

# Proposed Changes to the ALCP Policies and Procedures

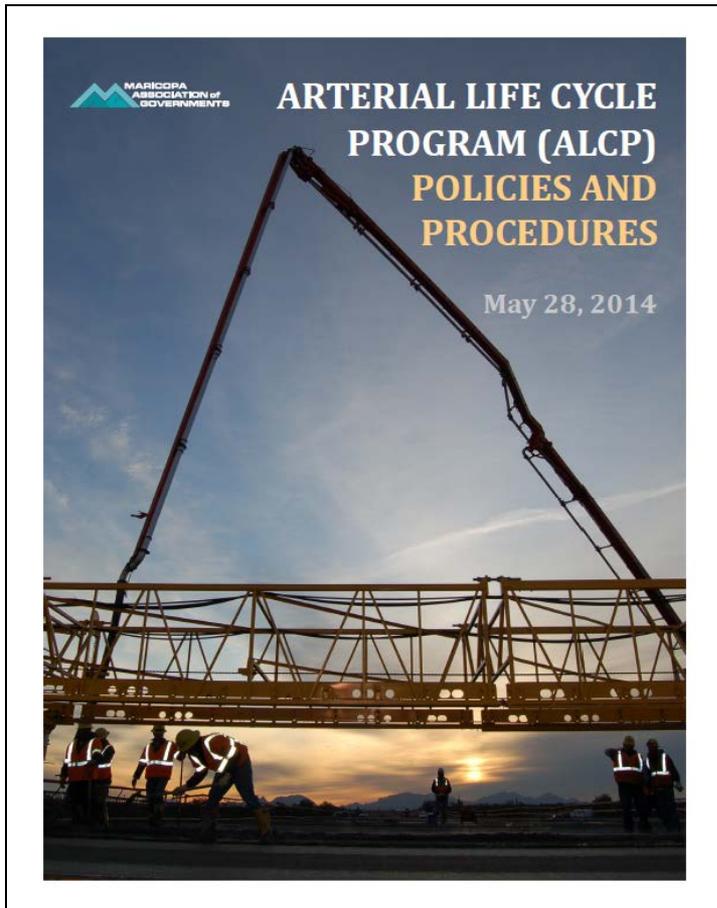
Transportation Review Committee  
May 28, 2015

# ALCP Overview

- \* The Arterial Life Cycle Program (ALCP) is the financial management tool for the arterial component of the Regional Transportation Plan
- \* Management of the program is guided by the ALCP Policies and Procedures (Policies)



# ALCP Policies and Procedures



- \* The Policies were last approved by the MAG Regional Council on May 28, 2014
- \* Represented the first update in five years
  - \* Made in consultation with the ALCP Working Group and Managers Working Group

# ALCP Working Group

- \* The ALCP Working Group was reconvened in FY 2015 and met seven times throughout six months. The Managers Working Group met on April 29, 2015 to review the changes.
  
- \* Proposed revisions include:
  1. Detailed Procedures when there is a Program Deficit/Surplus
  2. Inclusion of a Project Change Tool to Evaluate Project Changes
  3. Refinements to Federal ALCP Project Match Requirements

# Deficit/Surplus Policy

- \* Policies guiding the program in instances of a program deficit or surplus were included as part of the May 28, 2014 Policies (Section 200(F)2):

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

- \* At the May 28, 2014 meeting, the Regional Council expressed concerns that these policies were too broad and specific steps needed to be identified

# Deficit Policy

- \* In response, the ALCP Working Group developed proposed revisions that build upon existing language and follow what has been done in the past (Section 200(F)2).
- \* If there is a deficit, bonding and inflation are eliminated before any project reductions.
- \* Reductions are then calculated by Lead Agency using their share of the total program. Lead Agencies may choose where and when to reduce reimbursements based on their share.
- \* Once reductions have been made, reimbursements are deferred to meet cash flow based on project readiness criteria.
- \* If there a surplus, the reverse order is followed.

# Project Change Tool - Audit Overview

- \* In 2010, the Regional Transportation Plan underwent a 5-year performance audit, as required by state statute (ARS 28-6313)
  - \* Most of the audit's findings have since been addressed
- \* Several of the audit findings which had not yet been addressed relate to project changes and performance
  - \* The ALCP is the last of the three life cycle programs to address the performance findings
- \* Additional performance requirements are also expected as part of MAP-21

## Performance Audit of the Maricopa County Regional Transportation Plan



**December 21, 2011**

**Submitted To:**

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# Project Change Tool

- \* To address the audit findings, the ALCP Working Group created a project change tool
  - \* The tool is comprised of evaluative measures and weights based on the goals and objectives of the ALCP (safety & congestion)
- \* The tool provides a technical basis to evaluate project changes but is just one-piece of a more comprehensive process
  - \* The comparison and evaluation results will be used to inform the MAG committees
  - \* The comparison and evaluation results are not binding (i.e. additional factors can be considered by the MAG committees)
  - \* Project changes must still undergo a technical review by the MAG Street Committee

# Project Change Tool



- \* A survey was generated and sent to the ALCP Working Group to establish a starting point and generate consensus
- \* The ALCP Working Group ultimately decided on six quantitative measures and three qualitative measures

# Project Change Tool - Evaluative Measures

## Quantitative:

1. Volume (Average Annual Weekday Traffic or AAWT)
2. Vehicle to Capacity Ratio (V/C)
3. Peak PM Volume
4. Peak AM Volume
5. Crash Rate by Vehicle Miles Traveled (VMT) Relative to City-Wide Average
6. Serious Crashes/Fatalities (Structural Causes Only)

# Project Change Tool - Evaluative Measures

## Qualitative

1. **Segment of Regional Importance** - Does the project complete or improve a segment which helps to provide a continuous link between two points of regional importance for travel or improve an intersection or interchange of two corridors of regional importance?
2. **Complete Streets** - Will the project improve safe access for all users above a standard roadway, including pedestrians, bicyclists, and transit riders?
3. **Economic Development Access** - Does the project provide access to existing and/or future businesses and job activity centers, shopping, educational, cultural, and recreational opportunities?

# Project Change Tool - Weights

1.	Volume (AAWT)	5%
2.	V/C Ratio	15%
3.	Peak PM Volume	5%
4.	Peak AM Volume	5%
5.	Crash Rates by VMT Relative to City-Wide Average	10%
6.	Serious Crashes/Fatalities (Structural Causes Only)	20%
7.	Segment of Regional Importance	10%
8.	Complete Streets	20%
9.	Economic Development Access	10%
<b>Total</b>		<b>100%</b>

# Federal ALCP Project Match Requirements

- \* Federal ALCP Project Match Requirements were loosened as part of the May 28, 2014 Policies
- \* After the Policies were approved, FHWA expressed concern that the Policies could potentially encourage agencies to circumvent federal regulations when implementing federal projects
- \* The draft Policies have been clarified to require that all expenditures made as part of a federal project must follow federal regulations (Section 340(H))
  - \* There are still opportunities for agencies to submit federally ineligible expenditures as ALCP match outside the federal project
  - \* The draft Policies provide for a coordination meeting between the agency, MAG, and ADOT to discuss eligibility issues and match upon agency request



Requested Action:

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