

April 16, 2014

TO: Members of the MAG Transportation Review Committee

FROM: David Fitzhugh, City of Avondale, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, April 24, 2014, 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 Alex Oreschak 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 August 21, 2013 all MAG committees need to have a quorum in order to conduct business. A quorum is a simple majority of the membership based on the attendance of the three (3) previous MAG TRC meetings. 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 Alex Oreschak at (602) 254-6300 if you have any questions or need additional information.

TENTATIVE AGENDA

	COMMITTEE ACTION REQUESTED
1. <u>Call to Order</u> For the April 24, 2014 meeting, the quorum requirement is 13 committee members.	
2. <u>Approval of Draft March 27, 2014 Minutes</u>	2. Approve Draft minutes of the March 27, 2014 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.
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*

*5A. <u>FY 2015-2017 MAG TA Non-infrastructure Safe Routes to School Projects</u> The current federal transportation program	5A. For information, discussion and possible action to recommend the TA Non-infrastructure SRTS projects as described in Attachment One.
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authorization, Moving Ahead for Progress in the 21st Century (MAP-21) consolidated three previous programs; 1) Transportation Enhancements (TE), 2) Safe Routes to School (SRTS), and 3) the Recreational Trails Program into one federal funding category called the Transportation Alternatives (TA). The MAG region receives about \$4.4 million per year in TA funds. The TA funds can be used to fund two categories of projects, referred to as: (1) TA Infrastructure and (2) TA Non-infrastructure Safe Routes to School (SRTS) projects. Prior to MAP-21, all SRTS projects in the state were generated through a call for projects issued by ADOT. Proposed SRTS projects in the MAG region were reviewed and recommended to ADOT by MAG. However, MAG priorities did not assure funding approval through the ADOT project selection process. Under the new process, as required by MAP-21, MAG is responsible for the call for projects and the programming of all TA projects. The MAG process requires all TA projects to be submitted by a MAG member agency.

Through previous MAG action \$ 400,000 per year out of the total TA allocation has been set aside for SRTS projects. Oversight of the TA Non-infrastructure/SRTS program is provided by the MAG Transportation Safety Committee. In response to a MAG call for projects in FY2015-2017, issued on January 9, 2014, a total of three (3) project applications were received. These projects requested a total of \$114,499 in FY2015 and \$89,998 each in FY2016 and FY2017. On March 25, 2014, the Transportation Safety Committee evaluated project proposals and recommended approval of all three proposed projects. A second call for projects is planned to program the remaining TA funds in FY2015 through FY2017.

*5B. FY 2015 Title VI and Environmental Justice Program

MAG undertakes Title VI and Environmental Justice as a sub recipient of federal funds. In compliance with federal regulations, a new program has been developed with feedback from the MAG Title VI liaisons and communities of concern. The purpose of the program is to ensure vulnerable populations have a voice in the regional planning process at MAG and that they share in the benefits of the planning process. The program outlines the roles, method of administration, and analysis that supports equity in regional planning. The draft document is available on the MAG TRC [website](#).

5B. For information, discussion, and possible action to recommend approval of the draft FY 2015 Title VI and Environmental Justice Program.

ITEMS TO BE HEARD

6. Arizona Department Of Transportation Loan Program And Northern Arizona Loan Request

The Northern Arizona Council of Governments (NACOG) has requested that MAG enter into a loan agreement to assist them with \$4,252,198 in Federal Fiscal Year (FFY) 2014 STP funds that they cannot utilize this year, with repayment across multiple years from FFY 2016-2019. The proposed loan would have no negative impacts to the MAG regional projects and requires a small amount of accounting time to track. The FFY 2014 loan request from NACOG with the MAG region for STP funding will adhere to repayment terms as described in the attached materials and as prescribed in the ADOT loan program.

6. For information, discussion, and possible action to recommend approval of entering into a loan with the Northern Arizona Council of Governments in the amount of \$4,252,198 in Federal Fiscal Year (FFY) 2014 STP funds.

7. Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program

The fiscal year (FY) 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan Update were approved by the MAG Regional Council on January 29, 2014. Since then, there is a need to modify projects in the programs. This will be the third amendment and modification to the FY2014-2018 TIP. The projects changes include modifications to the Arterial Life Cycle Program, Highway, and Transit programs. These modifications are mainly administrative and do not require a conformity determination. Please refer to the enclosed material.

8. Update to the Arterial Life Cycle Program Policies and Procedures

The Arterial Life Cycle Program (ALCP) is the financial management tool for the arterial component of Regional Transportation Plan. The Program is guided by the ALCP Policies and Procedures (Policies), which were last approved by the MAG Regional Council on December 9, 2009. A need to update the Policies has since been identified.

Proposed changes to the Policies include additional project commitment requirements, institution of programming principles, establishment of advancement priorities, documentation of the annual program development process, clarification of eligible match for federally funded projects, and simplification of administrative requirements. Proposed changes were made with direction from the Managers Working Group and the ALCP Working Group; a total of nine working group meetings were held since April 2013 to identify and refine the proposed changes. Please refer to the enclosed material.

7. Recommend approval of the amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, the 2014 Arterial Life Cycle Program, and as appropriate to the 2035 Regional Transportation Plan Update.

8. Recommend approval of the proposed changes to the Arterial Life Cycle Program Policies and Procedures.

9. Freeway Management System (FMS) Expansion – Revised Budget and Schedule

The Freeway Management System (FMS) is primarily used by the ADOT to manage and control freeway traffic from the centralized Traffic Operations Center. The Regional Transportation Plan identifies the FMS as a key regional strategy for addressing systems management and operations on the urban freeway system. The RTP has allocated funds to construct the FMS infrastructure, most operational costs are borne by ADOT.

Due to reductions in FMS equipment costs in recent years, ADOT has been able to expand FMS coverage on the freeway system at lesser cost than originally planned. In addition, one upcoming ADOT freeway construction project will be installing FMS equipment utilizing other freeway construction funds. As a result of these changes ADOT has recently updated the planned budget and schedule for FMS expansion from that identified in the 2010 RTP update. The attached material shows a map depicting the planned FMS expansion schedule, and a table that shows the cost breakdown for individual FMS projects by year.

On March 4, 2014, the ITS Committee reviewed the proposed revised budget and schedule and recommended approval along with the recommendation that MAG initiate a study, by 2017, on a comprehensive re-evaluation of the life-cycle of FMS-related technology infrastructure.

An overview will be provided on the proposed schedule and budget for expansion of the FMS on the urban freeway system.

9. Recommend approval of the proposed budget and schedule for FMS expansion.

Or

Recommend approval a MAG study for a comprehensive re-evaluation of the life-cycle of current FMS-related technology infrastructure be performed by the year 2017.

10. Draft - Transit Oriented Development (TOD) Regional Strategy

Eileen Yazzie from MAG will provide a presentation on the Draft Regional TOD Strategy. In 2013, the TOD Working Group agreed that as stewards of implementing the transit program in the region, Valley Metro and MAG should have a joint TOD strategy committing support to the improvement of connections between high demand transit, job centers, and housing. The proposed TOD Strategy provides the opportunity to leverage these transportation investments and work collaboratively with communities to boost market opportunity to levels feasible for TOD and economic development. The purpose of this TOD Strategy is to promote the integration of land use and transportation by leveraging the regional transit system. The focus will be on existing and future transit corridors as approved in the Regional Transportation Plan (RTP) as well as high- transit demand corridors associated with activity centers within the region. The TOD Strategy will establish a framework for implementation through collaborative partnerships with MAG, Valley Metro, member cities, and others including the development community. Please refer to the attached material for additional information.

11. Request for Future Agenda Items

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

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.

10. Recommend approval of the Draft Regional Transit Oriented Development (TOD) Strategy and move forward with developing a regional TOD plan.

11. For information and discussion.

12. For information.

13. Next Meeting Date

The next regular Transportation Review Committee meeting will be scheduled Thursday, May 29, 2014 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 27, 2014

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

MEMBERS ATTENDING

Avondale: David Fitzhugh, Chair	Litchfield Park: Woody Scoutten
Phoenix: Rick Naimark, Vice Chair	* Maricopa (City): Paul Jepson
ADOT: Kwi-Sung Kang for Floyd Roehrich	Maricopa County: John Hauskins
Buckeye: Scott Lowe	# Mesa: Jeff Martin for Scott Butler
# Cave Creek: Ian Cordwell	* Paradise Valley: Jim Shano
Chandler: Dan Cook	Peoria: Andrew Granger
* El Mirage: Jorge Gastelum	Queen Creek: Mohamed Youssef
* Fountain Hills: Randy Harrel	Scottsdale: Todd Taylor for Paul Basha
Gila Bend: Ernie Rubi	Surprise: Dick McKinley
Gila River: Tim Oliver	Tempe: Shelly Seyler
# Gilbert: Leah Hubbard	Valley Metro: John Farry
Glendale: Debbie Albert	* Wickenburg: Vince Lorefice
Goodyear: Cato Esquivel	Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

Street Committee: Dana Owsiany, City of Phoenix	* Bicycle/Pedestrian Committee: Denise Lacey, Maricopa County
*ITS Committee: Catherine Hollow, City of Tempe	*Transportation Safety Committee: Renate Ehm, City of Mesa
* FHWA: Ed Stillings	
* Members neither present nor represented by proxy.	+ - Attended by Videoconference
	# - Attended by Audioconference

OTHERS PRESENT

Eric Anderson, MAG	Art Brooks, Strand
John Bullen, MAG	Todd Cencimino, Burgess & Niple
Micah Henry, MAG	Bill Cowdrey
Roger Herzog, MAG	Mindy Kimball
Julie Offman, MAG	Clemenc Ligoeki, MCDOT
Teri Kennedy, MAG	Dan Marum, Wilson & Company
Marc Pearsall, MAG	Mark Melynchenko, Phoenix
Nathan Pryor, MAG	Mike Sabatini, Baker
Brian Rubin, MAG	Kristen Sexton, Avondale
Steve Tate, MAG	Tim Wolfe, Dibble

1. Call to Order

Chairman David Fitzhugh from the City of Avondale called the meeting to order at 10:01 a.m. Chairman Fitzhugh noted that the quorum requirement for the March 27, 2014 TRC meeting was 13 committee members.

2. Approval of Draft January 30, 2014 Minutes

Mr. Woody Scoutten motioned to approve the minutes. Mr. John Hauskins seconded, and the motion passed by a unanimous voice vote of the Committee.

3. Call to the Audience

Chairman Fitzhugh noted that any member of the public who would like to comment should fill out a blue card for Call to the Audience and a yellow card for consent or action items on the agenda.

Chairman Fitzhugh recognized public comment from Ms. Mindy Kimball, who stated that she was a PhD student at the School of Sustainability at Arizona State University. Ms. Kimball noted that she was finishing her dissertation in the next few weeks, has been studying passenger transportation systems in the MAG region, and has been attending MAG meetings and committee meetings for the last two years trying to gather information about how transportation planning and policy making works. Ms. Kimball stated that she wanted to take the opportunity to formally thank the committee for all the effort and dedication that goes into their work everyday. Ms. Kimball explained that she has observed all the framework studies that have been undertaken and has seen them taking shape into policy and planning for the future.

Ms. Kimball also noted that she was an active duty Lieutenant Colonel in the Army. She stated that the Army is funding her PhD program so that she can go on to West Point at the US Military Academy to teach geography and environmental engineering. Ms. Kimball noted that will be teaching the future leaders of the military and nation and will be taking a piece of MAG with her. Ms. Kimball stated that she wanted to thank the committee for being her research and academic playground for last two years. Ms. Kimball noted that the experience has reminded her of why she chose to serve country and appreciates the committee serving the citizens and making a better transportation system for the valley.

Chair Fitzhough thanked Ms. Kimball for her comments and wished her the best on her future endeavors.

Mr. Hauskins noted that our original freeway system was called the interstate and defense transportation system. Mr. Hauskins stated that it was Dwight Eisenhower and the defense program that helped get the freeway system started and that it has been a good partnership with the defense department for a long time.

4. Transportation Director's Report

Chairman Fitzhugh invited Mr. Eric Anderson, MAG Transportation Director, to provide the

Transportation Director's Report.

Mr. Anderson indicated that February sales tax revenues were up 4.4% based on January activity. January revenue grew 14% due to the Christmas holiday season, but some of the increase could be attributed to the shift in the holiday shopping season which normally occurs in November but occurred in December. February revenues were up 4.4% and year-to-date sales tax growth is at 7.7%, which is slightly above forecast.

Mr. Anderson indicated that HURF revenues for January were also strong as they grew 6.9% above last year, and 3.6% year-to-date. The growth was largely driven by VLT revenues, which is an indication that new car sales are rebounding. VLT revenues had a strong 2012 and 2013. Fuel tax revenues are still flat and will probably continue to be flat or decline over the next few years.

The budget that passed out of the senate included a \$30 million distribution to cities and counties in Arizona. Mr. Anderson indicated that he's working through the numbers right now and just received data from ADOT for the distributions. The new distribution is a start to stopping the HURF sweeps but there is still a long ways to go as the amount is higher than the statutory limit on HURF funding for DPS. MAG will continue to monitor the situation.

Mr. Anderson noted that Kelly Taft, Bob Hazeltt, and he participated in the I-11 sign planting ceremony at the Hoover Dam bridge. Governor Sandoval from Nevada and Governor Brewer were both in attendance. The ceremony is a good indication that I-11 is alive and well; the MAG in Las Vegas has committee \$300 million for the project from the Hoover Dam bridge to Las Vegas and the State of Nevada has committed another \$200 million.

Mr. Anderson stated that there are two conferences coming up. The Arizona Transit Association conference will be held on April 13 and April 14 in Tucson at the University Marriot. The Roads and Streets conference is right after from April 16-18 at Star Pass.

5. USDOT TIGER Grant Round 6 – FY2014

Chairman Fitzhugh invited Ms. Eileen Yazzie from MAG to present on the USDOT TIGER Grant Round 6 – FY2014.

Ms. Yazzie indicated that Mindy Kimball has been working with MAG, particularly with the transit committee, for the last two years. Ms. Yazzie indicated that Ms. Kimball was a big supporter and became her own investigator and analyst on the ST-LUIS study to take it in a different route. Ms. Yazzie also indicated that at the last Transit Committee the work that Ms. Kimball had done and the work that classes at Arizona State University continue to do was acknowledged, particularly relating to multi-modal transportation. MAG will continue to work with ASU and try to integrate some of the work and research they are doing with the work that is being done at MAG.

Ms. Yazzie indicated that a memorandum was sent with the agenda packet that presented what the current Notice of Funding Availability (NOFA) outlined in terms of the amount, due dates, and requirements. This is the sixth round of Tiger. Funding has varied from \$400 to \$600 million

total, with specific set-asides for rural areas. In some years, TIGER has funded planning activities and some years it has not; last year there was not any funding set aside for planning activities. The six requirements of TIGER have stayed the same; State of Good Repair, Safety, Economic Competitiveness, Livability, Environmental Sustainability, and Project Readiness, with additional factors on innovations and partnerships. There have been different focuses throughout the years and the amount of grants has varied. The first round, grants varied between \$30 and \$60 million for some projects and some regions; now the minimum requirement is \$10 million dollars and we typically see grants hanging out in that \$10 million to \$20 million area.

The first year of TIGER was a bit of a grab-bag with thousands and thousands of applications. Over the years, the DOT evaluation committee has talked with member agencies, transit agencies, MPOs and COGS. The committee indicated that they want regional applications, and prefer only one project coming out of a region with local support, regional support, and if possible, state support. Valley Metro and Phoenix have been in constant contact with DOT representatives over the past several weeks, who have continued to push for a regional application.

Last year there was not a project out of the FHWA side that fit the TIGER criteria. On the transit side, there were a couple projects that met the criteria. At the end of the day, the Regional Council supported one regional application with two projects; Tempe Streetcar and the Phoenix operations and maintenance facility.

Ms. Yazzie noted that this item is on the agenda for possible action and that this meeting is the initial discussion for this item. The deadline for grant submittal is April 28 and there is a Regional Council meeting on April 23.

The handout provided a summary of all the project application that were submitted to MAG, which were three capital projects and two planning projects. Capital projects were from the City of Buckeye, City of Chandler, and City of Phoenix. The Buckeye project is more of the traditional roadway/highway project and does have the local match. The project includes improvements on the interchange, ramp extensions, signalization, and roadway. The Chandler application is again more of the traditional roadway improvement from 2/3 lanes to 6 lanes. The project would also include sidewalks, bikelanes, sidewalks, and landscaping. The City of Phoenix project is on Central Ave from Jefferson down to Baseline. The project is actually a compilation of projects that effect the area; improvements to transit center; refurbishment of the operations and maintenance facility; and street, roadway and bike/pedestrian improvements. An additional item to take into consideration is that Congressman Ed Pastor is retiring this year and his district is in mainly in Phoenix as well as other areas. His office has been in contact with the City of Phoenix and has encouraged a project to come out of the region that his office can support. a factor when considering which project(s) should move forward.

Additional detail about the three projects that were submitted were placed at the members' seats. This included a more detailed description about the projects, costs, and proposed schedules. In addition to the three capital projects there are an additional two planning projects. There's \$35 million nationwide for planning projects, which also have to meet the grant criteria. One project is a Gila Bend study and another is in central Phoenix which includes additional environmental studies on the same corridor as the proposed capital project.

Ms. Yazzie indicated that Valley Metro is also working on vetting transit projects and . will be holding a meeting next Wednesday.Mr. John Farry clarified that the meeting is next Tuesday at 11:30 am.

Chairman Fitzhugh asked the committee if there are any questions. Ms. Leah Hubbard asked if it was possible to have the handouts emailed, and Ms. Yazzie indicated that it was.

Mr. Dan Cook asked if there's an indication of the location match on the Phoenix project. Mr. Rick Naimark from the City of Phoenix indicated that it will be a 30 to 50 percent match or 7 to 10 million dollars.

Mr. Jeff Martin spoke in favor of the Phoenix projects. He indicated that at the end of the day, when projects are considered, they will hit the Secretary of Transportation's desk. At that time, you need a champion from congress to support projects.. This year seems like a unique opportunity with Congressman Pastor retiring.. Mr. Martin indicated that the committee should give serious consideration to focus on the two Phoenix projects.

Ms. Debbie Albert asked if we're looking for two projects to move forward, one out of the capital side and one out of the planning side. Ms. Yazzie said that every year has been different in the past. In light of there being a set aside, Ms. Yazzie indicated that if the committee is going to make a recommendation for the capital side it would make sense to make a recommendation for the planning side as well.

Mr. Cook asked if the Phoenix planning study was a better fit for the transit mode and asked how it fits with what was submitted to Valley Metro. Mr. Naimark stated that they're seeking more guidance from Washington whether or not to bundle them as one project or apply as two projects. The two projects are in the same corridor and there is a need to look at them holistically; they are both multi modal. Discussion continued.

Mr. Naimark noted that the USDOT has clearly been focused on low income areas. It just so happens that the proposed Phoenix project is in a target area that would be viewed very highly in the evaluation process given the demographics of the community.

Mr. Scott Lowe indicated that the committee seemed to be focusing a lot on the other projects and because Buckeye did submit a project, he wanted to mention they are the last incorporated city in Maricopa County to the west so there is not a lot of opportunity within the City of Buckeye to do much. Mr. Lowe stated that there has been a lot done in the Miller Road area off I-10. There are some other opportunities to improve the performance of the interchange and the area north of the canal, which was the reasoning for the project. Trucks queue up on the freeway just to get off on Miller Road – it is creating issues with the freeway and the Miller road interchange. Moreover, there is no transit in the area so there's very little opportunity until transit is extended out.

Chairman Fitzhugh asked if staff's recommendation is to pick one project from the planning side and one project from the capital side. Ms. Yazzie indicated that staff does not have a recommendation. Ms. Yazzie stated that is up to the committee to determine if support should be for one project, two projects, and three projects.

Chairman Fitzhugh indicated he was still working through whether or not one motion should be made for the planning project and one motion should be made for the capital project. Ms. Yazzie indicated that it could be done in one or two motions.

Mr. Dick McKinley asked if it is staff's opinion that Phoenix projects are likely to score better than other projects. Mr. Anderson said that MAG has not gone through any formal analysis to put the projects through an evaluation criteria, but on the surface if you look at the criteria in the NOFA, the multi-modal aspect and the Title VI environmental justice populations, the Phoenix project probably matches up better than some of the other projects. Mr. Anderson cautioned that it is just a qualitative assessment and emphasized that it is the committee's decision to make. Discussion continued.

Mr. John Hauskins from Maricopa County stated that it is important to note that this kind of program is quite difficult to get funding from, and that the maximum political support is needed. It is unrealistic to think that the region be able to go forward with a project that does not have federal level support. The region has been through TIGER process before and has seen which projects have been approved and which projects have not, and this should be taken into account as the committee moves forward.

Mr. Cook moved to recommend that the Phoenix capital project on Central from Jefferson to Baseline and the Phoenix planning project in the same area move forward either as a joint project or a separate projects based on the recommendation of Phoenix after they get more information. Mr. Andy Granger seconded the motion. The motion passed unanimously.

Mr. Naimark thanked the members of the committee for their support and stated that Phoenix would do everything in their power to get this delivered for the region.

6. Update on the Downtown Phoenix Core Connections and Operations Study - A Central Phoenix Transportation Framework Study Initiative

Chairman Fitzhugh invited Mr. Mark Melnychenko from the City of Phoenix to present on the update on the Downtown Phoenix Core Connections and Operations Study - A Central Phoenix Transportation Framework Study Initiative.

Mr. Melnychenko thanked the committee for the opportunity to present. MAG and the City of Phoenix worked together to carve out the area for a special study in the downtown area. The project represents a partnership with shared funding and started last summer with the Downtown Comprehensive Transportation Study.

Mr. Melnychenko indicated that over the past year there has been a lot of feedback from the community and the business owners. With a study like this, it is important to look at how transportation and economic development tie together. This study is not just moving cars; years ago, there was also talk there was talk about the evacuation of downtown Phoenix after the workday. Now there has been an about-face and people are encouraged to stay downtown.

The study purpose was to improve the movement of people downtown and to provide recommended changes on traffic plans and how those mesh with future transit plans downtown. The study looked at existing conditions using the transmodeler. Wilson & Company, the Central

Phoenix Framework Study consultant team, is also as part of this project. Phoenix has worked closely together with MAG and consultant team on moving a set of recommendations forward.

The City of Phoenix has a number of initiatives underway that to connect as part of this study, including the Central Phoenix Framework Study, bike share plan, bike master plan, and reinvent Phoenix. There are also a number of re-development projects, such as the future Arizona State University law school, expansion of ASU to south of the railroad tracks, and new hotels in downtown. Further, there was a downtown plan prepared a number of years ago called the connected oasis. The Downtown Phoenix Core Connections and Operations Study also ties in closely with that, including the pedestrian corridors, transit improvements, and the Adams Street Reactivation study. There has been an attempt to incorporate all these moving parts into the project into a cohesive plan.

Mr. Melyanchano presented a graphic with regional bus flow on Washington and Jefferson up central avenue. He indicated that there will be two light rail lines in the future that will tie in with the project; one from the south, one from the west. With these light rail lines, there will be a train every 2-3 minutes so the study looks at alternatives to address the situation. There is also regional bus connectivity up to the direct HOV ramps at 3rd Ave and 3rd Street. There alternatives on how to address moving that traffic in the future once other freeway improvements are made.

Mr. Melnychenko stated that the public outreach process on the study is intended to leave no stone left unturned. Public outreach started with focus groups to garner feedback on the strategies that the public and stakeholders would like to see. Open houses were held in November and February to discuss the study with members of the public. Public outreach has extended from small community meetings to large regional bodies. Public outreach is concluding this week with presentations to the downtown Phoenix Partnership, Downtown Phoenix Inc., and the Downtown Phoenix Alliance.

Mr. Melnychenko indicated that the study area encompasses 7th street to 7th Avenue and McDowell to Buckeye. There have also been meetings with adjacent residential communities and villages for feedback because the recommendations that move forward will impact those areas.

