

April 21, 2016

TO: Members of the MAG Transportation Review Committee

FROM: Dan Cook, City of Chandler, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, April 28, 2016, 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 David Massey or Leila Gamiz 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 David Massey at (602) 254-6300 if you have any questions or need additional information.

TENTATIVE AGENDA

	COMMITTEE ACTION REQUESTED
<p>1. <u>Call to Order</u></p> <p>For the April 28, 2016 meeting, the quorum requirement is 14 committee members.</p>	
<p>2. <u>Approval of Draft March 31, 2016 Minutes</u></p>	<p>2. Approve Draft minutes of the March 31, 2016 meeting.</p>
<p>3. <u>Call to the Audience</u></p> <p>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.</p>	<p>3. For information and discussion.</p>
<p>4. <u>Transportation Director's Report</u></p> <p>Recent transportation planning activities and upcoming agenda items for the MAG Management Committee will be reviewed by the Transportation Director.</p>	<p>4. For information.</p>
<p>5. <u>Consent Agenda</u></p> <p>Consent items are marked with an asterisk (*). Committee members may request that an item be removed from the consent agenda to be heard.</p>	<p>5. Recommend approval of the Consent Agenda.</p>

CONSENT AGENDA*

- *5A. Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, Fiscal Year 2016 Arterial Life Cycle Program, and As Appropriate, to the 2035 Regional Transportation Plan

The Fiscal Year (FY) 2014-2018 Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan were approved by the MAG Regional Council on January 29, 2014, with the last modification pending approval at that the April 27, 2016, Regional Council meeting. Since then, additional project changes and additions to the TIP have been requested by member agencies. Please refer to the enclosed material.

- *5B. Federal Highway Administration and Federal Transit Administration Funding Projections for the MAG Region

Congress establishes the funding for Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) programs through authorizing legislation that amends the U.S. Code. On December 4, 2015, President Obama signed the Fixing America's Surface Transportation Act (FAST Act) reauthorizing surface transportation programs through Fiscal Year 2020. MAG in coordination with ADOT Financial Management Services have developed FHWA projections, and MAG in coordination with Valley Metro-RPTA and the City of Phoenix as Designated Recipient/Direct Recipient of FTA funds, have developed revised FTA projections for the MAG region. Information included in development of the projections is based on the FAST Act, federal and state guidance information, and historical projections.

The FHWA and FTA regional projections will be used to prepare the Draft FY 2017-2021 TIP, expected to be included in the June MAG Regional Council agenda. Please see attached materials.

- 5A. Recommend approval of the amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, Fiscal Year 2016 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan.

- 5B. For information.

ITEMS TO BE HEARD

6. Arterial Life Cycle Program Fiscal Year 2016 Closeout Process

The Arterial Life Cycle Program (ALCP) Policies and Procedures establish an annual closeout process to advance reimbursements programmed with federal funds and the half-cent sales tax allocated to arterial roads, known as the Regional Area Road Fund (RARF). MAG staff has performed an analysis on the ALCP revenues and expenditures and determined that closeout funds are available in fiscal year 2016. A call-for-applications was issued to the ALCP Working Group in mid-March and five applications were received; two for RARF closeout and three for federal fund closeout. Please refer to the enclosed material.

7. Federal Highway Administration Repurposing of Earmarked Funds in Arizona and the MAG Region

The Consolidated Appropriations Act, 2016, gives states the option of repurposing certain earmarked funds if the original earmark was over 10 years old and if less than 10 percent of project funds had been obligated, or if the project is closed. This topic was discussed at the March TRC meeting. An update will be provided on the research on identified projects and how ADOT will handle redistribution of available funding, if any, for the MAG region.

8. Regional Freeway and Highway Program Update – 2016 Rebalancing

The Regional Freeway and Highway Program is under review. In 2009, the Program was reviewed and the Regional Council approved the Tentative Scenario to balance an estimated \$6.6 billion shortfall due to cost overruns and revenue shortfalls. The program was also reviewed in 2012 and a Scenario was approved to balance an

6. For information, discussion, and possible action to recommend approval of the proposed Fiscal Year 2016 closeout list and necessary amendments and administrative modifications to the FY 2014 - FY 2018 MAG Transportation Improvement Program, the FY 2016 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan.

7. For information and discussion.

8. For information and discussion.

additional \$300 million from the program due to continuing revenue shortfalls. Since these balancing efforts, MAG and the Arizona Department of Transportation (ADOT) have been continually reviewing project budgets and program amounts to improve upon the Regional Freeway and Highway Program delivery and budgets. These efforts have paid off with successful lower than program bids received for design, construction, and right-of-way acquisition for Loop 303 and Loop 202/South Mountain Freeway projects. As a result, the program now has funds to potentially reprogram deferred Proposition 400 projects and other transportation needs throughout the Phoenix Metropolitan Area. The Transportation Review Committee will be provided an update on the overall health of the Regional Freeway and Highway Program to the begin the discussion on reprogramming these funds. Please refer to the enclosed material.

9. 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.

10. 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.

11. Next Meeting Date

The next regular Transportation Review Committee meeting will be scheduled Thursday, May 26, 2016, at 10:00 a.m. in the MAG Office, Saguaro Room.

9. For information and discussion.

10. For information.

11. For information.

DRAFT MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

March 31, 2016

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

MEMBERS ATTENDING

Avondale: Paul Lopez for David Janover
ADOT: Kwi-Sung Kang for Mike Kies
Apache Junction: Giao Pham
*Buckeye: Scott Lowe
*Cave Creek: Ian Cordwell
Chandler: Dan Cook, Chair
#El Mirage: Amber Wakeman for Jorge Gastelum
*Florence: Jess Knudson
#Fountain Hills: Randy Harrel
*Gila Bend: Ernie Rubi
Gila River Indian Community: Tim Oliver
#Gilbert: Leah Hubbard
Glendale: Debbie Albert, Vice Chair
Goodyear: Rebecca Zook
Litchfield Park: Woody Scoutten

*Maricopa (City): Paul Jepson
Maricopa County: Clem Ligocki for Jennifer Toth
Mesa: Jeff Martin for Scott Butler
*Paradise Valley: Jim Shano
Peoria: Andrew Granger
#Phoenix: Kini Knudson for Ray Dovalina
#Pinal County: Scott Bender for Louis Andersen
Queen Creek: Mohamed Youssef
Scottsdale: Greg Davies for Paul Basha
Surprise: Mike Gent
*Tempe: Shelly Seyler
Valley Metro: John Farry
*Wickenburg: Vince Lorefice
*Youngtown: Grant Anderson

EX-OFFICIO MEMBERS ATTENDING

*Street Committee: Chris Hauser, City of El Mirage
*ITS Committee: Marshall Riegel, City of Phoenix
*FHWA: Ed Stillings
* Members neither present nor represented by proxy.

*Bicycle/Pedestrian Committee: Jim Hash, City of Mesa
*Transportation Safety Committee: Dana Alvidrez, City of Chandler
+ - Attended by Videoconference
- Attended by Audioconference

OTHERS PRESENT

John Bullen, MAG
Monique de los Rios-Urban, MAG
Roger Herzog, MAG
Teri Kennedy, MAG
Audra Koester Thomas, MAG
David Massey, MAG
Marc Pearsall, MAG
Jason Stephens, MAG

Tim Strow, MAG
Stephen Tate, MAG
Tristan Black, ASU
Maria Deeb, Mesa
Richard Erickson, ADOT
Christine McMurdy, Goodyear
Lynn Sugiyama, ADOT

1. Call to Order

Chair Dan Cook called the meeting to order at 10:00 a.m. Chair Cook noted that the quorum requirement for the March 31, 2016 Transportation Review Committee meeting was 14 committee members.

2. Approval of Draft February 25, 2016 Minutes

Chair Cook asked the committee if there were any comments on the draft February 25, 2016, meeting minutes. There were none. Mr. Jeff Martin moved to approve the minutes. Mr. Mike Gent seconded the motion. The motion carried unanimously.

3. Call to the Audience

There were no public comments from the audience.

4. Transportation Director's Report

Chair Cook invited Mr. Eric Anderson, MAG Transportation Director, to provide the Transportation Director's Report.

