- Scenario 10a: Reduce budget by \$300 million and construct in FY2022-2026
- Scenario 10b: Reduce budget by \$300 million and construct in FY2022-2026

- Scenario 12: Reduce budget by \$300 million and construct in FY2022-2026

Mr. Hazlett addressed Loop 303 from US-60/Grand Avenue to I-17 project that included making the corridor a full freeway by adding lanes and finishing the system interchange at I-17. He stated that a section of the project was within Arizona state lands and that future development was unknown. He summarized the impact of each scenario as follows:

- Scenario 8: Construct in FY2021-2025
- Scenario 10a: Reduce budget by \$80 million and construct in FY2021-2024
- Scenario 10b: No change
- Scenario 12: Reduce budget by \$80 million and construct in FY2021-2024

Mr. Hazlett discussed constructing a new freeway as well as a system interchange as part Loop 303 from MC-85 project. He reported that cost-benefit analysis was very high for the corridor due to economic development in the area. He summarized the impact of each scenario as follows:

- Scenario 8: No change
- Scenario 10a: No change
- Scenario 10b: Construct in FY2021-2024
- Scenario 12: No change

Then, Mr. Hazlett discussed the construction of local-express lanes on I-10 from 32nd Street to Baseline Road. He noted these improvements were a small portion of the improvements to I-10. He summarized the impact of each scenario as follows:

- Scenario 8: Construct FY2021-2026
- Scenario 10a: Construct FY2021-2026
- Scenario 10b: Construct FY2021-2026
- Scenario 12: Construct FY2015-2023

Mr. Hazlett addressed adding general purpose lanes to Loop 101/Pima Freeway from I-17 to SR-202L/Red Mountain Freeway. He attributed the elongated construction schedule to the phasing of construction improvements and summarized the impact of each scenario as follows:

- Scenario 8: No change
- Scenario 10a: Construct FY2014-2026
- Scenario 10b: Construct FY2014-2026
- Scenario 12: Construct FY2014-2026

Next, Mr. Hazlett discussed adding general purpose lanes to the Loop 101/Price Freeway from US-60/Superstition Freeway to SR-202L/Santan Freeway. He noted that the proposed changes to the corridor were similar to those presented for the Loop 101/Pima Freeway from I-17 to SR-202L/Red Mountain Freeway. He summarized the impact of each scenario as follows:

- Scenario 8: No change
- Scenario 10a: Construct FY2023-2025
- Scenario 10b: Construct FY2023-2025
- Scenario 12: Construct FY2023-2025

Mr. Hazlett addressed adding general purpose lanes to the Loop 202/Red Mountain Freeway from SR-101L/Pima-Price Freeways to Gilbert Road. He summarized the impact of each scenario as follows:

- Scenario 8: No change
- Scenario 10a: Construct FY2019-2021
- Scenario 10b: Construct FY2019-2021
- Scenario 12: Construct FY2015-2017

Mr. Hazlett discussed constructing the Loop 202/South Mountain Freeway from I-10/Maricopa Freeway to I-10/Papago Freeway. He stated the project included constructing a new freeway and new system interchange at 59th Avenue noting that the specific improvements were currently under review at ADOT.

- Scenario 8: Construct FY2015-2021
- Scenario 10a: Construct FY2015-2021
- Scenario 10b: Construct FY2015-2021
- Scenario 12: Construct FY2017-2026

Before concluding his presentation, Mr. Hazlett discussed operation and maintenance issues. He stated that the freeway system was aging and that operation/maintenance were important. He reported that MAG had requested additional information from ADOT on these activities. He stated that MAG had specifically requested that ADOT determine the most significant region operations and maintenance needs.

After the presentation, Mr. Eric Anderson stated that MAG had not rebalanced the FLCP since 2009 in part because MAG had hoped that revenues would improve. He stated that the next forecast should restore some of the program funds. He noted that forecasted revenues for FY2021-2026 were significantly lower than they had been historically.

Mr. Anderson addressed the rubberized asphalt paving program. He acknowledged that the program was important to the policy makers in the region. He stated that the useful life of the asphalt had been projected to be between eight and ten years and that some sections in the region were now 15-years old. Mr. Anderson briefly discussed the operations and maintenance issue.

Mr. Anderson stated that of all the scenarios, reducing the budget for the Interstate 17 widening made the most sense since specific improvements for the corridor had not been identified. He acknowledged that improving Interstate 10 was a priority for ADOT while SR202L/South Mountain was a priority for MAG.

Mr. Samour stated that Mr. Anderson's comments captured the difference in priorities between ADOT and MAG. He stated that as the region moves forward, we should consider modernization and preservation in addition to capacity improvements. He stated that ADOT was focused on preservation and modernization through programs, such as Intelligent Transportation Systems (ITS). A brief discussion followed.

Mr. Cook stated that he agreed with ADOT about the need for preservation. He stated that after preservation, the region should look at improving existing facilities, such as I-10 and I-17 which were bottlenecks. He stated that new corridors should be deferred until the region fixed the existing facilities. He added that pushing South Mountain to FY2020 may be the best approach.

Mr. John Farry from METRO left the meeting.

Mr. Fitzhugh inquired about the priorities and parameters used to develop the scenarios presented. He stated that geometry and safety should be the foremost parameters applied in the analysis. Mr. Fitzhugh encouraged MAG to look at existing facilities currently experiencing problems instead of facilities that are likely to have issues in the future. He acknowledged that removing certain projects from the program would be problematic because they had been promised to voters in previous plans. He cautioned about reintroducing deferred segments back into the program at the expense of other segments.

Mr. Farry rejoined the meeting, and Mr. Bob Beckley from the City of Surprise left the meeting.

Mr. Johnson stated that the Highway User Revenue Fund (HURF) tax had not been increased since 1992. He noted that Proposition 400 was passed to build new and improve facilities not to preserve and maintain existing facilities. He stated that the region needed to look at the statewide gas tax and the vehicle license tax to address maintenance issues.

Mr. Jungwirth left the meeting.

Mr. Martin inquired if the cost estimate for Loop202/South Mountain used in the FLCP rebalancing was based on the \$2.2 billion discussed in the previous agenda item or the \$1.9 billion currently programmed. Mr. Hazlett stated the calculations were based on the \$1.9 million programmed.

Mr. Cato Esquivel from the City of Goodyear stated that the City had been working with MAG and ADOT on the Loop 303 for years. He stated the work included preserving the existing freeway and providing a new facility south of I-10 and expressed the need for improvements south of I-10.

Mr. Paul Ward from the City of Litchfield Park concurred with Mr. Johnson's comments. He acknowledged the shortage of maintenance funds statewide citing the failure to increase the HURF tax and the gas tax in the last 20 years. He also noted the declining revenues generated by the existing taxes. He encouraged MAG and ADOT to work with the State legislators to address the issue and to time any proposal in such a way that it could be properly introduced to the voters for approval. Discussion followed.

Chairman Meinhart inquired if there were any additional questions regarding the presentation, and there were none. Before moving on to the next agenda item, he encouraged MAG Staff to consider a presentation on approaches to modernizing the existing system, citing Mr. Hazlett's current efforts to design a diverging diamond interchange for the City of Scottsdale.

10. Congestion Management Process Working Group

Next, Chairman Meinhart invited Ms. Kennedy to present on the Congestion Management Process (CMP) Working Group. Ms. Kennedy provided a copy of the CMP report to the Committee. She stated that memorandum requesting volunteers for the CMP Working Group had been included in the agenda packet.

Ms. Kennedy summarized existing conditions in the region that affected the CMP. She stated the until a new transportation authorization bill was passed, transportation funding would continue to remain uncertain. She acknowledge that MAG had been operating under continuing resolution for the past few years. Ms. Kennedy stated that programming must be planned for and assumptions made until a new reauthorization bill was passed. She reported that MAG would continue to use current year funding levels and project out for future years until that occurred. She informed the Committee that a ranking and evaluative measuring system was in place to respond to changes in funding and meet federal requirements.

Ms. Kennedy stated that Congestion Mitigation and Air Quality (CMAQ) Program funding was an essential portion of the MAG Transportation Improvement Program (TIP). She reported that implementing a CMP was a federal requirement for projects included in the TIP. She informed the Committee that Arizona Division of FHWA had conducted a review to determine if the CMP had been implemented effectively.

Ms. Kennedy reported that a recommendation from the review was that the CMP needed to be implemented by the next round of project selection for the Intelligent Transportation Systems and Bike/Ped modal committees. She announced that MAG Staff was meeting with the modal committees to update applications and tie the CMP and air quality rankings together.

Ms. Kennedy stated that the Baseline Congestion Management Process Report with the CMP Tool was published late in 2010. She explained that the tool was ready for use, but needed a Working Group to assist in guiding the implementation of the tool. She provided an overview of the CMP Tool. She explained that the tool was developed with the assistance of representatives from each modal area. She stated that the tool was designed to use quantitative data and qualitative criteria to evaluate each project. Ms. Kennedy explained that most of the qualitative criteria included in the tool was taken from historic evaluation criteria used by the modal committees.

Next, Ms. Kennedy announced that the CMP Tool would be used to document and rank projects included in the next TIP. She stated that the tool would be used to make programming decisions as funding increased or decreased. She noted that the tool was adaptable to current conditions with guidance from a working group.

Ms. Kennedy summarized the tasks of the CMP Working Group. She stated that volunteers would suggest policies and procedures for using and implementing the CMP Tool for all CMAQ funded projects. She reported that the working group would review and refine the qualitative data questions included in the CMP Tool for each modal area as well as determine data collection needs and priorities. She stated the working group also would need to propose

methods to address gaps in data collection that strengthen the quantitative evaluation. She added that annually, the working group would evaluate the CMP Tool and make recommendations for updating the process and/or the tool to address changing conditions, such as economic outlook, new federal requirements, changes to RTP, etc.

Ms. Kennedy announced that MAG Staff was requesting up to nine volunteers from the TRC to participate in the working group. She stated the working group would meet four times a year starting in April 2012. She encouraged interested individuals to contact MAG to participate.

Chairman Meinhart inquired if there were any additional questions or comments, and there were none.

11. Implementation of the Proposition 400 Performance Audit

Chairman Meinhart announced that the agenda item on the Implementation of the Proposition 400 Performance Audit would not be heard at the meeting due to time constraints. He stated that the item would be included on a future agenda to be heard.

12. Request for Future Agenda Items

Chairman Meinhart inquired if the members had any topics or issues of interest they would like to have considered for discussion at a future Committee meeting. There were none, and Chairman Meinhart moved onto the next agenda item.

13. Member Agency Update

Chairman Meinhart asked members of the Committee if they would like to provide updates, address any issues or concerns regarding transportation at the regional level, and asked if any members in attendance would like to address recent information that was relevant to transportation within their respective communities. There were none.

14. Next Meeting Date

Moving on, Chairman Meinhart informed members in attendance that the next regularly scheduled meeting of the Committee would be held on Thursday April 26, 2012, at MAG. There being no further business, Chairman Meinhart adjourned the meeting at 11:51 a.m.

ATTACHMENT ONE

April 19, 2012

TO: Members of MAG Management Committee

FROM: Teri Kennedy, Transportation Improvement Program Manager

SUBJECT: FFY2013 PROJECT MILESTONE COMPLETION LETTER REQUIREMENTS

The Federal Fund Programming Guidelines adopted on October 26, 2011 identify several key decision points in the programming process for projects that are outside the life-cycle programs (e.g. ALCP) and that are funded with CMAQ or MAG sub allocated STP (STP-MAG). The first of these decision points is the selection of Tier I projects in the upcoming federal fiscal year 2013 (FFY) beginning October 1, 2013, to September 30, that are likely to obligate. Projects that cannot obligate as programmed in the upcoming FFY 2013, will be deferred in the TIP to a future year or, if they have been previously deferred, be deleted from the TIP.