In building the recommended plan, the study team started with strategies from focus groups. From that, the team presented the scenarios based off those strategies. Next, the consultant looked at specific areas of focus. From all that information, the study has come together with a phased improvement plan between 0-5 years, 6-10 years, and 11+ years into the future.

There were a number of strategies brought up from the focus group; not all of them deal with transportation. For instance, there were comments relating to gateway features identifying the downtown area. A number of the strategies from the focus groups and public meetings have been implemented into the plan.

The study looked at a number of elements downtown, including changing one-way streets to two-way streets and the potential light-rail turnaround near the convention center. Wilson & Company did a detailed analysis of a potential light-rail turnaround near the convention center and felt that was not the appropriate place for the turnaround.

Phase One recommendations (0-5 years) focused on converting 3rd and 5th street from one-way

streets to two-way streets with bike lanes. Further, Phase One recommendations include Roosevelt Street improvements which are starting construction this summer. As part of Phase One, the study would also look to complete bike lane connectivity with the missing segment on Washington/Jefferson. These improvements would align with future Buckeye Road improvements and the bike share program. Mr. Melnychenko indicated that the focus will be the 3rd Street corridor, to connect future ASU activity to the south and could be part of the re-invent midtown component that's underway right now.

Phase Two (year 6-10) improvements are impacted by other regional studies like the Spine Study. Phase two also includes extension of HOV lanes from Thomas Road to Washington/Jefferson with direct HOV access. This would allow regional bus traffic to be moved from 3rd and 5th avenue to downtown.

Phase Two improvements also include changes to 7th Street and 7th Avenue. The input that the study team has received was to begin to "tame" the 7th streets. The study provides a stronger pedestrian area along the 7s, particularly 7th street, to make it more of a downtown corridor. 7th Avenue would also be part of that thought process, and Phoenix has begun to do some of the improvements in October along Grand Avenue.

Phase Two would also look at converting Central Avenue into more of a transit focused corridor. This has been talked about in the past, but there will now be opportunity to begin to look at Central Avenue from a different perspective due to the additional transit activity downtown. The Adams Street reactivation project will connect the convention center with Central Avenue. The goal is to create a stronger pedestrian area and focus more on transit. Bike lanes would also be extended on 3rd avenue south of Jefferson into the Grant/Lincoln area. The phase would also look at specific gateways into downtown.

The third phase takes place in 11+ years. Central Avenue would be transformed into the pedestrian transit mall. In addition to rail, there would be dedicated lanes for bikes and a bus way that would have shared access to a series of uses. Phase Two would include two hotels and a parking structure with limited access; feedback from the community was to provide some vehicular access on the street. The study would also look to move some of the traffic to 1st street. The hope is to move some of the traffic from Central Ave, Van Buren, and Jefferson to adjacent streets. Mr. Melnychenko indicated that it is best to divert traffic from the ASU areas as it would be counterproductive to what has been accomplished. Mr. Melnychenko stated that a number of the public have asked why 3rd and 5th Avenues improvements are out so far. Mr. Melnychenko explained that the HOV lanes and bus traffic would need to be in place before these changes could occur. Phase Two would look at public transit on the future of a downtown circulator. Mr. Melnychenko stated that everyone is aware of the past history of DASH, but with a growing downtown density a downtown loop that would make a lot of sense.

Moving forward, Wilson and Company will look at modeling the improvements and the effects of the improvements on the Sunburst plan. The study team is hoping to put together a list of recommendations to make the plan stronger. The study will also look at the ingress and egress throughout the events period for vehicles, transit, and pedestrians. The public were very high on moving and extending what was shown on 7th Ave and 7th Street further, keeping vehicular traffic on Central Avenue, and protected bike lanes in the future.

The study team is going through final feedback from stakeholders. Thus far there has been positive support for the project. The team will soon begin modeling and defining other management improvements, other ITS improvements, and conduct final stakeholder coordination.

Mr. Naimark indicated that big picture take-aways from the study were that the transportation network in downtown was transforming from car-oriented to other things. This will mean more congestion but people use other mechanisms. Secondly the robustness of future transit system will have to make some areas of town fairly inaccessible by far. Third, the objective is to get people in and out of major events but that priority will not overwhelm other priorities for the community. Ultimately, this will make for a more exciting livable center for the city and the region.

Mr. Woody Scoutten indicated that on Aug 17, 2015. APWA national conference will be here and wanted to know if any streets will be torn up around the convention center. Mr. Melnychenko expressed hope that there would be some improvements underway but no funding has been secured.

Mr. Fitzhugh thanked Mr. Melyancho for his presentation.

7. MAG Hassayampa Valley Rail Corridors Cost Analysis

Chair Fitzhugh welcomed Marc Pearsall of MAG to present an update to the Transportation Review Committee on the completed Hassayampa Valley Rail Corridors Cost Analysis.

Mr. Pearsall explained that this was the first of two inter-related presentations. The second would be given by Mr. Carlos Lopez of ADOT on the Wellton Branch Railroad Rehabilitation Study.

Mr. Pearsall said that the spirit of the Hassayampa Valley Rail Corridors Cost Analysis was that the area was originally identified within the MAG I-8/I-11 Hidden Valley Transportation Framework Study as a potential illustrative corridor in the future. He said that the purpose was to review the technical feasibility of a new, conceptual railroad line connecting the communities of Buckeye/Arlington with Gila Bend; and Buckeye/Arlington with Morristown near Wickenburg.

He added that the purpose of these freight and passenger rail lines would be to serve a proposed future area of 500,000 residents by connecting the existing Union Pacific Railroad lines in Buckeye/Arlington and Gila Bend and the BNSF Railway line in the Northwest Valley; acting as a reliever line into the Valley as well as contributing to the development of an enhanced CANAMEX transportation alternative for the Hassayampa Valley and the SR-85 corridors. He noted that the footprint of this potential railroad corridor would be within/parallel to the north-south Buckeye-Gila Bend SR-85/I-11 corridor.

Mr. Pearsall continued his presentation by explained the contents of the final report, noting that the Kimley Horn staff engaged in a literature review of all previous corridor related studies, such as the Arizona State Rail Plan, the Hidden Waters Corridor Feasibility Study and the MAG Yuma West Commuter Rail Study. The consultant team also conducted field visit of the corridor and a compendium of corridor and crossing cost elements, such as grade separated crossings,

bridges, culverts/canals, switches, and utilities. The study also reviewed corridor cross-section, corridor development options as well as cost element quantities for each corridor option (based on rail industry and peer reviewed unit pricing) as well as planning-level cost for each corridor option.

Mr. Pearlsall then displayed a map of the Wellton Branch, along with original survey maps of the original railroad alignments from the 1920s, and also showed the corridors between the Phoenix and Yuma areas, revealing the service levels before and after Amtrak's departure from Phoenix in June 1996. He stated that this left Phoenix, the most populous metro area/city in the U.S., lacking intercity passenger rail service.

Mr. Pearsall summarized the field review of State Route 85, along with the variations in potential rail corridors from the UPRR Sunset Route/Gila Mainline in Gila Bend through to Buckeye and then northward through the Hassayampa Valley, Douglas Ranch area to Morristown near Wickenburg, a total of nearly 80 miles of potential railroad. He reviewed the conceptual corridors, Segment 1: Morristown to Buckeye; Segment 2: Buckeye/ Arlington to Gila Bend along with 2A: Old Highway 80 and 2B: SR 85. The corridor cost elements concluded that Segment No. 1 would total over \$1.3 billion for a 50 mile railroad, while Segments No. 2A (Old Highway 80) and No. 2B (SR 85) would total around \$800 million respectively.

Noting that the two items were linked, he stated that both he and Mr. Lopez could answer questions collectively after the next presentation. Chair Fitzhugh thanked Mr. Pearsall and moved onto the next item on the agenda.

8. ADOT Wellton Branch Railroad Study

Chair Fitzhugh welcomed Carlos Lopez of ADOT to present an update to the Transportation Review Committee on the completed ADOT Wellton Branch Railroad Study.

Mr. Lopez of ADOT explained that his study focused on a segment of Union Pacific Railroad (UPRR) Phoenix Subdivision between Buckeye and Wellton (east of Yuma). He noted that the purpose of the study was to analyze the cost to reinstate both freight and passenger rail service, including the rehabilitation of over seventy miles of out-of-service track from Arlington (near Palo Verde) to Roll (near Wellton). He explained that the line had not seen freight or Amtrak service since the 1996-1997 and served as the primary freight and passenger route from Phoenix to Los Angeles from 1926 to 1996, when it was downgraded to storage.

Mr. Lopez advised that the rehabilitation of the Wellton Branch would provide a direct benefit to Union Pacific, Amtrak, and the State of Arizona by: providing rail connectivity between Phoenix and California, providing Amtrak access directly to Downtown Phoenix with through trains from Los Angeles and Houston/New Orleans; and provide improvements towards the ADOT State Rail Plan vision for passenger rail. He noted that the increase of potential for additional freight customers along Wellton Branch would contribute to the economic development objectives traditionally associated with freight rail. He then explained the conclusions and assumptions of the study.

The study team of URS Corp and ADOT through field inspections, surveys and document review, inspected trackways, ballast, rail, and the need for railroad cross-ties for Federal Railroad

Administration (FRA) Class 3 and 4 operations. One necessity would be to lengthen the JBS Five Rivers Cattle Feeding track at the McElhaney Yard siding in Wellton, thus permitting longer freight trains to stay off of the mainline between Yuma and Phoenix. He noted that additional requirements for the improved railroad would be a new railroad signal system, including the new federally mandated GPS based signal system known as Positive Train Control. This new system would permit for Class 3 and 4 operation which allows faster speeds. New At-Grade Crossings, upgraded crossings, bridges, safety walkways and handrails, vegetation removal, and cosmetic repair was recommended in the detailed inspection.

Mr. Lopez explained the development of four alternative scenarios for improvements, each with its own cost analysis and range. He noted that the development of each scenario included the following considerations: coordination with Amtrak to discuss current train schedules and potential future train schedules; coordination with Union Pacific Railroad (UPRR) to identify current and future train operations; and analysis of the potential requirements and cost for Positive Train Control (PTC) for corridor. He also added that for each alternative scenario, the train operations requirements and UPRR policies and practices was identified. He then detailed each scenario with the following components: Scenario 1 – Through freight service only (FRA Class 2 Track) w/ max speed = 25 mph; Scenario 2 – Through freight service and basic Amtrak service (FRA Class 3 Track) w/ max freight speed = 40 mph and max passenger speed = 60 mph; Scenario 2A – Same as Scenario 2, but with more expensive PTC and Scenario 3 – Through freight service and higher speed passenger service (FRA Class 4 Track), and max freight speed = 60 mph and max passenger = 79 mph.

Mr. Lopez then explained the alternatives that were crafted from the scenarios: Alt #1 FRA Class 2 Track with a requirement for active portion of Roll Industrial Lead (11.6 mi); Alt #1: FRA Class 2 Track with requirements for inactive portions of Roll Industrial Lead (19.7 mi) and Wellton Branch (56.9 miles); Alt #2 and 2A: FRA Class 3 Track and Alt 3: FRA Class 4 Track. He also discussed capital cost estimates for each alternative, from the \$165 to \$420 million range.

He concluded by noting the planning level cost estimates developed for freight and passenger rail scenarios. He also observed that the current freight demand along the active Wellton Branch line / Phoenix Line does not warrant re-opening the line at present time, but that as freight demand increased, the Wellton Branch line could be rehabilitated in phases. He also said that as for the state's passenger rail vision, two trains per day required rehabilitation of the out of service corridor, but that passenger traffic was not cost effective to justify the infrastructure investment of the corridor. He added that next steps to consider included identifying and developing freight opportunities, conducting a more detailed inventory, coordinating with UPRR and Amtrak to identify potential train and traffic volume flow and conducting train simulations if necessary. Mr. Lopez concluded his presentation.

Chair Fitzhugh thanked Mr. Lopez and Mr. Pearsall for their presentations and asked if there were further questions or comments regarding the agenda item.

9. Request for Future Agenda Items

Chairman Fitzhugh requested topics or issues of interest that the Transportation Review Committee would like to have considered for discussion at a future meeting. There were none.

10. Member Agency Update

Chairman Fitzhugh offered opportunities for member agencies to present updates to their community.

11. Next Meeting Date

The next regular Transportation Review Committee meeting is scheduled for Thursday, April 24, 2014 at 10:00 a.m. in the MAG Office, Saguaro Room.

There being no further business, Chairman Fitzhugh adjourned the meeting at 11:32 a.m.

ATTACHMENT #1

Agenda #5A

MAG TA Non-infrastructure SRTS Projects FY2015-17

Attachment 01

	Project Name	Lead Agency	Funding Request FY2015	Funding Request FY2016	Funding Request FY2017
1	DPH - Walk N Rollers	Maricopa County DPH	\$ 44,999.25	\$ 44,999.25	\$ 44,999.25
2	SKMC - Safe Routes for Safe Kids	Maricopa County DPH	\$ 44,999.25	\$ 44,999.25	\$ 44,999.25
3	Surprise - SRTS Study for ACA	City of Surprise	\$ 24,500.00	\$ -	\$ -
			\$ 114,498.50	\$ 89,998.50	\$ 89,998.50
Funding Available per FY			\$ 400,000.00	\$ 400,000.00	\$ 400,000.00
Remaining Funds Available			\$ 285,501.50	\$ 310,001.50	\$ 310,001.50

ATTACHMENT #2

Agenda Item #5B

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

April 16, 2014

SUBJECT:

FY 2015 Title VI and Environmental Justice Program

SUMMARY:

Title VI and Environmental Justice activities are mandated by the federal government to ensure that people of all races, income levels, ages, and abilities have an equal voice in the planning process and receive equal benefit from the results of such planning. MAG is actively engaged in Title VI and Environmental Justice activities as a sub-recipient of federal funding. In order to facilitate a thorough understanding of these activities, a Title VI Program has been developed. The Program reflects activities that fulfill the responsibilities assigned to Metropolitan Planning Organizations as set forth by the Federal Transit Administration circular FTA C 4702.1B under chapter six. Chapter six charges metropolitan planning organizations (MPO), such as MAG, with the following:

1. Development of a demographic profile identifying the locations of Title VI and Environmental Justice groups.
2. A planning process that identifies the transportation needs of people with low incomes and minority populations.
3. An analytical process that identifies the benefits and burdens of transportation system investments for different socioeconomic groups, identifies imbalances, and responds to the analysis produced.

The draft program fulfills these responsibilities.

PUBLIC INPUT:

An opportunity for public input was provided at the MAG Human Services Technical Committee meeting. No comments were made at that time.

PROS & CONS:

PROS: Clearly communicating Title VI activities, responsibilities, and opportunities affords the public and communities of concern with a meaningful role in the transportation planning process. It also provides the information and perspectives required to ensure the planning is responsive to the needs of vulnerable populations.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Communities of concern describe populations that have been determined by the federal government or the MPO as benefitting from protections to ensure their meaningful involvement in planning and services. These vulnerable populations have been identified through the Civil Rights Act of 1964, Executive Order 12898, and Executive Order 13166 to end discrimination and ensure equal access to all federally funded services.

To assist with the identification of Title VI neighborhoods, the presence of Title VI populations is compared against the regional average for each community of concern. Linguistic isolation follows federal

guidance at five percent within a census block or 1,000 people or more within a neighborhood. Based on the 2010 Census, the threshold for each mandated community of concern is as follows:

1. Linguistic isolation: five percent or higher
2. Minority population: 41 percent or higher
3. Population in poverty: 14.7 percent or higher
4. Disability: 18 percent or higher

The U.S. Census Bureau is the source of data used for determining the environmental justice communities of concern. The unit of analysis is the census tract.

POLICY: The presence of Title VI communities of concern will be determined throughout the region. When a new planning activity is beginning, the potential impact of that activity on the Title VI communities of concern will be evaluated. If an impact is anticipated, appropriate Title VI activities such as public outreach will be enacted. The communities of concern will be offered opportunities to offer feedback on the planning activity in question. The impact of their feedback on the planning process will be documented.

ACTION NEEDED:

Recommend approval of the draft FY 2015 Title VI and Environmental Justice Program.

PRIOR COMMITTEE ACTIONS:

On April 10, 2014, the MAG Human Services Technical Committee recommended approval of the draft FY 2015 Title VI and Environmental Justice Program

MEMBERS ATTENDING

#Deanna Grogen for City of Mesa
#Kyle Bogdon, Department of Economic Security / Adults, Children, Youth & Families
#Jan Cameron, City of Scottsdale
*Michael Celaya, City of Surprise
*Krista Cornish, Town of Buckeye
*Naomi Farrell, City of Tempe, Chair
*Jessica Fierro, Town of Gilbert
*Laura Guild, Arizona Department of Economic Security
#Tim Ward for Ilene Herberg, Arizona Department of Economic Security / Division of Developmental Disabilities

*Jeffrey Jamison, City of Phoenix
*Deanna Jonovich, City of Phoenix
Jeff Dean for Jim Knaut, Area Agency on Aging
*Margarita Leyvas, Maricopa County
Joyce Lopez-Powell, Valley of the Sun United Way
#Caterina Mena, Tempe Community Council
Debbie Pearson, City of Peoria
Christina Plante, City of Goodyear
#Leah Powell, City of Chandler
#Cindy Saverino, Arizona Department of Economic Security
#Stephanie Small, City of Avondale, Vice Chair

*Neither present nor represented by proxy.
#Attended by telephone conference call.
+Attended by videoconference.

OTHERS PRESENT

Christie Saracino, Central Arizona Shelter Services

Rachel Brito, MAG
Amy St. Peter, MAG

CONTACT PERSON:

Amy St. Peter, MAG Human Services and Special Projects Manager, (602) 254-6300.

ATTACHMENT #3

Agenda Item #6

April 16, 2014

TO: Members of the MAG Transportation Review Committee

FROM: Teri Kennedy, Transportation Improvement Program Manager

SUBJECT: ARIZONA DEPARTMENT OF TRANSPORTATION LOAN PROGRAM AND
NORTHERN ARIZONA LOAN REQUEST

The Arizona Department of Transportation (ADOT) has developed a loan program to assist Councils of Governments (COGs), and Metropolitan Planning Organizations (MPOs) in the state to loan Surface Transportation Program (STP) funds that they are not able to use each year. By implementing the loan program between COGs, MPOs, and the State and implementing a loan agreement, planning agency funds are protected until their local agencies are able to utilize the STP funding.

The Northern Arizona Council of Governments (NACOG) has requested that MAG enter into a loan agreement to assist them with \$4,252,198 in Federal Fiscal Year (FFY) 2014 STP funds that they cannot utilize this year in FFY with repayment across multiple years from FFY 2016-2019. The proposed loan would have no negative impacts to the MAG regional projects and requires a small amount of accounting time to track. The TRC is requested to recommend that staff process the FFY 2014 loan request from NACOG with the MAG region for STP funding and to repayment terms as described below and prescribed in the ADOT loan program.

ADOT has implemented a methodology and schedule to ensure that each transportation planning area fully utilizes its subregional allocation of Federal Highway Administration (FHWA) funding. The funding that is apportioned to the state and sub-allocated to planning areas of the state is subject to the federal government "Obligation Authority" (OA) limits. The OA is a line of credit to states that sets spending ceilings on the total transportation allocations. The OA is made up of the sub-allocated FHWA funding and cost savings realized from authorized/completed projects. At the end of each federal fiscal year (FFY) OA expires. Prior to 2012, ADOT carried forward unused OA to the next year through a transfer mechanism with Highway User Revenue Funds, however, in state fiscal year (FY) 2012, ADOT notified all COGs and MPOs in the state that ADOT is not able to carry forward unused OA and that unauthorized OA is at risk. To address OA at risk, ADOT allows MPOs and COGs the option of lending FHWA funding between planning agencies to ensure that funds are not lost from the region or state. Specific rules for the types of funding that can be lent between MPOs and COGs are published on the ADOT website. The deadline this year to fully execute the transfer requests and obligate projects at ADOT is June 30, 2014.

FFY 2014 Request: NACOG has specific projects will not be able to authorize its Surface Transportation Program (STP) funding sub-allocated for FFY 2014. NACOG has requested loaning \$4,252,198 in STP funding to MAG with repayment as noted in table A:

Table A:

NACOG STP REQUEST						
<i>3/31/2014</i>	FY14	FY15	FY16	FY17	FY18	FY19
Loan from NACOG to MAG	4,252,198	-	-	-	-	-
REPAYMENT SCHEDULE						
	FY14	FY15	FY16	FY17	FY18	FY19
Repayment from MAG to NACOG	-	-	1,200,000	2,000,000	480,698	571,500

MAG’s Ability to Meet Requests: The request can be met by MAG for the loan and return of STP funding in the amount up to \$4,252,198 based on the FHWA and ADOT program rules. The MAG region currently has three federally authorized projects underway that can utilize the funds – the Northern Parkway, Aveneda Rio Salado, and Black Mountain – with approved and executed Advance Construction Agreements in place. The projects are included in the Arterial Life Cycle Program (ALCP) where STP funding is programmed for reimbursement across several future years. The agency advance constructs the federally funded project(s) and provides local funding prior to receiving programmed reimbursements. Additionally, the Gilbert Road Light Rail extension project is also programmed for reimbursement in future years and could take advancement of STP or CMAQ funding. Specific federally funded ALCP project advancements will be developed and proposed based on each agency’s work schedule(s).

If approved, MAG will accept the transfer of FFY 2014 STP from NACOG to MAG, and MAG will program the return of the \$4,252,198 of STP funds to NACOG in the amounts of \$1,200,000 of STP in FFY 2016, \$2,000,000 in FFY 2017, \$480,698 in FFY 2018, \$571,500 in FFY 2019, with no inflation or fee applied.

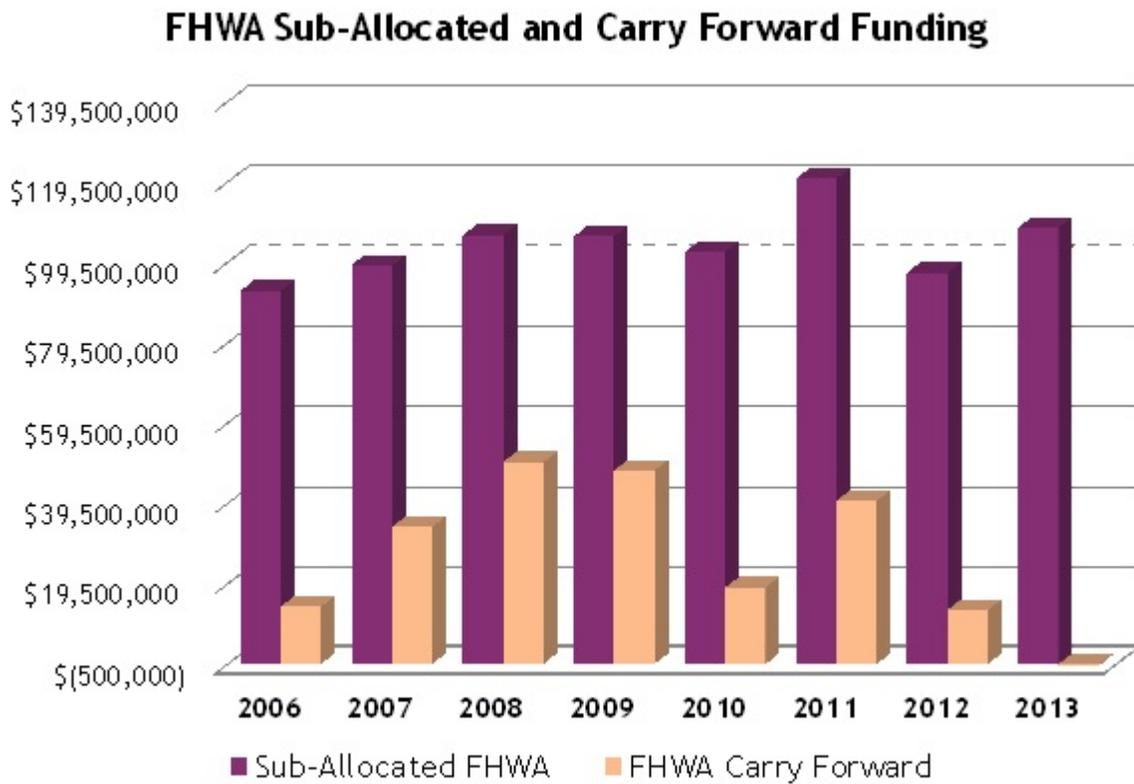
Benefits to the MAG Region: By accepting the STP funds from the NACOG region in FFY 2014, the MAG ALCP would see federal project reimbursements of \$4,252,198 advanced earlier than currently programmed in ALCP for fiscal years 2016 through 2019. This advancement assists with keeping the program balanced across the near term years and saves possible increased project costs due to inflation. The loan will ensure that funding stays within regions and in the State of Arizona as intended for planning and implementation of each region’s transportation projects.