Mr. Eric Anderson stated that Regional Area Road Fund (RARF) revenues for February were up 5% over the last year, which is a little below the historical average. He stated that revenues were up 4.1% year to date. He stated that Highway User Revenue Fund (HURF) revenues were up 4.3% over the last year and up 5.5% year to date. He noted that HURF revenues continue to rebound because of lower fuel prices.

Mr. Eric Anderson stated that the Transportation Policy Committee will have a discussion on the rebalancing of the Regional Freeway and Highway Program in April. He stated that the committee will be asked for guidance for criteria to use to bring projects back into the program.

Mr. Eric Anderson noted the Arizona Bicycling Summit would be held at the Mesa Convention Center on Friday, April 1. He also noted that the American Planning Association's national conference would be taking place in Phoenix over the weekend.

Chair Cook thanked Mr. Anderson for his report.

5. Consent Agenda

Chair Cook directed the Committee's attention to the consent agenda items.

Chair Cook asked the Committee if there were any questions or comments. There were none.

Mr. Jeff Martin moved to approve the consent agenda. Mr. Woody Scoutten seconded the motion. The motion carried unanimously.

5A – Transfer Federal Highway Administration Surface Transportation Program Apportionment from MAG to ADOT

The MAG Transportation Review Committee, by consent, recommended approval of transferring \$80,000,000 in Federal Highway Administration suballocated Surface Transportation Program apportionment from the Maricopa Association of Governments to the Arizona Department of Transportation.

5B – Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and to the 2035 Regional Transportation Plan

The MAG Transportation Review Committee, by consent, recommended approval of amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, and, as appropriate, to the 2035 Regional Transportation Plan.

5C – Changes to Regionally Significant Projects within the Draft FY2017-2021 Transportation Improvement Program (TIP) and the Draft 2035 Regional Transportation Plan (RTP) Amendment

The MAG Transportation Review Committee, by consent, recommended approval of changes to the revised opening dates for rail transit projects within the Draft FY2017-2021 Transportation Improvement Program (TIP) and the amended 2035 Regional Transportation Plan (RTP).

5D – ADOT NOTICE - Change to Applicability of Davis-Bacon Prevailing Wage Rates per the FAST Act

The MAG Transportation Review Committee, by consent, received the ADOT notice regarding the changes to applicability of Davis-Bacon prevailing wage rates per the FAST Act.

5E – Add Bike Share to the List of Design Assistance Eligible Categories for the MAG Design Assistance Program

The MAG Transportation Review Committee, by consent, recommended approval of adding bike share to the list of Design Assistance Program eligible categories.

6. USDOT TIGER VIII - Federal Fiscal Year 2016

Chair Cook invited Ms. Audra Koester Thomas to present this item.

Ms. Koester Thomas stated that TIGER is a competitive discretionary grant which has made 381 awards since 2009. She stated that there has been a 6% success rate in Arizona for applications, and that Arizona has received 7 awards.

Ms. Koester Thomas stated that there is a \$500 million allocation to governmental entities in Fiscal Year 2006. She stated that there is a wide discretionary allowance for eligible projects. She stated that urban area grants can be from \$5 million to \$100 million with a

20% local match. She stated that rural area grants have a \$1 million minimum with no local match.

Ms. Koester Thomas presented five primary criteria for TIGER grants. She noted secondary criteria including innovation and partnerships. She added that projects that target Secretary Foxx's Ladders of Opportunity would compete well.

Ms. Koester Thomas noted some considerations for TIGER projects. The projects must be able to be obligated by June 2019. Projects with environmental work and preliminary engineering in progress or complete play well. She noted the requirement of a cost/benefit analysis and the value of regional support for projects.

Ms. Koester Thomas stated that last year there were two projects endorsed by the region: an urban grant application for the I-10/I-17 spine improvements project with ITS plus dedicated bus transit ramps requesting \$25 million and a rural grant application for the SR-347 overpass in Maricopa, which successfully received \$15 million. She noted that Phoenix submitted an application for the Grand Canal bicycle and pedestrian project, which was the recipient of \$10.3 million.

Ms. Koester Thomas stated that for this year MAG solicited submissions for regional support from member agencies. She stated that Valley Metro vetted transit projects through the Regional Transit Advisory Group (RTAG) and that MAG will be discussing projects for potential regional support.

Ms. Koester Thomas stated that the first project submission was received from Valley Metro for bus-only ramps connecting I-10 and I-17. She noted that the total project cost is \$28.5 million with an anticipated construction date of 2018. She presented a diagram of ramps and a high level review of the project's compatibility with the primary and secondary criteria for TIGER grants. She noted that this project was included as part of last year's urban grant application. She stated that the benefit of the project is a time saving, with the bus only ramps allowing buses to get to the Capitol 15 minutes earlier. She added that the direct downtown connection provides a cost savings for operations.

Ms. Koester Thomas stated that the second project submission was received from the Town of Guadalupe for reconstruction of Avenida del Yaqui. She noted that the project cost is \$6 million with an anticipated construction date of 2019. She noted that the Town of Guadalupe has reported 125 accidents over the last few years and added that there are high pedestrian and vehicle conflicts. She stated that the intent is to replace pavement at the end of its useful life and also to modernize the corridor and improve pedestrian and bicycle access. She stated that they will be modernizing bus stops and addressing traffic efficiencies. She noted that the initial cost/benefit analysis shows a high benefit relative to the safety issues. She stated that this project may play well for the Ladders of Opportunity initiative and that the town has two parcels adjacent to the project that could serve as economic development opportunities if the project is implemented.

Ms. Koester Thomas presented a comparison of the two projects and noted the difference in cost. She stated that the bus ramps are included in the TIP already, but that the Avenida del Yaqui project could be added into the TIP with regional support. She noted that both projects have medium to high value and would score well, but in a different manner.

Ms. Koester Thomas noted that MAG has also received statewide requests for support. She noted that ADOT is applying for funding for SR-189 in Nogales and that the MAG Regional Council supports the acceleration of this project along with the other COGs and MPOs. She stated that ADOT is applying for a TIGER grant for flyover ramps from SR-189 to I-19 northbound. She stated that MAG also received a request for support for the I-10 and Kortsen Road traffic interchange in Casa Grande. She noted that this project would help with access into Casa Grande from I-10.

Ms. Koester Thomas stated that ADOT is pursuing a FASTLANE grant for the I-10 corridor from Phoenix to Tucson, but that there has been no formal request for a letter of support.

Ms. Koester Thomas stated that she is asking for the Committee to identify local projects to recommend for regional support as well as statewide projects.

Mr. John Farry asked what the TIGER grant application says about where the environmental process should be for projects and stated that the Guadalupe project did not have environmental noted. Ms. Koester Thomas responded that they are early in this process, but that the project should not exceed the existing right of way so they may fall under a categorical exemption.

Mr. John Farry stated that the bus ramp project is a longer range project in addition to the bus ramps, noting that it would be used by the future light rail corridor as well. Ms. Koester Thomas stated that the project would be a transit-only ramp, focusing on the commuter bus to start with a long term transition to light rail as it is extended westward.

Mr. Jeff Martin asked if there was any reason that MAG could not apply for both. Ms. Koester Thomas responded that there is nothing precluding MAG supporting two projects. She noted that they would compete against each other and the other potential applicants. She stated that the two projects are dynamic and different and would play to different audiences. She noted that in the past the region has identified one urban and one rural project for support.

Mr. Woody Scoutten asked if there was any feedback as to why the bus lane project was not selected. Ms. Koester Thomas responded that MAG attempted to reach out to USDOT for feedback unsuccessfully. She stated that Valley Metro intended to reach out again but that they have not heard anything.

Mr. Giao Pham noted that the Guadalupe project is more of a safety project and asked if there is an option for Highway Safety Improvement Program (HSIP) funding if it is unsuccessful in applying for a TIGER grant. Ms. Koester Thomas responded that no other current funding is identified. She stated that she thinks it is a valued project and that there are other potential funding options. She noted that the town is seeking out private resources and support from the Pascua Yaqui tribe. She stated that they will continue to pursue other funding options, but that this is an opportunity to seek out TIGER funding and to be competitive with the Ladders of Opportunity target.

Mr. Jeff Martin moved to recommend regional support for the I-10/I-17 bus ramps, the

Town of Guadalupe Avenida del Yaqui reconstruction, and the two projects of statewide significance. Mr. Woody Scoutten seconded the motion. The motion carried unanimously.