For a project to remain programmed in FFY2013 as programmed, non life-cycle, CMAQ and MAG-STP funded projects are required to document the achievement of project development milestones as identified in 500.3.1.a of the Guidelines. The milestones by type of project are listed in the following table.

| Milestones | Type of Project | | |
|-----------------------------------|--|--|---|
| | Construction | Right-of-Way | Procurement |
| Environmental Clearance Milestone | If the design is federally funded, the clearance has been approved; if the design is locally funded, all technical documents for the clearance have been submitted | If the design is federally funded, the clearance has been approved; if the design is locally funded, all technical documents for the clearance have been submitted | All technical documents for the clearance have been submitted |
| Right-of-way Clearance Milestone | Properties have been inventoried | Properties have been inventoried | Not Applicable |
| Design/Plans Milestone | Design/Engineering plans at 60% | Not Applicable | Project scoping document has been submitted |

If the project sponsor does not submit the required information outlined below, the project will be deleted from the TIP and the funds will go back to the region to be reprogrammed. It is understood that the MAG process is still transitioning to full compliance of the new programming guidelines. If the

milestones are not met, MAG staff will review the projects on a case-by-case basis. This information is due May 30, 2012 with the Project Development Status Workbook.

In addition, a letter affirming the sponsoring agency's commitment to complete the project is also required by June 8, 2012. The letter requirements are described below.

FFY2013 Project Milestone Completion Letter Requirements

- Letter is to be printed on member agency letterhead
- The project sponsor is required to submit a letter signed by the sponsor agency engineer.
- Agree that design plans for construction projects are at 60%,
- Include the date that the environmental clearance was approved or submitted.
- Certification that the right of way (if applicable) is underway with properties inventoried.
- For procurement projects the certified letter is to identify the dates that submittals were made for the scoping document, the environmental clearance document and the right-of-way clearances document.

MAG staff is available to help with information and questions regarding the Federal Fund Project Commitment Letter Requirements. Please contact Steve Tate at state@azmag.gov or (602) 254-6300.

LETTER FOR CONSTRUCTION/NON-PROCUREMENT PROJECTS

DATE

Teri Kennedy, TIP Manager
Maricopa Association of Governments
302 N. 1st Avenue #300
Phoenix, AZ 85003

Dear Ms. Kennedy,

This letter is to document that the project development milestones required to be programmed in the upcoming federal fiscal year (FFY) 2013 are complete for the federal funded project: LOCATION to WORK DESCRIPTION (Please include design and construct/install/procure).

I agree that the design plans are complete to 60% plans. Additionally, in order to obligate the project in FFY2013, the environmental clearance needs to be underway. This letter is documentation that the environmental clearance was CHOOSE EITHER SUBMITTED or APPROVED, on INSERT DATE. Both of these requirements are noted in the attached schedule (PLEASE COPY AND PASTE SCHEDULE FROM PROJECT DEVELOPMENT WORKBOOK).

INCLUDE ONLY IF RIGHT OF WAY IS NECESSARY FOR THE PROJECT. Additionally, I agree that properties for right of way purchases have been inventoried to date in preparation of the right of way clearance/purchase.

As the City/Town Engineer, I agree that the project development milestones as explained in the letter are complete and INSERT AGENCY NAME's will demonstrate continuous progress the remaining project development milestones to obligate the project in FFY2013.

Sincerely,

City/Town Engineer NAME
OFFICIAL TITLE

Schedule Information: Please enter anticipated dates for completing the steps in the process for obtaining the FHWA commitment (e.g. obligation) to fund the projects. If the step is not applicable - e.g. right-of-way clearance for an ITS procurement project - please enter "Not Applicable".

| Phase | Step | Planned Date | | Actual Date | | Status | Notes |
|---------------|--------------------------------|--------------|-----|-------------|-----|--------|-------|
| | | Start | End | Start | End | | |
| Design | Preliminary Project Assessment | | | | | | |
| | Design Concept Report | | | | | | |
| | 30 Percent Plans | | | | | | |
| | 60 Percent Plans | | | | | | |
| | 95 Percent Plans | | | | | | |
| | PS&E Package | | | | | | |
| Environmental | Hazmat Report | | | | | | |
| | Biological Report | | | | | | |
| | Cultural Report | | | | | | |
| | Envir Document/Clearance | | | | | | |
| Right-of-Way | Inventory/Appraisals Made | | | | | | |
| | Acquisitions Completed | | | | | | |
| | ROW Clearance | | | | | | |
| Other | Utilites Clearance | | | | | | |
| | Materials Memo | | | | | | |
| | IGA/JPA | | | | | | |
| | Authorize Project | | | | | | |

LETTER FOR PROCUREMENT PROJECTS

DATE

Teri Kennedy, TIP Manager
Maricopa Association of Governments
302 N. 1st Avenue #300
Phoenix, AZ 85003

Dear Ms. Kennedy,

This letter is to document that the project development milestones required to be programmed in the upcoming federal fiscal year (FFY) 2013 are complete for the federal funded project: LOCATION to WORK DESCRIPTION (Please include design and construct/install/procure).

I agree that the required that the environmental, right-of-way and project scoping documents needed to obtain the related clearance have been CHOOSE EITHER SUBMITTED or APPROVED, on INSERT DATES. These milestone requirements are noted in the attached schedule (PLEASE COPY AND PASTE SCHEDULE FROM PROJECT DEVELOPMENT WORKBOOK).

As the City/Town Engineer, I agree that the project development milestones as explained in the letter are complete and INSERT AGENCY NAME's will demonstrate continuous progress the remaining project development milestones to obligate the project in FFY2013.

Sincerely,

City/Town Engineer NAME
OFFICIAL TITLE

Schedule Information: Please enter anticipated dates for completing the steps in the process for obtaining the FHWA commitment (e.g. obligation) to fund the projects. If the step is not applicable - e.g. right-of-way clearance for an ITS procurement project - please enter "Not Applicable".

| Phase | Step | Planned Date | | Actual Date | | Status | Notes |
|---------------|--------------------------------|--------------|-----|-------------|-----|--------|-------|
| | | Start | End | Start | End | | |
| Design | Preliminary Project Assessment | | | | | | |
| | Design Concept Report | | | | | | |
| | 30 Percent Plans | | | | | | |
| | 60 Percent Plans | | | | | | |
| | 95 Percent Plans | | | | | | |
| | PS&E Package | | | | | | |
| Environmental | Hazmat Report | | | | | | |
| | Biological Report | | | | | | |
| | Cultural Report | | | | | | |
| | Envir Document/ Clearance | | | | | | |
| Right-of-Way | Inventory/Appraisals Made | | | | | | |
| | Acquisitions Completed | | | | | | |
| | ROW Clearance | | | | | | |
| Other | Utilites Clearance | | | | | | |
| | Materials Memo | | | | | | |
| | IGA/JPA | | | | | | |
| | Authorize Project | | | | | | |

ATTACHMENT TWO

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

April 19, 2012

SUBJECT:

Project Changes – Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program

SUMMARY:

The Fiscal Year 2011-2015 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2010 Update were approved by the MAG Regional Council on July 28, 2010, and have been modified fourteen times with the last modification approved in April 2012.

Since then, the Arizona Department of Transportation (ADOT) has requested to defer 12 projects to later years, add one new right of way project, and two new landscape projects. Other member agency requests include two new Transportation Enhancement (TE) projects, two TE projects are deferred, two safety projects have received additional funding from ADOT, and four projects have been canceled. The MAG trip reduction project is requesting an increase, and several project name change corrections are included.

Valley Metro Rail received a Federal Transit Administration (FTA) Section 5309 Small Starts award of \$35,481,000 in FFY 2012, and is requesting to amend eight budget items, and add sixteen new project budgets for the Central Mesa Light Rail. Attached is the Central Mesa LRT Extension project overview for your reference. Valley Metro Rail has submitted the Project Construction Grant Agreement (PCGA) to FTA and is pending review and approval. The requests for amendments to the TIP reflect the current PCGA budget submittal to FTA.

Additionally, the MAG Transit Committee recommended approval of reprogramming the Transit Center/Park and Ride in Glendale to line up with the project development schedule, and programming remaining STP-Flex, 5309-FGM, and 5307 funds for preventive maintenance. The Prior Committee Action is related to these line items.

The attached table A, lists all project change requests. 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.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Approval of this TIP amendment and administrative modification 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 and administrative modification request is in accord with MAG guidelines.

ACTION NEEDED:

Approval of amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2010 Update.

PRIOR COMMITTEE ACTIONS:

MAG Transit Committee: On April 12, 2012, the MAG Transit Committee recommended the reprogramming of the Glendale Park and Ride/Transit Center as shown in the attached tables, and the distribution of FY2010 and FY2011 5309-FGM funds for preventive maintenance.

MEMBERS ATTENDING

- | | |
|------------------------------------|---|
| *ADOT: Mike Normand | Peoria: Maher Hazine |
| Avondale: Rogene Hill | Phoenix: Neal Young |
| #Buckeye: Andrea Marquez | #Queen Creek: Tom Condit |
| Chandler: Dan Cook for RJ Zeder | Scottsdale: Madeline Clemann |
| #El Mirage: Lance Calvert | Surprise: David Kohlbeck |
| Gilbert: Ken Maruyama | Tempe: Greg Jordan |
| Glendale: Cathy Colbath, Chair | *Tolleson: Chris Hagen |
| Goodyear: Cato Esquivel | Valley Metro Rail/Metro: Ben Limmer for Wulf Grote |
| *Maricopa County DOT: Mitch Wagner | Youngtown: Jim Fox |
| Mesa: Mike James | Regional Public Transportation Authority: Carol Ketcherside |
| *Paradise Valley: William Mead | |

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

CONTACT PERSON:

Teri Kennedy, Transportation Improvement Program Manager, (602) 254-6300.