Please contact me at the MAG Office if you have any questions.

How is MAG performing with completing their programming and use of FHWA sub-allocated funding?

In FFY2013 MAG fully programmed all funding sub-allocated to the region, including loans from other areas. MAG also drastically reduced the amount of carry forward funding, fully addressing the OA at risk. Please see table B.

Table B:



**ATTACHMENT
#4**

Agenda Item #7

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

April 16, 2014

SUBJECT:

Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, FY 2014 Arterial Life Cycle Program, and, as Appropriate, to the 2035 Regional Transportation Plan

SUMMARY:

The Fiscal Year (FY) 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan (RTP) were approved by the MAG Regional Council on January 29, 2014. The FY 2014 Arterial Life Cycle Program update was approved January 29, 2014. The last modification was approved by the MAG Regional Council on March 26, 2014, and agencies have requested project changes. This will be the third request for an amendment to the State Transportation Improvement Program.

The attachment listings in Table A include requested changes and modifications to highway and transit projects in the FY 2014-2018 MAG TIP and include changes to the Arterial Life cycle Program. A "Received by" column has been added to the right-hand side of the Tables to note the committees that have reviewed the proposed changes for individual listings. Conformity consultation on these projects is considered under a separate agenda item beginning at Management Committee.

Highway Changes:

The Arizona Department of Transportation (ADOT) has included projects changes related to updates in the Statewide Five Year Program, changes to the Regional Transportation Plan Freeway Program (RTP-FP), and to maintenance and sub-programs. Member agencies have submitted various local and federally funded project changes. Three project listing have draft data and is noted with **tinting**.

The MAG Safety Committee has approved projects for advancement and deferrals based on agency requests, and some safety projects have added additional funding based on updated engineering estimates. Funding through the sub-allocated Highway Safety Improvement Program (HSIP-MAG) is available to meet these requests. MAG is requesting TIP amendments to consolidate funding based on federal and state guidance, and has included clerical corrections to the TIP. Placeholders for the actual (FFY 2014) and estimated (FFY 2015, 16, 17, and 18) Congestion Mitigation and Air Quality (CMAQ) Flex transfer to transit as noted in the Regional Transportation Plan are included for accounting purposes.

Transit Changes:

Transit related TIP changes include new projects funded by the ADOT 5310 and 5311 programs. ADOT administered projects are FY2013 apportioned funds that were awarded to MAG agencies through a competitive process. Project updates and clerical corrections in the Valley Metro Transit Lifecycle Program and the MAG Program of Projects for the 5307, 5309, and 5337 are included.

ALCP Changes:

The amendments include the correction of an administrative error on the Frank Lloyd Wright at 76th/78th/82nd Street project and the reassignment of Fiscal Year 2012 Northern Parkway reimbursement totaling \$495,970 from the Northern Parkway: Sarival to Dysart landscaping project (ACI-NOR-10-03-A) to the Northern Parkway: Sarival to Dysart construction project (ACI-NOR-30-03-A). The reassignment is

necessary to match the federal obligation.

PUBLIC INPUT:
None has been received.

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 accordance with MAG guidelines.

ACTION NEEDED:
Approval of amendments and administrative modifications to the FY2014-2018 MAG Transportation Improvement Program, the FY2014 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan.

PRIOR COMMITTEE ACTIONS:
Approval of the increased funding and project advancements for Highway Safety Improvement Program (HSIP) was recommended at the April 9, 2014 Transportation Safety Committee

MEMBERS ATTENDING

- # Linda Gorman, AAA Arizona
- * Tom Burch, AARP
- # Kohinoor Kar, ADOT
- # Shane Kiesow, City of Apache Junction
- * Dana Chamberlin, City of Avondale
- * Thomas Chlebanowski, Town of Buckeye
- Martin Johnson, City of Chandler
- Bob Senita, City of El Mirage
- # Kelly LaRosa, FHWA
- Kristen Meyers for Erik Guderian, Town of Gilbert
- # Kiran Guntupalli for Chris Lemka, City of Glendale
- * Alberto Gutier, GOHS
- # Hugh Bigalk, City of Goodyear
- Nicolaas Swart, Maricopa County
- Renate Ehm (Chair), City of Mesa
- * Jeremy Knapp, Town of Paradise Valley
- + Mannar Tamirisa for Jamal Rahimi, City of Peoria
- * Kerry Wilcoxon, City of Phoenix
- # George Williams, City of Scottsdale
- * Martin Lucero for Jason Mahkovtz, City of Surprise
- # Julian Dresang, City of Tempe
- * Gardner Tabon, RPTA

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

CONTACT PERSON:
Stephen Tate, Transportation Improvement Program Planner, (602) 254-6300, or
Teri Kennedy, Transportation Improvement Program Manager, (602) 254-6300

**TABLE A: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), FY 2014 Arterial Life Cycle Program, and the 2035 Long Range Plan¹**

TIP Amendment #3																				Reviewed By ²				
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Apport . Year ³	Federal	Regional	Local	Total	TIP Change Request	T R C	M C	T P C	R C
ADOT	Highway	2017	DOT17-417	TBD	10: Dysart Rd - Black Canyon Hwy	Construct pavement preservation	13.0	10	10	----	No	----	Freeway	NHPP	2017	4,432,100		267,900	4,700,000	Amend: Add a new pavement preservation construction project in FY 2017 for \$4,700,000.				
ADOT	Highway	2015	DOT15-411	TBD	10: Dysart Rd - Black Canyon Hwy	Design pavement preservation	13.0	10	10	----	No	----	Freeway	NHPP	2015	301,760		18,240	320,000	Amend: Add a new pavement preservation design project in FY 2015 for \$320,000.				
ADOT	Highway	2014	DOT14-421	TBD	10: Salome Rd - SR85	Construct pavement preservation	32.0	4	4	----	No	----	Freeway	NHPP	2014	1,291,910		78,090	1,370,000	Amend: Add a new pavement preservation construction project in FY 2014 for \$1,370,000.				
ADOT	Highway	2014	DOT14-422	TBD	10: SR101/I-10 Ramp #2201 and Ramp SE #2202	Design bridge deck rehabilitation	1.0	10	10	----	No	----	Freeway	NHPP	2014	235,750		14,250	250,000	Amend: Add a new bridge deck rehabilitation design project in FY 2014 for \$250,000.				
ADOT	Highway	2015	DOT12-118	TBD	10: SR101L (Agua Fria) I-17	Utility relocation design	9.0	10	10	----	No	----	Freeway	RARF	2015		1,000,000		1,000,000	Amend: Defer project from FY 2014 to FY 2015.				
ADOT	Highway	2017	DOT17-418	TBD	10: SR101L/I-10 SW/SE Ramps	Bridge rehabilitation	0.2	10	10	----	No	----	Freeway	NHPP	2017	377,200		22,800	400,000	Amend: Add a new bridge rehabilitation project in FY 2017 for \$400,000.				
ADOT	Highway	2014	DOT14-106	TBD	10: SR85 - Dysart Rd	Construct sign rehabilitation	18.0	6	6	----	No	----	Freeway	NHPP	2014	480,930		29,070	510,000	Amend: Increase total project budget by \$110,000 from \$400,000 to \$510,000.				
ADOT	Highway	2017	DOT17-419	TBD	10: SR85 - Verrado (WB)	Construct pavement preservation	8.0	4	4	----	No	----	Freeway	NHPP	2017	4,243,500		256,500	4,500,000	Amend: Add a new pavement preservation construction project in FY 2017 for \$4,500,000.				
ADOT	Highway	2015	DOT15-412	TBD	10: SR85 - Verrado (WB)	Design pavement preservation	8.0	4	4	----	No	----	Freeway	NHPP	2015	301,760		18,240	320,000	Amend: Add a new pavement preservation design project in FY 2015 for \$320,000.				
ADOT	Highway	2014	DOT14-423	TBD	10: University Dr TI Underpass, Str #2004	Design bridge rehabilitation	1.0	10	10	----	No	----	Freeway	NHPP	2014	235,750		14,250	250,000	Amend: Add a new bridge rehabilitation design project in FY 2014 for \$250,000.				
ADOT	Highway	2015	DOT98-111	TBD	101 (Pima Fwy): Pima Rd Extension (JPA)	Design roadway extension	3.0	0	4	----	No	----	Freeway	RARF	2015		297,000		297,000	Amend: Defer project from FY 2014 to FY 2015.				
ADOT	Highway	2014	DOT14-424	TBD	101(Price Fwy): Marlboro Ave	Utility relocation	0.1	8	8	----	No	----	Freeway	State	2014			50,000	50,000	Amend: Add a new utility relocation project in FY 2014 for \$50,000.				

**TABLE A: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP), FY 2014 Arterial Life Cycle Program, and the 2035 Long Range Plan¹**

TIP Amendment #3																				Reviewed By ²				
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Apport . Year ³	Federal	Regional	Local	Total	TIP Change Request	T R C	M C	T P C	R C
ADOT	Highway	2017	DOT17-420	TBD	17: 19th Ave TI Overpass	Bridge rehabilitation	0.2	6	6	----	No	----	Freeway	NHPP	2017	471,500		28,500	500,000	Amend: Add a new bridge rehabilitation project in FY 2017 for \$500,000.				
ADOT	Highway	2014	DOT14-425	TBD	17: 19th Ave TI Overpass, Str #717	Design bridge rehabilitation	1.0	6	6	----	No	----	Freeway	NHPP	2014	254,610		15,390	270,000	Amend: Add a new bridge rehabilitation design project in FY 2014 for \$270,000.				
ADOT	Highway	2014	DOT14-426	TBD	17: Jefferson St Underpass, Str #554	Design bridge rehabilitation	1.0	6	6	----	No	----	Freeway	NHPP	2014	253,667		15,333	269,000	Amend: Add a new bridge rehabilitation design project in FY 2014 for \$269,000.				
ADOT	Highway	2017	DOT17-421	TBD	17: Jefferson Street Underpass	Bridge rehabilitation	0.2	6	6	----	No	----	Freeway	NHPP	2017	707,250		42,750	750,000	Amend: Add a new bridge rehabilitation project in FY 2017 for \$750,000.				
ADOT	Highway	2017	DOT17-415	TBD	17: Mores Gulch	Bridge replacement	0.2	4	4	----	No	----	Freeway	NHPP-AZ	2017	4,243,500	-	256,500	4,500,000	Amend: Add a new bridge replacement project in FY 2017 for \$4,500,000.				
ADOT	Highway	2016	DOT15-407	26407	17: MP 198 - MP 208.9	Construct pavement preservation	10.9	4	8	-----	No	-----	Freeway	NHPP	2016	3,583,400		216,600	3,800,000	Amend: Increase total project budget by \$1,554,000 from \$2,246,000 to \$3,800,000.				
ADOT	Highway	2014	DOT12-133	TBD	17: SR101L - Anthem Way	Construct FMS	14.0	8	8	-----	No	-----	Freeway	CMAQ	2013	7,166,800	433,200	-	7,600,000	Amend: Project authorized in FY 2013, defer work from FY 2013 to FY 2014. Project will be rebid, need additional funding. See DOT12-133C2.				
ADOT	Highway	2014	DOT12-133C2	TBD	17: SR101L - Anthem Way	Construct FMS	14.0	8	8	-----	No	-----	Freeway	NHPP	2014	659,000	39,834	-	698,834	Amend: New TIP listing. Increase total project budget by \$659,000 from \$7,600,000 to \$8,259,000. Add \$659,000 of NHPP fund. Defer work phase from FY 2013 to FY 2014. Total project construction cost is \$8,259,000; see DOT12-133.				
ADOT	Highway	2014	DOT13-134	16847	202 (Red Mountain): SR101L - Gilbert Rd	Construct general purpose lanes (Design Build)	6.0	8	10	-----	No	-----	Freeway	STP-AZ	2013	71,039,962	4,294,038	-	75,334,000	Amend: Increase total project budget by \$734,000 from \$74,600,000 to \$75,334,000.				
ADOT	Highway	2015	DOT14-405	TBD	202 (South Mountain): I-10 Papago/SR202L system interchange (Seg 9)	Right of Way for New system traffic interchange	0.5	0	8	-----	No	-----	Freeway	RARF	2015		231,000,000	-	231,000,000	Amend: Defer project from FY 2014 to FY 2015.				
ADOT	Highway	2014	DOT14-151	TBD	303: Camelback Rd - Glendale Ave	Landscape construction	2.0	6	6	-----	No	-----	Freeway	RARF	2014		3,020,000	-	3,020,000	Amend: Advance project from FY 2015 to FY 2014. Increase total project budget by \$620,000 from \$2,400,000 to \$3,020,000.				
ADOT	Highway	2014	DOT13-172	TBD	303: El Mirage Rd	Construct traffic interchange improvement	0.2	4	4	-----	No	-----	Freeway	NHPP	2014	30,176,000	1,824,000	-	32,000,000	Amend: Increase total project budget by \$1,000,000 from \$31,000,000 to \$32,000,000.				

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TIP Amendment #3																			Reviewed By ²					
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Apport . Year ³	Federal	Regional	Local	Total	TIP Change Request	T R C	M C	T P C	R C
ADOT	Highway	2014	DOT13-138	TBD	303: Glendale Ave - Peoria Ave	Landscape construction	3.0	6	6	----	No	----	Freeway	NHPP/Local	2014	4,689,122	310,878	454,000	5,454,000	Amend: Increase total project budget by \$1,954,000 from \$3,500,000 to \$5,454,000. Use \$454,000 of City of Glendale.				
ADOT	Highway	2014	DOT13-153	TBD	303: I-10/303L System Interchange, Phase II	Design new freeway interchange	1.0	4	6	----	No	----	Freeway	NHPP	2013	7,064,956	427,044	-	7,492,000	Amend: Increase total project budget by \$1,992,000 from \$5,500,000 to \$7,492,000.				
ADOT	Highway	2014	DOT13-140	TBD	303: Thomas Rd - Camelback Rd	Landscape construction	2.0	6	6	----	No	----	Freeway	NHPP	2014	2,829,000	171,000	-	3,000,000	Amend: Increase total project budget by \$600,000 from \$2,400,000 to \$3,000,000.				
ADOT	Highway	2014	DOT14-152	TBD	303: US60 Grand Ave/SR303L Interchange, Interim	Construct interim TI	0.2	6	6	----	No	----	Freeway	NHPP	2014	52,808,000	3,192,000	-	56,000,000	Amend: Increase total project budget by \$7,600,000 from \$48,400,000 to \$56,000,000.				
ADOT	Highway	2014	DOT12-127	TBD	303: US60 Grand Ave/SR303L Interchange, Interim	Design interchange	0.2	6	6	----	No	----	Freeway	NHPP	2012	5,120,490	309,510	-	5,430,000	Amend: Increase total project budget by \$2,030,000 from \$3,400,000 to \$5,430,000.				
ADOT	Highway	2014	DOT13-139	TBD	303: US60 Grand Ave/SR303L Interchange, Interim	R/W acquisition	0.2	6	6	----	No	----	Freeway	STP-AZ	2013	774,156	46,794	-	820,950	Amend: Decrease total project budget by \$2,450,000 from \$3,200,000 to \$820,950.				
ADOT	Highway	2015	DOT14-413	TBD	303: Van Buren St - MC85	Right of Way	3.0	2	6	----	No	----	Freeway	NHPP	2015	4,054,900	245,100	-	4,300,000	Amend: Defer project from FY 2014 to FY 2015.				
ADOT	Highway	2015	DOT13-952	TBD	60 (Grand Ave): Bell Rd TI	R/W acquisition	0.3	6	6	----	No	----	Freeway	NHPP	2015	6,601,000	399,000	-	7,000,000	Amend: Defer project from State FY 2014 to FY 2015. Project will not have environmental clearance in time to obligate funds in State FY 2014. Anticipate Obligation Authority to remain in Federal FY 2014.				
ADOT	Highway	2014	DOT14-427	TBD	60 (Grand Ave): Bethany Home Rd - 163rd Ave	Traffic study	18.0	6	6	----	No	----	Freeway	STP-RGC	2014	70,725		4,275	75,000	Amend: Add a new traffic study project in FY 2014 for \$75,000.				
ADOT	Highway	2017	DOT17-416	TBD	60 (Grand Ave): New River West Bound	Bridge rehabilitation	0.2	6	6	----	No	----	Freeway	NHPP-AZ	2017	235,750	-	14,250	250,000	Amend: Add a new bridge rehabilitation project in FY 2017 for \$250,000.				
ADOT	Highway	2014	DOT14-155	TBD	60 (Grand Ave)-SR101L (Agua Fria Fwy)-Van Buren St, Phase 2	Construct spot improvements	14.0	4	4	----	No	----	Freeway	NHPP	---	19,331,500	1,168,500	---	20,500,000	Amend: Delete project from TIP.				

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Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Apport . Year ³	Federal	Regional	Local	Total	TIP Change Request	T R C	M C	T P C	R C
ADOT	Highway	2015	DOT14-156	TBD	60 (Grand Ave): Thompson Ranch (Thunderbird)	R/W acquisition	0.2	6	6	-----	No	-----	Freeway	NHPP	2015	4,715,000	285,000	-	5,000,000	Amend: Defer project from State FY 2014 to FY 2015. Project will not have environmental clearance in time to obligate funds in State FY 2014. Anticipate Obligation Authority to remain in Federal FY 2014.				
ADOT	Highway	2016	DOT16-422	TBD	8: Bender Wash	Construct drainage improvements	1.0	4	4	----	No	----	Freeway	NHPP	2016	1,671,939		101,061	1,773,000	Amend: Add a new drainage improvement construction project in FY 2016 for \$1,773,000.				
ADOT	Highway	2014	DOT14-428	TBD	87: McDowell Rd	Traffic signal improvement	0.1	4	4	-----	No	-----	Street	NHPP	2014	400,775		24,225	425,000	Amend: Add a new traffic signal improvement project in FY 2014 for \$425,000.				
ADOT	Highway	2014	DOT14-420	TBD	88: Tonto Forest (Goldfield Rd - Canyon Lake)	Design spot safety improvements	7.0	2	2	-----	No	-----	Freeway	HSIP-AZ	2014	582,774		35,226	618,000	Amend: Add a new safety improvement design project in FY 2014 for \$618,000.				
ADOT	Highway	2015	DOT15-413	TBD	MAG Regionwide	Drainage tunnel improvements	0.5	8	8	----	No	----	Freeway	STP-AZ	2015	1,487,111		89,889	1,577,000	Amend: Add a new drainage tunnel improvement project in FY 2015 for \$1,577,000.				
ADOT	Highway	2014	DOT14-429	TBD	MAG Regionwide	Light pole inventory and design	0.1	N/A	N/A	-----	No	-----	Freeway	STP-AZ	2014	185,771		11,229	197,000	Amend: Add a new light pole inventory and design project in FY 2014 for \$197,000.				
ADOT	Highway	2018	MAR18-403C	12942	SR347: UPRR Overpass	Construction Phase III: Grade Separation-Overpass	0.4	0	4	-----	No	-----	-----	AZ Statewide	2018	25,442,140	-	1,537,860	26,980,000	Amend: Divide project into Three segments and work phases. Programmed local cost of Phase III from City CIP and AK-Chin. City of Maricopa requests statewide funding.				
ADOT	Highway	2016	MAR18-403D	12942	SR347: UPRR Overpass	Design Phase III: Grade Separation-Overpass	0.4	0	4	-----	No	-----	-----	AZ Statewide	2016	6,124,785	-	370,215	6,495,000	Amend: Divide project into Three segments and work phases. Programmed local cost of Phase III from City CIP and AK-Chin. City of Maricopa requests statewide funding.				
ADOT	Highway	2017	MAR18-403RW	12942	SR347: UPRR Overpass	ROW Phase III: Grade Separation-Overpass	0.4	0	4	-----	No	-----	-----	AZ Statewide	2017	9,264,975	-	560,025	9,825,000	Amend: Divide project into Three segments and work phases. Programmed local cost of Phase III from City CIP and AK-Chin. City of Maricopa requests statewide funding.				
Apache Junction	Highway	2015	APJ15-402	TBD	IRONWOOD DR, SOUTHERN AVE & IDAHO RD IN APACHE JCT	Construct concrete sidewalks, curb and gutter, ADA ramps, bike lane striping	-	4	4	-----	No	SF003 01C	Safety	SRTS	2015	313,094	-	-	313,094	Amend: Add Project to TIP				

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Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request	T R C	M C	T P C	R C
Apache Junction	Highway	2014	APJ12-401	TBD	IRONWOOD DR, SOUTHERN AVE & IDAHO RD IN APACHE JCT	Design concrete sidewalks, curb and gutter, ADA ramps, bike lane striping	-	4	4	-----	No	SF003 02D	Safety	SRTS	2012	86,504	-	-	86,504	Amend: Add Project to TIP				
Apache Junction	Highway	2014	APJ14-403	28237	SR88 at Old West Highway	Construct Roadway Safety Improvements	0.3	6	6	-----	No	-----	Safety	HSIP-MAG	2014	343,970	-	34,868	378,838	Amend: Add \$161,746 additional HSIP-MAG funding to work phase. Cost increase due to updated construction cost estimates; due to unit cost increases from original project estimate (FY2011). Total of \$14,077 of non-eligible costs, \$364,761 of eligible costs.				
Avondale	Highway	2014	AVN15-103	17590	Avondale (Citywide)	Construct Pedestrian Countdown Signals	0	0	0	-----	No	-----	Safety	HSIP-MAG	2014	105,840	-	-	105,840	Amend: Transfer \$30,000 to AVN14-109				
Avondale	Highway	2014	AVN14-109	17590	Avondale (Citywide)	Preliminary Engineering for Pedestrian Countdown Signals	0	0	0	-----	No	-----	Safety	HSIP-MAG	2014	45,000	-	-	45,000	Amend: Increase budget by \$30,000 from AVN15-103				
Chandler	Highway	2014	CHN12-118C2	6240	Various Locations - Citywide	Street Name Sign Upgrade to Clearview font	0	0	0	-----	No	SH54701 C	Safety	HSIP-MAG	2014	39,286	-	-	39,286	Amend: FY 2012 project, add \$39,286 HSIP-MAG to address square inch calc. Total workphase cost is \$110,526.				
Florence	Highway	2015	FLO14-402	18528	Main Street: Ruggles St to Butte Ave	Construct Roadway Improvements	0.25	2	2	-----	No	-----	Street	STP-TEA	2015	500,000	-	30,223	530,223	Amend: Defer construction work year from FY2014 to FY2015.				
Fountain Hills	Highway	2016	FTH14-103	36535	Fountain Hills (Citywide)	Preliminary Engineering for Arterial Street STOP Sign Upgrade	0	0	0	-----	No	-----	Safety	HSIP-MAG	2016	15,000	-	-	15,000	Amend: Defer from FY2014 to FY2016				
Fountain Hills	Highway	2017	FTH15-101	36535	Fountain Hills (Citywide)	Procure and Install Arterial Street STOP Sign Upgrade	0	0	0	-----	No	-----	Safety	HSIP-MAG	2017	31,800	-	-	31,800	Amend: Defer from FY2015 to FY2017				
Gilbert	Highway	2014	GLB14-104	45276	Various Locations - Town Wide	Pedestrian Countdown Signal Heads- Phase 2	0	0	0	-----	No	SH545 01C	Safety	HSIP-MAG	2014	23,579	-	-	23,579	Amend: Change work year from 2015 to FY2014. Adjust federal and total cost to reflect updated actual engineering cost (decrease by \$13,101.)				
Gilbert	Highway	2014	GLB14-104C2	45276	Various Locations - Town Wide	Pedestrian Countdown Signal Heads- Phase 2	0	0	0	-----	No	SH545 01C	Safety	HSIP-MAG	2014	23,579	-	-	23,579	Amend: Change work year from 2015 to FY2014. Portion of this project authorized early in FFY2013 with GLB13-105. Adjust federal and total cost to reflect updated actual engineering cost (decrease by \$13,101 for FFY2014.)				