7. Draft FY 2017-2021 MAG Transportation Improvement Program (TIP) - Interim Listing of Projects For an Air Quality Conformity Analysis

Chair Cook invited Ms. Teri Kennedy to present this item.

Ms. Kennedy noted that the Fiscal Year 2017-2021 TIP is currently under development. She stated that MAG began the early phase public involvement with the call for projects in August. She noted that the Transportation Review Committee reviewed applications for bicycle and pedestrian, ITS, paving, and Pinal County STP funding. She stated that MAG is now consulting Federal, state, and local agencies on regionally significant projects to be included in the TIP. She noted an anticipated June 22nd Regional Council approval. She noted that MAG is also consulting with SCMPO as there is a shared nonattainment area.

She stated that the current TIP listings are incrementally ready for review. She noted that the highway, rail, and Arterial Life Cycle Program listings are ready and that bus listings are moving through the Transit Committee. She noted that the TIP also includes Funding and will have listings coming next month that show expected funding for projects. She stated that the listings do not include local or private street projects or anything included in the Unified Planning Work Program, noting a group listing of street sweeper purchases is listed.

She stated that there is a mid-phase public hearing on April 27th and a final phase public hearing on June 7th with expected Regional Council review for approval on June 22nd. She requested that members contact MAG staff with corrections.

Chair Cook thanked Ms. Kennedy for her presentation.

8. Update on Performance Measures and Targets Advisory Group

Chair Cook invited Ms. Monique de los Rios-Urban to present this item.

Ms. de los Rios-Urban stated that she last gave an update on the performance program in 2015 and that she has given a business card with the URL of the web products to the Committee members.

Ms. de los Rios-Urban stated that she would be presenting on four topics: federal legislation, tasks involved in the Performance Measurement Technical Advisory Group (PMTAG), the latest projects online for reporting performance, and the upcoming state mandated performance audit.

Ms. de los Rios-Urban stated that the FAST Act adopted all of MAP-21's performance requirements. She stated that there are currently eight rules going through the rulemaking process and two rules have been issued. She noted that the comment periods are open for two rules and closed for three rules. She stated that the system performance rule is anticipated to be controversial, but it has not been proposed yet.

Ms. de los Rios-Urban stated that the PMTAG is made up of nine volunteer agencies with representation from FHWA and ADOT and that they are tasked with development of performance measurement methodologies and targets. She stated that the FAST Act brought in all of the MAP-21 performance requirements and presented the seven national goals as issued by USDOT and FHWA. She stated that MAG is focusing on less defined or prescribed national goals. She noted that when MAG started working on performance management, the entire field of performance measurement was not very well developed.

Ms. de los Rios-Urban stated that the guiding principles are the basis for the development of performance measures. She stated that targets need to be identified and need to be instrumental in performance based planning and programming. She stated that the PMTAG is working on developing techniques needed to develop targets. She stated that after targets are identified and agreed upon, they will influence plans and the programming process. She noted that MAG has recently gone through programming for various funding sources and that performance based tools were applied on all project applications.

Ms. de los Rios-Urban presented a table showing the status of the rulemaking process. She noted that the first two rules are safety related and will become effective in April. She stated that the next step is for states and MPOs to coordinate on implementation of various requirements. She noted that the planning rule has separate rules on urban and rural areas on the development of the Regional Transportation Plan. She stated that the fourth and fifth rules are very prescriptive on asset management requirements. She noted that a small group has been established to coordinate these as MAG starts implementation of these requirements. She noted that the sixth rule is the one MAG is most prepared for through the analytical tools that have been developed. She noted that for transit, the Federal Transit Administration (FTA) has issued a proposed rule for transit safety.

Ms. de los Rios-Urban stated that the PMTAG is meeting quarterly. She stated that in order to create discussion groups, MAG has reviewed and run scenarios to model future performance for the region. She stated that they are also looking at observed data for the last five years. She stated that the purpose is to develop ranges for which targets can be identified

Ms. de los Rios-Urban stated that targets are important because they provide clarity and confirm performance decisions. She noted that targets provide context for evaluating the effectiveness of decisions. She stated that to look at the system comprehensively, the PMTAG has looked at the entire freeway system and main commuting corridors to identify parameters and ranges within which targets will be located.

Ms. de los Rios-Urban presented three types of targets based on a review of various techniques states and MPOs will use to develop targets. She stated that the least favorable is an aspirational target not based on data. She stated that another way to create a target is to draw a straight line projection. She stated that a third way is to look at indexes that provide a relationship between demand and supply. She noted that any target can be expressed as a fixed number or a date in the future or can be expressed within a range or a direction.

Ms. de los Rios-Urban stated that the PMTAG divided the freeway and arterial system into corridors important for the region. She stated that they went back to 2010 and looked at population, employment, and vehicle-miles traveled for the last five years, nothing that

they looked at percent changes, volumes and speeds. She stated that this analysis gives us certainty that when we look at targets we are not looking at them in a vacuum. She noted that another consideration is that if we look at targets as 100% achievement of a goal, it is almost impossible to jump to 100% directly. She noted that established reporting intervals can look at incremental growth in achievement of target

Ms. de los Rios-Urban stated that while we will know where ultimate goal is, reality will change the pace at which we advance toward ultimate goal. She stated that the PMTAG is working on several numbers and indexes to identify goals for next few years. She noted that at the next PMTAG meeting they may develop logical ranges for targets.

Ms. de los Rios-Urban stated that MAG continues to enhance the data source base with the ADOT freeway management system and third party data. She stated that the NPMRDS data from FHWA includes daily data on the National Highway System freely available to all government agencies that deal with highway systems. She stated that MAG processes this data as it relates to performance. She stated that the dashboard keeps growing and that MAG plans to update it every six months.

Ms. de los Rios-Urban stated that performance is included in planning and programming documents. She noted that the RTP has a performance chapter which they will be revisiting with performance data. She added that part of the TIP results from performance analysis of potential projects.

Ms. de los Rios-Urban stated that there were 25 recommendations received from auditors after the 2010 performance audit and that MAG has completed 24 of the 25 recommendations. She noted that the only recommendation not completed is the placement of a transit representative on the Transportation Policy Committee which would have required a legislative response. She noted that this requirement has been changed and is no longer an issue. She stated that they will be selecting a consultant soon for the next audit.

Mr. Jeff Martin stated that Valley Metro went through a long process on transit standards and performance measures. He stated that they spent over a year developing performance measures based heavily on ridership, land use, density, and transit dependence. He stated that performance measures are going to heavily impact ability to add additional transit corridors in the future. He asked if MAG is trying to do something similar for evaluating future highway corridors and lane additions. Ms. de los Rios-Urban responded that there is an internal MAG staff group looking at the next generation RTP. She stated that in that environment performance management is being included in the decision making process. She stated that currently MAG uses performance measurement embedded in tools to evaluate projects for federal funding and inclusion in the TIP given that the life cycle programs have previously selected projects.

Chair Cook thanked Ms. de los Rios-Urban for her presentation.

9. Federal Highway Administration Repurposing of Earmarked Funds in Arizona and the MAG Region

Chair Cook invited Ms. Teri Kennedy to present this item.

Ms. Kennedy stated that on March 8, 2016, the Federal Highway Administration (FHWA) issued guidance on the repurposing of earmarks. She stated that on March 13, 2016, news agencies picked up on the story of \$2 billion available to Arizona through earmark repurposing.

Ms. Kennedy stated that all projects listed on the USDOT website are earmark projects designated over 10 years ago, and the intent of the FAST Act is to repurposes funding and clean up old earmark projects to help shore up Federal funding for transportation projects. She stated that there are two groups of projects on the DOT website: projects which are less than 10% obligated and projects which are more than 10% obligated. She stated that some tasks need to be done to determine if projects will obligate as originally awarded. If not, the funding could be made available for repurposing within 50 miles of the original project that received the earmark.

Ms. Kennedy stated that two projects have not obligated any funding: US-60 from 67th Avenue to McDowell Road for \$1.6 million and US-60 in Wickenburg for \$1.6 million. She noted that five projects have obligated more than 10% of their funding and those are listed in the agenda packet. She noted an error on the USDOT website that AZ056 is not listed correctly. She stated that, according to ADOT, the project is actually I-10 from Ina Road to Tangerine Road in Pima County.