Table A. Non-ALCP Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program

4/19/2012

| HIGHWAY | | | | | | | | | | | | | | |
|-----------|----------|---|--|-------------|----------------|--------------|--------------|-------------|-----------------|-------------|--------------|---------------|--------------|---|
| TIP # | Agency | Project Location | Project Description | Fiscal Year | Est. Date Open | Length miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost | Requested Change |
| CHN45-492 | Chandler | McQueen Rd: Chandler Heights to Riggs Road | Reconstruct roadway to add 2 through lanes in each direction | 2046 | NA | 1.0 | 2 | 6 | | \$7,045,000 | \$0 | \$0 | \$7,045,000 | Delete project from TIP duplicate to listed ALCP project: Work element is outside of TIP. |
| DOT12-118 | ADOT | 10: SR101L (Agua Fria) to I-17 | Utility Design | 2013 | Q3 14 | 9 | 10 | 10 | RARF | \$0 | \$0 | \$1,000,000 | \$1,000,000 | Admin Mod: Defer Utility Design work to FY 2013 from FY 2012 while South Mountain Freeway issues are resolved. |
| DOT98-111 | ADOT | 101 (Pima Fwy): Pima Rd Extension (JPA) | Design roadway extension | 2013 | Q4 14 | 3 | 0 | 4 | RARF | \$0 | \$0 | \$297,000 | \$297,000 | Admin Mod: Defer design JPA project to FY 2013 from FY 2012. Current coordination with Salt River Pima Maricopa Indian Community's development plans. |
| DOT12-122 | ADOT | 303 (Estrella Fwy): Glendale Ave - Peoria Ave | Landscape design | 2013 | Q2 14 | 3 | 6 | 6 | RARF | \$0 | \$0 | \$300,000 | \$300,000 | Admin Mod: Defer landscape design project to FY 2013 from FY 2012 to reflect current schedule. |
| DOT14-154 | ADOT | 303 (Estrella Fwy): Peoria Ave - Waddell Rd | Landscape construction | 2013 | Q4 14 | 2 | 6 | 6 | RARF | \$0 | \$0 | \$2,400,000 | \$2,400,000 | Admin Mod: Defer landscape construction project to FY 2013 from FY 2012 to align with landscape design schedule. |
| DOT12-125 | ADOT | 303 (Estrella Fwy): Thomas Rd - Camelback Rd | Landscape design | 2013 | Q2 14 | 2 | 6 | 6 | RARF | \$0 | \$0 | \$200,000 | \$200,000 | Admin Mod: Defer landscape design project to FY 2013 from FY 2012 to reflect current schedule. |
| DOT12-126 | ADOT | 303 (Estrella Fwy): Waddell Rd - Mountain View Rd | Landscape construction | 2013 | Q4 14 | 4 | 6 | 6 | RARF | \$0 | \$0 | \$4,500,000 | \$4,500,000 | Admin Mod: Defer landscape construction project to FY 2013 from FY 2012 to align with landscape design schedule. |
| DOT12-838 | ADOT | 60 (Superstition Fwy): Meridian Rd TI | Design traffic interchange | 2013 | Q3 14 | 0.2 | TI | TI | RARF | \$0 | \$0 | \$800,000 | \$800,000 | Admin Mod: Defer design project to FY 2013 from FY 2012. Preparation of the DCR to include a final CE will not be completed in FY 2012. |
| DOT09-964 | ADOT | 10: SR101L (Agua Fria) to I-17 | Utilities construction | 2014 | Q4 15 | 9 | 10 | 10 | RARF | \$0 | \$0 | \$13,400,000 | \$13,400,000 | Admin Mod: Defer Utility construction work to FY 2014 from FY 2013 while South Mountain Freeway issues are resolved. |
| DOT99-124 | ADOT | 101 (Pima Fwy): Pima Rd Extension (JPA) | Construct roadway extension | 2014 | Q4 15 | 3 | 0 | 4 | RARF | \$0 | \$0 | \$3,634,000 | \$3,634,000 | Admin Mod: Defer construction JPA project to FY 2014 from FY 2013. Current coordination with Salt River Pima Maricopa Indian Community's development plans. |
| DOT13-138 | ADOT | 303 (Estrella Fwy): Glendale Ave - Peoria Ave | Landscape construction | 2014 | Q4 15 | 3 | 6 | 6 | RARF | \$0 | \$0 | \$3,500,000 | \$3,500,000 | Admin Mod: Defer landscape construction project to FY 2014 from FY 2013 to align with landscape design schedule. |
| DOT13-140 | ADOT | 303 (Estrella Fwy): Thomas Rd - Camelback Rd | Landscape construction | 2014 | Q4 15 | 2 | 6 | 6 | RARF | \$0 | \$0 | \$2,400,000 | \$2,400,000 | Admin Mod: Defer landscape construction project to FY 2014 from FY 2013 to align with landscape design schedule. |
| DOT11-105 | ADOT | 85: Warner Street Bridge | Construction | 2014 | Q4 15 | 0.2 | 0 | 0 | NHS | \$0 | \$4,997,900 | \$302,100 | \$5,300,000 | Admin Mod: Defer bridge construction project to FY 2014 from FY 2013. Current coordination with Town of Buckeye development schedule. |
| DOT14-181 | ADOT | 202 (Red Mountain Fwy): SR101L to Gilbert Rd | R/W acquisition | 2014 | Q1 15 | 6 | 8 | 10 | RARF | \$0 | \$0 | \$1,000,000 | \$1,000,000 | Amend: Add a new R/W project in FY 2014 for \$1,000,000. The study identified a new right-of-way acquisition that would be required near McKellips Road. |
| DOT14-182 | ADOT | 303 (Estrella Fwy): US60 Grand Ave/SR303L TI, Interim | Landscape design | 2014 | Q3 15 | 0.2 | TI | TI | RARF | \$0 | \$0 | \$290,000 | \$290,000 | Amend: Add a new landscape design project in FY 2014 for \$290,000. The landscape work is not included in the TI construction project. |
| DOT15-199 | ADOT | 303 (Estrella Fwy): US60 Grand Ave/SR303L TI, Interim | Landscape construction | 2015 | Q4 16 | 0.2 | TI | TI | RARF | \$0 | \$0 | \$2,900,000 | \$2,900,000 | Amend: Add a new landscape construction project in FY 2015 for \$2,900,000. The landscape work is not included in the TI construction project. |
| DOT12-124 | ADOT | 303 (Estrella Fwy): Thomas Rd - Camelback Rd | Construction | 2012 | 6/13 | 0.0 | 0 | 0 | STP-AZ, STP-MAG | \$0 | \$59,134,800 | \$3,511,200 | \$62,646,000 | Amend: Increase STP-MAG Funding (\$392,222) from GDY09-802 Goodyear Yuma Rd Bridge Design. Increase STP-MAG Funding (\$653,778) from GDY11-101 Goodyear Yuma Rd Design. Total STP-MAG funding is \$1,046,000. |
| GDY09-802 | Goodyear | Yuma Rd at Bullard Wash | Design bridge and approaches - using FY2009 funds | 2011 | NA | ----- | No | Street | STP-MAG | \$100,894 | \$392,222 | \$0 | \$493,113 | Admin: Delete project from TIP. Transfer funding to DOT12-124 Estrella Fwy: Thomas Rd - Camelback Rd. |

| HIGHWAY | | | Continued | | | | | | | | | | | |
|-----------|----------|--|--|-------------|----------------|--------------|--------------|-------------|-----------|------------|--------------|---------------|--------------|---|
| TIP # | Agency | Project Location | Project Description | Fiscal Year | Est. Date Open | Length miles | Lanes Before | Lanes After | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost | Requested Change |
| GDY11-104 | Goodyear | Yuma Road, Estrella Pkwy to Litchfield | Design Yuma Rd: Litchfield Rd to Estrella Pkwy | 2011 | NA | 2.0 | 2 | 6 | STP-MAG | \$413,409 | \$653,778 | \$0 | \$766,887 | Admin: Delete project from TIP. Transfer funding to DOT12-124 Estrella Fwy: Thomas Rd - Camelback Rd. |
| GLN13-907 | Gilbert | Consolidated Canal at Baseline Rd, Eastern Canal at Baseline Rd, SRP Powerline at Guadalupe Rd, SRP Powerline at Elliot Rd | Design Pedestrian and Bicycle Mid-Block Crossings | 2013 | NA | 0.4 | 0 | 0 | STP-TEA | \$13,000 | \$202,000 | \$0 | \$215,000 | Amend: Add new project to the TIP for FY 2013. Funding from ADOT TEA |
| GLN15-907 | Gilbert | Consolidated Canal at Baseline Rd, Eastern Canal at Baseline Rd, SRP Powerline at Guadalupe Rd, SRP Powerline at Elliot Rd | Construct Pedestrian and Bicycle Mid-Block Crossings | 2015 | 16-Jun | 0.4 | 0 | 0 | STP-TEA | \$37,334 | \$548,000 | \$0 | \$585,334 | Amend: Add new project to the TIP for FY 2015. Funding from ADOT TEA |
| GLN08-802 | Glendale | Grand Canal in west Glendale, from Loop 101 to New River | Construct a 1.5-mile multi-use pathway | 2013 | | 1.5 | 0 | 0 | STP-TEA | \$500,000 | \$0 | \$837,825 | \$1,337,825 | Amend: Defer the project from FY 2012 to FY 2013 |
| GLN11-704 | Glendale | Maryland Avenue: 67th-69th & 79th-83rd Avenues | Spot Improvements on Maryland Avenue for Bike Lanes | 2013 | | 0 | 0 | 0 | STP-TEA | \$166,039 | \$0 | \$10,037 | \$176,076 | Amend: Defer the project from FY 2012 to FY 2013 |
| MAG13-810 | MAG | Regionwide | Trip Reduction program | 2013 | Q4 14 | 0 | 0 | 0 | CMAQ | \$0 | \$982,652 | \$0 | \$982,652 | Amend: Increase budget by \$72,652 CMAQ; total project cost is \$982,652. |
| MAG12-809 | MAG | Regionwide | Traffic signal optimization program | 2012 | NA | 0.0 | 0 | 0 | CMAQ | \$48,135 | \$298,865 | \$0 | \$347,000 | Admin: Delete ITS Project from TIP: Work element is in UPWP. |
| MAG12-803 | MAG | Regionwide | Regionwide bicycle safety education program | 2012 | NA | ---- | ---- | ---- | CMAQ | \$73,000 | \$165,000 | \$0 | \$238,000 | Admin: Delete project from TIP. |
| PEO12-111 | Peoria | Intersection of Peoria Ave and 75th Avenue | Design intersection improvement. | 2012 | 2014 | n/a | n/a | n/a | HSIP | \$ 38,331 | \$ 634,142 | | \$ 672,473 | Amend: Correct name to Peoria Avenue |
| PEO14-103 | Peoria | Intersection of Peoria Ave and 75th Avenue | Acquisition of right-of-way for intersection improvement. | 2014 | 2015 | n/a | n/a | n/a | HSIP | \$ 27,727 | \$ 458,713 | | \$ 486,440 | Amend: Correct name to Peoria Avenue |
| PEO15-105 | Peoria | Intersection of Peoria Ave and 75th Avenue | Relocate utilities, construct / add dual left turn lanes and right turn lanes on all approaches, raised median, and upgrade bike/ pedestrian facilities at intersection. | 2015 | 2016 | n/a | n/a | n/a | HSIP | \$ 395,642 | \$ 6,545,445 | | \$ 6,941,087 | Amend: Correct name to Peoria Avenue |

| TRANSIT | | | | | | | | | | | | | | |
|-------------|----------|--------------------------------------|--|-------------|----------------|--------|----------|--------------|-----------|------------|--------------|---------------|------------|---|
| TIP # | Agency | Project Location | Project Description | Fiscal Year | Est. Date Open | Length | A.L.I. | Year of Fund | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost | Requested Change |
| GLN11-702T | Glendale | Glendale: Citywide Paratransit & GUS | Preventive Maintenance - 2011 5307 Funds | 2012 | | | 11.7A.00 | 2011 | 5307 | 62,468 | 249,870 | 0 | 312,338 | Admin Mod: Increase funding |
| GLN11-809T | Glendale | Bell/L101 | Acquire right of way regional park-and-ride/transit center (Bell/L101) | 2012 | | | 11.32.04 | 2012 | 5309-FGM | 0 | 3,514,570 | 804,353 | 4,318,923 | Amend: Add new project from combined GLN11-809TA, TB, and TC. Defer to 2012 |
| GLN11-809TA | Glendale | Bell/L101 | Acquire right of way regional park-and-ride (Bell/L101) - FY2010 5309-FGM Funds | 2011 | | | 11.32.04 | | 5309-FGM | 0 | 2,287,742 | 571,935 | 2,859,677 | Amend: Delete Project; Combine GLN11-809TA, TB, and TC. Defer to 2012 |
| GLN11-809TB | Glendale | Bell/L101 | Acquire right of way regional park-and-ride (Bell/L101) | 2011 | | | ---- | | 5309-FGM | 0 | 778,505 | 194,626 | 973,131 | Amend: Delete Project; Combine GLN11-809TA, TB, and TC. Defer to 2012 |
| GLN11-809TC | Glendale | Bell/L101 | Acquire right of way regional park-and-ride (Bell/L101) - FY 2010 STP-Flex Funds | 2011 | | | 11.32.04 | | STP-Flex | 0 | 448,323 | 37,792 | 486,115 | Amend: Delete Project; Combine GLN11-809TA, TB, and TC. Defer to 2012 |
| GLN12-812T | Glendale | Bell/L101 | Construct regional park-and-ride/transit (Bell/L101) | 2013 | | | 11.33.04 | 2013 | 5307 | 0 | 6,782,578 | 1,695,645 | 8,478,223 | Amend: Move to 2013 and combine GLN12-812TA, TB and TD. |
| GLN12-812TC | Glendale | Bell/L101 | Construct regional park-and-ride (Bell/L101) | 2012 | | | 11.33.04 | | STP-Flex | 0 | 1,460,900 | 88,305 | 1,549,205 | Amend: Delete project, funds are already in GLN12-812TB |
| GLN12-812TD | Glendale | Bell/L101 | Construct regional park-and-ride (Bell/L101) | 2012 | | | 11.33.04 | | 5307 | 0 | 4,415,105 | 1,103,776 | 5,518,881 | Amend: Delete project. Change funding from 5309-FGM to 5307, and combine with GLN12-8012TA, TB. New Project is: GLN12-812T. |
| GLN13-199T | Glendale | Bell/L101 | Construct regional park-and-ride (Bell/L101) | 2013 | | | 11.33.04 | | PTF | 9,994,849 | 0 | 249,501 | 10,244,350 | Amend: Delete Project |
| GLN13-199T | Glendale | Bell/L101 | Construct regional park-and-ride (Bell/L101) | 2013 | | | 11.33.04 | | PTF | 9,994,849 | 0 | 249,501 | 10,244,350 | Amend: Delete Project |

