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January 10, 2006

TO: Members of the Transportation Policy Committee

FROM: Mayor Elaine M. Scruggs, Glendale, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Wednesday, January 18, 2006 - 4:00 p.m.
MAG Office, Suite 200 - Saguaro Room
302 N. First Avenue, Phoenix

A meeting of the Transportation Policy Committee is scheduled for the time and place noted above. Members of the Committee may attend the meeting either in person, by videoconference, or by telephone conference call. As was discussed at the first meeting of the Committee, proxies would not be allowed. Members who are not able to attend the meeting are encouraged to submit their comments in writing, so that their view would always be a part of the process.

Please park in the garage under the Compass Bank Building. Bring your ticket to the meeting, parking will be validated. For those using transit, the Regional Public Transportation Authority will provide transit tickets for your trip. For those using bicycles, please lock your bicycle in the bike rack in the garage.

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 Valerie Day at the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

Refreshments and a light snack will be provided. If you have any questions, please contact me at (623) 930-2262, or Eric Anderson, MAG Transportation Director or Dennis Smith, MAG Executive Director, at (602) 254-6300.

A Voluntary Association of Local Governments in Maricopa County

City of Apache Junction ▲ City of Avondale ▲ Town of Buckeye ▲ Town of Carefree ▲ Town of Cave Creek ▲ City of Chandler ▲ City of El Mirage ▲ Fort McDowell Yavapai Nation ▲ Town of Fountain Hills ▲ Town of Gila Bend
Gila River Indian Community ▲ Town of Gilbert ▲ City of Glendale ▲ City of Goodyear ▲ Town of Guadalupe ▲ City of Litchfield Park ▲ Maricopa County ▲ City of Mesa ▲ Town of Paradise Valley ▲ City of Peoria ▲ City of Phoenix
Town of Queen Creek ▲ Salt River Pima-Maricopa Indian Community ▲ City of Scottsdale ▲ City of Surprise ▲ City of Tempe ▲ City of Tolleson ▲ Town of Wickenburg ▲ Town of Youngtown ▲ Arizona Department of Transportation

**TRANSPORTATION POLICY COMMITTEE
TENTATIVE AGENDA
January 18, 2006**

COMMITTEE ACTION REQUESTED

1. Call to Order

2. Pledge of Allegiance

3. Call to the Audience

An opportunity will be provided to members of the public to address the Transportation Policy 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 Policy Committee requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

4. Approval of Consent Agenda

Prior to action on the consent agenda, members of the audience will be provided an opportunity to comment on consent items that are being presented for action. Following the comment period, Committee members may request that an item be removed from the consent agenda. Consent items are marked with an asterisk (*).

3. Information.

4. Recommend approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

*4A. Approval of October 19, 2005 Meeting Minutes

4A. Review and approve the October 19, 2005 meeting minutes.

*4B. Recommendation of Projects for MAG Federal Funding in FY 2011 of the FY 2007-2011 MAG Transportation Improvement Program (TIP) - the MAG Federally Funded Program

4B. Recommend approval of the projects for CMAQ discretionary funding in FY 2011 and to include those projects in the Draft FY 2007-2011 MAG Transportation Improvement Program for public review and comment.

The MAG Regional Transportation Plan (RTP) targets all future MAG Federal Funds to specific

modes and, in some cases, identifies specific projects for the funds. For ITS, Bicycle, Pedestrian and Air Quality projects, the RTP identified funds, but did not specify individual projects. Requests for projects for MAG Federal Funds expected to be available for FY 2011 have been received, ranked by modal technical advisory committees and those rankings were reviewed by the Transportation Review Committee (TRC) on December 8, 2005. The approved projects from these modes will be combined with other recommendations for the life cycle programs for freeways, arterials and transit, to form a MAG Federally Funded program. This program will then be added to the regionally funded components of the freeway, arterial and transit life cycle programs, projects from the state highway program and any locally/privately funded projects being submitted for inclusion in the TIP to form the draft TIP (Listing of Projects). This item is on the January 11, 2006 Management Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