Ms. Kennedy presented the locations of each project and a 50 mile radius. She noted the projects in green could have their funding repurposes and that all \$3.2 million could be spent in the intersection of the two circles.

Ms. Kennedy stated that states need to work with FHWA to ensure all earmarks and allocated funds are listed correctly and that there is a limited time to meet repurposing eligibility. She stated that projects to be repurposed this year would need to be submitted by August 2016 to ensure there is obligation authority available. Projects to be repurposed would have to be noted in the memorandum. She stated that any projects that would obligate earlier than September 30, 2019 would need to be identified by September 2016.

Ms. Kennedy stated that ADOT is going through the statewide list of projects to identify the original intent of the earmarks and will be contacting agencies that have projects on the list. She noted that Avenida Rio Salado is an ALCP project that was resegmented and is currently under construction and that Phoenix does intend to use all of that funding. She stated that other projects are less well defined and that ADOT is continuing to look at those projects. She noted that just because there is an earmark that there may not be obligation authority with that earmark.

Ms. Kennedy stated that ADOT will have a method and schedule for repurposing that will probably be presented to the Committee in April. She stated that if one of the projects is in a member agency's area, that the member agency's staff should look at the history of the project if they were involved in receiving the earmark or identified as the lead agency. She stated that member agencies should contact Mr. Patrick Stone at ADOT with any projects to submit for repurposing funds.

Vice Chair Debbie Albert stated that Glendale has worked with ADOT on improvements to Grand Avenue at Bethany Home Road and Northern Avenue which would fall within the

eligible area. She stated that Glendale is in the process of submitting a letter to ADOT about other areas they would like to see improved.

Chair Cook thanked Ms. Kennedy for her presentation.

10. ADOT Red Letter Process

Chair Cook invited Mr. Richard Erickson from ADOT to present this item.

Mr. Erickson stated that in June 1996 the MAG Regional Council approved the Red Letter process which requires MAG member agencies to notify ADOT of potential development impacts in freeway corridors. He stated that the Red Letter program is a proactive program which allows ADOT to try to stay ahead of programmed developments and their impacts on the Region's transportation corridors.

Mr. Erickson stated that it costs less to pay for vacant land than it does for completed development when ADOT expands freeways and highways. He stated that there are four submittals to MAG per year. In January and July ADOT submits summaries of notices received and in April and October ADOT submits participation requests. He stated that the summaries do not necessarily reflect the participation of jurisdictions and that ADOT receives notices from developers, attorneys, utilities, and other stakeholders.

Mr. Erickson stated that the Red Letter program is an opportunity to foresee problems and avoid issues that could potentially raise costs for MAG, ADOT, and private developers. He noted that if no notice is provided, the impact will still be discovered in the field and added costs will become known if the impacts are not identified.

Mr. Erickson stated that ADOT is interested in impacts within one quarter mile of facilities. He stated that ADOT usually tries to control access for 660 feet into local cross streets. He noted a lot of notices are received in areas where ADOT still has jurisdiction and there are access issues. He stated that he will inform the developer and engineer of the ADOT permit office to work with access issues.

Mr. Erickson stated that the Red Letter program is primarily for protective buying purchases. He stated that if ADOT has a situation where property can be purchased, they can either purchase it undeveloped, which costs less, or wait and buy developed property which costs more. He noted that ADOT cannot interfere with private property owners developing their own property. He stated that if ADOT is going to purchase properties, the project has to be in the five-year program, the route has to be known and established, and funding has to be available. If any are lacking, ADOT cannot proceed with purchasing the property.

Mr. Erickson stated that a new area that has come up is the sound/noise mitigation program. He stated that if a multifamily project comes in from a local municipality that does not require ADOT contact, ADOT informs the developer of their availability and gives them the contact of the sound/noise specialist for multifamily development.

Mr. Erickson requested that member agencies participate in the program and noted that submissions can be made by mail or email.

Mr. Eric Anderson thanked Mr. Erickson for the presentation and stated that it is good to be reminded of the Red Letter process. He noted that the Committee members are mostly on the transportation side and requested the members let their development services know to participate in the program.

Chair Cook stated that Chandler had participated in the program with the SR-101L Price and SR-202L Santan Freeways and that it helped many issues go smoothly with the development of the freeway and adjacent properties.

Chair Cook thanked Mr. Erickson for his presentation.

11. Request for Future Agenda Items

There were no requests for future agenda items.

12. Member Agency Update

There were no updates from member agencies.

13. Next Meeting Date

The next regular Transportation Review Committee meeting will be scheduled for Thursday, April 28, 2016 at 10:00 a.m. in the MAG Office, Saguaro Room.

The meeting was adjourned at 11:11 a.m.

ATTACHMENT #1

Agenda #5A

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review

DATE:

April 21, 2016

SUBJECT:

Federal Transit Administration Funding Projections for the MAG Region

SUMMARY:

Congress establishes the funding for Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) programs through authorizing legislation that amends the U.S. Code. On December 4, 2015, President Obama signed the Fixing America's Surface Transportation Act (FAST Act) reauthorizing surface transportation programs through Fiscal Year 2020. MAG in coordination with ADOT Financial Management Services have developed FHWA projections, and MAG in coordination with Valley Metro-RPTA and the City of Phoenix as Designated Recipient/Direct Recipient of FTA funds, have developed revised FTA projections for the MAG region. Information included in development of the projections is based on the FAST Act, federal and state guidance information, and historical projections.

Overall the federal apportioned revenues are projected to increase by 7.66% in the MAG region for the five year Transportation Improvement Program (TIP) window over the currently approved FY2014-2018 TIP window. The FHWA projections included in Table 7a, and 7b for annual apportionments total over \$530.91 million for the Draft FY2017-2021 TIP window. The FTA projections included in Table 6a, and 6b for annual apportionments total over \$468.7 million for the Draft FY2017-2021 TIP window. If the region is successful with nationwide and statewide competitive funding awards, the region's federal transit revenues could approach \$880 million in funding over the five year TIP window. The FHWA and FTA regional projections will be used to prepare the Draft FY2017-2021 TIP, expected to be included in the June MAG Regional Council agenda. Please see attached materials.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Updated projections allow better planning and perspective programming of future federal funding for the region.

CONS: None

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The projections will be used to generate preliminary planning and programming for the Draft FY2017-2021 TIP.

POLICY: Development of the Regional FTA funding projections complies with guidance and the Code of Federal Regulations, Title 23, Part 450, Subpart C, Section Sec. 450.324 Transportation improvement program for developing revenue projections.

ACTION NEEDED:

For information and discussion.

PRIOR COMMITTEE ACTIONS:

The FTA projections are on the April 19, 2016 MAG Transit Committee Agenda. An update will be provided.

CONTACT PERSON:

Teri Kennedy, MAG (602) 254-6300.

Table 6a
Federal Transit Administration Projected Funding Levels In MAG Region

PHX/MESA UZA

Year of Expenditure, In Million of \$

PHX/MESA UZA Apportionments										Competitive		All Transit Total
Fiscal Year	5307~	Phx-Msa	5337			5339	*FHWA-MAG	*FHWA ADOT	SUB TOTAL	***Discretionary	***Discretionary	
	5307 & 5340	5310	FGM	SGR HI Bus	Sub Total 5337	5339(a)	Transit CMAQ Flex	STP-AZ Flex		5309 S/N Starts	TIGER, 5339bc, or Other	
2017	52.33	3.11	.40	3.20	3.60	4.85	16.95	3.01	83.86	30.00	.00	113.86
2018	53.44	3.18	2.31	3.26	5.56	4.96	17.18	3.01	87.33	75.00	.00	162.33
2019	54.58	3.25	4.61	3.31	7.92	5.06	17.71	3.01	91.53	100.00	.00	191.53
2020	55.53	3.31	4.68	3.36	8.04	5.14	17.98	3.01	93.00	100.00	.00	193.00
2021	56.50	3.36	4.75	3.41	8.16	5.21	18.29	3.01	94.54	100.00	.00	194.54
17-21	272.39	16.21	16.75	16.55	33.30	25.22	88.11	15.03	450.27	405.00	.00	855.27