| TRANSIT | | continued | | | | | | | | | | | | |
|------------|-------------------|---|--|-------------|----------------|--------|----------|--------------|-----------|------------|--------------|---------------|------------|---|
| TIP # | Agency | Project Location | Project Description | Fiscal Year | Est. Date Open | Length | A.L.I. | Year of Fund | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost | Requested Change |
| PEO11-702T | Peoria | Peoria: Citywide Paratransit | Preventive Maintenance - 2011 5307 Funds | 2012 | | | 11.7A.00 | 2011 | 5307 | 23,475 | 93,898 | 0 | 117,373 | Admin Mod: Increase funding |
| PHX11-112T | Phoenix | Phoenix -Buses serving Rapid Routes on HOV system | Preventive Maintenance - FY2010 5309-FGM Funds | 2012 | | | 11.7A.00 | 2010 | 5309-FGM | 78,366 | 313,462 | 0 | 391,828 | Admin Mod: Modify funds for 2010 preventive maintenance by increasing the federal amount from \$47,520 to \$313,462. |
| PHX11-706T | Phoenix | Regionwide | Phoenix: Citywide Fixed Route - Preventive Maintenance - 2011 5307 Funds | 2012 | | | 11.7A.00 | 2011 | 5307 | 2,878,008 | 11,512,033 | 0 | 14,390,041 | Admin Mod: Increase funding |
| PHX12-804T | Phoenix | Regionwide | Preventive Maintenance - FY2010 STP-Flex | 2012 | | | 11.7A.00 | 2010 | STP-Flex | 0 | 448,323 | 37,792 | 486,115 | Amend: Add new Project |
| PHX12-805T | Phoenix | Phoenix -Buses serving Rapid Routes on HOV system | Preventive Maintenance - FY2011 5309-FGM Funds | 2012 | | | 11.7A.00 | 2011 | 5309-FGM | 31,676 | 126,702 | 0 | 158,378 | Amend: Add new project |
| SCT11-113T | Scottsdale | Scottsdale: Fixed Route | Preventive Maintenance - 2011 5307 Funds | 2012 | | | 11.7A.00 | 2011 | 5307 | 25,270 | 101,081 | 0 | 126,351 | Admin Mod: Increase funding |
| SUR11-701T | Surprise | Surprise: Citywide Paratransit | Preventive Maintenance - 2011 5307 Funds | 2012 | | | 11.7A.00 | 2011 | 5307 | 6,170 | 24,681 | 0 | 30,851 | Admin Mod: Increase funding |
| TMP11-701T | Tempe | Tempe: Fixed Route | Preventive Maintenance - 2011 5307 Funds | 2012 | | | 11.7A.00 | 2011 | 5307 | 473,095 | 1,892,381 | 0 | 2,365,476 | Admin Mod: Increase funding |
| VMR11-103T | METRO Rail | Phoenix, Mesa, Tempe - Light Rail | Preventive Maintenance - FY2010 5309-FGM Funds | 2012 | | | 11.7A.00 | 2010 | 5309-FGM | 0 | 233,042 | 58,261 | 291,303 | Admin Mod: Modify funds for 2010 preventive maintenance by increasing the federal amount from \$32,702 to \$233,042. |
| VMR12-109T | Valley Metro/RPTA | Regionwide -Buses serving Express Routes on HOV system | Preventive Maintenance - FY2011 5309-FGM Funds | 2012 | | | 11.7A.00 | 2011 | 5309-FGM | 0 | 878,425 | 219,606 | 1,098,031 | Amend: Add new project |
| VMT11-106T | Valley Metro/RPTA | Regionwide -Buses serving Express Routes on HOV system | Preventive Maintenance - FY2010 5309-FGM Funds | 2012 | | | 11.7A.00 | 2010 | 5309-FGM | 0 | 2,173,236 | 543,309 | 2,716,545 | Admin Mod: Modify funds for 2010 preventive maintenance by increasing the federal amount from \$351,773 to \$2,173,236. |
| VMT12-104T | METRO Rail | Phoenix, Mesa, Tempe - Light Rail | Preventive Maintenance - FY2011 5309-FGM Funds | 2012 | | | 11.7A.00 | 2011 | 5309-FGM | 0 | 94,196 | 23,549 | 117,745 | Amend: Add new project |
| VMR11-104T | Valley Metro Rail | Central Phoenix / East Valley (CP/EV) 20-mile light rail transit starter line | Preventive Maintenance - 2011 5307 Funds | 2012 | | | 11.7A.00 | 2011 | 5307 | 141,428 | 565,712 | 0 | 707,140 | Admin Mod: Increase funding |
| VMT11-709T | Valley Metro/RPTA | Regionwide: Fixed Route | Preventive Maintenance - 2011 5307 Funds | 2012 | | | 11.7A.00 | 2011 | 5307 | 695,260 | 2,781,041 | 0 | 3,476,301 | Admin Mod: Increase funding |
| GLN12-100T | Glendale | Glendale: Citywide Paratransit & GUS | Preventive Maintenance 2009 & 2011 STP Funds | 2012 | | | 11.7A.00 | 2011 | STP-Flex | 3,148 | 52,088 | 0 | 55,236 | Admin Mod: Increase funding |
| PEO12-100T | Peoria | Peoria: Citywide Paratransit | Preventive maintenance - 2009 & 2011 STP Funds | 2012 | | | 11.7A.00 | 2011 | STP-Flex | 1,299 | 21,497 | 0 | 22,796 | Admin Mod: Increase funding |
| PHX12-104T | Phoenix | Regionwide | Preventive maintenance - 2009 & 2011 STP Funds | 2012 | | | 11.7A.00 | 2011 | STP-Flex | 122,428 | 2,025,433 | 0 | 2,147,861 | Admin Mod: Increase funding |
| SCT12-102T | Scottsdale | Scottsdale: Fixed Route | Preventivt maintenance - 2009 & 2011 STP Funds | 2012 | | | 11.7A.00 | 2011 | STP-Flex | 2,499 | 41,340 | 0 | 43,839 | Admin Mod: Increase funding |
| SUR12-100T | Surprise | Surprise: Citywide Paratransit | Preventive maintenance - 2009 & 2011 STP Funds | 2012 | | | 11.7A.00 | 2011 | STP-Flex | 475 | 7,854 | 0 | 8,329 | Admin Mod: Increase funding |
| TMP12-100T | Tempe | Tempe: Fixed Route | Preventive Maintenance - 2009 & 2011 STP Funds | 2012 | | | 11.7A.00 | 2011 | STP-Flex | 42,254 | 699,051 | 0 | 741,305 | Admin Mod: Increase funding |
| VMR12-106T | Valley Metro Rail | Central Phoenix / East Valley (CP/EV) 20-mile light rail transit starter line | Preventive Maintenance - 2009 & 2011 STP funds | 2012 | | | 11.7A.00 | 2011 | STP-Flex | 13,979 | 231,262 | 0 | 245,241 | Admin Mod: Increase funding |
| VMT12-102T | Valley Metro/RPTA | Regionwide: Fixed Route | Preventive Maintenance - 2009 & 2011 STP Funds | 2012 | | | 11.7A.00 | 2011 | STP-Flex | 50,675 | 838,365 | 0 | 889,040 | Admin Mod: Increase funding |