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Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Apport . Year ³	Federal	Regional	Local	Total	TIP Change Request	T R C	M C	T P C	R C
MAG	Highway	2015	MAG15-110	32136	Region wide	MAG Bicycle and Pedestrian Program	0	0	0	----	No	----	Bicycle	CMAQ	-----	9,231,000	-----	3,956,143	13,187,143	Amend: Delete placeholder listing. Programming completed.				
MAG	Highway	2015	MAG15-109	11143	Region wide	MAG Intelligent Transportation System (ITS) Program	0	0	0	----	No	----	ITS	CMAQ	-----	7,276,000	-----	3,118,286	10,394,286	Amend: Delete placeholder listing. Programming completed.				
MAG	Highway	2015	MAG14-103C2		Region wide	Purchase PM-10 certified street sweepers FY2014 and program implementation.	0	0	-----	Maricopa	No	-----	Air Quality	CMAQ	2015	647,262	-	39,124	686,386	Amend: Add new TIP listing for FY2014 Call for Street Sweepers approved by RC on 3-25-14 (moved to FFY2015 to accommodate federal authorization timeline.).				
MAG	Highway	2014	MAG14-103		Region wide	Purchase PM-10 certified street sweepers FY2014 and program implementation.	0	0	0	Maricopa	0	0	Air Quality	CMAQ	2014	1,880,769	-	113,684	1,994,453	Amend: Update TIP listing to match partial cost of FY2014 Call For Street Sweepers and change description to include "program implementation". Add \$10,000 from RRST program for implementation. Split project to accommodate federal authorization timeline.				
MAG	Highway	2014	MAG14-104	31336	Region wide	Regional rideshare and telework program	0	0	-----	Maricopa	No	-----	Air Quality	CMAQ	2014	500,032	-	-	500,032	Amend: Decrease funding by \$10,000.				
MAG	Highway	2015	MAG15-432	23273	Region wide	Regional Rideshare and Telework Program	0	0	0	-----	No	-----	Air Quality	CMAQ	2015	660,000	-	-	660,000	Admin: Corrected amount return to \$660,000. Change MAG Mode to Air Quality, incorrectly noted in database as "Other".				
MAG	Highway	2016	MAG16-432	23273	Region wide	Regional Rideshare and Telework Program	0	0	0	-----	No	-----	Air Quality	CMAQ	2016	660,000	-	-	660,000	Clerical: Change from "other" to "Air Quality".				
MAG	Highway	2017	MAG17-432	23273	Region wide	Regional Rideshare and Telework Program	0	0	0	-----	No	-----	Air Quality	CMAQ	2017	660,000	-	-	660,000	Clerical: Change from "other" to "Air Quality".				
MAG	Highway	2015	MAG14-107	23273	Region wide	Transportation planning and air quality studies and support	0	0	0	-----	No	-----	Other	STP-MAG	2015	5,400,000	-	326,405	5,726,405	Amend: add in FY2015 listing. Inadvertently omitted from listings.				
MAG	Highway	2015	MAG15-433	23273	Region wide	Travel Reduction Program	0	0	0	-----	No	-----	Air Quality	CMAQ	2015	135,000	-	-	135,000	Clerical: Change from "other" to "Air Quality".				

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Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request	T R C	M C	T P C	R C
MAG	Highway	2016	MAG16-433	23273	Region wide	Travel Reduction Program	0	0	0	----	No	----	Air Quality	CMAQ	2016	135,000	-	-	135,000	Clerical: Change from "other" to "Air Quality".				
MAG	Highway	2017	MAG17-433	23273	Region wide	Travel Reduction Program	0	0	0	----	No	----	Air Quality	CMAQ	2017	135,000	-	-	135,000	Clerical: Change from "other" to "Air Quality".				
MAG	Highway	2015	MAG15-434	23273	Region wide	Trip Reduction Program	0	0	0	----	No	----	Air Quality	CMAQ	2015	962,347	-	-	962,347	Admin: Corrected amount return to \$962,347. Change MAG Mode to Air Quality, incorrectly noted in database as "Other".				
MAG	Highway	2016	MAG16-434	23273	Region wide	Trip Reduction Program	0	0	0	----	No	----	Air Quality	CMAQ	2016	962,347	-	-	962,347	Clerical: Change from "other" to "Air Quality".				
MAG	Highway	2017	MAG17-434	23273	Region wide	Trip Reduction Program	0	0	0	----	No	----	Air Quality	CMAQ	2017	962,347	-	-	962,347	Clerical: Change from "other" to "Air Quality".				
MAG	Highway	2014	MAG14-480	5339	Regionwide	FHWA Funding: Flex to Transit. Annual Amount Placeholder. See Program of Projects for Detail when developed.	0	0	----	----	No	FTA	Transit	CMAQ	2014	16,456,512	994,720	-	17,451,232	Amend: Add placeholder to TIP. Actual Allocation.				
MAG	Highway	2015	MAG15-480	5339	Regionwide	FHWA Funding: Flex to Transit. Annual Amount Placeholder. See Program of Projects for Detail when developed.	0	0	----	----	No	FTA	Transit	CMAQ	2015	16,404,489	991,576	-	17,396,065	Amend: Add placeholder to TIP. Projected Allocation.				
MAG	Highway	2016	MAG16-480	5339	Regionwide	FHWA Funding: Flex to Transit. Annual Amount Placeholder. See Program of Projects for Detail when developed.	0	0	----	----	No	FTA	Transit	CMAQ	2016	16,404,489	991,576	-	17,396,065	Amend: Add placeholder to TIP. Projected Allocation.				
MAG	Highway	2017	MAG17-480	5339	Regionwide	FHWA Funding: Flex to Transit. Annual Amount Placeholder. See Program of Projects for Detail when developed.	0	0	----	----	No	FTA	Transit	CMAQ	2017	16,404,489	991,576	-	17,396,065	Amend: Add placeholder to TIP. Projected Allocation.				

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MAG	Highway	2018	MAG18-480	5339	Regionwide	FHWA Funding: Flex to Transit. Annual Amount Placeholder. See Program of Projects for Detail when developed.	0	0	----	----	No	FTA	Transit	CMAQ	2018	16,404,489	991,576	-	17,396,065	Amend: Add placeholder to TIP. Projected Allocation.				
MAG	Highway	2015	MAG15-408	16566	Regionwide	MAG Air Quality & Travel Demand Management Programs	0	0	0	---	No	---	Air Quality	CMAQ	---	7,928,000	---	479,211	8,407,211	Amend: Delete placeholder listing. Programming completed.				
MAG	Highway	2015	MAG15-431	23273	Regionwide	Purchase PM-10 Certified Street Sweepers	0	0	0	----	No	----	Air Quality	CMAQ	2015	1,404,238	-	84,880	1,489,118	Admin: Corrected amount to balance annual allocation. Change from "other" to "Air Quality".				
MAG	Highway	2016	MAG16-431	23273	Regionwide	Purchase PM-10 Certified Street Sweepers	0	0	0	----	No	----	Air Quality	CMAQ	2016	924,057	-	55,855	979,912	Admin: Corrected amount to balance annual allocation. Change from "other" to "Air Quality".				
MAG	Highway	2017	MAG18-431	23273	Regionwide	Purchase PM-10 Certified Street Sweepers	0	0	0	----	No	----	Air Quality	CMAQ	2017	1,715,058	-	103,667	1,818,725	Admin: Corrected amount to balance annual allocation. Change from "other" to "Air Quality".				
Maricopa (City)	Highway	2015	MAR15-407		Hartman Road: Maricopa Casa Grande Highway to approximately 1.5 miles north.	Pave Unpaved Roadway.	1.5	2	2	-----	No	-----	Street	CMAQ-2.5	2015	529,522	-	32,007	561,529	Amend: Increase local match to minimum 5.7% (additional \$23,384).				
Maricopa (City)	Highway	2018	MAR18-403	12942	SR347- Union Pacific Railroad Overpass	Construct Overpass	1	3	3	-----	No	-----	---	Local	2018	---	---	30,000,000	30,000,000	Amend: Delete project. Replaced by MAR14-591RW, MAR15-491C, MAR17-404RW, MAR17-404C, MAR18-403RW, and MAR18-403C.				
Maricopa (City)	Highway	2017	MAR17-404	12942	SR347- Union Pacific Railroad Overpass	Design Overpass	1	3	3	-----	No	-----	---	Local	2017	---	---	3,000,000	3,000,000	Amend: Delete project. Replaced by MAR15-491D, MAR17-404D, and MAR18-403D.				
Maricopa (City)	Highway	2016	MAR15-491C	12942	SR347: UPRR Overpass	Construction Phase I: AMTRAK Relocation	0.2			-----	No	-----	---	Local	2016	-	-	2,520,000	2,520,000	Amend: Divide project into Three segments and work phases. Programmed full cost of Phase I from City CIP:\$3.9 m City of Maricopa & \$300k GRIC .				
Maricopa (City)	Highway	2018	MAR17-404C	12942	SR347: UPRR Overpass	Construction Phase II: Arterial & Intersection Improvements Honeycutt	0.4	2	3	-----	No	-----	---	AZ Statewide	2018	2,920,075	-	176,505	3,096,580	Amend: Divide project into Three segments and work phases. Programmed full local cost of Phase II from City of Maricopa CIP and Ak-Chin. Lead agency requests statewide funding.				
Maricopa (City)	Highway	2015	MAR15-491D	12942	SR347: UPRR Overpass	Design Phase I: AMTRAK Relocation	0.2			-----	No	-----	---	Local	2015	-	-	630,000	630,000	Amend: Divide project into Three segments and work phases. Programmed full cost of Phase I from City CIP:\$3.9 m City of Maricopa & \$300k GRIC .				

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Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request	T R C	M C	T P C	R C
Maricopa (City)	Highway	2015	MAR17-404D	12942	SR347: UPRR Overpass	Design Phase II: Arterial & Intersection Improvements Honeycutt	0.4	2	3	-----	No	-----	-----	Local	2015	-	-	900,000	900,000	Amend: Divide project into Three segments and work phases. Programmed full local cost of Phase II from City of Maricopa CIP and Ak-Chin.				
Maricopa (City)	Highway	2016	MAR15-491RW	12942	SR347: UPRR Overpass	ROW Phase I: AMTRAK Relocation	0.2			-----	No	-----	-----	Local	2016	-	-	1,050,000	1,050,000	Amend: Divide project into Three segments and work phases. Programmed full cost of Phase I from City CIP:\$3.9 m City of Maricopa & \$300k GRIC .				
Maricopa (City)	Highway	2016	MAR17-404RW	12942	SR347: UPRR Overpass	ROW Phase II: Arterial & Intersection Improvements Honeycutt	0.4	2	3	-----	No	-----	-----	AZ Statewide	2016	1,889,225	-	114,195	2,003,420	Amend: Divide project into Three segments and work phases. Programmed full local cost of Phase II from City of Maricopa CIP and Ak-Chin. Lead agency requests statewide funding.				
Maricopa County	Highway	2015	MMA13-101	17883	87th Ave: Deer Valley Rd to Peoria city limits (Via Montoya Rd.)	Construct pave unpaved road project	0.25	2	2	-----	No	-----	Air Quality	CMAQ	-----	-	-	500,000	500,000	Amend: Project will be completed with local funding in 2015.				
Maricopa County	Highway	2015	MMA11-801	44153	87th Avenue, Deer Valley Road to Peoria CL (Via Montoya Rd)	Pave Unpaved Road	0.3	0	0	-----	No	-----	Air Quality	CMAQ	-----	-	-	190,000	190,000	Amend: Project will be completed with local funding in 2015.				
Maricopa County	Highway	2015	MMA11-111	37945	88th Avenue, Deer Valley Rd to Williams Rd	Pave unpaved road	0.5	2	2	-----	No	-----	Air Quality	CMAQ	2012	-	-	300,000	300,000	Amend: Project will be completed with local funding in 2015.				
Phoenix	Highway	2014	PHX12-113C2	41934	Dunlap: 31st - 43rd Ave and at 35th Ave	Design project: Install additional street lights on south side of Dunlap, and add a second left-turn lane for north and southbound approaches on 35th	1.5	6	6	-----	No	-----	Safety	HSIP-MAG	2012	70,000	-	4,468	74,468	Amend: FY2012 Project, Add additional 70,000 HSIP funding to work phase, Cost increase due to city lighting standards changed to LED, cost increase to reflect new std. Balance of project funded with HSIP-AZ.				
Tempe	Highway	2014	TMP10-620C3	9367	Broadway Rd: Rural Rd to Mill Ave	Procure and Install Roadway Safety Improvements	1	5	5	-----	No	SS734 01C	Safety	HSIP-MAG	2014	637,317	-	38,523	675,840	Amend: Project can advance to FFY2014 from FFY2015 based on developed project schedule.				
Tempe	Highway	2014	TMP11-111C2	28746	Various Locations - Citywide	Install New Signal Pre-Emption Cards for EMS Access	0	0	0	-----	No	-----	Safety	HSIP-MAG	2011	38,000	-	-	38,000	Amend: FY2011 Project, Add \$38,000 additional HSIP-MAG funding to work phase, Cost increase due to requirement of 2 cards per location, add two cards. (Total work phase cost is \$84,000).				
ADOT	Transit	2014	PNP13-122T		Southwest Valley, portion of Avondale, Litchfield Park, Tolleson, and Phoenix.	Portable Practical Educational Preparation, Inc./Encompass: One Cutaway Van with Lift (FY 2013 Funds)								5310-AZ	2013	-	6,083	60,826	60,826	Amend: Inclusion of ADOT awarded Section 5310 agency request of 1 Cutaway Van with Lift in the MAG planning area.				

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Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request	T R C	M C	T P C	R C
Avondale	Transit	2014	VMT14-425T	4760	Regionwide	Operating: Operating Assistance TBD				30.09.01				5307-AVN UZA	2014	2,485,518	-	2,485,518	4,971,037	Amend: Change federal amount to 2014 apportionment. Update Local match to 50%. Change federal/local amount from \$2,378,490/\$0 to \$2,485,518/\$2,485,518				
Avondale	Transit	2014	AVN14-410T	10195	Regionwide	Transit Security				11.42.09				5307-AVN UZA	2014	29,889	-	7,472	37,361	Amend: Update ALI Code. Change federal amount to 2014 apportionment. Change federal/local amount from \$28,807/\$7,202 to \$29,889/\$7,472				
Glendale	Transit	2014	GLN14-101T	30308	Glendale: Citywide Paratransit & GUS	Preventive Maintenance				11.7A.00				5307	2014	213,693	-	53,423	267,116	Amend: Update PM with NTD data. Change federal/local amount from \$204,303/\$51,076 to \$213,693/\$53,423				
MAG	Transit	2014	MAG14-419T	5800	Regionwide	JARC apportionment				30.09.01				5307-JARC	2014	1,875,527	468,882	-	2,344,409	Amend: Update JARC Suballocation. Change federal/local amount from \$1,815,300/\$453,825 to \$1,875,527/\$468,882				
Peoria	Transit	2014	PEO14-421T	47404	Peoria	Purchase bus - < 30-foot - 2 replace (dial-a-ride)				11.12.04				STP-AZ-Flex					163,958	Delete. Unprogrammed buses in FY 2011.				
Peoria	Transit	2014	PEO14-101T	8403	Peoria: Citywide-Paratransit	Preventive Maintenance				11.7A.00				5307						Amend: Delete. PM Overage in previous grants.				
Phoenix	Transit	2014	PHX13-909T	39152	Laveen/59th Avenue	Pre-design regional park and-ride (Laveen/59th Avenue)				11.31.04				5307		115,497	28,874	-	144,371	Amend: Funding is showing 85%/15%. Should be 80%/20%. Change federal/local amount from \$122,129/\$22,242 to \$115,497/\$28,874				
Phoenix	Transit	2014	PHX14-103T	47717	Regionwide	Preventive Maintenance				11.7A.00				5307		10,991,787	-	2,747,947	13,739,733	Amend: Update PM with NTD data. Reduce total FY 14 PM by close out funds of \$26,390 Change federal/local amount from \$11,613,337/\$2,903,334 to \$10,991,787/\$2,747,947				
Phoenix	Transit	2014	PHX14-412T	3018	Regionwide	Preventive Maintenance				11.7A.00				5339		224,671	-	56,168	280,839	Amend: Update PM with NTD data and to balance the program. Change federal/local amount from \$50,861/\$12,715 to \$224,671/\$56,168				
Phoenix	Transit	2014	PHX14-413T	3018	Regionwide	Preventive Maintenance				11.7A.00				STP-AZ-Flex		407,980	-	101,995	509,975	Amend: Balances the STP program. Change federal/local amount from \$77,190/\$19,298 to \$407,980/\$101,995				
Phoenix	Transit	2014	PHX14-414T	3018	Regionwide	Preventive Maintenance				11.7A.00				5337-HI		646,511	-	161,628	808,139	Amend: Update PM with NTD data and to balance the program. Change federal/local amount from \$557,261/\$139,315 to \$646,511/\$161,628				

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Phoenix	Transit	2014	PHX14-106T	21472	Regionwide	Purchase bus: Articulated - 10 replace				11.12.06				5307		6,698,000	1,182,000	-	7,880,000	Admin: Update ALI Code				
Phoenix	Transit	2015	PHX15-421T	8434	Regionwide	Purchase bus: standard 40 foot - 11 replace				11.12.01				5307		5,413,650	955,350	-	6,369,000	Amend: Four buses moved to PHX14-417T. Reduce from 15 to 11 buses.				
Phoenix	Transit	2014	PHX14-416T	8434	Regionwide	Purchase bus: standard 40 foot - 2 replace				11.12.01				5307		911,200	160,800	-	1,072,000	Amend: New project. To account for buses not programmed in FY2013.				
Phoenix	Transit	2015	PHX14-417T	8434	Regionwide	Purchase bus: standard 40 foot - 4 replace				11.12.01				5307		1,968,600	347,400	-	2,316,000	Amend: New project. Utilize funds from deferring VMT14-105T to FY 2015 and moving \$682,523 from MES10-808T to VMR15-433T. Decrease PHX15-421T by 4 buses.				
Phoenix	Transit	2014	PHX14-409T	8434	Regionwide	Purchase bus: standard 40 foot - 7 replace				11.12.01				5307		3,314,150	584,850	-	3,899,000	Amend: Increase by from 2 to 7 buses due to under programming in FY 2013. Change federal/local amount from \$946,900/\$167,100 to \$3,314,150/\$584,850				
Scottsdale	Transit	2014	SCT14-101T	29060	Scottsdale: Fixed Route	Preventive Maintenance				11.7A.00				5307		285,307	-	71,327	356,634	Amend: Update PM with NTD data. Change federal/local amount from \$150,811/\$38,203 to \$285,307/\$71,327				
Surprise	Transit	2014	SUR13-902T	40702	Regionwide	Purchase bus: <30-foot - 2 Replace (dial-a-ride)				11.12.04				5307		_____	_____	_____	_____	Amend: Delete. Surprise no longer operates service				
Surprise	Transit	2014	SUR14-401T	5003	Surprise: Citywide-Paratransit	Preventive-Maintenance				11.7A.00				5307		_____	_____	_____	_____	Amend: Delete. Surprise no longer operates service				
Valley Metro Rail	Transit	2014	VMR14-110T	19572	Central Phoenix / East Valley (CP/EV) 20-mile light rail transit starter line	Preventive Maintenance				11.7A.00				5307		1,106,433	-	276,608	1,383,041	Amend: Update PM with NTD data. Reduce by close out funds of \$924,800 Change federal/local amount from \$2,146,533/\$536,633 to \$1,106,433/\$276,608				
Valley Metro Rail	Transit	2014	MES10-808T	39320	Main St/Mesa Dr	Construct regional transit center (6-bay) (Main St/Mesa Dr)				11.33.01				5307		272,744	68,186	-	340,930	Amend: Change lead Agency to Valley Metro Rail. \$682,523 moved to VMR15-433T. Change federal/local amount from \$818,762/\$204,691 to \$272,744/\$68,186				
Valley Metro Rail	Transit	2014	MES09-805T	39320	Main St/Mesa Dr	Design regional transit center (6-bay) Main St/Mesa Dr (FY 13 FGM Funds)				11.31.01				5309-FGM		161,273	40,318	-	201,591	Admin: Change lead Agency to Valley Metro Rail.				

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Valley Metro Rail	Transit	2015	VMR15-433T	14195	Main Street/Gilbert Road Bus Turn-Around (Construct)	Main Street/Gilbert Road bus turn-around (construct)				11.33.01				5307		2,519,790	629,948	-	3,149,738	Amend: Moved \$682,523 from Main St/Mesa Dr (MES10-808T). Change federal/local amount from \$1,973,772/\$493,443 to \$2,519,790/\$629,948				
Valley Metro Rail	Transit	2014	VMR14-437T	27383	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap	NW LRT Extension - 19th Avenue: Bethany Home to Dunlap - Right of way acquisition				13.22.01				PTF		-	6,000,000	-	6,000,000	Admin: Update ALI Code				
Valley Metro Rail	Transit	2014	VMR14-404T	23739	Regionwide	Overhaul friction brakes - Phase 2				12.17.00				5337-FGM		340,563	542,572	-	883,135	Amend: Update federal amount to match apportionment. Total Cost unchanged. Change federal/local amount from \$331,125/\$552,010 to \$340,563/\$542,572				
Valley Metro/RPTA	Transit	2014	PHX14-101T	12809	Citywide	Install bus stop improvements (1% enhancement)				11.92.02				5307		492,001	-	123,000	615,001	Amend: Adjust to 1% of apportionment. Change federal/local amount from \$475,160/\$118,790 to \$492,001/\$123,000				
Valley Metro/RPTA	Transit	2014	PEO13-902T	6338	Peoria	Pre-design regional transit center (4-bay) Peoria				11.31.02				5307		40,132	10,033	-	50,165	Admin: Change lead Agency to Valley Metro/RPTA				
Valley Metro/RPTA	Transit	2015	VMT14-105T	22488	Regionwide	Purchase bus: standard 3 expand (Scottsdale/Rural BRT)				11.13.01				5307		1,593,888	281,274	-	1,875,162	Amend: Move from FY 2014 to FY 2015				
Valley Metro/RPTA	Transit	2014	VMR14-399T	21692	Regionwide	Purchase bus: standard 35 foot - 3 Expand (Scottsdale)				11.13.02				5307		1,721,250	303,750	-	2,025,000	Amend: Update ALI code. Change description to 35 foot bus. Change federal/local amount from \$1,541,079/\$271,955 to \$1,721,250/\$303,750				
Valley Metro/RPTA	Transit	2014	VMT14-106T	16655	Regionwide	Purchase vanpools: 19 expand				11.13.15				STP-AZ-Flex		722,152	-	-	722,152	Amend: Reduce vanpool buses by 6 to be purchased with close-out funds. Change federal/local amount from \$950,200/\$0 to \$722,152/\$0				
Valley Metro/RPTA	Transit	2014	VMT14-101T	36312	Regionwide: Fixed Route	Preventive Maintenance				11.7A.00				5307		4,329,488	-	1,082,372	5,411,860	Amend: Update PM with NTD data. Reduce by close out funds of \$924,800 Change federal/local amount from \$3,979,663/\$994,916 to \$4,329,488/\$1,082,372				
Valley Metro/RPTA	Transit	2015	VMT13-913TB	28971	Scottsdale Road/Rural Road corridor	Bus Rapid Transit right of way improvements (phase I) Scottsdale Rd./Rural Rd. BRT				11.32.02				5307		5,428,614	1,357,154	-	6,785,768	Amend: Moved \$260,368 to VMT13-913TA to balance FY14. Change federal/local amount from \$5,168,246/\$1,292,062 to \$5,428,614/\$1,357,154				

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Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Apport . Year ³	Federal	Regional	Local	Total	TIP Change Request	T R C	M C	T P C	R C
Valley Metro/RPTA	Transit	2014	VMT13-913TA	28971	Scottsdale Road/Rural Road corridor	Bus Rapid Transit right of way improvements (phase I) Scottsdale Rd./Rural Rd. Link				11.32.02				5307		5,144,501	1,286,125	-	6,430,626	Amend: Moved \$260,368 from VMT13-913TB to balance FY14. Change federal/local amount from \$4,884,133/\$1,221,033 to \$5,144,501/\$1,286,125				
Valley Metro/RPTA	Transit	2014	VMT14-110T		Southwest Valley	Administration: Rural Route 685				11.79.00				5311		56,352	14,088	-	70,440	Amend: New project. ADOT awarded project				
Valley Metro/RPTA	Transit	2014	VMT14-108T		Southwest Valley	Operating Assistance: Rural Route 685 (Scope 30000)				30.09.02				5311		109,272	79,128	-	188,400	Amend: New project. ADOT awarded project				
Valley Metro/RPTA	Transit	2014	VMT14-109T		Southwest Valley	Operating Assistance- Intercity: Rural Route 685 (Scope 63400)				30.09.02				5311		213,542	154,633	-	368,175	Amend: New project. ADOT awarded project				
Valley Metro/RPTA	Transit	2014	TMP14-101T	6633	Tempe: Fixed Route	Preventive Maintenance				11.7A.00				5307		2,638,896	-	659,724	3,298,620	Amend: Update PM with NTD data. Change federal/local amount from \$2,925,470/\$731,368 to \$2,638,896/\$659,724				

Notes

1. Rows in the report are sorted in order by the following columns: Section, Agency, Year and TIP ID. Changes are in bold red font. Deletions are show in strike through font.
2. The following are used to indicate MAG Committees reviewing these TIP listings for amendment: TRC = Transportation Committee, MC = Management Committee, TPC = Transportation Review Committee, RC = Regional Council
3. The year the funds were apportioned by Congress. This item is included only for informational purposes.
4. For federal projects this is the year the project will authorize. For transit this is the year the project will appear in a grant.