Table 6b
Federal Transit Administration Projected Funding Levels In MAG Region

AVN/GY - UZA

& Rural Areas

Year of Expenditure, In Million of \$

AVN/GY UZA Apportionments								Competitive, subject to substantial change					TOTAL
Fiscal Year	5307	Avn-GY	5337			Avn-GY	SUB TOTAL	ADOT Discretionary**	***Discretionary	ADOT Discretionary	ADOT Discretionary	***Discretionary	
	5307 & 5340	5310	FGM	SGR HI Bus	Sub Total 5337	5339(a)		5307 or 5339	5309 S/N Starts	5310**	5311**	TIGER, 5339bc, or Other	
2017	3.11	.00	.00	.00	.00	.00	3.11	1.00	.00	.26	.46	.00	4.37
2018	3.17	.00	.00	.00	.00	.00	3.17	1.00	.00	.26	.47	.00	4.43
2019	3.23	.00	.00	.16	.16	.00	3.39	1.00	.00	.26	.47	.00	4.65
2020	3.29	.00	.00	.17	.17	.00	3.46	1.00	.00	.26	.48	.00	4.72
2021	3.35	.00	.00	.17	.17	.00	3.52	1.00	.00	.26	.49	.00	4.78
17-21	16.15	.00	.00	.50	.50	.00	16.65	5.00	.00	1.29	2.37	.00	22.94

*MAG Sub-allocated FHWA funding flex, Annual State Tboard award;

~ Portion can be used for operations, see dedicated programming.

*** Nationwide discretionary

FAST Act is authorized through FY2020. Census updates will change in FY2023. All Funding is subject to change. Information provided for general planning.

Table 7A
MAG FEDERAL HIGHWAY ADMINISTRATION FUNDS: FY 2017-2021 Projections
 (Year of Expenditure Dollars in Millions)

MAG Sub-Allocations FHWA Ledger: Appropriations For The FY2017-2021 TIP											
Funding Levels By Mode and MAG Program											
Year	STP Breakout -with OA applied				CMAQ Breakout - with OA applied						
	Fwy/Hwy GAN Debt Service*	Non Lifecycle	Arterial - ALCP	Total STP	FLCP ¹	Arterial-ALCP ¹	ITS	Flex to Transit	Bicycle/ Ped.	Air Quality	Total CMAQ
2017	.00	1.21	47.97	49.18	8.16	1.11	6.07	16.95	8.03	6.89	47.21
2018	.00	1.21	48.38	49.60	8.29	3.59	3.68	17.18	8.14	6.99	47.86
2019	.00	1.23	49.90	51.13	8.57	3.79	3.68	17.71	8.39	7.20	49.34
2020	.00	1.25	50.60	51.84	8.71	7.57	.00	17.98	8.51	7.31	50.09
2021	.00	1.27	51.41	52.67	8.87	7.68	.00	18.29	8.66	7.44	50.94
17-21	\$0.00	\$6.17	\$248.25	\$254.42	\$42.60	\$23.74	\$13.43	\$88.11	\$41.73	\$35.84	\$245.45

OA= Obligation Authority, rates may change substantially each year.
 Rounding may occur.

Table 7B
MAG FEDERAL HIGHWAY ADMINISTRATION FUNDS:
FY 2017-2021 Projections
 (Year of Expenditure Dollars in Millions)

MAG Sub-Allocations FHWA Ledger: Appropriations For The FY2017-2021 TIP					
Funding Levels By Mode and MAG Program					
Year	Specific Programs with OA applied				Grand Total For Programs
	CMAQ 2.5	HSIP	Transportation Alternatives Urban & Non-Urban SRTS	Transportation Alternatives Urban & NU, Infrastructure	
2017	.70	1.80	.40	4.20	103.49
2018	.71	1.80	.40	4.26	104.62
2019	.73	.00	.40	4.38	105.98
2020	.74	.00	.40	4.45	107.52
2021	.75	.00	.40	4.52	109.29
17-21	\$3.63	\$3.60	\$2.00	\$21.81	\$530.91

ATTACHMENT #2

Agenda Item #5B

**TABLE B: Requested amendments and administrative modifications to the
FY 2014-2018 MAG Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan¹, TIP AMENDMENT #20**

Sort: Section, Agency, Location, Work Year

TIP Amendment #20																				
Agency	Section	Work Year ⁴	TIP ID	MAG ID	Location	Work	Miles	Lanes Before	Lanes After	Federal ID/ALI	In Life Cycle Program	TRACS/Grant ID	MAG Mode	Funding	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request
ADOT	Highway	2016	DOT13-107D4	20301	88: Apache Junction - Tortilla Flat	Design Pavement Preservation	9	2	2	-----	5-year	-----	Freeway	NHPP	2016	198,030		11,970	210,000	Amend: Add new workphase with additional funding.
Phoenix	Highway	2017	PHX17-447	7139	Area bounded by Peoria Avenue to the north, Mountain View Road to the south, 7th Avenue to the east and 15th Avenue to the west	Design sidewalk, curb and gutter, ADA ramps and lighting	0	0	0	-----	None	-----	Bike/Ped	Local	2017	-	-	291,750	291,750	Amend: Change work year to 2017. Change funding to all local. No change in total cost.
Phoenix	Highway	2017	PHX18-414D	8193	Various locations in Phoenix	Design eighteen HAWK signals to be constructed in three phases	0	0	0	-----	None	-----	Bike/Ped	Local	2017	-	-	270,000	270,000	Amend: Change work year to 2017. Change funding to all local. No change in total cost.

Notes

1. Rows in the report are sorted in order by the following columns: Section, Agency, Year and TIP ID. Changes are in 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 federal funds (if any) 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.

5. Changes are in red font. Deletions are shown in strike through font.

ATTACHMENT #3

Agenda Item #6

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

April 21, 2016

SUBJECT:

Arterial Life Cycle Program Fiscal Year 2016 Closeout Process

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, which were approved by the MAG Regional Council on June 24, 2015.

Projects in the ALCP are funded through a combination of the half-cent sales tax allocated to arterial roads, known as the Regional Area Road Fund (RARF), and federal funds. Section 250 of the ALCP Policies and Procedures establishes an annual closeout process to advance reimbursements programmed with RARF from future fiscal years to the current fiscal year. If there is a balance of RARF funding available in the current fiscal year, closeout funds are awarded to projects based on the following order:

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

Section 260 of the ALCP Policies and Procedures establishes an annual closeout process to advance reimbursements programmed with federal funding from future fiscal years to the current fiscal year. Projects are advanced based on their readiness and ability to obligate before the Arizona Department of Transportation (ADOT) fiscal year deadline.

In March 2016, MAG staff performed an analysis on the ALCP revenues and expenditures and determined that federal and RARF closeout funds would be available in Fiscal Year (FY) 2016. As a result, MAG staff issued a call-for-applications to the ALCP Working Group in early March. Applications were due on April 4, 2016 and a total of two were received for RARF funding and three for federal funding.

MAG staff reviewed the applications for eligibility, FY 2016 programmed reimbursements versus actual reimbursements, historical trends in revenue collections, and the impact of closeout scenarios on the draft FY 2017 ALCP. During that review, one project submitted for RARF closeout was determined to be ineligible. Based on the analysis, MAG staff recommends that the remaining project, Lake Pleasant Parkway: West Wing Parkway to Loop 303, receive full funding advancement to FY 2016.

It is estimated that \$13.5 million of federal fund obligation authority will need to be used by the end of the fiscal year. However, the exact total is subject to change based on many factors, including final vouchers issued by ADOT and project deferrals. Based on the review of projects and discussions with the Lead Agencies, MAG staff recommends that the Gilbert Road Light Rail project receive an advancement of \$13.5 million of federal fund closeout, and that the remaining two projects advance

to FY 2017 in the draft FY 2017 Arterial Life Cycle Program. If advanced to FY 2017 in the draft FY 2017 Arterial Life Cycle Program, the projects can obligate after the new state fiscal year (July 1) as needed to use MAG's obligation authority.

Please refer to the attached table summarizing the list of eligible projects, copies of the closeout application, a copy of the relevant excerpts from the ALCP Policies and Procedures detailing the closeout process, and TIP amendment table.