| TRANSIT | | | Small Starts | | | | | | | | | | | Requested Change |
|--------------|--------|------------------------|---|-------------|----------------|--------|----------|--------------|-----------|------------|--------------|---------------|--------------|--|
| TIP # | Agency | Project Location | Project Description | Fiscal Year | Est. Date Open | Length | A.L.I. | Year of Fund | Fund Type | Local Cost | Federal Cost | Regional Cost | Total Cost | |
| VMR12-920T | VMR | Central Mesa LightRail | Sm Starts: Guideway & Track Elemnets | 2012 | 2016 | 3.1 | 14.01.10 | 2012 | 5309 SS | \$0 | \$6,296,000 | \$4,865,998 | \$11,161,998 | Amend: Add project, grant application: AZ-03-0066. Total Small Starts prjt budget \$132,965,354. |
| VMR12-921T | VMR | Central Mesa LightRail | Sm Starts: Stations, Stops, Terminals, Intermodal | 2012 | 2016 | - | 14.02.20 | 2012 | 5309 SS | \$0 | \$333,000 | \$257,366 | \$590,366 | Amend: Add project, grant application: AZ-03-0066. Total Small Starts prjt budget \$132,965,354. |
| VMR12-922T | VMR | Central Mesa LightRail | Sm Starts: Sitework & Special Conditions | 2012 | - | - | 14.04.40 | 2012 | 5309 SS | \$0 | \$12,243,000 | \$9,462,265 | \$21,705,265 | Amend: Add project, grant application: AZ-03-0066. Total Small Starts prjt budget \$132,965,354. |
| VMR12-923T | VMR | Central Mesa LightRail | Sm Starts: Systems | 2012 | | | 14.05.50 | 2012 | 5309 SS | \$0 | \$0 | \$0 | \$0 | Amend: Add project, grant application: AZ-03-0066. Will be amended when add'l funding is awarded. |
| VMR11-828TR2 | VMR | Central Mesa LightRail | Sm Starts: ROW, Land, Existing Improvements | 2012 | - | 3.1 | 14.06.60 | 2012 | 5309 SS | \$0 | \$6,418,000 | \$4,960,289 | \$11,378,289 | Amend: increase total budget \$10,378,289 (increase fed \$5,918,000, increase regional \$4,460,289). Change name, and ALI. Change year from 2011 to 2012. Included in grant application: AZ-03-0066. |
| VMR12-928T | VMR | Central Mesa LightRail | Sm Starts: Professional Services | 2012 | n/a | n/a | 14.08.80 | 2012 | 5309 SS | \$0 | \$4,748,000 | \$3,669,593 | \$8,417,593 | Amend: Add project, grant application: AZ-03-0066. Total Small Starts prjt budget \$132,965,354. |
| VMR12-926T | VMR | Central Mesa LightRail | Sm Starts: Unallocated Contingency | 2012 | n/a | n/a | 14.09.90 | 2012 | 5309 SS | \$0 | \$3,692,000 | \$2,853,441 | \$6,545,441 | Amend: Add project, grant application: AZ-03-0066. Total Small Starts prjt budget \$132,965,354. |
| VMR12-912T | VMR | Central Mesa LightRail | Sm Starts: Finance Charges | 2012 | n/a | n/a | 14.10.10 | 2012 | 5309 SS | \$0 | \$1,751,000 | \$1,353,298 | \$3,104,298 | Amend: increase total budget \$3,104,298 (increase fed \$841,777, increase regional \$1,353,298). Change name, and ALI. Included in grant application: AZ-03-0066. |
| VMR12-841T | VMR | Central Mesa LightRail | Sm Starts: Guideway & Track Elemnets | 2013 | 2016 | 3.1 | 14.01.10 | 2013 | 5309 SS | \$0 | \$6,554,647 | \$5,065,899 | \$11,620,546 | Amend: increase total budget \$2,820,546 (increase fed \$2,154,647, and increase regional \$665,899). Change name, and ALI. |
| VMR13-936T | VMR | Central Mesa LightRail | Sm Starts: Stations, Stops, Terminals, Intermodal | 2013 | 2016 | | 14.02.20 | 2013 | 5309 SS | \$0 | \$1,594,159 | \$1,232,080 | \$2,826,239 | Amend: decrease total budget \$25,348,761 (decrease fed \$18,405,841, and decrease regional \$6,942,920). Change name, and ALI. |
| VMR12-918T | VMR | Central Mesa LightRail | Sm Starts: Sitework & Special Conditions | 2013 | | | 14.04.40 | 2013 | 5309 SS | \$0 | \$1,644,207 | \$1,270,761 | \$2,914,968 | Amend: decrease total budget \$199,478 (increase fed \$86,984, and decrease regional \$286,462). Change name, and ALI. |
| VMR13-923T | VMR | Central Mesa LightRail | Sm Starts: Systems | 2013 | | | 14.05.50 | 2013 | 5309 SS | \$0 | \$4,562,841 | \$3,526,489 | \$8,089,330 | Amend: Add project, Federal PCGA approval est. June 2012 |
| VMR12-842T | VMR | Central Mesa LightRail | Sm Starts: ROW, Land, Existing Improvements | 2013 | | 3.1 | 14.06.60 | 2013 | 5309 SS | \$0 | \$0 | \$0 | \$0 | Amend: Reduce budget (fed \$2,250,000, Regional \$2,250,000) to zero for 2013. Change name, and ALI. |
| VMR13-928T | VMR | Central Mesa LightRail | Sm Starts: Professional Services | 2013 | | | 14.08.80 | 2013 | 5309 SS | \$0 | \$3,181,095 | \$2,458,577 | \$5,639,672 | Amend: Add project, Federal PCGA approval est. June 2012 |
| VMR13-926T | VMR | Central Mesa LightRail | Sm Starts: Unallocated Contingency | 2013 | | | 14.09.90 | 2013 | 5309 SS | \$0 | \$1,648,257 | \$1,273,891 | \$2,922,148 | Amend: Add project, Federal PCGA approval est. June 2012 |
| VMR13-927T | VMR | Central Mesa LightRail | Sm Starts: Finance Charges | 2013 | | | 14.10.10 | 2013 | 5309 SS | \$0 | \$814,794 | \$629,731 | \$1,444,525 | Amend: Add project, Federal PCGA approval est. June 2012 |
| VMR14-102T | VMR | Central Mesa LightRail | Sm Starts: Guideway & Track Elemnets | 2014 | 2016 | 3.1 | 14.01.10 | 2014 | 5309 SS | \$0 | \$1,935,778 | \$1,496,107 | \$3,431,885 | Amend: decrease total budget \$37,568,115 (decrease fed \$15,064,222, and decrease regional \$22,503,893). Change name, and ALI. |
| VMR15-102T | VMR | Central Mesa LightRail | Sm Starts: Stations, Stops, Terminals, Intermodal | 2014 | 2016 | | 14.02.20 | 2014 | 5309 SS | \$0 | \$1,595,150 | \$1,232,846 | \$2,827,996 | Amend: decrease total budget \$41,872,004 (decrease fed \$17,404,850, decrease regional \$24,467,154). Change name, and ALI. Advance year from 2015 to 2014. |
| VMR14-922T | VMR | Central Mesa LightRail | Sm Starts: Sitework & Special Conditions | 2014 | | | 14.04.40 | 2014 | 5309 SS | \$0 | \$0 | \$0 | \$0 | Amend: Add project, Federal PCGA approval est. June 2012. Will be amended when add'l funding is awarded. |
| VMR14-923T | VMR | Central Mesa LightRail | Sm Starts: Systems | 2014 | | | 14.05.50 | 2014 | 5309 SS | \$0 | \$9,264,529 | \$7,160,290 | \$16,424,819 | Amend: Add project, Federal PCGA approval est. June 2012 |
| VMR14-924T | VMR | Central Mesa LightRail | Sm Starts: ROW, Land, Existing Improvements | 2014 | | 3.1 | 14.06.60 | 2014 | 5309 SS | \$0 | \$0 | \$0 | \$0 | Amend: Add project, Federal PCGA approval est. June 2012 |
| VMR14-928T | VMR | Central Mesa LightRail | Sm Starts: Professional Services | 2014 | | | 14.08.80 | 2014 | 5309 SS | \$0 | \$4,290,708 | \$3,316,166 | \$7,606,874 | Amend: Add project, Federal PCGA approval est. June 2012 |
| VMR14-926T | VMR | Central Mesa LightRail | Sm Starts: Unallocated Contingency | 2014 | | | 14.09.90 | 2014 | 5309 SS | \$0 | \$1,650,923 | \$1,275,951 | \$2,926,874 | Amend: Add project, Federal PCGA approval est. June 2012 |
| VMR14-927T | VMR | Central Mesa LightRail | Sm Starts: Finance Charges | 2014 | | | 14.10.10 | 2014 | 5309 SS | \$0 | \$781,910 | \$604,316 | \$1,386,226 | Amend: Add project, Federal PCGA approval est. June 2012 |

TABLE B. Amendments and Administrative Modifications to the FY2011-2015 TIP and the FY2012 ALCP

| Agency | Work Year | Reimb. Year | TIPIDN | Location | Work | Miles | Lanes Before | Lanes After | Funding | Federal | Regional | Local | Total | Reimb Fund | Reimb. Amount | Note |
|---------|-----------|-------------|----------------|---|--|-------|--------------|-------------|---------|---------|----------|--------------|--------------|------------|---------------|--|
| Gilbert | 2010 | 2012 | GLB12-107ADZ | Queen Creek Rd: Val Vista Dr to Higley Rd | Design roadway widening | 2 | 2 | 4 | Bonds | \$ - | \$ - | \$ 907,658 | \$ 907,658 | RARF | \$ 635,361 | Amend. Decreased total cost and regional reimbursement. Difference in regional funds moved to ROW. |
| Gilbert | 2011 | 2012 | GLB12-107ADZ2 | Queen Creek Rd: Val Vista Dr to Higley Rd | Design roadway widening | 2 | 2 | 4 | Bonds | \$ - | \$ - | \$ 907,658 | \$ 907,658 | RARF | \$ 635,361 | Amend. Decreased total cost and regional reimbursement. Difference in regional funds moved to ROW. |
| Gilbert | 2010 | 2012 | GLB13-107ARWZ | Queen Creek Rd: Val Vista Dr to Higley Rd | Acquisition of right-of-way for roadway widening | 2 | 2 | 4 | Bonds | \$ - | \$ - | \$ 33,567 | \$ 33,567 | RARF | \$ 23,497 | Amend. Decreased total cost and regional reimbursement. Difference in regional funds moved to Construction. |
| Gilbert | 2011 | 2013 | GLB13-107ARWZ2 | Queen Creek Rd: Val Vista Dr to Higley Rd | Acquisition of right-of-way for roadway widening | 2 | 2 | 4 | Bonds | \$ - | \$ - | \$ 1,520,292 | \$ 1,520,292 | RARF | \$ 1,064,205 | Amend. Decreased total cost and regional reimbursement. Difference in regional funds moved to Construction. |
| Gilbert | 2011 | 2013 | GLB13-107ACZ | Queen Creek Rd: Val Vista Dr to Higley Rd | Construct roadway widening | 2 | 2 | 4 | Bonds | \$ - | \$ - | \$ 18,768 | \$ 18,768 | RARF | \$ 13,137 | Amend. New line item in the TIP. |
| Gilbert | 2011 | 2014 | GLB14-107ACZ | Queen Creek Rd: Val Vista Dr to Higley Rd | Construct roadway widening | 2 | 2 | 4 | Bonds | \$ - | \$ - | \$ 7,823,044 | \$ 7,823,044 | RARF | \$ 5,476,131 | Amend. Decreased total cost and regional reimbursement. Difference in regional funds moved to project savings. |
| Gilbert | 2012 | 2015 | GLB12-107CZ | Queen Creek Rd: Val Vista Dr to Higley Rd | Construct roadway widening | 2 | 2 | 4 | Bonds | \$ - | \$ - | \$ 4,536,637 | \$ 4,536,637 | RARF | \$ 3,175,646 | Amend. Decreased total cost and regional reimbursement. Difference in regional funds moved to project savings. |

TABLE C. Amendments and Administrative Modifications to the FY2012 ALCP (Non-TIP Changes)

| Agency | Work Year | Reimb. Year | TIPIDN | Location | Work | Miles | Lanes Before | Lanes After | Funding | Federal | Regional | Local | Total | Reimb Fund | Reimb. Amount | Note |
|---------|-----------|-------------|--------|---|---------------------------------------|-------|--------------|-------------|---------|---------|--------------|-------|--------------|------------|---------------|---|
| Gilbert | 2015 | 2015 | NONE | Queen Creek Rd: Val Vista Dr to Higley Rd | Project savings from roadway widening | 2 | 2 | 4 | RARF | \$ - | \$ 2,300,485 | \$ - | \$ 2,300,485 | RARF | \$ 2,300,485 | Amend. Add project savings line to the ALCP. Regional funds reallocated from reduced project costs. |

Central Mesa LRT Extension
Mesa, Arizona
Project Development
(Based upon information received by FTA in November 2010)

| Summary Description | |
|---|--|
| Proposed Project: | Light Rail Transit 3.1 Miles, 4 Stations |
| Total Capital Cost (\$YOE): | \$198.49 Million (Includes \$8.2 million in finance charges) |
| Section 5309 Small Starts Share (\$YOE): | \$75.00 Million (37.8%) |
| Annual Forecast Year Operating Cost: | \$4.70 Million |
| Opening Year Ridership Forecast (2016): | 9,740 Average Weekday Boardings 2,180 Daily New Riders |
| Overall Project Rating: | Medium-High |
| Project Justification Rating: | Medium |
| Local Financial Commitment Rating: | Medium-High |

Project Description: Valley Metro Rail Inc. (METRO) proposes to build an extension of the existing Central Phoenix/East Valley Light Rail Transit (LRT) line from its eastern terminus at Sycamore and Main Streets in west Mesa to a new terminus at Mesa Drive and Main Street in central Mesa. New at-grade stations would be constructed in the median of Main Street at Alma School Road, Country Club Road, Center Street and Mesa Drive. A surface park-and-ride facility with 500 parking spaces would be provided at the Mesa Drive Station. The project will include traffic signal priority for LRT vehicles to allow faster travel times. METRO would operate the extension using its existing fleet of LRT vehicles. Service would be provided at 10-minute headways during weekday peak and mid-day periods, 20-minute headways on weekday evenings and 15-minute headways all day on weekends in 2016, the opening year of the project.

Project Purpose: The Central Mesa LRT Extension is intended to provide a transfer-free connection between the existing Central Phoenix LRT line terminal at Sycamore Street and the downtown Mesa central business district that includes a concentration of retail and office businesses and the Mesa City Hall. The project would improve connections between the Central Mesa LRT corridor and major activity and employment centers located east and west of the project route such as downtown Phoenix, downtown Tempe, Sky Harbor International Airport and Arizona State University. Local bus service would be expanded to serve each station along the extension and operate more frequently.

Project Development History, Status and Next Steps: In November 2004, Maricopa County, where the cities of Phoenix and Mesa are located, approved Proposition 400 to extend an existing county-wide 0.5 percent sales tax for an additional twenty years from 2006 through 2025 to fund transportation improvements including the Central Mesa LRT Extension project. An alternatives analysis for the Central Mesa corridor was initiated in Spring 2007. The Central Mesa LRT Extension was adopted as the Locally Preferred Alternative by the Mesa City Council, METRO and the MAG Board of Directors in September 2009. FTA approved the Central Mesa LRT Extension project into Small Starts project development in July 2010. A draft Environmental Assessment (EA) was issued for public review in November 2010. Completion of the EA process is anticipated in early 2011. METRO anticipates receipt of a Project Construction Grant Agreement in late 2011, construction to begin in late 2012, and the start of revenue operations in early 2016.