**ATTACHMENT
#5**

Agenda Item #8

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

April 16, 2014

SUBJECT:

Revisions to the Arterial Life Cycle Program Policies and Procedures

SUMMARY:

The Arterial Life Cycle Program (ALCP) is the financial management tool for the arterial street component of the Regional Transportation Plan (RTP). Management of the program is guided by the ALCP Policies and Procedures (Policies), which were last approved by the MAG Regional Council on December 9, 2009.

On April 29 2013, the MAG Managers Working Group held a meeting to discuss potential changes to the Policies. At the meeting, there was general consensus to strengthen project commitment, better define the annual program development/budget process, and develop a toolkit of program rebalancing methodologies. The Managers Working Group requested that the ALCP Working Group develop specific revisions to accomplish these ends.

The ALCP Working Group met a total of seven times from August 2013 through February 2014. To address project commitment, proposed revisions to the Policies include the annual submission of a project commitment letter signed by an agency's city/county/town manager (page 4) and establishment of programming principles to require attainment of certain milestones before reimbursement can be programmed (pages 5-6). Further, the proposed revisions provide for the establishment of advancement priorities that give reimbursement priority to completed projects and projects underway (page 15).

Proposed changes also include refinements to the annual program/budget process. Proposed revisions state that decisions relating to program funding – such as a program deficit or surplus – should first go to the Managers Working Group for direction (page 16). A toolbox of rebalancing methodologies was developed to provide the Managers Working Group with options for such occasions (page 7).

Lastly, proposed revisions to the Policies include updates to language pertaining to federally funded ALCP projects and changes to administrative requirements. The federal fund invoice approval and payment process, as has been practiced for several years, was documented in Appendix B (page 46). Proposed revisions also address requirements relating to the 30 percent ALCP match for federally funded projects; under current policies, the federal reimbursement amount and the entire 30 percent match must be federally eligible. Under the revised policies, only the federal reimbursement and minimum federal match must be federally eligible while the remaining match must meet the eligibility requirements stated in the Policies. This policy would apply to expenditures retroactively so long as they are consistent with Section 340. The Policies also include changes to streamline administrative requirements of agencies.

Please refer to the revised Policies; text added to the Policies has been underlined, text removed from the Policies has been ~~struck out~~, and notes are denoted by "NOTE." Notes will not be contained in the approved version.

PUBLIC INPUT:

None has been received.

PROS & CONS:

PROS: Proposed revisions to the Arterial Life Cycle Program will strengthen project commitment, ensure reimbursements are programmed in an efficient manner, improve development of the annual update, improve delivery of federally funded projects, and streamline administrative requirements.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: MAG will be able to continue implementation of the Arterial Life Cycle Program.

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

ACTION NEEDED:

Recommend approval of the proposed revisions to the Arterial Life Cycle Program Policies and Procedures.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

John Bullen, Transportation Planner II, (602) 254-6300.

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BACKGROUND

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

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

The original version of the ALCP Policies and Procedures were approved by the Transportation Policy Committee on June 21, 2006 and by the Regional Council on June 28, 2006. ~~The current version of the ALCP Policies and Procedures was approved by the Regional Council on April 22, 2009. Since then, the ALCP Policies and Procedures have been periodically updated five times. All updates to the ALCP Policies and Procedures are submitted to the are generated with input from the ALCP Working Group and/or Managers Working Group for review and input before~~ revisions are presented through the MAG Committee Process for approval.

The ALCP relies upon two main elements:

1. Policies and Procedures. Policies, which provide direction to decisions and processes, in conjunction with procedures, which specify the steps needed to implement these specified policies; and,
2. Project Requirements. Project Agreements (PA), which define the roles and requirements for agencies participating in the implementation of each Project; Project Overviews (PO), which define the scope of the project and ensure that it aligns with the intent of the Regional Transportation Plan; and Project Reimbursement Requests (PRR), which define the reimbursements for the project per the program amount and fiscal year.

I. ARTERIAL LIFE CYCLE PROGRAM MANAGEMENT AND ADMINISTRATION

SECTION 100: PROGRAM OBJECTIVES

A. The ALCP has five key objectives:

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

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

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

SECTION 110: APPLICABILITY OF ARTERIAL LIFE CYCLE PROGRAM POLICIES AND PROCEDURES

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

SECTION 120: PROGRAM REPORTING

- A. Prior to the beginning of each fiscal year, the Arterial Life Cycle Program will be approved through the MAG Committee Process unless otherwise prohibited due to outstanding issues.
1. MAG Staff will notify MAG Member Agencies if there will be a delay in approving the ALCP.
- A.B. The adopted Arterial Life Cycle Program will:
1. ~~It will Provide~~ the status of the Projects: Project additions, Project deletions, changes to Project schedules, Program and Project financing and other necessary components.
 2. ~~It will also e~~ Certify the revenues and regional reimbursement costs in the ALCP.
 3. Be incorporated into the ~~MAG will use this information for the~~ Annual Report on the Implementation of Proposition 400, the Transportation Improvement Program, the State Transportation Improvement Program, RTP updates or revisions, the ALCP Status Report, and other documents. Programmed amounts shall match the adopted ALCP.
- B.C. The ALCP Status Report will provide the MAG committee members an update on all Project requirements and ALCP financial information. Information provided in the status report will include the number of Project Overviews, Project Agreements, and Project Reimbursement Requests submitted and processed by MAG Staff.

~~C~~.D. Audits: All participating agencies must cooperate and provide requested information, if available, as part of the performance audit to be conducted by the Auditor General beginning in 2010, and every fifth year thereafter. ARS: 28-6313.A

1. All participating agencies will provide information to meet the minimum requirements for the audit report by way of the Project Overview and Project Reimbursement Request.

SECTION 130: MAG COMMITTEE PROCESS

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

II. PROGRAMMING THE ARTERIAL LIFE CYCLE PROGRAM

SECTION 200: PROGRAMMING THE ALCP

- A. The RTP establishes regional funding limits, reimbursement phases, as well as general locations, scopes, and priorities for all ALCP Projects.
1. The regional funding is guided by the funding recommendations set forth in the MAG Regional Transportation Plan (RTP).
 - a. House Bill 2456 allocated 10.5 percent of Regional Area Road Funds collected for arterial streets, including capital expenses and implementation studies.
 - i. The RTP allocates 10.2-96.5305 percent of the Regional Area Road Funds (RARF) dedicated to arterials for ~~to~~ capital expenses for streets.
 - ii. The RTP allocates 0.33.4695 percent of the RARF funds dedicated to arterials for implementations studies.
 2. The regional funding for the ALCP is comprised of three revenue sources: the regional area road fund (RARF), otherwise known as the 1/2 cent sales tax, federal surface transportation program (STP) funds targeted for the MAG region, and federal congestion mitigation and air quality (CMAQ) targeted for the MAG region.
 3. The RARF funding distribution to the ALCP is bound by the requirements set forth in House Bill 2456 (2004).
 - a. The RTP and ALCP include four reimbursement phases as outlined below.
 - i. Phase I - Fiscal Years 2006 - 2010
 - ii. Phase II - Fiscal Years 2011 - 2015
 - iii. Phase III - Fiscal Years 2016 - 2020
 - iv. Phase IV - Fiscal Years 2021 -2026
- B. All ALCP Projects must be programmed in the local government agencies Capital Improvement Program (CIP) and the approved MAG Transportation Improvement Program (TIP) before they may be ~~implemented or~~ reimbursed.
1. ~~During the annual update of the ALCP, MAG Staff will review and analyze the Lead Agency's, and partnering agency's approved and/or draft Capital Improvement Program when programming ALCP Projects for reimbursement in the current and following fiscal year for fiscal commitments.~~
- C. The certification of Local Funds and required supporting documentation serve as the basis for ~~A commitment letter from the City/County/Town Manager or designee will be the basis of~~ programming decisions for work and/or reimbursement in the first two years of the ALCP.
- D. For a project to ~~Before a project may~~ be programmed for work and/or reimbursement in the first two years of the current or draft ALCP, the Lead Agency must:
1. Demonstrate sufficient local funding for the project is programmed in the Lead Agency's CIP or TIP

- a. For multi-jurisdictional projects, the Lead Agency is responsible for collecting CIP and other budgetary documents from the project partners that demonstrate the availability of local funds.
2. Submit a completed Certification of Local Funds form commitment letter signed by the City/County/Town manager or designee, and supporting documentation as outlined in 200.D.3, and and copies of the current draft of the agency's CIP that demonstrates local funding for the project.
- a. The Certification of Local Funds commitment letter form must be signed by the City/County/Town Manager or designee. The designee must be department director level or higher.
 - ~~The Certification of Local Funds form will be provided by MAG.~~
 - b. A commitment letter template will be provided by MAG. Modifications to the Certification of Local Funds form will not be accepted.
 - c. The commitment letter shall certify that that local funds, staff time, and resources are committed to develop, obligate, implement, and complete the project as requested.
- ~~Submit the necessary supporting documentation as outlined below.~~
- ~~An ALCP Progress Report must be submitted for requests to program:~~
 - ~~Design work in excess of \$500,000; or~~
 - ~~Design work in excess of 50% of the total programmed reimbursement for design.~~
 - ~~Any work and/or reimbursement for Right-of-Way acquisition or construction activities.~~
 - ~~A Project Overview must be submitted for requests to program work for Right-of-Way acquisition activities.~~
 - ~~A Project Overview and Project Agreement must be submitted and accepted as complete for requests to program:~~
 - ~~i. Work and reimbursement for Right-of-Way acquisition activities.~~
 - ~~ii. Work and/or reimbursement for construction activities.~~
- E. During the annual ALCP update, Project Reimbursements will be programmed in accordance with the following guidelines:
1. RARF Funded Projects:
- a. Design must be programmed in the local government agency's Capital Improvement Program (CIP) before any regional reimbursement may be programmed within the next two fiscal years.
 - b. A project overview must be submitted and accepted by MAG before any regional right-of-way reimbursement may be programmed in the next fiscal year.
 - c. A project must have substantial design and any right-of-way acquisition (if applicable) in process or completed before any regional construction reimbursement may be programmed in the next fiscal year.

2. Federally Funded Projects:

- a. Before federal funds may be programmed within the next two fiscal years, the lead agency must develop a project work schedule that demonstrates a reasonable expectation of project obligation. The timeline should be consistent with the standard development timeline of federally funded projects.
- b. A project must have an ADOT project number before any federal right-of-way or construction funds can be programmed in the next fiscal year.
- c. If a project programmed to receive federal funds fails to obligate, and funds are swept from the region as a result, those funds will be lost from the project.
- d. MAG will work with ADOT and the Lead Agency to make any funding adjustments to ensure all federal funds committed to the ALCP are obligated in the year for which they are programmed.

3. Exceptions to the programming guidelines may be approved through the MAG committee process.

- a. Requests should go to the MAG Street Committee for a technical review and recommendation.

~~— For a project to be programmed in the ALCP and the MAG Transportation Improvement program, the Lead Agency must demonstrate the commitment of local funds and progress on the project.~~

- ~~a. Once a project has been initiated, the Lead Agency must show continuous progress towards the completion of the project. Failure to work continuously on a project may result in the deferral of the project:~~
 - ~~a. Outside the approved and/or draft TIP period; and,~~
 - ~~b. Outside the first five years of the current or draft ALCP.~~

~~D.F.~~ Programming of Projects funded by the ALCP must be consistent with the ALCP Program and the ALCP Policies and Procedures. The Maricopa Association of Governments (MAG) is the agency designated by law to implement the Arterial Life Cycle Program ensuring the estimated cost of the program improvements does not exceed the total amount of available revenues.

~~2.1.~~ Initially, Projects will be programmed based on the regional funding specified in the RTP plus local match contributions, as well as scopes and termini as described in the RTP.

- a. In order to support the development of Project Agreements that include a scope and schedule for each Project, programming of each ALCP Project shall include a separate scoping or design phase that precedes right-of-way acquisition and construction, unless otherwise agreed to by MAG. Environmental clearances may be funded as part of the scoping or design phase.

3-2. All ALCP Projects will be updated annually and the ALCP will be programmed and produced at the beginning of each fiscal year.

a. The Lead Agency for each ALCP Project will be responsible for Project updates.

b. MAG Staff will produce an ALCP update schedule at the beginning of each fiscal year.

c. If a program deficit occurs, MAG will consult the Managers Working Group and may use the following strategies to balance the program:

i. Elimination of program bonding

ii. Elimination or reduction of program inflation

iii. Elimination of projects

iv. Percentage reduction in project funding

d. If a program surplus occurs, MAG will consult the Managers Working Group and may use the following strategies to balance the program:

i. Restoration of program bonding

ii. Restoration of program inflation

iii. Restoration of projects

iv. Percentage increase in project funding

4-3. All ALCP Project Reimbursements are dependent upon the availability of regional funds.

a. During the annual update, all project change requests will be reviewed by MAG Staff for compatibility with Section 110(-A) and ~~the current, and~~ projected regional funding sources (-RARF, STP, and CMAQ).

b. MAG Staff will coordinate with Lead Agency Staff to resolve project change requests that are not compatible with the availability of regional funds or Section 110(-A). Methods to resolve these issues may include the:

i. Advancement/deferral of project reimbursements, projects, project segments, or work phases per Section 250, Section 260, and Section 270~~Section 270~~260;

ii. Change in fund type allocated to a project or work phase based on available funding;

iii. Change in the reimbursement amount allocated to a project, project segment, and/or work phase over multiple fiscal years.

5-4. Federal funds will be allocated to Projects, considering:

a. A request from the Lead Agency.

- b. It is on a new alignment, has a potential impact on sensitive areas and/or populations or that it may readily accommodate the federal process given the length, amount of Project Regional budget or schedule.
- c. Project eligibility under federal requirements.
- d. The availability of federal funds.

6-5. _____ If a Project programmed to receive federal funds is deferred (Project A) and another Project programmed to receive federal funds is able to use the federal funds that year (Project B), then Project B may be accelerated to expend the maximum amount of committed federal funds in the ALCP that year. It is the ALCP's goal to expend the maximum amount of committed STP-MAG and CMAQ funds for a given year in the ALCP.

- a. Projects programmed to receive federal funds can be accelerated from one phase to another to use federal funds. This does not pertain to Projects programmed to receive RARF funds.
- b. If a Project is programmed to receive both, federal and RARF, funds, the portion of the Project that is programmed to receive federal funds may be accelerated. The portion of the Project programmed to receive RARF funds cannot be accelerated from one phase to another.
- c. MAG staff will work with the Lead Agency on the Project's new schedule and reimbursement matters.

SECTION 210: UPDATING ALCP PROJECTS IN THE ALCP

- A. All ALCP Projects will be updated annually (refer to Section 200(F)C-2).
- B. Any necessary changes to an ALCP Project must be submitted by a written request stating the new updated schedule and budget and any other necessary justifications.
 - 1. Requests will be approved through the MAG Committee Process by the approval of the ALCP.
 - 2. Update forms will be provided by MAG.
- C. All ALCP Projects that are moved, changed or updated from their original schedule in the RTP must consider the impact of the proposed changes on other RTP Projects and on neighboring communities.
- D. MAG, the Lead Agency, and other agency (ies)/jurisdiction(s) listed in the Project Agreement must agree to the proposed changes or updates.

SECTION 220: TYPES OF ALCP PROJECT UPDATES

- A. Projects may be advanced by the Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement, who must pay the costs of advancing the Project and wait for reimbursement from the Program in the fiscal year the Project or Projects are scheduled in the ALCP to receive regional funds. To do so, it is required that:
 - 1. In advancing a Project, the Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement must bear all costs and risks associated with advance design, right-of-way acquisition, construction and any related activities for ALCP Projects.

2. Financing costs and any other incremental costs associated with the advancement are not eligible for reimbursement.
 3. The reimbursement for the advanced Project must be in the currently approved programmed ALCP.
 - a. Reimbursement for a Project will be the amount listed, plus inflation to the year the Project is programmed for reimbursement in the ALCP.
 - i. MAG Staff will use inflation factors as noted in Section 240.
 4. ~~The Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement may request to revert to the original Project schedule as long as all non-recoverable costs incurred or committed are paid for by the Lead Agency and/or other agency(ies)/jurisdiction(s) listed in the Project Agreement, and there are no other unacceptable adverse impacts associated with the reversion.~~
 5. ~~For Projects advanced as segments of a larger RTP Project, the amount of regional reimbursement will be determined following the completion of the process for segmenting Projects and must be specified in the Project Overview and Project Agreement.~~
 6. Upon completion of an advanced Project, all Project Reimbursement Requests must be submitted to MAG. Reimbursement payments will follow the schedule established in ~~the Project Agreement and Project Overview~~ the currently approved ALCP.
 - a. Reimbursement payments may be accelerated for projects approved for RARF Closeout Funds through the MAG Committee Process, per Section ~~260~~250.
- B. ~~Lead Agencies may An ALCP Project has the option of segmenting~~ an original RTP Project as long as the resulting Project segments would provide for the completion of the original Project as specified in the RTP.
1. A Design Concept Report or equivalent may be used to determine major Project elements within each jurisdiction and to develop recommendations for budget allocations.
- C. Projects may be deferred at the request of the Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement and/or MAG.
1. If a Project is deferred, other Projects will be moved in priority order at that time, taking into account: Project readiness, local match available and funding source preferences.
- D. A Lead Agency may exchange two Projects in the ALCP if:
1. Project 1 is deferred from Phase I, II or III to Phase II, III, or IV, AND Project 2 is advanced from Phase II, III or IV to Phase I, II, or III.
 2. When Projects are exchanged, the advanced Project 2 may receive regional reimbursement up to the maximum of the budgeted reimbursement amount of Project 1 or the maximum budget of Project 2, whichever is less.
 3. Funding for all Projects involved in a Project exchange must be documented for the ALCP Program both before and after the proposed exchange in order to demonstrate that there will be no negative fiscal impact on the ALCP.

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

- F. An original ALCP Project can change its original Project scope due to environmental issues, public concerns, costs and other factors.
 - 1. The Lead Agency must submit a written request to MAG. The written request must include justification, such as a feasibility study, level of service justification, revised budget and/or other documents explaining why the change to the original Project is required, and the description of steps to overcome any issues related to changing the original scope of the ALCP Project.
 - a. MAG Staff will work with jurisdictions on a case-by-case basis to ensure proper justification.
 - 2. The scope change should relieve congestion and improvement mobility in the same area addressed by the original planned Project, if possible.
 - 3. Project scope changes may not include completed portions of a project or project segment, which are not included in an Arterial Life Cycle Program approved through the MAG Committee process.

- G. All Material Project Change requests ~~to change original ALCP project scope or a substitute a project in the ALCP~~ must meet all requirements established in Sections 200, Section 210, and Section 220.
 - 1. Before being approved through the ~~standard~~ MAG Committee Process, the requests:
 - a. Must be reviewed and approved by MAG for consistency with the ALCP Policies and Procedures and the Regional Transportation Plan goals and objectives
 - b. ~~Will~~ Will be presented by an employee of the Lead Agency to the MAG Street Committee for a technical review and recommendation. The presentation will address:
 - i. The reason(s) the original project was deemed not feasible;

- ii. Explain how the change the original ALCP project scope or substitute project would relieve congestion and improve mobility;
 - iii. The new/revised project cost estimate; and
 - iv. ~~And e~~Other information as requested by the MAG Street Committee.
1. After the Streets Committee technical review and recommendation on the proposed changes, the project(s) will ~~be approved presented brought forth~~ through the MAG Committee Process for approval.
 2. Requests to change original ALCP project scope or substitute a project must be made by the deadline established in the ALCP Schedule published annually in the MAG Transportation Programming Guidebook.
 3. Reimbursements for substitute projects will :
 - c. Be programmed in the same fiscal year(s) as the original project
 - d. Be programmed with the same funding amount and type as the original project
- H. To use Project Savings on another ALCP Project, a Project must follow the policies and procedures outlined in Section ~~350~~280. If those are followed, a Lead Agency is allowed to request that Project Savings be reallocated to another ALCP Project.
- a. The written request must include name of the Project with the Project Savings, the amount of Project Savings, the Project that will use the Project Savings and Project Budget showing that the Project Savings applied to the new Project will not exceed 70% of the total Project costs.

NOTE: Sections 230 (Program or Project Amendments) and 250 (ALCP Administrative Adjustments) have been consolidated into one section.

SECTION 230: PROGRAM OR PROJECT AMENDMENTS AND ADMINISTRATIVE ADJUSTMENTS

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

2. The request must explain the need for the Program or Project change outside of the annual ALCP update schedule.
 - a. The request must specifically address and justify the proposed changes in scope, budget or schedule relating to:
 - i. Project length;
 - ii. Through lane capacity;
 - iii. Facility location or alignment;
 - iv. All other key Project features;
 - v. Potential negative impacts to other RTP Projects, including freeway/highway, arterial, public transportation or other mode Projects;
- D. An administrative adjustment will adjust the ALCP regional reimbursement Project budgets in the current and later fiscal years of the ALCP due to actual Project expenditures and regional reimbursements.
 1. Administrative adjustments do not require a Program or Project amendment because the adjustment does not qualify as a Project Update (Section 220) and does not cause a negative fiscal impact to the current fiscal year.
 2. Regional reimbursement budgets cannot be moved from a later fiscal year to an earlier fiscal year in an administrative adjustment. This would require an amendment.
- E. Amendments and administrative adjustments may occur each fiscal quarter. Changes will be reported in the approved ALCP, and the ALCP will be reprinted at least once per year or as needed.
- B. MAG Staff will review each request for:
 1. Funding changes identified from the original Project allocation, the contingency allowance, the overall revised budget and other key aspects of the funding, reimbursement or reallocation. Potential negative impacts to other RTP Projects, including freeway/highway, arterial, public transportation or other mode Projects;
 2. Potential negative impacts to meeting all applicable federal, state, regional and local requirements, including but not limited to, any applicable requirements for air quality conformity and any that may be imposed directly or indirectly following a performance audit.
 3. Consistency with the approved ALCP Policies and Procedures.

SECTION 240: INFLATION IN THE ALCP

- A. The original Project budgets listed in the 2003 approved RTP were expressed in 2002 dollars. The annual update of the ALCP requires that the remaining budget of ALCP Projects be carried forward to the next year and adjusted to account for the past year's² inflation.
- B. Programmed reimbursements may not be inflated when there is a deficit of program funds. Any exception to this Section will be approved through the MAG Committee process.