PUBLIC INPUT:

None has been received.

PROS & CONS:

PROS: The closeout process provides a mechanism to distribute RARF to agencies with completed projects to help offset costs and encourage additional investment in roadway improvements and distribute federal funds to agencies with projects that are ready to ensure no federal funding is lost from the region.

CONS: The closeout process advances reimbursements from future fiscal years which increases the financial risk to future reimbursements in the program.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The closeout process encourages agencies to complete their projects early.

POLICY: The closeout process is detailed in Section 250 and Section 260 of the Arterial Life Cycle Program Policies and Procedures.

ACTION NEEDED:

Recommend approval of the proposed Fiscal Year 2016 closeout list and the necessary amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, the FY 2016 Arterial Life Cycle Program, draft FY 2017 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

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

FY2016 Regional Area Road Fund (RARF) Closeout Projects

Fiscal Year for Reimb.	RTP ID	Lead Agency	Project Name	Fiscal Year for Work	Amount Programmed in Millions (2015\$)	Amount Eligible in Millions (2015\$)	Recommended Advancement in Millions (2015\$)	Note
2024/2025	ACI-SGB-10-03-B	Mesa	Signal Butte Road: Elliot Rd to Ray Rd	2009-Current	9.436	8.677	0.000	Project ineligible for closeout; not yet completed.
2025/2026	ACI-LKP-10-03-A	Peoria	Lake Pleasant Pkwy: West Wing Pkwy to L303	2010-2015	12.546	10.650	10.650	Recommend full advancement

FY2016 Federal Fund Closeout Projects

Fiscal Year for Reimb.	RTP ID	Lead Agency	Project Name	Recommended Advancement in Millions (2015\$)	Note
2016-2022	ACI-LRT-10-03	Mesa	Mesa Main Street: Mesa Dr to Gilbert Rd Light Rail Extension	13.500	Recommend \$13.5 m advancement to FFY 2016
2023	ACI-PRC-10-03-B	Chandler	Chandler Heights Rd: McQueen Rd to Gilbert Rd	1.721	Recommend \$1.721 advancement to FY17 as part of the draft FY17 ALCP. If needed, project can obligate after July 1 to ensure MAG's FFY 2016 obligation authority is used.
2022	ACI-OCT-10-03	Chandler	Ocotillo Rd: Gilbert Rd to 148th Street	0.820	Recommend \$0.820 advancement to FY 17 as part of the draft FY 17 ALCP. If needed, project can obligate after July 1 to ensure MAG's FFY 2016 obligation authority is used.



**ARTERIAL LIFE CYCLE PROGRAM
FY 2016 RARF CLOSEOUT
Project Eligibility Form**

INSTRUCTIONS

Please complete the form below and submit it to MAG by April 4, 2016. Completed forms should be sent to John Bullen by email at jbullen@azmag.gov or by mail to 302 N. 1st Avenue, Suite #300, Phoenix, AZ 85003.

SECTION A: CONTACT INFORMATION

Lead Agency City of Peoria
 Contact Name Andrew Granger
 Title Director of Development and Engineering
 Telephone 623-773-7215 E-mail Address Andrew.Granger@peoriaaz.gov

SECTION B: ALCP PROJECT DETAILS

Please use the FY 2016 Arterial Life Cycle Program published on March 23, 2016 to complete the fields listed below. To download a copy of the FY 2016 ALCP, please visit the MAG website at:

<http://www.azmag.gov/ALCP>

Project #1 Lake Pleasant Pkwy: West Wing Parkway to Loop 303
 RTPID ACI-LKP-10-03-A TIP # PEO21-101RRB, PEO25-101RRB, PEO25-101CRB, PEO26-101CRB
 Project Completion Date June 2015 Final Invoice Date March 4, 2015
 Remaining Regional Budget \$14,795,532.82 (including FY16)

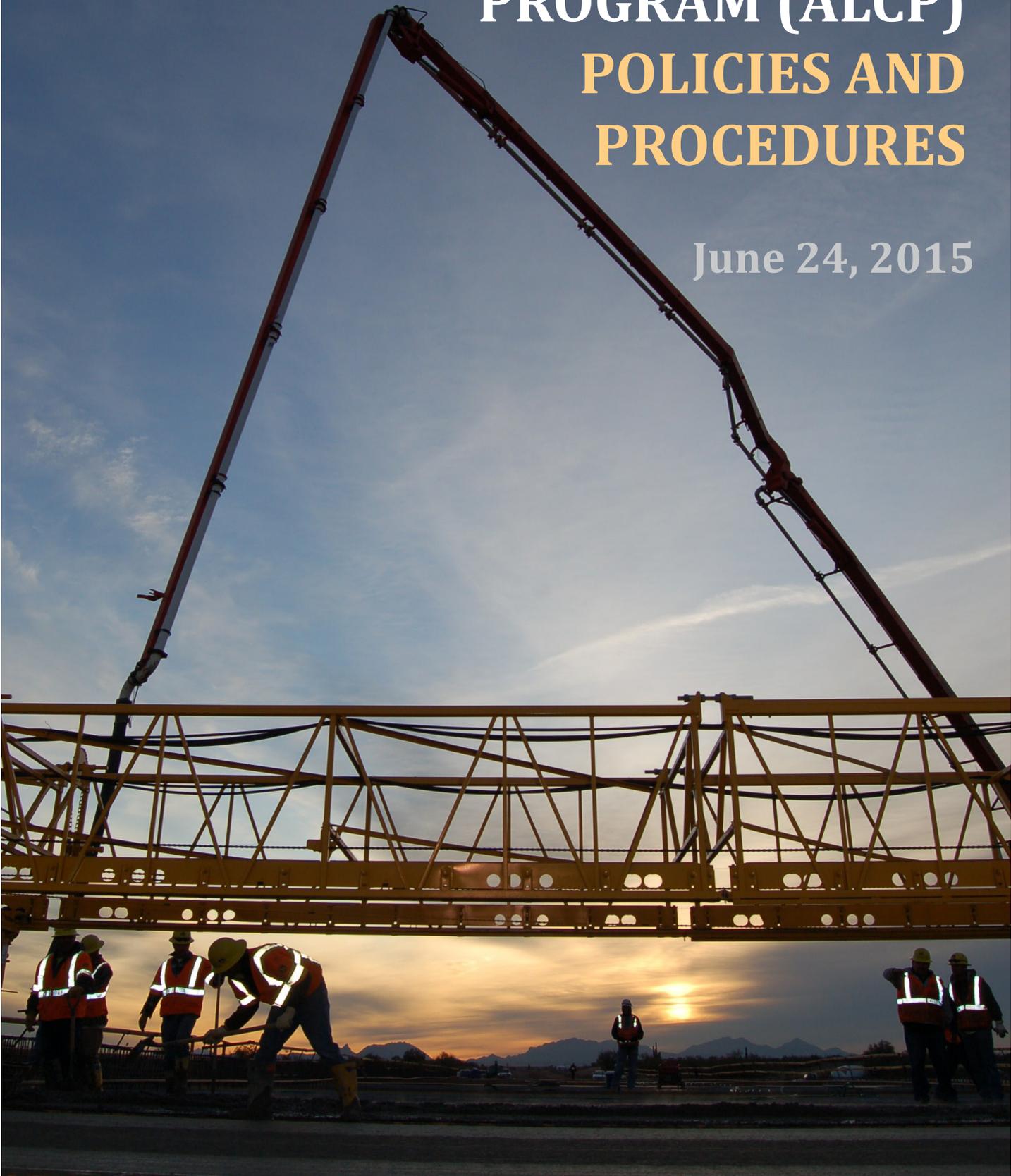
Work Phase	Fiscal Year for Work	Fiscal Year for Reimbursement	Programmed Reimbursement
Pre-Design	2010	2012	\$735,311.44 (already reimbursed)
Design	2011-2013	2012	\$1,257,604.16 (already reimbursed)
Design	2011-2013	2016	\$841,608.64 (already reimbursed)
ROW	2011/2012	2012	\$651,760.40 (already reimbursed)
ROW	2011/2012	2016	\$350.00 (already reimbursed)
ROW	2011/2012	2021	\$928,331.30
ROW	2011/2012	2025	\$106,440.88
Construction	2013-2015	2016	\$1,408,041.36 (already reimbursed)
Construction	2013-2015	2025	\$6,520,156.38
Construction	2013-2015	2026	\$3,095,174.71
Project Savings	--	2026	\$1,895,429.55
Total			\$17,440,208.82

***Requested closeout amount totals \$10,650,103.27 based on reimbursable expenses**



ARTERIAL LIFE CYCLE PROGRAM (ALCP) POLICIES AND PROCEDURES

June 24, 2015



Projects be carried forward to the next year and adjusted to account for the past years' 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.