Locally Proposed Financial Plan

| <u>Source of Funds</u> | <u>Total Funds (\$million)</u> | <u>Percent of Total</u> |
|--------------------------------------|--------------------------------|-------------------------|
| Federal: | | |
| Section 5309 Small Starts | \$75.00 | 37.8% |
| FHWA Flexible Funds (CMAQ) | \$44.65 | 22.5% |
| Local: | | |
| Proposition 400 (1/2-cent Sales Tax) | \$78.84 | 39.7% |
| Total: | \$198.49 | 100.0% |

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

| Factor | Rating | Comments |
|--|--------------------|--|
| Local Financial Commitment Rating | Medium-High | |
| Non-Section 5309 New Starts Share (20% of summary financial rating) | Medium-High | The Small Starts share of the project is 37.8 percent. |
| Project Capital Financial Plan (50% of summary financial rating) | Medium-High | |
| Capital Condition (25% of capital plan rating) | Medium-High | METRO's good bond ratings, issued in 2009 are as follows: AA+ by Standard & Poor's Rating Service and AA+ by Fitch Ratings, Inc. |
| Commitment of Funds (25% of capital plan rating) | High | All of the non-Small Starts funds are committed or budgeted. Sources of funds include Congestion Mitigation and Air Quality Improvement (CMAQ) funds and local Mesa Public Transportation Fund (PTF) Proposition 400 sales tax proceeds. |
| Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating) | Medium | The capital cost is well formed for the level of project development. METRO has the capacity to cover cost increases or funding shortfalls equal to at least 25 percent of estimated project costs. |
| Project Operating Financial Plan (30% of summary financial rating) | Medium-High | |
| Operating Condition (25% of operating plan rating) | Medium | METRO's current ratio of assets to liabilities is 1.10 in the most recent audited financial statements. There have only been very minor reductions in service. |
| Commitment of Funds (25% of operating plan rating) | High | All operating funding is budgeted. Funding sources include City of Mesa general funds and farebox revenues. |
| O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating) | Medium | Operating cost estimates are reasonable compared to historical experience. Operating revenues are reasonable compared to historical experience. METRO's projected cash balance is less than three months, but more than 1.5 months, of annual base system-wide operating expenses |

Central Mesa LRT Extension

Mesa, Arizona

Project Development

(Land Use and Economic Development Rating based upon Information accepted by FTA in July 2010)

LAND USE RATING: *Medium-Low*

The land use rating reflects the population and employment densities within ½-mile of proposed station areas:

- Average population density across all station areas is 5,602 persons per square mile. Total employment along the extension is 16,000; a further 80,500 jobs are located in downtown Phoenix, which would be served directly by the project.
- The alignment includes a mixture of commercial, retail, residential (single- and multi-family), civic and educational land uses. Three of the four stations serve downtown Mesa, which reflects a traditional downtown development pattern with connected streets, small blocks, pedestrian-scale development and streetscape treatments. Outside of downtown, arterial streets are wider and development is more suburban in nature. Downtown Mesa offers over 5,000 parking spaces, all of which are free.

ECONOMIC DEVELOPMENT RATING: *Medium-High*

Transit-Supportive Plans and Policies: *Medium-High*

(50 percent of Economic Development Rating)

- The *Mesa 2025 General Plan*, *West Main Street Neighborhood Plan* and *Town Center Concept Plan* encourage higher-density, pedestrian-friendly development in station areas and provision of infrastructure to support higher densities. The City of Mesa is developing plans to reduce parking requirements and redevelop surface parking lots along Main Street.
- The City of Mesa's zoning code permits moderate- to high-density residential development in areas around each station, with such zoning designations most prevalent in the downtown area. Zoning codes in the downtown area also allow mixed-use development. In other areas, mixed uses and higher densities are permitted through council use permits and overlay zones. The City of Mesa is updating its zoning ordinance to facilitate mixed-use development and reduce parking requirements along the proposed LRT extension; form-based codes are also being considered.
- Regulatory and financial incentives include loans for job creation in the downtown area, reductions in impact fees for redevelopment and low-interest financing and regulatory assistance for economic development projects.

Performance and Impacts of Policies: *Medium-High*

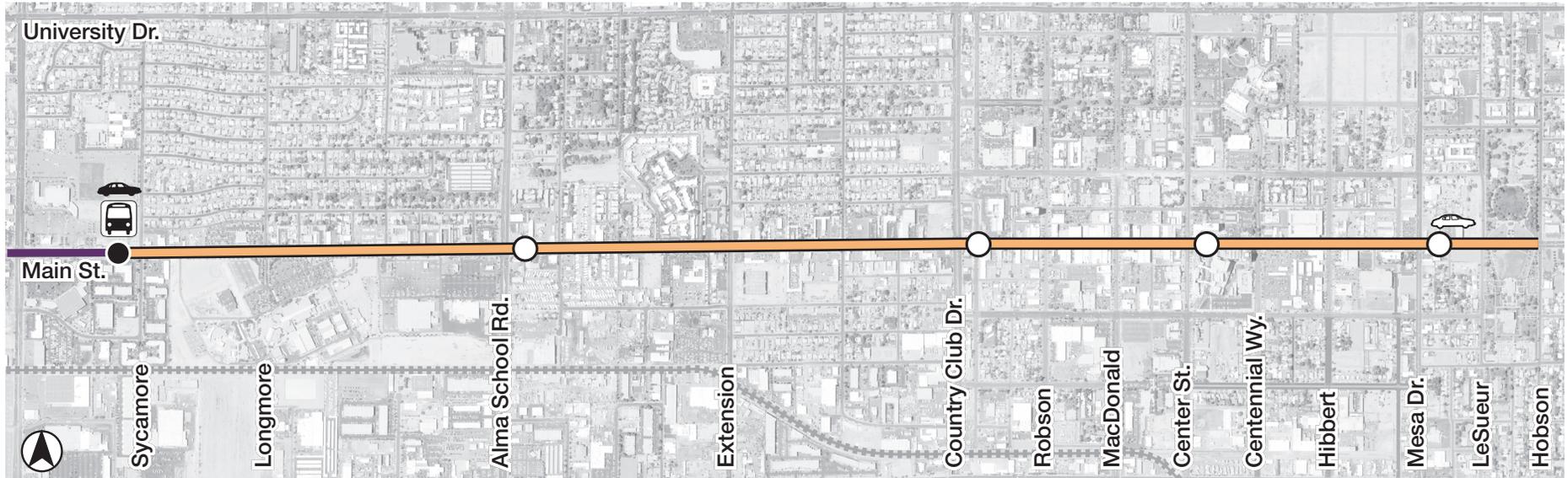
(50 percent of Economic Development Rating)

- The existing METRO LRT line has spurred considerable development. As of December 2008, a total of \$5.4 billion of development had been completed or was under construction in station areas along the line, with a further \$2 billion of development proposed. In Tempe and Mesa, nearest the extension, development exceeded \$1.1 billion as of December 2008. Proposed projects were likewise valued at \$1.1 billion.
- A combination of vacant, underdeveloped and potentially obsolete sites provides ample opportunity for infill and new development along the corridor. A conservative estimate of 232 acres will be available for development by 2030.



CENTRAL MESA LIGHT RAIL TRANSIT EXTENSION

Mesa, Arizona



LEGEND

- | | | | | |
|-----------------------|------------------|------------------------|----------------|--------------|
| METRO Light Rail Line | LRT Extension | Park-and-Ride | Transit Center | <p>Scale</p> |
| Existing Station | Proposed Station | Proposed Park-and-Ride | Railroad | |

Rev. 09-22-10



ATTACHMENT THREE

TO: Members of the MAG Transportation Review Committee
FROM: Eileen O. Yazzie, Transportation Planning Project Manager
DATE: April 19, 2012
SUBJECT: TRANSIT COMMITTEE RECOMMENDATION FOR CMAQ FUNDS AVAILABLE TO TRANSIT THROUGH FEDERAL FISCAL YEAR (FFY) 2012 YEAR END CLOSEOUT

Each year, through the MAG Committee Process, priorities are established on how to use all of the federal obligation authority for the current federal fiscal year (FFY); this is generally known as Closeout. On February 22, 2012, the MAG Regional Council recommended to approve Scenario #4: fund projects that will obligate in FFY2012 at a 50% increase of the federal share, up to 100% of project costs, with an additional \$293,000 of federal fund to CHN12-805, and the remaining balance to be flexed to transit, with projects and priorities developed at a later time. At the time of the recommendation, the amount to be flexed to transit is \$25,318,375 in federal Congestion Mitigation Air Quality (CMAQ) funds. Please note, the amount can fluctuate depending on the final amount of federal CMAQ funds that are apportioned to the MAG region and if projects do not obligate. We should know the final amount by June/July 2012.

The Transit Committee met in February, March and April and discussed and evaluated a total of 5 different scenarios to program the CMAQ funds. On April 12, 2012, the MAG Transit Committee recommended approval of programming the \$25,248,413 for bus purchases in 2013 and 2014, and then using the freed up 5307 funds for preventive maintenance.

Please see the attached tables that annotate the necessary project changes to support the Transit Committee's recommendation.

If there are any questions regarding this item, please contact Eileen Yazzie at eyazzie@amag.gov or 602-254-6300.

Project Change Sheet - Programming FY2012 CMAQ Closeout funds for Transit Projects

| Agency | Year | TIPIDN | Location | Work | ALI | Funding | Federal | Regional | Local | Total | Request |
|--------------------|------|-------------|---|--|----------|---------|------------|----------|-----------|------------|--|
| Phoenix | 2013 | PHX13-107T | Regionwide | Purchase bus: standard 40 foot - 12 replace | 11.12.01 | CMAQ | 7,120,348 | | | 7,120,348 | Admin Mod: Change from 5307 to 100% CMAQ Funding |
| Phoenix | 2013 | PHX13-902T | Regionwide | Purchase bus: < 30 foot - 35 replace (dial-a-ride) | 11.12.04 | CMAQ | 3,260,635 | | | 3,260,635 | Admin Mod: Change from 5307 to 100% CMAQ Funding |
| Scottsdale | 2013 | SCT13-901T | Regionwide | Purchase bus: standard 40 foot - 7 replace | 11.12.01 | CMAQ | 3,886,802 | | | 3,886,802 | Admin Mod: Change from 5307 to 100% CMAQ Funding |
| Phoenix | 2014 | PHX14-104T | Regionwide | Purchase bus: < 30 foot - 35 replace (dial-a-ride) | 11.12.04 | CMAQ | 3,358,460 | | | 3,358,460 | Admin Mod: Change from 5307 to 100% CMAQ Funding |
| Phoenix | 2014 | PHX14-105T | Regionwide | Purchase bus: standard 40 foot - 8 replace | 11.12.01 | CMAQ | 4,746,898 | | | 4,746,898 | Admin Mod: Change from 5307 to 100% CMAQ Funding |
| Valley Metro/RPT A | 2014 | VMT11-812TA | Regionwide | Purchase bus: standard - 5 expand (University) | 11.13.01 | CMAQ | 2,875,270 | | | 2,875,270 | Admin Mod: Change from 5307 to 100% CMAQ Funding |
| Glendale | 2013 | GLN13-901T | Glendale: Citywide Paratransit & GUS | Preventive Maintenance | 11.12.40 | 5307 | 197,621 | 0 | 49,405 | 247,026 | Admin Mod: Increase federal funding |
| Peoria | 2013 | PEO13-901T | Peoria: Citywide Paratransit | Preventive Maintenance | 11.7A.00 | 5307 | 61,294 | 0 | 11,312 | 76,618 | Admin Mod: Increase federal funding |
| Phoenix | 2013 | PHX13-901T | Regionwide | Preventive Maintenance | 11.7A.00 | 5307 | 11,297,255 | 0 | 1,973,079 | 14,121,569 | Admin Mod: Increase federal funding |
| Scottsdale | 2013 | SCT13-101T | Scottsdale: Fixed Route | Preventive Maintenance | 11.7A.00 | 5307 | 119,092 | 0 | 15,774 | 148,865 | Admin Mod: Increase federal funding |
| Surprise | 2013 | SUR13-901T | Surprise: Citywide Paratransit | Preventive Maintenance | 11.7A.00 | 5307 | 23,932 | 0 | 3,701 | 29,915 | Admin Mod: Increase federal funding |
| Tempe | 2013 | TMP13-901T | Tempe: Fixed Route | Preventive Maintenance | 11.7A.00 | 5307 | 2,337,326 | 0 | 358,835 | 2,921,658 | Admin Mod: Increase federal funding |
| Valley Metro Rail | 2013 | VMR13-105T | Central Phoenix / East Valley (CP/EV) 20-mile light rail transit starter line | Preventive Maintenance | 11.7A.00 | 5307 | 1,672,878 | 0 | 248,685 | 2,091,098 | Admin Mod: Increase federal funding |
| Valley Metro/RPT A | 2013 | VMT13-902T | Regionwide: Fixed Route | Preventive Maintenance | 11.7A.00 | 5307 | 2,337,326 | 0 | 528,253 | 2,921,658 | Admin Mod: Increase federal funding |
| Glendale | 2014 | GLN14-101T | Glendale: Citywide Paratransit & GUS | Preventive Maintenance | 11.7A.00 | 5307 | 205,739 | 0 | 528,253 | 257,174 | Admin Mod: Increase federal funding |
| Peoria | 2014 | PEO14-101T | Peoria: Citywide Paratransit | Preventive Maintenance | 11.7A.00 | 5307 | 62,450 | 0 | 528,253 | 78,063 | Admin Mod: Increase federal funding |
| Phoenix | 2014 | PHX14-103T | Regionwide | Preventive Maintenance | 11.7A.00 | 5307 | 12,389,389 | 0 | 528,253 | 15,486,736 | Admin Mod: Increase federal funding |
| Scottsdale | 2014 | SCT14-101T | Scottsdale: Fixed Route | Preventive Maintenance | 11.7A.00 | 5307 | 154,089 | 0 | 528,253 | 192,611 | Admin Mod: Increase federal funding |