- C. The regional funding specified in the original RTP for a Project will be adjusted annually for inflation based on the All Items United States Consumer Price Index (CPI), All Urban Consumers
 - 1. Information on the inflation factors is located on the US Department of Labor, Bureau of Labor Statistics website at <http://www.bls.gov/cpi>, under 'Get Detailed CPI Statistics.' The specific series used for calculating inflation is All Urban Consumers (Current Series), West Region All Items, 1982-84=100 - CUUR0400SA0_
 - a. The inflation rate is calculated using the month of March of the previous year and March of the current year.
- D. For prior work attributable to an ALCP Project that meets eligibility guidelines set in the ALCP Policies and Procedures, the jurisdiction is responsible for inflating the cost amounts to the current year when completing a Project Overview.
 - 1. Each year, MAG will update and release the inflation rate information to the jurisdictions.

NOTE: THE FOLLOWING HAS BEEN MOVED TO SECTION 230:

SECTION 250: ALCP ADMINISTRATIVE ADJUSTMENT

- ~~A. An administrative adjustment will adjust the ALCP regional reimbursement Project budgets in the current and later fiscal years of the ALCP due to actual Project expenditures and regional reimbursements.

 - 1. Administrative adjustments do not require a Program or Project amendment because the adjustment does not qualify as a Project Update (Section 220) and does not cause a negative fiscal impact to the current fiscal year.
 - 2. Regional reimbursement budgets cannot be moved from a later fiscal year to an earlier fiscal year in an administrative adjustment. This would require an amendment.~~
- ~~B. An administrative adjustment is needed when:

 - 1. Project expenditures for a Project work phase or a Project segment are lower than the estimate, causing the 70% regional reimbursement to be less than the amount programmed in the current ALCP.
 - 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.
 At that time, the ALCP and Project budgets will be adjusted to reflect the remaining Project funds.~~
- ~~C. Administrative Adjustments may occur each fiscal quarter. Changes will be reported in the ALCP Status Report, and the ALCP will be reprinted.~~

SECTION 260250: ALCP RARF CLOSEOUT (PREVIOUSLY 260)

- 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 relevant 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 at the time the project is submitted for consideration.
 2. The Lead Agency must have completed and submitted final copies 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 payment date by the Lead Agency of the ~~P~~project's final invoice.
 2. The date the Project Reimbursement Request was accepted by MAG Staff.

SECTION 260: ALCP FEDERAL FUNDS CLOSEOUT

- A. Annually, MAG staff will determine the availability of federal funds to use in the ALCP Federal Funds Closeout.
1. MAG Staff will demonstrate the fiscal constraint of the ALCP with proposed ALCP federal fund 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 award of federal 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 federal Closeout funds will not be liable to reimburse the federal funds to the Program if a Program deficit occurs in the future.

SECTION 270: ~~AVAILABILITY OF PROGRAM FUNDS~~ ~~USE OF SURPLUS OR DEFICIT PROGRAM FUNDS~~

- A. If there is a balance of program funds in a given year~~If a surplus of 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.~~
- ~~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. 2. If a surplus of program funds occurs within the first two-year programming window, and the Program cash flow does not support RARF closeout, reimbursements will be advanced in the following order:
1. Completed Project
 2. Completed Phase
 3. Construction Underway
 4. Construction Ready/Bonded
 5. Construction Ready
 6. Right-of-Way Underway
 7. Right-of-Way Ready
 8. Design underway
 9. Design Ready
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. If a deficit of program funds occurs, MAG Staff will request guidance from the Managers Working Group ALCP Working Group and the MAG Transportation Policy Committee on the appropriate methodology to restore the fiscal balance to the ALCP.~~

1. The methodology used to balance the program will be addressed in the Annual Report of the Implementation of Proposition 400 and the Regional Transportation Plan.

SECTION 280: REALLOCATION OF PROJECT SAVINGS

- A. Project Savings from the ALCP will not be determined by MAG to be eligible for reallocation, unless and until:
 1. Construction has been completed and the work satisfies the original intent and scope of the Project, as included in the Project Agreement and Project Overview, and there are remaining regional funds allocated to the Project; OR,
 - a. A high degree of certainty is obtained that construction for the original ALCP Project will be completed consistent with the Project Agreement and Project Overview specified scope and schedule.
 2. If applicable, right-of-way or other capital assets acquired with ALCP funds not used in the ALCP Project are disposed of at market rates and the funds returned to the ALCP.
 3. The project segment has been reimbursed or the Final PRR documenting all project costs has been accepted by MAG.
- B. ALCP regional funds found by MAG to be surplus to an ALCP Project, and for which certain criteria as established below are met, may be noted as Project Savings and reallocated to another ALCP Project depending on the availability of Program funds. Project savings may be applied:
 1. To another ALCP Project or Projects to address a budget shortfall, not to exceed 70% of the actual total Project costs.
 2. To advance a portion or entire existing ALCP Project or Projects up to the amount of available Project Savings.
- C. If there are ALCP Project Savings that are not reallocated to another project or project segment currently programmed in the ALCP and the ALCP is completed, then new Project(s) for that jurisdiction may be funded.
 1. Project savings may not be reallocated to a new Project when there is:
 - a. A deficit of program funds in the ALCP; or
 - b. Unfunded reimbursements in the program
- D. Project savings may be reallocated after the completion of an ALCP Project segment.
 1. For project savings from completed ALCP project segments contained and administered wholly within one jurisdiction:

- a. The Lead Agency responsible for the project segment may reallocate the project savings to another project currently programmed in the ALCP.
2. When project savings occurs on a completed ALCP project segment located in multiple jurisdictions:
 - a. The project savings must be reallocated to another project segment located on the same corridor unless:
 - i. All project segments located on the corridor are completed. If all project segments pertaining to a corridor currently programmed in the ALCP are complete, then the Lead Agency may reallocate the project savings to another project or project segment currently programmed in the ALCP under the Lead Agency's jurisdiction.
 - b. An exception to ~~270280(D)2.a-D-2.a~~ may be granted by MAG to a Lead Agency requesting the reallocation of project savings to another corridor prior to the completion of the original corridor where the funds were programmed for reimbursement if the Lead Agency obtains consensus from the partnering agencies from each project segment on the corridor.
 - i. The Lead Agency must submit a formal request in writing requesting the exception and documenting the requested reallocation of project savings. The written request must include the signed endorsement of a designated signer from each partnering agency before the reallocation will be programmed in the ALCP.

III. PROJECT DETAILS

SECTION 300: LEAD AGENCIES

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

between the project partners, and other terms of the Project, which will be referenced in the Project Agreement signed by the Lead Agency.

B A copy of this agreement must be provided to MAG, who must agree to the proposed Lead Agency designation.

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

E. Lead Agency responsibilities may be transferred from one agency to another MAG Member Agency.

1. The currently approved Lead Agency must submit a formal request to MAG.

a. The request must address the project segment name, location, and regional funding to be transferred.

b. The request must be signed by the Transportation/Public Works Director or City/Town Manager from each partnering agency on the segment.

2. Lead Agency change requests must be approved through the MAG Committee process before the change will be incorporated into an approved ALCP.

SECTION 310: ALCP PROJECT BUDGETS

A. The regional funding for each ALCP Project as specified in the RTP establishes the maximum amount payable from regional funds for that Project.

1. Every payment obligation of MAG under the RTP, ALCP and any Project Agreement or related legal agreement is conditional upon the availability of funds appropriated or allocated for the payment of such obligation.

2. The ALCP budget and timeline may change to account for surplus or deficit Program funds.

B. The budget for each ALCP Project:

1. Is limited to the regional contribution amount specified in the ALCP for the Project, or 70% of the total Project expenditures, whichever is less; ~~and,~~

2. ~~Will be established in the Project Agreement and Project Overview.~~

3. The Lead Agency is responsible for all of the Project costs over the regional contribution and, if applicable, will need to work with the other agency(ies)/jurisdiction(s) listed in the Project Agreement to cover those costs consistent with any Memorandum of Understanding (MOU) or Intergovernmental Agreement (IGA) that may be in place; and -

4. Will be published in the approved Arterial Life Cycle Program.

C. Credits for local match requirements are not transferable between Projects.

D. For federally funded projects, FHWA and/or ADOT will be responsible for determining credits for local match requirements except as provided in Section 340(H).-

E. If the total reimbursement for a project and/or project segment exceeds either 70% of eligible expenditures or the project budget as established in this Section, then:

1. MAG Staff will notify the Lead Agency that a fiscal adjustment is required to maintain the fiscal balance and integrity of the program, as originally established in the RTP; and,
2. The Lead Agency will be responsible for restoring the fiscal balance in the program by:
 - a. Reducing the Project Budget of another project programmed in the ALCP led by that agency;
 - b. Applying unused expenditures from a completed or closed out project; or.
 - c. Applying unused expenditures from a project or project programmed for reimbursement in the first two years of the currently approved or draft Arterial Life Cycle Program.
3. The fiscal adjustment will not exceed the amount of the excess reimbursement.
4. MAG Staff will coordinate with Lead Agency Staff to determine the appropriate method to restore the fiscal balance of the program.

E.F. _____ The ALCP Project Budget for a Project(s) or Project segment(s) in the ALCP that is approved as a High Priority Project (HPP) and receives an 'earmark' of federal funds in a federal authorization or federal appropriations bill will be reprogrammed, as needed.

SECTION 320: PROJECT ELIGIBILITY

A. To be funded or constructed under the ALCP Program, Projects must:

1. Have a scope, budget (including amounts of regional funding and local match contributions) and a schedule consistent with the Project as included in the RTP, ALCP, and as appropriate, the TIP. In addition, Projects must be consistent with federal requirements, where applicable.
2. Be considered new in keeping with voter expectations, and as such:
 - a. Cannot include costs for any pre-existing, programmed or planned element or improvement that is not part of the specific improvement Project described or included in the RTP as of November 25, 2003 or later.
 - b. Cannot have started design, acquired right-of-way or started construction before the date specified in Section ~~330340~~ or the date of the Project addition to the RTP.
 - c. Must address ~~congestion and mobility~~ congestion, mobility, and safety in the region.

B. Facilities eligible for improvements under the ALCP include:

1. Major arterials as defined in Appendix A. Major arterials include:
 - a. Roadway facilities on the regional arterial or mile arterial grid system;
 - b. Roadway facilities that connect freeways, highways or other controlled access facilities; and,
 - c. Other key arterial corridors.
2. Intersections of eligible major arterials.

- C. All Projects must be designed to the standards agreed to by the designated local jurisdictions and the Lead Agency established in the Project Agreement.
1. The agreed standards, which may be higher than the standards used in the local jurisdiction(s), must be specified or referenced in the Project Agreement.
 2. Standards for multi-jurisdictional Projects should be consistent to the extent feasible.

NOTE: THE FOLLOWING HAS BEEN MOVED TO SECTION 330:

~~D. Reimbursable items for regionally funded Projects are limited to:~~

- ~~1. Design, right-of-way and construction, as required in ARS: 28-6304(C)(5) and ARS: 28-6305(A). Design Concept Reports, planning studies and related studies, such as environmental and other studies, are also eligible.~~
- ~~2. Capacity Improvement Projects.~~
- ~~3. Safety Improvement Projects.~~
- ~~4. Projects or components directly related to capacity and safety improvements, including:
 - ~~a. Intelligent Transportation Systems (ITS);~~
 - ~~b. Signals;~~
 - ~~c. Lighting;~~
 - ~~d. Transit stops and pullouts, as well as queue jumper lanes, for example, for bus rapid transit;~~
 - ~~e. Bicycle/pedestrian facilities integral to the roadway, including wide sidewalks separated from curbs;~~
 - ~~f. Utility relocations, including under grounding of utility lines where required for safety or other reasons relating to function, and not purely for aesthetic reasons, and not otherwise considered an enhancement;~~
 - ~~g. Drainage improvements for the Project (with limitations), such as retention basins required for the Project that would not normally be handled through County or other drainage funds, within reasonable limits (and generally not exceeding typical practice for the local jurisdiction);~~
 - ~~h. Landscaped medians, shoulders, and other improvements within reasonable limits (and generally not exceeding typical practice for the local jurisdiction);~~
 - ~~i. Reconstruction Projects, as identified in or supported by the RTP and as specified in Project Agreements, for eligible Project elements;~~
 - ~~j. Access management;~~
 - ~~k. Rubberized asphalt and concrete paving;~~
 - ~~l. Staff time directly attributable to Project; and,~~
 - ~~m.a. Noise, privacy and screen wall, and other buffers, if found to be necessary to meet applicable local, state or federal standards.~~~~

NOTE: THE FOLLOWING HAS BEEN MOVED TO SECTION 340:

~~E. Notwithstanding findings or recommendations from the Design Concept Report or a similar study, Projects, Project components or other costs that are not reimbursable from the ALCP include:~~

- ~~1. Enhancement Projects or enhancement components of Projects.
 - ~~a. If a Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement request an enhancement to a Project funded in the ALCP, the local jurisdiction and/or Lead Agency shall pay all costs associated with the enhancement.~~~~
- ~~2. Right-of-way not used by the ALCP Project, with potential exceptions on a case-by-case basis for land that is identified by the Lead Agency and/or the local jurisdiction or jurisdictions as not marketable for sale.~~
- ~~3. Any Project or Project element that exceeds the reasonable limits or typical practice for the local jurisdiction in which the Project or Projects are located.~~
- ~~4. Administrative overhead costs by the Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement that are not attributed to the Project.~~
- ~~5. Other expenses, such as bad debts and lump-sum incentives, as determined by MAG.~~
- ~~6. Expenditures that occur after a project or project segment is completed. This includes salaries, applied overhead, record keeping and facility maintenance.~~
- ~~7. Salaries and other administrative expenditures pertaining to the completion of ALCP Project Requirements.~~

~~F.D. The use of federal funds or other funding sources may involve further restrictions on the use of funds or eligible matching contributions.~~

~~G. Since the primary sources of regional transportation funding have been included in the MAG RTP, funds that are the result of specific earmarks of either federal or state funds that have already been accounted for in the RTP (“below the line funding”) are not eligible for reimbursement or the local match under the Arterial Life Cycle Program. Any previous commitments to provide local funding for arterial projects included in the TIP, RTP, or ALCP should be maintained.~~

- ~~1. If a Project or Project segment in the ALCP is approved as a High Priority Project that receives an ‘earmark’ of federal funds in a federal authorization act, which reduces the distribution of federal funds to the region, the Project will be restricted as follows:
 - ~~a. The earmarked federal funds will be ineligible for reimbursement through the ALCP.~~
 - ~~b. The earmark federal funds will not be applicable towards the ALCP Project local match requirement.~~~~
- ~~2. If a Project or Project segment in the ALCP is approved as a High Priority Project that receives an ‘earmark’ of federal funds in a federal appropriations act, which does not reduce the distribution of federal funds to the region, the Project will be restricted as follows:~~

- a. ~~The earmarked federal funds will be ineligible for reimbursement through the ALCP.~~
- b. ~~The earmark federal funds may be applied to towards the ALCP local match requirement.~~

~~H. Eligible local match contributions include:~~

1. ~~Locally funded expenditures on eligible Projects or elements as listed above in this section; or~~
2. ~~Third party contributions, which must have supporting documentation. Third party contributions will be taken at market value at the time of the donation and mutually agreed upon between the Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement and MAG.~~

~~I. Determining the value of third party contributions:~~

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

E. The Project Overview for each Project must identify all Project components for which reimbursement of the regional share is sought from the ALCP, including the components of the Project that will be funded locally or by third parties.

F. Each ALCP Project shall have a reimbursement timeline specified in the Project Agreement and Project Overview.

1. Reimbursement timelines may shift due to project schedule changes and/or the availability of program funds.

J.G. _____ The MAG Committee Process has the final determination on the eligibility of any Project or Project component for reimbursement from the ALCP Program.

SECTION 330: ~~ELIGIBLE COSTS FOR REIMBURSEMENT~~ REIMBURSABLE EXPENDITURES

~~Reimbursable expenditures are limited to ALCP Projects meeting the requirements set forth in Section 320 (Project Eligibility).~~

- A. Reimbursable items for regionally funded Projects are limited to:
1. Design, right-of-way and construction, as required in ARS: 28-6304(C)(5) and ARS: 28-6305(A). Design Concept Reports, planning studies and related studies, such as environmental and other studies, are also eligible.
 2. Capacity Improvement Projects.
 3. Safety Improvement Projects.
 4. Projects or components directly related to capacity and safety improvements, including:
 5. Intelligent Transportation Systems (ITS);
 6. Signals;
 7. Lighting;
 8. Transit stops and pullouts, as well as queue jumper lanes, for example, for bus rapid transit;
 9. Bicycle/pedestrian facilities integral to the roadway, including wide sidewalks separated from curbs;
 10. Utility relocations, including under grounding of utility lines where required for safety or other reasons relating to function, and not purely for aesthetic reasons, and not otherwise considered an enhancement;
 11. Drainage improvements for the Project (with limitations), such as retention basins required for the Project that would not normally be handled through County or other drainage funds, within reasonable limits (and generally not exceeding typical practice for the local jurisdiction);
 12. Landscaped medians, shoulders, and other improvements within reasonable limits (and generally not exceeding typical practice for the local jurisdiction);
 13. Reconstruction Projects, as identified in or supported by the RTP and as specified in Project Agreements, for eligible Project elements;
 14. Access management;
 15. Rubberized asphalt and concrete paving;
 16. Staff time directly attributable to Project;
 17. Noise, privacy and screen wall, and other buffers, if found to be necessary to meet applicable local, state or federal standards; and,
 18. Public involvement and outreach activities.
- B. Prior right-of-way acquisitions and/or work that is part of a designated ALCP Project are eligible for reimbursement if:
1. Specified in a Project Agreement and/or Project Overview.

2. Purchased/completed after November 1, 2002, for design, environmental and related planning studies and right-of-way acquisition.
 3. Completed construction and related activities after November 25, 2003.
- C. Eligible prior right-of-way acquisition and/or work is limited to ALCP Projects scheduled or programmed for completion in Phase I of the RTP (which ends June 30, 2010), including ALCP Projects accelerated or advanced from later phases.
- D. Reimbursements for prior right-of-way acquisition and/or work will be payable only to the agency that paid for the right-of-way acquired and/or work, unless that agency assigns the payment to another party or other terms are developed in the Project Agreement for the ALCP Project.
- E. The use of federal funds or other funding sources may involve further restrictions on the use of funds or eligible matching contributions.
- F. No reimbursements will be made:
1. Prior to the execution of a Project Agreement.
 2. Prior to the approval of a Project Reimbursement Request endorsed by MAG and the ADOT Finance Division.
 3. For projects or project work phases not listed in an approved Transportation Improvement Program.
 4. Prior to the year in which the funds for that ALCP Project are programmed or would normally be received following the schedule in the TIP and RTP, unless it is part of the annual closeout of RARF funds per Section 260, or there are surplus program funds, Section 270.
 1. ~~Each ALCP Project shall have a reimbursement timeline specified in the Project Agreement and Project Overview.~~
- G. The Lead Agency shall send the Project Reimbursement Requests to MAG for payment from the Arizona Department of Transportation (ADOT). The Lead Agency is responsible for:
1. All Project expenditures.
 2. Providing all Project Reimbursement Requests to MAG for reimbursement.
 3. Distributing ALCP reimbursements to project partners per the signed and effective Project Agreement.
- H. Reimbursements will be made for expenditures paid with tax or public revenue only, including development and impact fees collected by a jurisdiction.
1. Reimbursements will not be made for Project elements donated or funded via cash or cash equivalent donations, right-of-way donations, exactions and/or other third party or non-tax funding sources.
 2. Reimbursements from the ALCP will not be made for expenditures that have already been reimbursed from other sources, either in cash or cash equivalents or through third party contributions including, but not limited to, the provision of a transportation improvement Project such as a design or related study, right-of-way acquisition or donation or construction.

- I. ~~Project elements not eligible for reimbursement under subsection 330 (A) and (B) may be eligible as credit toward matching costs if the requirements specified in Section 340 (Eligible Prior Right-of-Way Acquisition and/or Work for Reimbursement) and Section 320 (Project Eligibility) are satisfied.~~
- J. Reimbursements, including local match contributions, will generally be commensurate with progress unless otherwise agreed to in the Project Agreement, such as for specific lump sum for right-of-way acquisitions and/or work.
- K. Right-of-way or other capital assets acquired included as an eligible Project cost, but not used in the ALCP Project, must be disposed of at market rates and the funds returned to the ALCP for reallocation following the requirements contained in Section 350.

NOTE: THE FOLLOWING HAS BEEN MOVED TO SECTION 330:

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

- A. ~~Prior right-of-way acquisitions and/or work that is part of a designated ALCP Project are eligible for reimbursement if:~~
 - 1. ~~Specified in a Project Agreement and/or Project Overview.~~
 - 2. ~~Purchased/completed after November 1, 2002, for design, environmental and related planning studies and right-of-way acquisition.~~
 - 3. ~~Completed construction and related activities after November 25, 2003.~~
- B. ~~Eligible prior right-of-way acquisition and/or work is limited to ALCP Projects scheduled or programmed for completion in Phase I of the RTP (which ends June 30, 2010), including ALCP Projects accelerated or advanced from later phases.~~
- C. ~~Reimbursements for prior right-of-way acquisition and/or work will be payable only to the agency that paid for the right-of-way acquired and/or work, unless that agency assigns the payment to another party or other terms are developed in the Project Agreement for the ALCP Project.~~
- D. ~~The Project Overview will identify, as appropriate, the priorities for reimbursement for prior right-of-way acquisition and/or work if more than one agency is requesting such reimbursement for that Project.~~

NOTE: THE FOLLOWING HAS BEEN MOVED TO SECTION 340:

- E. ~~If prior right-of-way acquisition and/or work is not eligible for reimbursement, it may be credited toward the local match requirement if:~~
 - 1. ~~The Project or work was included in the local jurisdiction or Lead Agency CIP or in the MAG TIP approved after the start of MAG Fiscal Year 2001 (July 1, 2000).~~
 - 2. ~~The Project or work is not otherwise excluded in whole or in part elsewhere in these requirements.~~

NOTE: THE FOLLOWING HAS BEEN MOVED TO SECTION 240:

- F. ~~For prior work attributable to an ALCP Project that meets eligibility guidelines set in the ALCP Policies and Procedures, the jurisdiction is responsible for inflating the cost amounts to the current year when completing a Project Overview.~~

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

SECTION 340: LOCAL MATCH AND INELIGIBLE EXPENDITURES

- A. Notwithstanding findings or recommendations from the Design Concept Report or a similar study, Projects, Project components or other costs that are not reimbursable from the ALCP include:
1. Enhancement Projects or enhancement components of Projects.
 - a. If a Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement request an enhancement to a Project funded in the ALCP, the local jurisdiction and/or Lead Agency shall pay all costs associated with the enhancement (costs in excess of reasonable limits/the local jurisdiction's typical practice)..
 2. Right-of-way not used by the ALCP Project, with potential exceptions on a case-by-case basis for land that is identified by the Lead Agency and/or the local jurisdiction or jurisdictions as not marketable for sale.
 3. Any Project or Project element that exceeds the reasonable limits or typical practice for the local jurisdiction in which the Project or Projects are located.
 4. Administrative overhead costs by the Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement that are not attributed to the Project.
 5. Other expenses, such as bad debts and lump-sum incentives, as determined by MAG.
 6. Expenditures that occur after a project or project segment is completed. This includes salaries, applied overhead, record keeping and facility maintenance.
 7. Salaries and other administrative expenditures pertaining to the completion of ALCP Project Requirements.
 8. Expenditures related to special events and related materials, such as t-shirt, hats, pens, food/beverages, etc.
 9. Non-project specific expenditures, such as computers, data storage devices, etc.
- B. Project elements not eligible for reimbursement under subsection 330-320 and 330 (F) (A) and (B) may be eligible as credit toward matching costs if the requirements specified in Section 330(B)40 (Eligible Prior Right-of-Way Acquisition and/or Work for Reimbursement) and Section 320 (Project Eligibility) are satisfied.
- C. Prior right-of-way acquisition and/or work is not eligible for reimbursement, it may be credited toward the local match requirement if:
1. The Project or work was included in the local jurisdiction or Lead Agency CIP or in the MAG TIP approved after the start of MAG Fiscal Year 2001 (July 1, 2000).
 2. The Project or work is not otherwise excluded in whole or in part elsewhere in these requirements.
- D. Since the primary sources of regional transportation funding have been included in the MAG RTP, funds that are the result of specific earmarks of either federal or state funds

that have already been accounted for in the RTP (“below the line funding”) are not eligible for reimbursement or the local match under the Arterial Life Cycle Program. Any previous commitments to provide local funding for arterial projects included in the TIP, RTP, or ALCP should be maintained.