SECTION 250: ALCP RARF CLOSEOUT

- A. Annually, MAG Staff will determine the availability of RARF funds to be used for the ALCP RARF Closeout.
 - 1. MAG Staff will demonstrate the fiscal constraint of the ALCP with proposed ALCP RARF Closeout options.
 - 2. A Project or Project segment in the ALCP may not be adversely impacted, delayed, reduced or removed as a result of the reimbursement of RARF funds in the Closeout process to another Project, portion or segment.
 - 3. Lead Agencies and other agency(ies)/jurisdiction(s) listed in a Project Agreement that receive RARF Closeout funds will not be liable to reimburse the RARF funds to the Program if a Program deficit occurs in the future.
- B. Lead Agencies should submit a RARF Closeout Notification to MAG per eligible project.
- 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.
 - 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 project 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

- A. If there is a balance of program funds in a given year, 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 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:
 - a. Completed Project

Table A. ALCP Project Changes to the Fiscal Year 2014-2018 MAG Transportation Improvement Program and the FY 2016 Arterial Life Cycle Program¹

ALCP - IN TIP			Project Description	Fiscal Year	Est. Date Open	Length (miles)	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	TRACS	Notes:	RTP ID
TIP #	Agency	Project Location																	
PEO21-101RRB	Peoria	Lake Pleasant Pkwy: West Wing Parkway to Loop 303	Acquisition of right-of-way for roadway widening	2016	Sep-14	2.5	2	4	RARF	(928,331)	-	928,331	-	2016	RARF	928,331		Amend: New TIP listing. Advance project right-of-way phase from 2021 to 2016. FY 2016 RARF Closeout.	ACI-LKP-10-03-A
PEO25-101RRB	Peoria	Lake Pleasant Pkwy: West Wing Parkway to Loop 303	Acquisition of right-of-way for roadway widening	2016	Sep-14	2.5	2	4	RARF	(106,441)	-	106,441	-	2016	RARF	106,441		Amend: New TIP listing. Advance project right-of-way phase from 2025 to 2016. FY 2016 RARF closeout.	ACI-LKP-10-03-A
PEO25-101CRB	Peoria	Lake Pleasant Pkwy: West Wing Parkway to Loop 303	Construct roadway widening	2016	Sep-14	2.5	2	4	RARF	(6,520,156)	-	6,520,156	-	2016	RARF	6,520,156		Amend: New TIP listing. Advance project construction phase reimbursement from 2025 to 2016. FY 2016 RARF closeout.	ACI-LKP-10-03-A
PEO26-101CRB	Peoria	Lake Pleasant Pkwy: West Wing Parkway to Loop 303	Construct roadway widening	2016	Sep-14	2.5	2	4	RARF	(3,095,175)	-	3,095,175	-	2016	RARF	3,095,175		Amend: New TIP listing. Advance project construction phase reimbursement from 2026 to 2016. FY 2016 RARF closeout.	ACI-LKP-10-03-A
ELM20-102RRB	El Mirage	Thunderbird Rd: El Mirage Road to Grand Avenue	Acquisition of right-of-way for roadway widening	2016	Dec-16	0.5	4	4	RARF	(1,156,950)	-	1,156,950	-	2016	RARF	1,156,950		Amend: Increase 2016 project right-of-way phase reimbursement from ACI-ELM-20-03-F ROW phase.	ACI-ELM-20-03-E
ELM16-103RRB	El Mirage	El Mirage Rd: Peoria Avenue to Cactus Road	Acquisition of right-of-way for roadway widening	2016	Dec-16	1.0	2	4	RARF	(292,821)		292,821		2016	RARF	292,821		Amend: Decrease 2016 project ROW phase reimbursement to match actuals and transfer balance to ACI-ELM-20-03-E ROW phase.	ACI-ELM-20-03-F
ELM16-102RWZ	El Mirage	El Mirage Rd: Cactus Road to Grand Avenue	Acquisition of right-of-way for roadway widening	2016	Dec-16	1.5	4	4	Local	(3,404,053)			(3,404,053)	--	--	--		Amend: Delete TIP listing. No right-of-way needed.	ACI-ELM-30-03-A
ELM16-102RRB	El Mirage	El Mirage Rd: Cactus Road to Grand Avenue	Acquisition of right-of-way for roadway widening	2016	Dec-16	1.5	4	4	RARF	(625,000)		625,000		2016	RARF	625,000		Amend: Delete TIP listing. No right-of-way needed. Transfer reimbursement to construction phase.	ACI-ELM-30-03-A
ELM17-102RRB	El Mirage	El Mirage Rd: Cactus Road to Grand Avenue	Acquisition of right-of-way for roadway widening	2017	Dec-16	1.5	4	4	RARF	(625,000)		625,000		2017	RARF	625,000		Amend: Delete TIP listing. No right-of-way needed. Transfer reimbursement to construction phase.	ACI-ELM-30-03-A
ELM18-102RRB	El Mirage	El Mirage Rd: Cactus Road to Grand Avenue	Acquisition of right-of-way for roadway widening	2018	Dec-16	1.5	4	4	RARF	(1,132,837)		1,132,837		2018	RARF	1,132,837		Amend: Delete TIP listing. No right-of-way needed. Transfer reimbursement to construction phase.	ACI-ELM-30-03-A
ELM25-104CRB	El Mirage	El Mirage Rd: Cactus Road to Grand Avenue	Construct roadway widening	2016	Dec-16	1.5	4	4	RARF	(625,000)	-	625,000	-	2016	RARF	625,000		Amend: New TIP listing. Transfer right-of-way reimbursement to project construction phase.	ACI-ELM-30-03-A
ELM26-104CRB	El Mirage	El Mirage Rd: Cactus Road to Grand Avenue	Construct roadway widening	2017	Dec-16	1.5	4	4	RARF	(625,000)	-	625,000	-	2017	RARF	625,000		Amend: New TIP listing. Transfer right-of-way reimbursement to project construction phase.	ACI-ELM-30-03-A
ELM27-104CRB	El Mirage	El Mirage Rd: Cactus Road to Grand Avenue	Construct roadway widening	2018	Dec-16	1.5	4	4	RARF	(1,132,837)	-	1,132,837	-	2018	RARF	1,132,837		Amend: New TIP listing. Transfer right-of-way reimbursement to project construction phase.	ACI-ELM-30-03-A
VMR19-102GTEZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Guideway and Track Elements	2016	Dec-18	2.0	4	2	CMAQ	452,455	7,485,345	-	7,937,800	2016	CMAQ	7,485,345		Amend: Advance to FFY2016; ALCP Closeout.	ACI-LRT-10-03

Table A. ALCP Project Changes to the Fiscal Year 2014-2018 MAG Transportation Improvement Program and the FY 2016 Arterial Life Cycle Program¹