Project Change Sheet - Programming FY2012 CMAQ Closeout funds for Transit Projects

| Agency | Year | TIPIDN | Location | Work | ALI | Funding | Federal | Regional | Local | Total | Request |
|--------------------|------|------------|---|------------------------|----------|---------|-----------|----------|---------|-----------|-------------------------------------|
| Surprise | 2014 | SUR14-101T | Surprise: Citywide Paratransit | Preventive Maintenance | 11.7A.00 | 5307 | 28,730 | 0 | 528,253 | 35,913 | Admin Mod: Increase federal funding |
| Tempe | 2014 | TMP14-101T | Tempe: Fixed Route | Preventive Maintenance | 11.7A.00 | 5307 | 2,949,532 | 0 | 528,253 | 3,686,915 | Admin Mod: Increase federal funding |
| Valley Metro Rail | 2014 | VMR14-110T | Central Phoenix / East Valley (CP/EV) 20-mile light rail transit starter line | Preventive Maintenance | 11.7A.00 | 5307 | 2,164,486 | 0 | 528,253 | 2,705,608 | Admin Mod: Increase federal funding |
| Valley Metro/RPT A | 2014 | VMT14-101T | Regionwide: Fixed Route | Preventive Maintenance | 11.7A.00 | 5307 | 4,011,326 | 0 | 528,253 | 5,014,158 | Admin Mod: Increase federal funding |

ATTACHMENT FOUR

April 19, 2012

TO: Members of Transportation Review Committee

FROM: Christina Hopes, Transportation Planner II

SUBJECT: ARTERIAL LIFE CYCLE PROGRAM (ALCP) - REGIONAL AREA ROAD FUND (RARF) FISCAL YEAR (FY) 2012 CLOSEOUT PROCESS

The *Arterial Life Cycle Program (ALCP) Policies and Procedures* approved by the MAG Regional Council established the ALCP RARF Closeout process, which includes a fiscal analysis of the ALCP and proposed RARF Closeout options. The ALCP RARF Closeout options are based on the priorities and project eligibility as established in Section 260 of the *ALCP Policies and Procedures (Policies)*. The allocation of ALCP RARF Closeout funds is prioritized by:

1. Projects scheduled for reimbursement in the next fiscal year;
2. All other Projects according to the chronological order of the programmed reimbursement;
3. The fiscal year work was completed on the project;
4. The date of the project's final invoice; and
5. The date the final Project Reimbursement Request was accepted by MAG Staff.

BACKGROUND

On December 19, 2007, the MAG Regional Council approved the Section 260 of *Policies*, which established the RARF Closeout Process. The *Policies* detail the RARF Closeout procedures, project eligibility, and the allocation process of available closeout funds. Since then, MAG Staff, in conjunction with the ALCP Working Group, have made additional refinements to the RARF Closeout procedures, which are documented in the current version of the *Policies* approved by the MAG Regional Council on December 9, 2009.

Before recommending projects to be funded through RARF Closeout, MAG Staff performed a detailed financial analysis to determine the impact of proposed ALCP RARF Closeout options. As part of the financial analysis, MAG Staff reviewed:

- Eligible projects for the ALCP RARF Closeout
- The FY2012 programmed vs. actual project expenditures
- Historical trends in RARF revenue collection
- The FY2012 and Draft FY2013 ALCP bonding program
- The impact of the various Closeout reimbursement scenarios on the Draft FY2013 life cycle budget and bonding program
- Programmed project expenditures for FY 2013 in the Draft FY 2013 ALCP

After reviewing the results of the financial analysis, MAG staff is recommending that four of the six eligible projects be reimbursed in the FY2012 ALCP Regional Area Road Funds (RARF) Closeout. The recommended projects include:

- Pima Road from Via de Ventura to Krail Street for \$3.454 million;
- Queen Creek Road from Lindsay Road to Higley Road for \$12.029 million;

- Ray Road from Sossaman Road to Ellsworth Road for \$3.024 million; and,
- Hawes Road from Santan Freeway to Ray Road for \$0.417 million.

Please refer to the attached table summarizing the list of eligible projects in chronological order of programmed reimbursements and completed fiscal year of work. A copy of Section 260 of the Arterial Life Cycle Program Policies and Procedures addressing RARF Closeout also is attached.

For any questions or comments, please contact Christina Hopes by phone at 602.254.6300 or by email at chopes@azmag.gov.

FY2012 Regional Area Road Fund (RARF) Closeout Eligible Projects

Eligible projects are in consecutive order based on the fiscal year the project is programmed for reimbursement and fiscal year for work.

| Fiscal Year for Reimb. | RTP ID | Lead Agency | Project Name | Fiscal Year for Work | Amount 2011\$ (millions) | Completed Project Requirements | Recommended for FY2012 Closeout |
|------------------------|-----------------|-----------------|--|----------------------|--------------------------|--------------------------------|---------------------------------|
| 2013 | ACI-PMA-30-03B | Scottsdale | Pima Rd: Via de Ventura to Krail St | 2010-2012 | 3.454 | PO, PA, PRR* | Yes |
| 2013-2015 | ACI-QNC-10-03-C | Gilbert | Queen Creek Rd: Lindsay Rd to Higley Rd | 2010-2012 | 12.029 | PO, PA* | Yes |
| 2016 | ACI-RAY-20-03-A | Mesa | Ray Rd: Sossaman Rd to Ellsworth Rd | 2009-2011 | 3.024 | PO, PA* | Yes |
| 2016 | ACI-HWS-10-03-D | Mesa | Hawes Rd: Santan Fwy to Ray Rd | 2009-2011 | 0.417 | PO, PA* | Yes |
| 2017 | ACI-ELM-10-03-A | Maricopa County | El Mirage Rd: Bell Rd to Deer Valley Rd | 2006-2011 | 9.725 | PO, PA, PRR | No |
| 2022 | ACI-HPV-20-03-A | Phoenix | Happy Valley Road: I-17 – 35 th Ave | 2003-2005 | 5.343 | PO, PA, PRR | No |

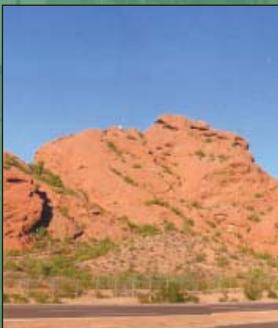
* Indicates Requirement is in Process

| LEGEND | |
|--------|-------------------------------|
| PA | Project Agreement |
| PO | Project Overview |
| PRR | Project Reimbursement Request |
| Reimb. | Reimbursement |

TABLE A. Amendments and Administrative Modifications to the FY2011-2015 TIP and the FY2012 ALCP

| Agency | Work Year | Reimb. Year | TIPIDN | Location | Work | Miles | Lanes Before | Lanes After | Funding | Federal | Regional | Local | Total | Reimb Fund Type | Reimb. Amount | Notes |
|------------|-----------|-------------|----------------|---|--|-------|--------------|-------------|-----------|---------|----------|--------------|--------------|-----------------|---------------|--|
| Scottsdale | 2011 | 2012 | SCT11-110CWZ | Pima Rd: Via De Ventura to Krail | Construct roadway widening | 1.3 | 2 | 4 | Sales Tax | \$ - | \$ - | \$ 2,467,878 | \$ 2,467,878 | RARF | \$ 1,727,003 | Amend. Advance regional funds from FY2013 to FY2012. |
| Scottsdale | 2012 | 2012 | SCT12-110CZ | Pima Rd: Via De Ventura to Krail | Construct roadway widening | 1.3 | 2 | 4 | Sales Tax | \$ - | \$ - | \$ 2,467,878 | \$ 2,467,878 | RARF | \$ 1,727,003 | Amend. Advance regional funds from FY2013 to FY2012. |
| Gilbert | 2011 | 2012 | GLB13-107ARWZ2 | Queen Creek Rd: Val Vista Dr to Higley Rd | Acquisition of right-of-way for roadway widening | 2 | 2 | 4 | Bonds | \$ - | \$ - | \$ 1,520,292 | \$ 1,520,292 | RARF | \$ 1,064,205 | Amend. Advance regional funds from FY2013 to FY2012. |
| Gilbert | 2011 | 2012 | GLB13-107ACZ | Queen Creek Rd: Val Vista Dr to Higley Rd | Construct roadway widening | 2 | 2 | 4 | Bonds | \$ - | \$ - | \$ 18,768 | \$ 18,768 | RARF | \$ 13,137 | Amend. Advance regional funds from FY2013 to FY2012. |
| Gilbert | 2011 | 2012 | GLB14-107ACZ | Queen Creek Rd: Val Vista Dr to Higley Rd | Construct roadway widening | 2 | 2 | 4 | Bonds | \$ - | \$ - | \$ 7,823,044 | \$ 7,823,044 | RARF | \$ 5,476,131 | Amend. Advance regional funds from FY2014 to FY2012. |
| Gilbert | 2012 | 2012 | GLB12-107CZ | Queen Creek Rd: Val Vista Dr to Higley Rd | Construct roadway widening | 2 | 2 | 4 | Bonds | \$ - | \$ - | \$ 4,536,637 | \$ 4,536,637 | RARF | \$ 3,175,646 | Amend. Advance regional funds from FY2015 to FY2012. |
| Mesa | 2009 | 2012 | MES485-06ARW | Ray Rd: Sossaman Rd to Ellsworth Rd | Acquisition of right-of-way for roadway widening | 2 | 0 | 6 | Bonds | \$ - | \$ - | \$ 13,843 | \$ 13,843 | RARF | \$ 9,690 | Amend. Advance regional funds from FY2016 to FY2012. |
| Mesa | 2009 | 2012 | MES485-09AD | Ray Rd: Sossaman Rd to Ellsworth Rd | Design roadway widening | 2 | 0 | 6 | Bonds | \$ - | \$ - | \$ 379,427 | \$ 379,427 | RARF | \$ 265,599 | Amend. Advance regional funds from FY2016 to FY2012. |
| Mesa | 2010 | 2012 | MES485-07AC | Ray Rd: Sossaman Rd to Ellsworth Rd | Construct roadway widening | 2 | 0 | 6 | Bonds | \$ - | \$ - | \$ 1,962,820 | \$ 1,962,820 | RARF | \$ 1,373,974 | Amend. Advance regional funds from FY2016 to FY2012. |
| Mesa | 2011 | 2012 | MES11-116CZ | Ray Rd: Sossaman Rd to Ellsworth Rd | Construct roadway widening | 2 | 0 | 6 | Bonds | \$ - | \$ - | \$ 1,962,820 | \$ 1,962,820 | RARF | \$ 1,373,974 | Amend. Advance regional funds from FY2016 to FY2012. |
| Mesa | 2009 | 2012 | MES465-08AD | Hawes Rd: Santan Fwy to Ray Rd | Design roadway widening | 0.75 | 0 | 6 | Bonds | \$ - | \$ - | \$ 43,696 | \$ 43,696 | RARF | \$ 30,588 | Amend. Advance regional funds from FY2016 to FY2012. |
| Mesa | 2010 | 2012 | MES465-08ADZ | Hawes Rd: Santan Fwy to Ray Rd | Design roadway widening | 0.75 | 0 | 6 | Bonds | \$ - | \$ - | \$ 43,696 | \$ 43,696 | RARF | \$ 30,588 | Amend. Advance regional funds from FY2016 to FY2012. |
| Mesa | 2009 | 2012 | MES12-111RZ | Hawes Rd: Santan Fwy to Ray Rd | advance acquisition of right-of-way | 0.75 | 0 | 6 | Bonds | \$ - | \$ - | \$ 1,175 | \$ 1,175 | RARF | \$ 823 | Amend. Add new line item to the TIP. |
| Mesa | 2010 | 2012 | MES12-111RZ2 | Hawes Rd: Santan Fwy to Ray Rd | advance acquisition of right-of-way | 0.75 | 0 | 6 | Bonds | \$ - | \$ - | \$ 1,175 | \$ 1,175 | RARF | \$ 823 | Amend. Add new line item to the TIP. |
| Mesa | 2010 | 2012 | MES465-10AC | Hawes Rd: Santan Fwy to Ray Rd | Construct roadway widening | 0.75 | 0 | 6 | Bonds | \$ - | \$ - | \$ 252,524 | \$ 252,524 | RARF | \$ 176,767 | Amend. Advance regional funds from FY2016 to FY2012. |
| Mesa | 2011 | 2012 | MES11-111CZ | Hawes Rd: Santan Fwy to Ray Rd | Construct roadway widening | 0.75 | 0 | 6 | Bonds | \$ - | \$ - | \$ 252,524 | \$ 252,524 | RARF | \$ 176,767 | Amend. Advance regional funds from FY2016 to FY2012. |