1. If a Project or Project segment in the ALCP is approved as a High Priority Project that receives an ‘earmark’ of federal funds in a federal authorization act, which reduces the distribution of federal funds to the region, the Project will be restricted as follows:
 - a. The earmarked federal funds will be ineligible for reimbursement through the ALCP.
 - b. The earmark federal funds will not be applicable towards the ALCP Project local match requirement.
2. If a Project or Project segment in the ALCP is approved as a High Priority Project that receives an ‘earmark’ of federal funds in a federal appropriations act, which does not reduce the distribution of federal funds to the region, the Project will be restricted as follows:
 - a. The earmarked federal funds will be ineligible for reimbursement through the ALCP.
 - b. The earmark federal funds may be applied to towards the ALCP local match requirement.

3. Funds awards to a member agency by the Arizona Department of Transportation will be considered “above the line” earmark unless deemed otherwise by the MAG Transportation Improvement Program Manager or the MAG Transportation Director. “Above the line” funding awards include:

- a. State Highway Safety Improvement Program (HSIP) funds
- b. State Transportation Alternatives (TA) funds
- c. Stimulus funding approved by the US Congress

E. Eligible local match contributions include:

1. Locally funded expenditures on eligible Projects or elements as listed ~~above~~ in ~~this~~ section 300; or
2. Third party contributions with supporting documentation that have been donated, which must have supporting documentation. ~~Third party contributions will be taken at market value at the time of the donation and mutually agreed upon between the Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement and MAG.~~
3. “Above the line” funding awards from ADOT

F. Determining the value of third party contributions:

1. The jurisdiction’s real estate department will value and appraise any right-of-way given to a Project by a developer.
2. Costs related to the construction of a road must be documented and certified for the value of the road by the authorized representative of the jurisdiction. To do so, a jurisdiction shall do the following in priority order:

- a. First, work with the developer(s) to turn in cost documentation related to the road improvement as soon as a jurisdiction is aware the improvement is being made to an ALCP Project, even if the ALCP Project is not scheduled for construction or reimbursement until a later date. If this cannot be done, then;
 - b. Second, generate cost figures from known developer fees, final construction documents, as-built documents, et cetera. If this cannot be done, then;
 - c. Third, use cost figures from the actual ALCP Project construction bid for a cost per unit figure, which then could be applied the developer contribution to generate a total cost. If this cannot be done, then;
 - d. Fourth, use cost figures from a similar Project in location, size, and scope, which then could be applied to the developer contribution to generate a total cost.
3. MAG Staff will review the valuation method and documentation for quality assurance purposes.
 4. All documents used to determine the value of third party contributions shall be kept in accordance with Section 340(G)320H.

G. Federally funded projects

1. Projects programmed to receive federal funds must satisfy all federal requirements for the portion of expenses for which they wish to seek reimbursement
2. Projects programmed to receive federal funds must meet the minimum federal match share
3. Project costs that are not eligible for federal reimbursement, but are otherwise eligible per Sections 330, 340 (B), 340 (C), 340 (D), and 340 (E), may count toward the regional local match requirement
 - a. The project must have enough federally eligible costs to meet the minimum federal match share
 - b. Any project costs that are not eligible for federal reimbursement in excess of the regional local match requirement will not be reimbursed
 - a. Project costs that are federally eligible and federally ineligible must be clearly documented
4. Project costs that are federally eligible and federally ineligible must be clearly documented See Appendix C for a project-based example.

SECTION 350: PUBLIC INVOLVEMENT AND INPUT

- A. The Lead Agency is responsible for conducting public and stakeholder involvement as part of the development and implementation process for each Project or Project Segment
 1. For multi-jurisdictional projects, public involvement activities may be conducted by one or more of the jurisdictions or by a qualified neutral third-party, such as a consultant or other government agency.

B. The Lead Agency is responsible for public consultation and involvement on proposed material project changes.

C. MAG will provide members of the public, elected officials, stakeholders, participating agencies and others with ready access to information on the Program and on each Project or Project Segment upon request.

D. Public involvement activities conducted for a Project or Project Segment must be documented in the ALCP Project Overview. The Project Overview should address activities that have occurred and that are expected to occur during the life of the project.

E. Material Project Change Request forms developed and published by MAG will include a component regarding the public consultation and involvement conducted by the Lead Agency.

F. Proposed project change requests must be presented through the MAG Committee process.

1. Public and stakeholder input received by MAG regarding a proposed project change will be noted as the change progresses through the MAG Committee Process.

Public and stakeholder input may be submitted to MAG through the public comment period at Committee meetings or electronic and/or written communications.

IV. ALCP PROJECT REQUIREMENTS

SECTION 400: PROJECT OVERVIEW

- A. For each ALCP Project, the Lead Agency must submit a complete Project Overview to MAG before a Project Agreement will be initiated or signed.
- B. The Lead Agency must use the latest Project Overview form.
 - 1. The form will be posted on the MAG website.
 - 2. All fields must be completed and any necessary paperwork must be included at the time of submission.

~~For advanced Projects, a Project Overview must be submitted prior to the purchase of right-of-way.~~

- C. The Project Overview may be updated throughout the Project as long as it is not a material or material project change.
 - 1. MAG Staff may require a new or revised Project Overview in the event of a substantial-material project change or the termination of a project agreement per Section 410~~(-D)~~.
- D. ~~Adequate and secure funding from the local, regional, and if applicable, the federal level, must be identified in the Project Overview.~~
- E. ~~The Project Overview will provide at a minimum:~~
 - 1. ~~Lead Agency contacts and oOther agency(ies)/jurisdiction(s) involved in the Project;~~
 - 2. ~~Project scope, Project alignment, Project history, Project considerations, ITS components, multi-modal issues, public involvement and outreach activities, Project development process including any environmental, utility and right-of-way clearances, as needed;~~
 - 3. ~~A copy of the Lead Agency's current Capital Improvement Program demonstrating funding has been allocated to the project;~~
 - 4. ~~Funding sources;~~
 - 5. ~~Map/photographs;~~
 - 6. ~~Timeline;~~
 - 7. ~~Management plan;~~
 - 8. ~~Project data;~~
 - 9. ~~Cost estimates;~~
 - 10. ~~Contingencies;~~
 - 11. ~~Cost savings;~~
 - 12. ~~Summary of work, including: year of work, total cost, local share, federal share, regional share, year for reimbursement; and,~~

~~13. Project documents, if needed: IGA, MOU, DCR, Corridor Study, Project Assessment, supporting document for developer contributions, Project amendments, environmental overview.~~

~~F. A Project Overview template will be provided by MAG.~~

SECTION 410: PROJECT AGREEMENT

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

- d. The annual inflation of programmed reimbursements per Section 240.
2. A signed and effective Project Agreement may require an amendment due to project amendments or administrative modifications in the TIP or ALCP, which.
 - a. Change the project limits.
 - b. Require a revised Project Overview due to a material or significant change in the project scope.
 - c. Defer the Project schedule outside the years of the approved TIP listed in the effective Project Agreement
3. An effective Project Agreement may be terminated if:
 - a. The Project undergoes a ~~substantial~~material project change. Examples of ~~substantial~~material project changes include:
 - i. The Project improvement type (arterial or intersection) listed in the agreement changes;
 - ii. The Project change affects more than one project or project segment in the ALCP
 - iii. The Project change affects more than one effective Project Agreement; or
 - iv. The Lead Agency of a Project changes.
 - b. A Material Project Reimbursement Request has not been accepted by MAG within 18 months.
 - c. A Substantial Project Reimbursement Request has not been accepted by MAG within 30 months.
- C. Each Project Agreement will be based on a standard agreement provided by MAG and customized for each Project.
 1. ~~Any material changes to the standard Project Agreement or template for a specific Project must be identified in a clear and concise manner in the summary section of the Project Overview for that Project.~~
- D. The Project Agreement will address at a minimum:
 1. Project scope, type of work, schedule of work and reimbursement, the regional share and federal funding if applicable;
 2. Lead Agency and other agency(ies)/jurisdiction(s) involved in the Project;
 3. Applicable Design Standards;
 4. Responsibilities of the Parties;
 5. Risk and indemnification;
 6. Records and audit rights;
 7. Term and termination;
 8. Availability of Funds; and,
 9. Conflicts of Interest.

- E. Upon approval of the Arterial Life Cycle Program, an update will be provided to the MAG Committees regarding the status of Projects, including active Project Agreements and new Project Agreements that will be executed during that fiscal year.
- F. RTP and/or TIP amendments will still be required to go through the MAG Committee Process for any changes involving material cost, scope or schedule changes to the Project.
- G. The Lead Agency and MAG must be signatories to the Project Agreement:
 1. To indicate their agreement to the Lead Agency designation and the terms of the agreement, the authorized representative must be the signing authority for that jurisdiction.
 2. To indicate roles and responsibilities in Project implementation.

SECTION 420: PROJECT REIMBURSEMENT REQUESTS

A. Any request for payment must use the latest MAG Project Reimbursement Request form.

1. The form will be posted on the MAG website.

2. All fields must be completed and any necessary paperwork must be included at the time of submission.

~~A. A Project Reimbursement Request must contain a request for payment and, an invoice, and a progress report.~~

~~1. The request for payment, invoice, and progress report forms will be provided by MAG.~~

~~B. For a current ALCP Project, the Project Reimbursement Request:~~

~~C. May be submitted by the Lead Agency to MAG as needed~~

~~1. must be submitted by milestone completion (Section 420(D)(4)a-k) unless otherwise agreed to in the Project Overview upon completion of the project.~~

~~D. C. If an ALCP Project is advanced, progress reports must be submitted and based on the milestones of the Project even though a full Project Reimbursement Request is not required at that time.~~

~~E.B. _____ A full Project Reimbursement Request, including request for reimbursement and invoice is due at the time of Project completion.~~

~~F.C. _____ Project Reimbursement Requests may not be submitted more than once per month.~~

~~G.D. _____ All Project Reimbursement Requests shall be submitted to MAG for authorization for payment.~~

~~H.E. _____ Participating agencies/jurisdictions may invoice the Lead Agency for any item including, but not limited to, work conducted or capital assets acquired for the Project or as part of the Project, subject to other terms in this agreement.~~

~~I.F. The work conducted and/or received must meet all the requirements of the MAG ALCP Policies and Procedures as well as any and all other applicable federal, state, regional and local requirements.~~

~~J.G.~~ The Lead Agency may inflate project expenditures to current year dollars, per Section 240. It is the responsibility of the Lead Agency to calculate the inflation for project expenditures in the ALCP project requirements submitted to MAG, including Project Reimbursement Requests.

~~K.H.~~ The Lead Agency must retain, certify, and make available all vendor receipts, invoices and as needed, any related Project records.

1. Vendor receipts or invoices must be available for five (5) years after final payment is made; auditors, MAG or its designees may make possible requests.
2. Receipts and invoices for Projects advanced by a jurisdiction may have a longer retention period.

~~L.I.~~ Project Reimbursement Requests must be signed by the Lead Agency's Transportation/Engineering Director or designee. An authorized representative of the Lead Agency must sign all Project Reimbursement Request forms: the request for payment, invoice and a progress report, certifying that the request is true and correct per the terms of the Project Agreement and Project Overview.

1. ~~The duly authorized representative for the Lead Agency may be the respective Town/City Managers, County/Community Administrator, designee or a higher level representative of the organization that is designated to sign MAG funding request documents on behalf of that jurisdiction has signing authority. In addition, the authorized representative must be listed as a designated signatory on the Lead Agency's signature card for that fiscal year.~~
2. ~~Each Lead Agency must have a signature card on file with MAG.~~
3. ~~Annually, MAG will verify the validity of the signature card.~~
4. ~~Lead Agencies may change the designated signatories at any time.~~
5. ~~Electronic or scanned signatures on the signature card will not be accepted.~~

~~M.J.~~ Matching contributions, as required in the ALCP Policies and Procedures must be fully documented, invoiced and/or received, and cannot be in arrears.

~~N.~~ The request for payment shall be approved and signed by the duly authorized representative from the Lead Agency. Then, the request will be processed and approved at MAG and forwarded to ADOT for payment to the Lead Agency. ~~The request for payment form must include the:~~

~~O.~~ Project name, description and RTP ID;

~~P.~~ Estimated total Project costs;

~~Q.~~ Expenditures to date;

~~R.~~ Regional fund budget;

~~S.~~ Previous Regional fund payments;

~~T.~~ Amount of Regional fund requests;

~~U.~~ Remaining Regional funds;

~~V.~~ Status of Project development/completion;

- ~~W. Type of work being requested for reimbursement;~~
- ~~X. Mailing address for payment; and,~~
- ~~Y. Signatures of authorized representatives from Lead Agency, MAG and ADOT.~~
- ~~Z. The invoice form must include:~~
- ~~AA. Invoice number;~~
- ~~BB. Project name, description and RTP ID;~~
- ~~CC. Amount of Regional fund requests;~~
- ~~DD. Remaining Regional funds;~~
- ~~EE. Type of work being requested for reimbursement;~~
- ~~FF. Signatures of authorized representatives from the Lead Agency.~~
- ~~GG. Proper documentation/description of the reimbursable items and/or work performed. Proper documentation may include:~~
- ~~HH. A copy of the invoice from the contractor is sufficient documentation for contracted work;~~
- ~~II. An administrative breakdown chart including staff name, hours on Project, hourly rate, and total costs is sufficient documentation for administrative work;~~
- ~~JJ. A copy of the Court Order;~~
- ~~KK. A copy of the Settlement Statement;~~
- ~~LL. A copy of the City's payment documentation; or,~~
- ~~MM-K. A completed Cost Attachment Form. If the Cost Attachment form is explaining dedicated right-of-way, easements, or Public Utility and Facilities Easements (PUFE), a signed letter from the appropriate department (Real Estate, Transportation, etc) must be included verifying the items in the cost attachment form. Please use costs that are relevant to the time of dedication and if necessary, use the inflation chart to inflate the costs to the current value.~~
- ~~NN.L. If an item for reimbursement (design, ROW, construction, etc.) has more than one backup invoice, a chart summary table must be provided with each reimbursement request that:~~
- ~~1. Lists each invoice/backup documentation number and/or a describes the item(s) being considered for reimbursement;~~
 - ~~2. Documents the dollar amount of item; and~~
 - ~~3. Includes the total dollar amount of all invoices, per each item for reimbursement. This total dollar amount should match the invoice;~~
 - ~~4. Includes the inflation rate and inflated amount, where applicable;~~
 - ~~5. Lists the associated work phase; and,~~
 - ~~3-6. Includes a subtotal of costs by work phase.~~

4.7. _____ MAG will provide an summary table examples and templates chart/form.

NOTE: THE FOLLOWING HAS BEEN MOVED TO SECTION 430:

~~00. _____ The progress report of the Project Reimbursement Request shall explain the status of the Project, milestones and other necessary information.~~

~~1. It is the responsibility of the jurisdiction to document the work accomplished for each invoice and/or milestone during the reporting period.~~

~~2. Advanced Projects prior to the approved ALCP Policies and Procedures, will have special progress report requirements.~~

~~3. For each progress report, the Lead Agency must provide the:~~

~~a. Percent of work complete;~~

~~b. Work accomplished;~~

~~c. Estimate v. real cost analysis;~~

~~d. Work schedule analysis;~~

~~e. Grievance/complaints reports;~~

~~f. Procurement process update (when necessary); and,~~

~~g. Documents produced.~~

~~4. Milestones may be used to trigger a Project Reimbursement Request for a current Project. Milestones must be used to trigger a progress report for an advanced Project. The milestones are:~~

~~a. Studies;~~

~~b. Preliminary Design - 60%;~~

~~c. Final Design - 100%;~~

~~d. Construction - 25%;~~

~~e. Construction - 60%;~~

~~f. Final Acceptance; and,~~

~~g. Project Closeout.~~

~~PP.M. _____ Upon MAG approval, the Project Reimbursement Request will be forwarded to ADOT for payment.~~

~~1. ADOT maintains the arterial street fund and will be responsible for issuing bonds, through the State Transportation Board, on behalf of the street program, as designated in ARS: 28-6303.D.2.~~

~~a. MAG will work with ADOT regarding budget, invoicing process and other fiscal matters.~~

~~2. MAG will work with ADOT to expedite payment dependent on availability of funds.~~

~~3. Checks will be distributed from ADOT and sent to Lead Agency.~~

~~QQ-N.~~ Lead Agencies shall not submit reimbursement requests directly to the Arizona Department of Transportation. Submitting requests directly to ADOT may result in the termination of an executed Project Agreement.

SECTION 430: PROGRESS REPORTS

~~A.~~ Lead Agencies with Projects programmed for work and/or reimbursement in the first two years of the current ALCP must submit an ALCP Progress Report to MAG ~~semi-annually.~~

~~B.~~ Lead Agencies must use the latest Progress Report form.

~~1.~~ The form will be posted on the MAG website.

~~2.~~ All fields must be completed and any necessary paperwork must be included at the time of submission.

~~B.~~ The Progress Report will address at a minimum:

- ~~1.~~ Percent of work complete;
- ~~2.~~ Work accomplished;
- ~~3.~~ Change in project scope
- ~~4.~~ Estimate v. real cost analysis;
- ~~5.~~ Work schedule analysis;
- ~~6.~~ Project Change History
- ~~7.~~ Grievance/complaints reports;
- ~~8.~~ Procurement process update (when necessary);
- ~~9.~~ Documents produced; and,
- ~~10.~~ Public involvement and outreach activities.

~~C.~~

~~C.~~ At minimum, Lead Agencies must submit a progress report annually. The annual progress report shall have the same due date as the commitment letter (section 200).

~~D.~~ The annual progress report must be turned in before the commitment letter if:

- ~~1.~~ Design has been completed.
- ~~2.~~ Right-of-Way acquisition has been completed.
- ~~3.~~ Construction has been completed.

APPENDIX A. GLOSSARY AND ACRONYMS

Acceleration	Acceleration means that all of the remaining Projects, including the reimbursements for advanced Projects, in the Arterial Life Cycle Program are moved forward in priority order.
ADOT	Arizona Department of Transportation
Administrative Adjustment	The ALCP and Project budgets will be adjusted annually to reflect the final Project reimbursement in the fiscal year. This falls after the adoption of the ALCP and will not require a program amendment.
Advancement	Advancement of a Project means that its implementation is moved earlier in time than previously scheduled in the MAG RTP and/or TIP, with the interest and any other incremental costs associated with the earlier implementation borne by the Lead and/or local agencies requesting the advancement. Reimbursement for the Project will remain in the year(s) in which the Project was scheduled before the proposed advancement.
ALCP	Arterial Life Cycle Program, or the “Program”
ALCP Regional Funds	ALCP Regional Funds are generated from the Maricopa County one-half cent sales tax extension and Federal Transportation Funds, including STP and CMAQ funds.
ARS	Arizona Revised Statutes
Certification Report	Periodic report produced, at least annually, for the ALCP to provide an update on the status of the Program, current revenue and cost projections. The report will provide supporting information for the RTP Annual Report
CIP	Capital Improvement Program
CMAQ	Congestion Mitigation and Air Quality. A categorical Federal-aid funding program that directs funding to projects that contribute to meeting National air quality standards. CMAQ funds generally may not be used for projects that result in the construction of new capacity available to SOVs (single-occupant vehicles).
CTOC	Citizens Transportation Oversight Committee as referenced in ARS 28-6356
DCR	Design Concept Report, meeting the standards established for federal aid arterial projects. Key elements of the DCR for the ALCP include,

but are not limited to:

- the development and provision of labor and material quantity based cost estimates for the entire ALCP Project, as specified in the RTP; categorized by Project phase, segment and jurisdiction, as appropriate;
- projected monthly cash flow requirements for financial planning purposes; and,
- appropriate contingency amounts for the completion of the Project.

Deficit of Program Funds

When programmed reimbursements, plus inflation if applicable) exceeds the actual and forecasted revenues for the remaining life of the program

Enhancement

“an addition that exceeds generally accepted engineering or design standards for the specific type of facility.” (HB 2456, 28-6351(2)) For the purposes of the ALCP, the term “enhancement” is defined more specifically as:

1. Projects, Project elements or Project additions that are not design, right-of-way or construction related, including any Project, Project element or addition that is not a needed study, right-of-way acquisition or capacity or safety-related infrastructure improvement. Examples include drainage in excess of typical needs for the roadway or intersection, “improvements” that tend to reduce through capacity, such as deletion of lanes and other traffic calming measures.
2. Project additions after the completion of a Design Concept Report, unless otherwise agreed to in the approved Project Agreement.
3. Additional limitations or requirements may apply, depending on the funding source.

EA Environmental Assessment

EIS Environmental Impact Statement

Federal Aid Project Any Project in which any federal aid funding is received. These Projects must follow the implementation processes established or required by the FHWA and administered through the ADOT Local Government Section.

Federal Fiscal Year October 1 - September 31, example: October 1, 2005 - September 31, 2006

FHWA Federal Highway Administration

Fiscal Year July 1 - June 30 (i.e. July 1, 2005 - June 30, 2006)

Incentives	Any expenditure, which involves a monetary reward for the inducement of behavior, as related to a project in the ALCP (i.e. Giving a contractor/consultant a bonus for completing a project ahead of schedule).
ITS	Intelligent Transportation System
MAG	Maricopa Association of Governments
MAG Committee Process	Items are placed for action on the agendas of the MAG Transportation Review Committee (TRC), Management Committee, Transportation Policy Committee (TPC), as appropriate, and Regional Council
Major Arterial	“an interconnected thoroughfare whose primary function is to link areas in the region and to distribute traffic to and from controlled access highways, generally of region wide significance and of varying capacity depending on the travel demand for the specific direction and adjacent land uses.” (ARS 28-6304(c)(5))
Material Change	<p><u>In general, significant project changes include Project or Project Segment deletions, substitutions, or changes in project scope, such as:</u></p> <ul style="list-style-type: none"> • <u>A change in the alignment of the original or existing project;</u> • <u>A change in the length of the project by ½ mile or more;</u> • <u>A change in the number of lanes;</u> • <u>A change in Lead Agency;</u> • <u>A change in improvement type;</u> • <u>A change that affects more than one project, project segment or executed Project Agreement; or,</u> • <u>Another change as determined by MAG Staff.</u> <p>In general, a material change is any change that could reasonably cause a change in decision regarding a Project or an amendment to a Project.</p> <p>It is further defined as any proposed change to a Project that:</p> <ol style="list-style-type: none"> 1. changes a Project scope by: <ol style="list-style-type: none"> a) modifying Project termini by a quarter-mile or more; b) changing a freeway or highway arterial interchange location by a quarter mile or more, or changing the location so as to cause increased costs for the freeway or highway program, or any change in the design and/or location of the arterial Project affecting the freeway or highway not agreed by ADOT; c) changing the vertical alignment at a freeway or highway interchange between at-grade, depressed and elevated, or changing the alignment in such a way so as to cause increased costs for the freeway or highway program, or any change in vertical alignment affecting an interchange or grade separation not agreed by ADOT or as appropriate, any light rail crossing not agreed by Valley Metro;

~~d) changing major design elements including, but not limited to, the number of lanes;~~

~~e) otherwise significantly modifying the scope of the Project itself or negatively impacting a freeway, highway or light rail facility as determined in consultation with MAG staff.~~

~~2. changes costs:~~

~~a) in excess of 5% of the Project budget as specified in the Project Overview or other agreement established for the Project, or in excess of \$1 million, but not less than \$200,000; and/or~~

~~b) to increase the regional share of the budget to an amount over the dollar amount specified in the RTP, or to an amount that represents over 70% of the Project costs.~~

~~3. changes the Project completion by:~~

~~a) one or more fiscal years from the year shown in the TIP or RTP;~~

~~b) changes Project completion from one phase to another in the RTP; and/or,~~

~~c) a) _____ results from a finding of a performance and/or financial audit.~~

Material Project Reimbursement Request

A Project Reimbursement Request that has been accepted by MAG Staff as complete and includes all required information, signatures, and backup documentation.