4/20/2016

ALCP - IN TIP			Project Description	Fiscal Year	Est. Date Open	Length (miles)	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year	Fund Type	Regional Reimb.	TRACS	Notes:	RTP ID
TIP #	Agency	Project Location																	
VMR18-102PFZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Professional Services	2016	Dec-18	2.0	4	2	CMAQ	244,301	4,041,678	-	4,285,979	2016	CMAQ	4,041,678		Amend: Advance to FFY2016; ALCP Closeout.	ACI-LRT-10-03
VMR19-102PFZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Professional Services	2019	Dec-18	2.0	4	2	STP-MAG	232,212	3,841,678		4,073,890	2019	STP-MAG	3,841,678		Amend: Delete TIP listing and combine with VMR18-102PFZ. Advance to FFY2016; ALCP Closeout.	ACI-LRT-10-03
VMR19-102RWZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	ROW, Land and Improvements	2016	Dec-18	2.0	4	2	CMAQ	12,090	200,000	-	212,090	2016	CMAQ	200,000		Amend: Advance to FFY2016; ALCP Closeout.	ACI-LRT-10-03
VMR20-102RWZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	ROW, Land and Improvements	2020	Dec-18	2.0	4	2	STP-MAG	6,045	100,000		106,045	2016	STP-MAG	100,000		Amend: Combine with VMR19-102RWZ and advance to FFY2016; ALCP Closeout.	ACI-LRT-10-03
VMR18-102SSCZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Sitework and Special Conditions	2016	Dec-18	2.0	4	2	CMAQ	75,976	1,256,939	-	1,332,915	2016	CMAQ	1,256,939		Amend: Advance to FFY2016; ALCP Closeout.	ACI-LRT-10-03
VMR19-102SSCZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Sitework and Special Conditions	2019	Dec-18	2.0	4	2	CMAQ	16,763	277,326		294,089	2019	CMAQ	277,326		Amend: Combine with VMR18-102SSCZ and advance to FFY2016; ALCP Closeout.	ACI-LRT-10-03
VMR21-102SSCZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Sitework and Special Conditions	2016	Dec-18	2.0	4	2	CMAQ	31,192	516,038	-	547,230	2016	CMAQ	516,038		Amend: Advance to FFY2016; ALCP Closeout.	ACI-LRT-10-03
VMR17-102SSCZ	Valley Metro Rail	Mesa Main Street: Mesa Dr to Gilbert Rd LRT	Sitework and Special Conditions	2017	Dec-18	2.0	4	2	STP-MAG	235,294	3,892,674	-	4,127,968	2017	STP-MAG	3,892,674		Amend: Combine portion of expenses with VMR21-102SSCZ and advance to FFY2016; ALCP Closeout.	ACI-LRT-10-03

1. Rows in the report are sorted in order by the following columns: Agency, RTP ID, Project Description, Fiscal Year, and Fund Type. Changes are in red font. Deletions are show in strike through font.

**ATTACHMENT
#4**

Agenda Item #8

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

April 21, 2016

SUBJECT:

Regional Freeway and Highway Program Update – 2016 Rebalancing

SUMMARY:

Arizona Revised Statutes (ARS) 28-6352 (A) requires a budget process that ensures the estimated cost of the freeways and other controlled access highways in the Regional Transportation Plan (RTP) does not exceed the total amount of revenues estimated to be available. The MAG Regional Freeway and Highway Program is subject to this requirement. In an oversight capacity, MAG staff collects and reviews project and financial data related to the Program from the Arizona Department of Transportation (ADOT). The program is reviewed from year-by-year, corridor, and individual project perspectives to ensure the funds are available for program delivery. The year-by-year process, referred to as “cash flow” is completed through a modeling effort for the program between Fiscal Years (FY) 2006 and 2026. These horizon years coincide with the life of the half-cent Maricopa County Transportation Excise Tax, which was passed by the voters of Maricopa County in November 2004. This funding is placed in the Proposition 400 Regional Area Roadway Fund (RARF).

In 2009, the Regional Freeway and Highway Program was reviewed and the Regional Council approved the Tentative Scenario to balance an estimated \$6.6 billion shortfall due to cost overruns and revenue shortfalls. In 2012, based upon MAG and ADOT estimates, the Program was reviewed and the Regional Council approved a scenario to balance an additional \$390 million shortfall due to even lower revenue projections in the RARF. Since 2009, approximately \$7 billion was balanced from the Regional Freeway and Highway Program.

Since 2012, MAG has been working with ADOT and the Federal Highway Administration (FHWA) to improve upon project development by (a) improving upon designs and maximizing safety to minimize right-of-way and construction material needs; (b) identifying and planning for alternative delivery strategies to advance early design and construction; and (c) developing a better understanding of project risks to improve design and construction management, and ultimately performance. These three-step initiatives, coupled with improving RARF, Highway User Revenue Fund (HURF), and projected revenues from federal legislation (Fixing America's Surface Transportation Act), have helped the Regional Freeway and Highway Program realize a surplus in available cash flow. Given this surplus, it is possible to reprogram projects balanced out of the program in both 2009 and 2012 for delivery by the 2026 program horizon.

In initiating this reprogramming process, there are a number of factors to consider before identifying the specific projects to include in a 2016 rebalancing scenario. At the time of this summary transmittal, the following four issues have been identified based upon continuing conversations with ADOT, FHWA, and MAG member agencies:

- **Project Priorities** - When Maricopa County voters passed Proposition 400 in 2004, the Regional Freeway and Highway Program was also simultaneously approved with specific

projects and timing. In both 2009 and 2012, the rebalancing scenarios approved by the Regional Council were based upon principles consistent with the original planning goals and objectives used to establish the Regional Transportation Plan in 2003. This meant that projects programmed in later phases of the program, such as the entire SR-30/Interstate 10 Reliever Freeway corridor, portions of SR-24/Gateway Freeway, full build-out of Loop 303 in the North Valley, and capacity expansion projects along Loop 101/Agua Fria and Loop 202/Santan Freeways, were deferred. Regional Council minutes from 2009 and 2012 are clear that these project priorities were paramount in establishing the rebalancing scenarios and that these needs should be considered if and when funding is available.

- **Travel Demand** - Since adopting the Regional Transportation Plan in 2003, development patterns throughout metropolitan Phoenix have changed, especially in light of the 2008-2009 economic downturn. Parts of the Valley economy have reemerged since the recession. However, the growth has not been uniform and as a result there are portions of the system that are seeing congestion and developing bottlenecks not anticipated when the Plan was initially identified in 2003. Therefore, it may be a necessity to consider projects that may be outside of the original Program, to meet the evolving travel demand needs.
- **Project Readiness** - As projects were deferred beyond the 2026 horizon and outside Proposition 400 funding, ADOT, FHWA, and MAG slowed their development process. The development process includes pre-design and conceptual planning, environmental clearances, and the potential for early right-of-way acquisition. It is also important to consider that the Program is also delivering the largest Proposition 400 projects (Loop 202/South Mountain and the Interstate 10/Interstate 17 SPINE corridor) over the next five years that command considerable resources. All potential projects will need to undergo evaluation and risk analyses to assess readiness and program budgets.
- **Funding Realities** - While the cash flow surplus does account for upwardly revised RARF and HURF revenue projections, along with the expanded federal FAST surface transportation act recently approved by the United States Congress and President, unforeseen economic realities still exist during the final ten years of the Regional Freeway and Highway Program. Therefore, it may be prudent to consider retaining a portion of the surplus in 2016 and revisit this matter again at a later date to monitor these realities.

Policy guidance is an important step in establishing the 2016 rebalancing scenario for the Regional Freeway and Highway Program. Consideration of these four issues and applying their criteria for identifying the scenario initiate the rebalancing process. It is recommended that this process conclude in Fall 2016 for incorporation into the next update of the Regional Transportation Plan and Air Quality Conformity analysis.

PUBLIC INPUT:

No public input has been received at this time.

PROS & CONS:

PROS: Development of the 2016 scenario, based upon principles consistent with the original planning goals and objectives used to initially establish the Regional Transportation Plan in 2003, provides a basis and direction for governing the remaining funds available for regional freeway and highway construction.

CONS: The policy issues identified in this narrative demonstrate the complexity of reprogramming the Regional Freeway and Highway Program. Although it is possible to consider these broad-based policy issues, not all travel demand needs will be met with this 2016 rebalancing effort. The Program will

need continual monitoring to keep costs contained and risks managed to enable future rebalancing efforts that could deliver additional projects for meeting travel demand.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The 2016 scenario for reprogramming additional projects into the Regional Freeway and Highway Program has technical implications for meeting performance and air quality targets. The reprogrammed projects could address congestion and bottlenecks not anticipated during the initial development of the Regional Transportation Plan in 2003. This congestion could affect the air quality.

POLICY: The process used to develop the 2016 Scenario for the Regional Freeway and Highway Program builds upon the rebalancing efforts undertaken in 2009 and 2012. Additional policy considerations, noted above, are needed to reflect the dynamic nature and change in travel demand that has evolved since the initial development of the Program in 2003.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

No previous actions have been taken on the 2016 rebalancing of the Regional Freeway and Highway Program.

CONTACT PERSON:

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