Text in RED denotes changes to the TIP and ALCP.



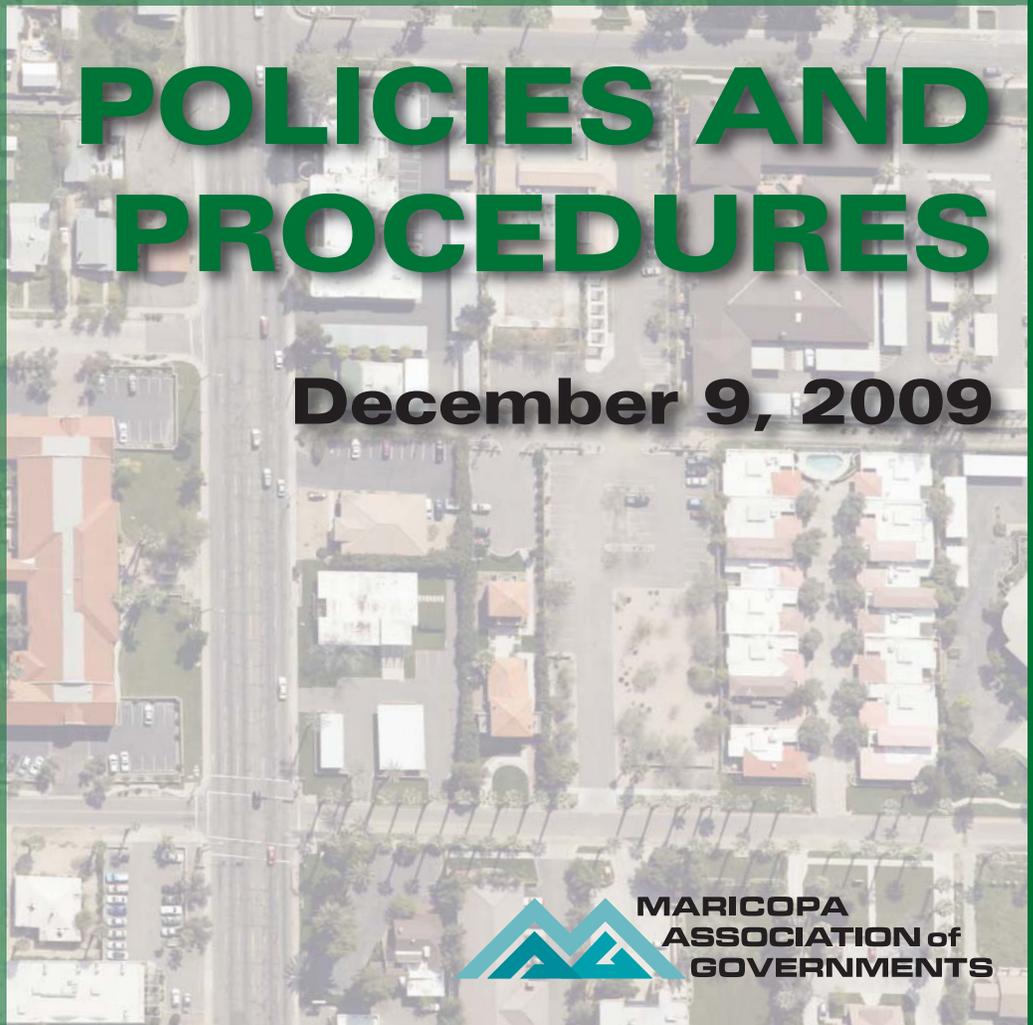
ON THE MOVE

PARTNERS IN PROGRESS

ARTERIAL LIFE CYCLE PROGRAM (ALCP)

POLICIES AND PROCEDURES

December 9, 2009




**MARICOPA
ASSOCIATION of
GOVERNMENTS**

- 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.
 - 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.
 - 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 accepted by MAG Staff as complete.

- 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;
 - 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.

ATTACHMENT FIVE

2010 AUDIT RECOMMENDATION - BOARD ACTION

✓ = AGREED

✓^M = AGREED WITH MODIFICATIONS

✗ = NOT AGREED

| Audit Recommendation | | MAG | STB/ ADOT | RPTA | MC | CTOC | State Legislature | |
|----------------------|--|----------------|----------------|----------------|----------------|------|----------------------|---|
| 1 | Formally identify and quantify RTP partners' expectations through the implementation of the RTP | ✓ | | | ✓ | | | D |
| 2 | Work with ADOT and member jurisdictions to establish coordinated performance targets and baselines for freeways and arterials | ✓ | ✓ | | ✓ | | | A |
| 3 | Measure and analyze all available performance data against set baselines to assess impact of projects on the overall system | ✓ ^M | ✓ ^M | | ✓ | | | A |
| 4 | Coordinate all RTP Partner's individual performance measurement activities with MAG's overall performance system for the RTP | | ✓ ^M | ✓ | ✓ | | | C |
| 5 | Publish a monthly dashboard-format summary of performance data on a regular basis on MAG's website showing targets, budget and schedule by corridor and by project | ✓ ^M | | | ✓ | | | R |
| 6 | In conjunction with RPTA, communicate MAG performance results and analysis to committees on a more frequently basis, such as quarterly | ✓ | | ✓ ^M | ✓ | | | R |
| 7 | Continue to implement the current transportation system and strive to continually reassess system performance to make modifications as necessary | ✓ | ✓ | ✓ | ✓ | | | A |
| 8 | Develop a "report card" type feature to provide project snapshots summarizing project performance, budget schedule and % completion | ✓ ^M | ✓ | ✓ | ✓ | | | R |
| 9 | Ensure consistency in reporting and facilitate the tracking of totals and data between the Annual Proposition 400 Reports, RTP Updates and LCP Reports | ✓ ^M | ✓ | ✓ | ✓ ^M | | | R |
| 10 | Develop clear and specific criteria for ranking, and project changes in conjunction with RTP partners | ✓ ^M | | | ✓ ^M | | | A |
| 11 | Document performance measures and priority criteria for selection, ranking and changes in corridors and projects | ✓ | ✓ | ✓ | ✓ ^M | | | D |
| 12 | Have MAG require the use of the Congestion Management Program (CMP) tool among local cities and counties to identify and prioritize projects | ✓ ^M | | | ✓ ^M | | | A |
| 13 | Use a performance based model as part of project change and reprioritization process using factors like volume, capacity, and/or delays | ✓ | ✓ | ✓ | ✓ ^M | | | A |
| 14 | Ensure documentation describes basis, source, deliberations, outcome, and rationale for resulting actions and decisions related to project and RTP changes | ✓ | ✓ | ✓ | ✓ | | | D |

| | |
|---|---------------|
| D | DOCUMENTATION |
| A | ANALYSIS |
| C | COORDINATION |
| R | REPORTING |
| O | ORGANIZATION |

2010 AUDIT RECOMMENDATION - BOARD ACTION

✓ = AGREED

✓^M = AGREED WITH MODIFICATIONS

✗ = NOT AGREED

| Audit Recommendation | | MAG | STB/ ADOT | RPTA | MC | CTOC | State Legislature | |
|----------------------|---|----------------|--------------|----------------|----------------|----------------|----------------------|-----|
| 15 | Summarize and communicate data to MAG committees on options, alternatives, risks , opportunities and impacts for each alternative related to congestion or performance | ✓ | ✓ | ✓ | ✓ | | | D |
| 16 | Ensure any additional information provided to individual committee members is distributed to all committee members as well as made available to the public | ✓ | | | ✓ | | | D |
| 17 | Continue to develop a user-friendly guide book providing information as a "road map" clarifying how the public can influence transportation projects | ✓ | | | ✓ | | | R |
| 18 | Develop detailed provisions for the MOU agreements between the four RTP Partners, and possibly the City of Phoenix | ✓ ^M | ✓ | ✓ ^M | ✓ | | | O |
| 19 | Strengthen the existing transit planning MOU to describe the mechanics and specificity of process | ✓ ^M | | ✓ ^M | ✓ ^M | | | O |
| 20 | Memorialize , document and maintain discussions at RTP Partner meetings to include items discussed, agreements reached & action items | | ✓ | ✓ | ✓ | | | D/C |
| 21 | Through the MAG Transportation Policy Committee, or other committee, assume a stronger and more proactive leadership role in setting a framework for RTP related activities | ✓ | | | | | | O |
| 22 | Adjust MAG Transportation Policy Committee membership requirements to include RPTA and METRO transit representatives | ✗ | | | ✗ | | ● | O |
| 23 | Reaffirm the role of CTOC and increase effectiveness by implementing several changes; among them - to be staffed by MAG | ✓ ^M | ✓ | | ✓ ^M | ✓ ^M | ● | O |
| 24 | Continue investigating cost efficiencies that could result from a combination of RPTA and METRO and implement measures as soon as practical | | | ✓ | ✓ | | | |
| 25 | Work towards realizing more benefits from regionalizing bus transit activities | | | ✓ | ✓ | | | |

| | |
|---|---------------|
| D | DOCUMENTATION |
| A | ANALYSIS |
| C | COORDINATION |
| R | REPORTING |
| O | ORGANIZATION |