Memorandum of Understanding (MOU)

A type of agreement used as a bridge to a Project Agreement. For example, in the development of Project cost estimates and allocations across multiple jurisdictions, which then may be agreed to and incorporated into a more formal Project Agreement to be executed before further Project implementation.

MPO

Metropolitan Planning Organization

Participating Agency

Any agency involved in the implementation of an ALCP Project. All partner agencies are participating agencies.

Program

ALCP or TIP, depending on context.

Project

ALCP arterial, arterial intersection and/or ITS Project, as described in the RTP and Project-related documents. The Project description includes funding, schedule, Project termini and number of lanes added and other Project features. See also Segmented Projects.

Project Component

ALCP Projects may include several Project components or major elements, such as road widenings, grade separations, ITS applications, bike and pedestrian facilities, etc. The components together comprise the overall ALCP Project.

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

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

deficit of program funds.

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APPENDIX B FEDERAL FUND INVOICE APPROVAL AND PAYMENT PROCESS

This process applies only to requests for reimbursement on *federally-funded* MAG Arterial Life Cycle Program (ALCP) projects. ~~ALCP projects are identifiable by the letter "Z" at the end of the MAG TIP number.~~ In addition to the ADOT project number and federal aid number, the MAG TIP number must be included on all federal aid authorization/modification requests.

This process assumes the ALCP project was appropriately authorized for federal aid funding before any work began or costs were incurred.

1. Requests for reimbursement for all federally-funded ALCP projects are first to be submitted by the local agency to the appropriate ADOT project manager (PM) for *review and validation of eligible costs*, and must be accompanied by the MAG ALCP Cost Eligibility Form (~~attached~~) and all required backup documentation. The cost review/validation only determines the federal aid eligibility of project costs and **does not** constitute approval to pay any invoice. Additionally, such review/validation does not preclude costs later being deemed ineligible through audits conducted by ADOT, the Federal Highway Administration (FHWA) or other state or federal agencies.
2. The ADOT PM will conduct a cost review within 7 days of the receipt of the request for reimbursement. If any item on the form is incorrect or ineligible for federal aid, the PM will notify the project sponsor and request a corrected/revised MAG ALCP Cost Eligibility Form to be sent reflecting the amount eligible.
3. Upon receipt of the finalized MAG ALCP Cost Eligibility Form, the ADOT PM will sign the form and scan it, along with all the backup documentation, into a single "Cost Eligibility Package" PDF. If the documentation is too large for one PDF, it should be split into two or more files with each individual part of the package identified as "Part X of Y".
4. After scanning the Cost Eligibility Package, the ADOT PM will then email the pdf document(s) to all of the following entities:
 - a. the local agency,
 - b. MAG's ALCP program (alcp@azmag.gov), and
 - c. ADOT's Contract Payables unit (Contractpayments@azdot.gov).
5. Upon receipt of the approved MAG ALCP Cost Eligibility Form from the ADOT PM, the local agency is then responsible for submitting it to MAG for approval, along with any other documentation/information required by MAG. (See ALCP Policies & Procedures IV, Section 420)
6. ADOT Contracts Payable will store the pending cost eligibility package in G\FMS\Contracts Payable\Pending Eligibility Packages awaiting receipt of MAG's approval to reimburse.
7. Upon MAG's verification and approval, MAG will submit a hard copy of the MAG ALCP Cost Eligibility Form to ADOT Financial Management Services (FMS) for approval by the CFO's office. It will then be forwarded to Contracts Payable to process and pay the reimbursement.
8. Upon release of payment, ADOT Contracts Payable will scan and merge the other documentation/information required by MAG with the corresponding Eligibility Package and save to

AIDW. In addition, ADOT Contracts payable will send out a notification of released payment via email to the ADOT PM and to the MAG ALCP email box.

~~The applicable MAG local agencies have been apprised of this process. Questions regarding this process should be directed to MAG or Contracts Payable in ADOT FMS.~~

APPENDIX C: FEDERALLY FUNDED PROJECT MATCH REQUIREMENT EXAMPLE

Agency X has \$94,300 of STP-MAG funding programmed for their Main Street project. The federal-aid requires a 5.7% match (94.3% federal).

- All \$94,300 of expenses programmed for reimbursement must be federally eligible.
- Local match totaling \$5,700 must also be federally eligible (5.7%)
- The remaining \$34,715 to meet the minimum regional match (30%) does not have to be eligible for federal reimbursement so long as it is eligible per section 330.

ATTACHMENT #6

Agenda Item #9

April 16, 2014

TO: Members of the MAG Transportation Review Committee

FROM: Sarath Joshua, ITS & Safety Program Manager

SUBJECT: Freeway Management System - Expansion Schedule and Budget

This memorandum provides a brief introduction and background information related to the subject topic. The Freeway Management System (FMS) is an application of Intelligent Transportation Systems (ITS) on the freeways. It is utilized by the Arizona DOT to manage the operation of the urban freeway system in the Phoenix metropolitan region. The FMS consists of various technology applications that are installed on the freeway system, linked via a fiber optic communications system to the ADOT Traffic Operations Center (TOC). Operators at the TOC are on duty on a 24/7 basis and manage traffic on the freeway system utilizing various tools that are built in to the FMS. The TOC also serves as the central coordination point for all of the state's freeway and highway operations. Local agencies in the region are provided access to freeway cameras for traffic management purposes.

Some of the key features of the FMS are:

Vehicle Detectors: Detection devices installed in the freeway pavement at one-mile spacing

Cameras: Installed at one-mile spacing provide the operators with the ability to view any point along a freeway segment

Dynamic Message Signs: Installed at strategic decision points for displaying traffic advisories and Travel Times during peak periods

Ramp Meters: To regulate traffic at on-ramps during AM and PM peak periods

More information on the FMS and its functions is provided at:

<http://www.azmag.gov/archive/itsystems/fms.asp>

The Regional Transportation Plan identifies the FMS as a key regional strategy for addressing systems management and operations on the urban freeway system. Funds for implementing the FMS on the MAG freeway system are provided through the MAG Regional Transportation Plan (RTP) using a combination of CMAQ and state funds. A total of \$143million was originally programmed in the 2003 RTP to add 125-miles

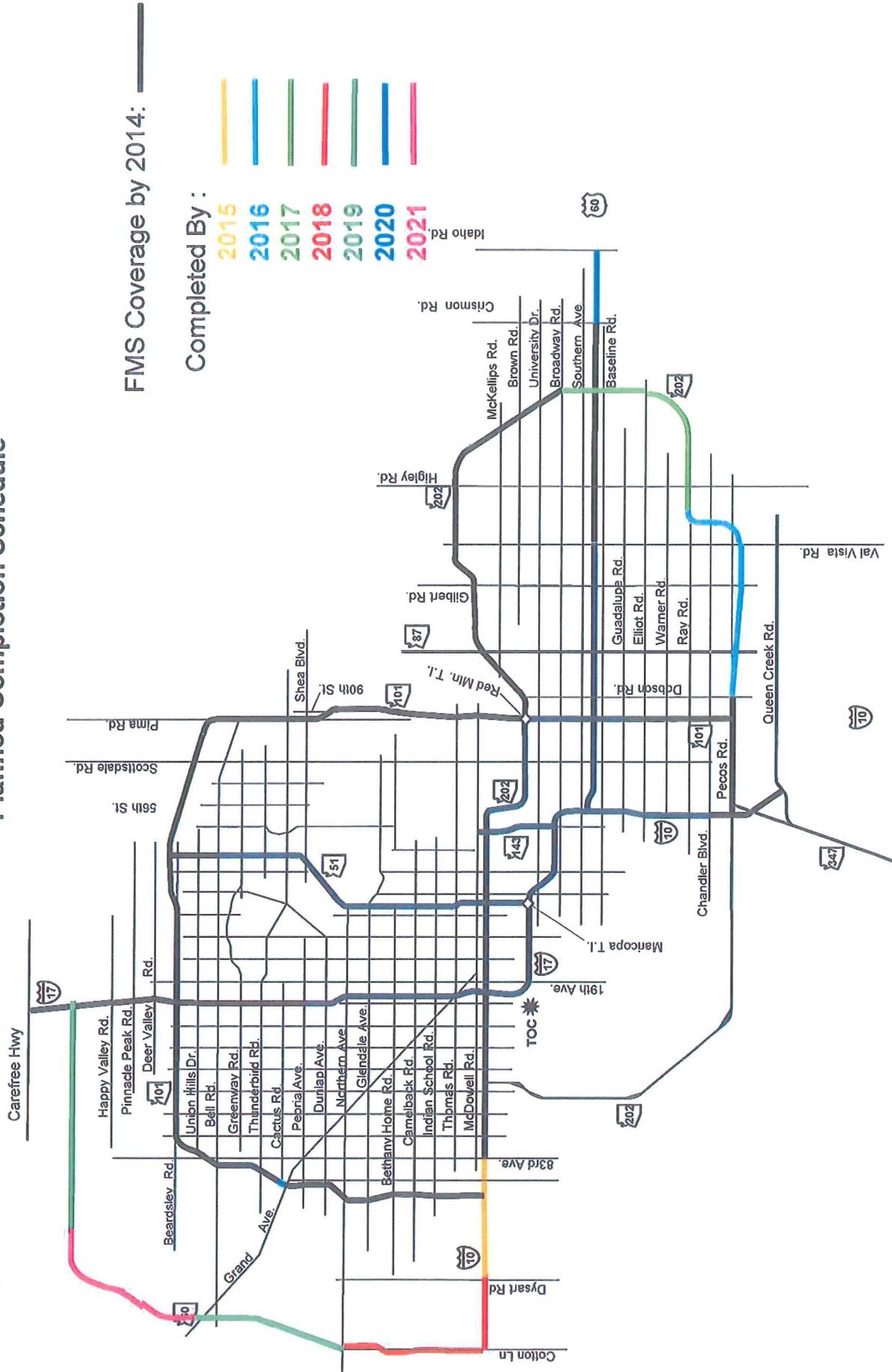
to the existing 86-mile system to reach a total of 211 miles by 2025. The original plan did not include FMS coverage on Loop 303.

Due to cost reductions in numerous FMS technology components and the incorporation of FMS features as part of freeway construction projects, ADOT has been able to save costs and also accelerate the FMS expansion. To reflect these changes ADOT has developed a revised budget and schedule for the planned expansion of the FMS for years 2015 through 2025. The revised FMS expansion plan will complete 242 miles by 2021, including full coverage on Loop 303. The current FMS coverage is 160 miles or about 60 percent of the planned 242 mile system. It is anticipated that any new freeways that may be approved for construction in the future will include all FMS elements as essential freeway features. Attachment One shows a map of the planned expansion of FMS coverage and a table with cost details.

On March 4, 2014, the ITS Committee reviewed the revised budget and schedule as proposed by ADOT and recommended approval, along with another recommendation that MAG initiate a study, by 2017, on a comprehensive re-evaluation of the life-cycle of FMS-related technology infrastructure.



Freeway Management System Coverage & Planned Completion Schedule



2015-2025 MAG RTP FUNDS FOR FREEWAY MANAGEMENT SYSTEM (FMS) EXPANSION

FREEWAY	FMS PROJECT/SEGMENT	LENGTH Miles	YEAR	RTP State Funds (\$1000s)	RTP CMAQ (\$1000s)	NOTES
San Tan 202L	ST: Ray to Broadway (Design)	10	2015		500	
I-10	Dysart to 83rd Ave (Constr)	6	2015		5500	
I-10	Cofton Ln to Dysart (Design)	5	2015		500	
L303	I-10 to Exit124 - Northern Ave (Design)	7	2015		500	
Misc	FMS Rehabilitation - New Project		2015	720	1720	All remaining 87 PADs will be replaced with induction loops:
Regionwide	FMS Preservation		2015	170		I-17(17), I-10 (23), SR 51(10) and US-60(37)
Regionwide	Travel time display cost					
	Total CMAQ 2015			890	8720	
L303	Northern Ave - Clearview Blvd (Design)	7	2016		550	
L303	Lake Pleasant Rd - I-17 Exit 221 (Design)	7	2016		550	
San Tan 202L	SN: Dobson to Ray (Constr)	8	2016		6300	
Misc	FMS Rehabilitation - New Project		2016	720	1320	4 DMSs at end of life cycle replaced with new support structures
Regionwide	FMS Preservation		2016	170		
Regionwide	Travel time display cost					
	Total CMAQ 2016			890	8720	
San Tan 202L	ST: Ray to Broadway (Constr)	10	2017		5120	
Regionwide	FMS Rehabilitation - RTP Ph 2		2017		3600	>> RTP Ph2 FMS Rehab total =400 (in 2014)+3600 = 4000
Regionwide	FMS Preservation (Non-CMAQ)		2017	720		
Regionwide	Travel time display cost			170		
	Total CMAQ 2017			890	8720	
I-10	Cofton Ln to Dysart (Constr)	5	2018		4160	
L303	I-10 Exit124 - Northern Ave (Constr)	7	2018		4160	
Regionwide	FMS Rehabilitation - RTP Ph 3		2018		400	
Regionwide	FMS Preservation (Non-CMAQ)		2018	720		
Regionwide	Travel time display cost			170		
	Total CMAQ 2018			890	8720	
L303	Lake Pleasant Rd - I-17 Exit 221 (Constr)	7	2019		3960	
US60	Crismon to Idaho (Design)	4	2019		500	
L303	Northern Ave - Clearview Blvd (Constr)	7	2019		4260	
Regionwide	FMS Preservation (Non-CMAQ)		2019	720		
Regionwide	Travel time display cost			170		
	Total CMAQ 2019			890	8720	

US60	Crison to Idaho (Constr)	4	2020		3500	
Loop 303	Clearview Blvd - Lake Pleasant Rd (Design)	14	2020		500	
TBD	FMS Design		2020		1120	FMS Projects TBD
Regionwide	FMS Rehabilitation - RTP Ph 3		2020		3600	>> RTP Ph3 FMS Rehab total =400+3600 = 4000
Regionwide	FMS Preservation (Non-CMAQ)		2020	720		
Regionwide	Travel time display cost			170		
	Total CMAQ 2020			890	8720	
Loop 303	Clearview Blvd to Lake Pleasant Rd (Constr)	14	2021		5000	
TBD	FMS Design and Construction		2021		3320	FMS Projects TBD
Regionwide	FMS Rehabilitation (design) - RTP Ph 4		2021		400	
Regionwide	FMS Preservation (Non-CMAQ)		2021	720		
Regionwide	Travel time display cost			170		
	Total CMAQ 2021			890	8720	
TBD	FMS Design and construction @\$7820k/year		2022-25		31280	FMS Projects TBD
Regionwide	FMS Rehabilitation (constr) - RTP Ph 4 @\$900k/yr		2022-25		3600	
Regionwide	FMS Preservation (Non-CMAQ) @\$720k/yr		2022-25	2880		
Regionwide	Travel time display cost at \$170k/yr in state funds		2022-25	680		
	Total 2022-2025			3560	34880	
	GRAND TOTAL			9790	95920	

ATTACHMENT #7

Agenda Item #10

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

April 16, 2014

SUBJECT:

Draft - Transit Oriented Development (TOD) Regional Strategy

SUMMARY:

In 2011, Valley Metro Rail, Inc. (VMR) created a Transit Oriented Development (TOD) Working Group comprised of the member cities in order to respond to regional issues and opportunities regarding planning, design, and implementation of high-capacity transit. In 2013, with the merger of Valley Metro Rail and Regional Public Transportation Authority, participation in the TOD Working Group was opened to all Valley Metro member cities, the Arizona Department of Transportation (ADOT) and the Maricopa Association of Governments (MAG). The expanded TOD Working Group began meeting in January 2013. Participants include: City of Chandler, City of Glendale, City of Tempe, City of Avondale, City of Goodyear, City of Phoenix, ADOT, and the City of Mesa.

The TOD Working Group agreed that as stewards of implementing the transit program in the region, Valley Metro and MAG should have a joint TOD strategy committing support to the improvement of connections between high demand transit, job centers, and housing. Since opening in December 2008, Valley Metro's 20-mile light rail line has outperformed expectations in terms of ridership and contributed to over \$7 billion in development activity adjacent or near the corridor. The proposed TOD Strategy provides the opportunity to leverage these transportation investments and work collaboratively with communities to boost market opportunity to levels feasible for TOD and economic development.

The purpose of this TOD Strategy is to promote the integration of land use and transportation by leveraging the regional transit system. The focus will be on existing and future transit corridors as approved in the Regional Transportation Plan (RTP) as well as high-demand corridors associated with activity centers within the region. The TOD Strategy will establish a framework for implementation through collaborative partnerships with MAG, Valley Metro, member cities, and others including the development community.

The overall goal is to develop collaborative relationships to foster TOD in the region. Specific roles and responsibilities for MAG, Valley Metro, and member cities are identified in the attached TOD Strategy. MAG's role will be to foster and facilitate transit-friendly, mixed-use, compact, walkable communities through education and outreach. Valley Metro and member cities will be working collaboratively to implement TOD principles along current and future transit corridors. Both MAG and Valley Metro will be seeking approval of the TOD Strategy from each of their governing bodies.

This item is on the April 17, 2014 Valley Metro's Board agenda for approval.

PUBLIC INPUT:

No public input has been received concerning this specific request.

PROS & CONS:

PROS: The approval of this strategy will solidify and unify the collaborative partnerships in place today and continue to promote integrated land use planning with existing and future transit corridors as approved in the RTP.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: MAG will be collaborating with Valley Metro and local jurisdictions to develop a regional TOD plan.

POLICY: As outlined in the Draft TOD Regional Strategy, MAG will consider TOD strategies and principles when updating it's regional planning goal.

ACTION NEEDED:

Recommend approval of the Draft Regional Transit Oriented Development (TOD) Strategy and move forward with developing a regional TOD plan.

PREVIOUS COMMITTEE ACTIONS:

On April 10, 2014, the MAG Transit Committee voted to recommend approval of the Draft Regional Transit Oriented Development (TOD) Strategy and move forward with developing a regional TOD plan.

MEMBERS ATTENDING

ADOT: Nicole Patrick
#Avondale: Kristen Sexton
#Buckeye: Andrea Marquez
Chandler: Dan Cook for RJ Zeder
El Mirage: Jorge Gastelum
Gilbert: Kristin Myers
Glendale: Debbie Albert for Cathy Colbath
Goodyear: Cato Esquivel
#Maricopa: David Maestas
*Maricopa County DOT: Mitch Wagner
Mesa: Jeff Martin for Jodi Sorrell

*Paradise Valley: Jeremy Knapp
Peoria: Bill Mattingly as Proxy
Phoenix: Maria Hyatt
Queen Creek: Mohamed Youssef
Scottsdale: Madeline Clemann, Chair
Surprise: David Kohlbeck
#Tempe: Robert Yabes
*Tolleson: Chris Hagen
Valley Metro: Ben Limmer for Wulf Grote
Youngtown: Grant Anderson

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

OTHERS PRESENT

Eileen Yazzie, MAG
Marc Pearsall, MAG
Alice Chen, MAG
Teri Kennedy, MAG
Julie Walker, MAG
#Margaret Boone, MAG

Kevin Link, Glendale
Dianna Evans, Phoenix
Ken Kessler, Phoenix
Ted Mariscal, Phoenix
Wendy Miller, Phoenix
Martin Lucero, Surprise
Abhi Dayal, Valley Metro
Jim Schumann, CK Group
Jen Pyne, URS

CONTACT PERSON:

Eileen O. Yazzie, Transportation Planning Project Manager, (602) 452-5073

TRANSIT ORIENTED DEVELOPMENT STRATEGY

Phoenix Metropolitan Region

Purpose

The purpose of this Transit Oriented Development (TOD) strategy is to promote the integration of land use and transportation using the investment in the regional transit system as an economic engine to create connectivity throughout the Phoenix metropolitan area. It is the intent of this strategy to encourage compact and mixed use development, including the transit user and pedestrian friendly elements, along current and future light rail, commuter rail and bus transit corridors. Additionally, this strategy should be used as a catalyst toward improved air quality, focused economic development, attractiveness to the business and tourist sectors and overall enhanced healthy, sustainable communities.

This TOD strategy establishes a framework in the Phoenix metropolitan region to implement TOD strategies by leveraging collaborative partnerships between the Maricopa Association of Governments (MAG), Valley Metro, member cities and others including the development community. It focuses on existing and future transit corridors as approved in the Regional Transportation Plan and other high demand corridors associated with activity centers within the region. It is the intent of this strategy to produce desirable results in terms of connectivity, land use, sustainable economic growth and more.

TOD Definition

TOD is a pattern of compact mixed-use development within a 5-10 minute walk of existing or future transit stations or stops. TOD is not a one size fits all formula but rather a framework which capitalizes on the strengths of existing or future land use, transportation, economic and livability elements. It encourages growth around the transit stations to produce a community environment often characterized by:

- A mix of compatible and complementary land uses, scaled and designed for pedestrians, that incorporate but are not limited to jobs, housing, community services and amenities;
- Small blocks with interconnected streets and sidewalks;
- Integrated buildings and land uses that serve the pedestrian and respond to the built environment;
- Safe, convenient and comfortable elements for walking and biking and;
- Connections to multiple destinations through alternate modes of transportation.

Goals

Goals encouraged in this TOD strategy are intended to be met through the collaborative partnerships between MAG, Valley Metro and member cities as well as through partnerships with the business community, non-profit community and other stakeholders. Through implementation of this strategy the regional stakeholders will work to:

- Promote a transit system that stimulates the creation of jobs and equitable housing choices and supports long term economic development and business investment;
- Provide convenient, safe connectivity and multi-modal access to the transit system, while connecting to non-motorized transportation;
- Build collaborative relationships to encourage and facilitate TOD through creative planning and development partnerships;
- Protect and enhance the regional transit assets, investments and opportunities;
- Ensure TOD is occurring and is based on market demand and principles which promote long-term sustainable development in the region.

Roles and Responsibilities

As previously mentioned, this strategy is based on collaborative partnerships between multiple stakeholders. Roles and responsibilities of MAG, Valley Metro and member cities are identified in the following table.

Roles and Responsibilities	MAG	Valley Metro	Local Jurisdictions
Promote and educate regional TOD Benefits and Principles.	★	P	P
Include assessment of regional TOD potential as part of system planning.	★	P	P
Include assessment of regional TOD potential as part of corridor development.	P	★	P
Acquire public land adjacent to transit for TOD.		★ ^D	★
Incorporate TOD principles in land use plans and regulation.			★
Incorporate and support TOD principles with regional planning goals.	★	P	P
Encourage the incorporation of TOD principles in community goals.	P	P	★

Collaborate in the development of a regional TOD plan.	★	P	P
Develop strategic plans and policies to guide each agency's activities and roles.		★	★
Research and monitor regional trends for TOD.	P	★	P

Roles Legend

★	Lead – lead agency has the primary responsibility for this TOD role. In some cases, there are various agencies who will lead the role within its jurisdiction. The lead agency is responsible for facilitating collaboration among the partner agencies.
P	Partner – partner agency has a secondary responsibility for this TOD role. In most cases, there are multiple partners that should collaborate with and support the lead partner(s).
★ ^D	Lead by Delegation – the lead by delegation agency is only given the lead role by the local jurisdiction involved; partner agency has the primary responsibility for this TOD role.

In order to implement this strategy, MAG, Valley Metro and member cities are encouraged to develop individual Strategic TOD Action Plans. These plans may vary by community and local jurisdictions may delegate or partner with Valley Metro in their development.

Each Strategic Action Plan, to the degree necessary, should detail the action items and identify the staffing requirements, funding, schedule, potential partnering organizations and their roles.