*4C. Commuter Rail Update Study – Formation of Stakeholder Group

In 2003, MAG completed the High Capacity Transit Study that examined commuter rail, bus rapid transit, light rail, and express bus service for the region. The 2003 Regional Transportation Plan included a \$5 million allocation over the 20-year period of the sales tax for commuter rail implementation work. Since that time, fuel costs have risen substantially which has raised the interest in commuter rail in the region. In addition, a number of changes to the rail operations have been made or are being planned since the 2003 High Capacity Transit Study. MAG is proposing that a stakeholder group be formed to provide input on a scope of work for a consultant study to update the commuter rail portion of the previous study. The proposed study would be coordinated with a parallel study being proposed by ADOT that will inventory and evaluate the rail infrastructure across the state

- 4C. Recommend that MAG form a commuter rail stakeholders group to assist in the preparation of a draft scope of work for a commuter rail study.

with a particular emphasis on freight operations. The rail inventory information for the MAG region from the ADOT study would be used as input into the MAG Commuter Rail Study. This item is on the January 11, 2006 Management Committee agenda. An update will be provided on action taken by the Committee.

*4D. Changes to the Approved June 29, 2005 Arterial Life Cycle Program (ALCP) Policies and Procedures

Since the approval of the ALCP Policies and Procedures in June 2005, the development of the project agreement and other aspects of the ALCP implementation process has proceeded. During this time, a number of minor changes to the Policies and Procedures were suggested to clarify and refine them to improve the administration of the ALCP. The proposed changes have been discussed with MAG member agencies during the development of the other elements of the ALCP. The MAG Transportation Review Committee recommended approval of the changes. This item is on the January 11, 2006 Management Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

*4E. Approval of the Prioritization of the Rubberized Asphalt Plan

Two elements of the voter approved Regional Transportation Plan are \$279 million for freeway maintenance and \$75 million for freeway noise mitigation. The TPC established the TPC Freeway Maintenance/Noise Mitigation Subcommittee to develop recommendations for consideration by the TPC. On November 15, 2005, the Subcommittee recommended approval of the phasing of the remaining freeway segments to receive rubberized asphalt ("quiet pavement"). The recommended plan breaks down to four phases and the paving of approximately 28 miles of the freeways throughout the Maricopa County region. Please refer to the enclosed material.

4D. Recommend approval of the proposed changes to the approved June 29, 2005 Arterial Life Cycle Program (ALCP) Policies and Procedures.

4E. Recommend approval of the remaining rubberized asphalt plan.

*4F. ADOT Litter and Landscape Program

To ensure that the \$279 million allocated in the Regional Transportation Plan are appropriately accounted for, ADOT is establishing a new maintenance subprogram that will enable the funding to be monitored and the overall performance tracked. It is proposed that ADOT is to expend the maintenance funding according to a schedule adopted by MAG. Additionally, each year the projects authorized by MAG would be included in the ADOT Financial Audit to ensure compliance with the purpose, scope and schedule for the funds. Also, the MAG Annual Report will provide a progress report on the maintenance program. On November 14, 2005, the TPC Freeway Maintenance/Noise Mitigation Subcommittee recommended approval of the ADOT Litter and Landscape Program. Please refer to the enclosed material.

4F. Recommend approval to authorize ADOT to expend the maintenance funding according to an annual schedule/work program adopted by MAG for each of the categories of litter education and control, landscape maintenance and restoration, and roadway sweeping. Additionally, each year the projects authorized by MAG would be included in the ADOT Financial Audit to ensure compliance with the purpose, scope and schedule for the funds.

ITEMS PROPOSED TO BE HEARD

5. Reevaluation of TPC Meeting Day/Time

When the TPC was established in 2002, it was determined that the TPC would meet at 4:00 p.m. on Wednesdays between the Management Committee and the Regional Council meetings. In June, the election of officers for the TPC will be held. It has been requested that the day and time of the committee meetings be revisited. To assist in this effort, a chart has been prepared for TPC members to indicate the day of the week and time that would be most advantageous to the schedule of TPC members.

Update on Construction Costs and Possible Impact on the ADOT Life Cycle Program

On January 6, 2006, MAG sponsored a Challenge of Construction Forum to gain insight into the causes and possible solutions to mitigate the recent large increases in construction costs. The Forum included representatives from experts familiar with recent cost trends for highways, schools, home building, and commercial construction. A summary of the Forum, including

5. Information and discussion to determine the day of the week and time for the future TPC meetings.

6. Information, discussion, and possible action to recommend interim program changes to the ADOT Life Cycle program contingent upon any necessary air quality conformity analysis.

possible solutions to mitigate increases in construction costs, will be provided. In addition, the possible impacts of higher construction costs on the ADOT Life Cycle Program with emphasis on projects scheduled in Phase I of the Proposition 400 program will be discussed. Please refer to the enclosed material.

**MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE MEETING**

October 19, 2005
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Mayor Elaine Scruggs, Glendale, Chair	Mayor Boyd Dunn, Chandler
* Councilmember Peggy Bilsten, Phoenix, Vice Chair	+Rusty Gant, ADOT
Kirk Adams, The Adams Agency	*Mayor Hugh Hallman, Tempe
# F. Rockne Arnett, Citizens Transportation Oversight Committee	Mayor Keno Hawker, Mesa
* Mayor Ron Badowski, Wickenburg	Eneas Kane, DMB Associates
Stephen Beard, SR Beard & Associates	Mayor Mary Manross, Scottsdale
Mayor Steven Berman, Gilbert	Jacob Moore, Salt River Pima-Maricopa Indian Community
* Dave Berry, Swift Transportation	* David Scholl, Westcor
Jed S. Billings, FNF Construction	* Councilmember Daniel Schweiker, Paradise Valley
Mayor James Cavanaugh, Goodyear	Supervisor Max W. Wilson, Maricopa County
Vice Mayor Pat Dennis, Peoria	* Mayor J. Woodfin Thomas, Litchfield Park
Mayor Ron Drake, Avondale	

* Not present

Participated by telephone conference call

+ Participated by videoconference call

1. Call to Order

The meeting of the Transportation Policy Committee (TPC) was called to order by Chair Elaine Scruggs at 4:17 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Scruggs announced that Roc Arnett was participating via telephone conference call and Rusty Gant was participating via videoconference call. Chair Scruggs stated that transit tickets for those who used transit to attend the meeting and parking garage ticket validation were available from MAG staff. Chair Scruggs noted that for agenda items #4B, #4C, and #6, a memorandum reflecting the recommendations taken at the October 12 Management Committee meeting was at each member's place. She noted that there was no meeting of the TPC Freeway Maintenance/Noise Mitigation Subcommittee as scheduled for October 17, therefore no action was taken on agenda item #4B by the subcommittee. She noted that there was a recommendation for approval from the Management Committee.

3. Call to the Audience

Chair Scruggs stated that an opportunity is provided to the public to address the Transportation Policy Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non action agenda items that are on the agenda for discussion or information only. Citizens will be requested not to exceed a three minute time period for their comments. She noted that an opportunity is provided to comment on agenda items posted for action at the time the item is heard.

Chair Scruggs recognized public comment from William Crowley, who requested that the security detail leave the room while he was making his public comments. Mr. Crowley then addressed the Chair by first name and stated that this was payback. Chair Scruggs requested that Mr. Crowley please be courteous in addressing the Committee, in accordance with policies. He stated that he was being courteous, but it was abhorrent for the officer to be at the meeting to watch him. Chair Scruggs explained that council meetings in virtually every city have security and elected officials have the right to be protected at meetings. She said that Mr. Crowley should not feel that such safeguards were directed at him alone. Mr. Crowley then proceeded with his public comment. He commented that he heard that light rail will not go into Metrocenter Mall because it would be difficult for light rail to go across the freeway. Mr. Crowley pointed out that it will run to the Metrocenter park and ride lot located at 25th Avenue and Rose Mofford Sports Center. He said it is not being done in a seamless and correct manner. Mr. Crowley stated that in the transportation report are 6,914 bus stops, with covers for 557 parking spaces, a 469 percent increase. He questioned when the lease expires in 2011 if that means the park and ride will move to the light rail station. He said this is not being seamless when the lots are one-half mile apart. If the park and ride will be abandoned in 2011, why spend \$5 million on improvements? Mr. Crowley stated that the input is great on the safety program, but where are the bike lanes in the ALCP? He encouraged using paint as a weapon for bicyclists. Chair Scruggs thanked Mr. Crowley for his comments.

Chair Scruggs recognized public comment from George Davis, who expressed his appreciation to the TPC for providing him an opportunity to speak. He stated that when he moved here in 1959, Phoenix had a population of 200,000 to 250,000. Recent census figures say that more than 1.4 million people live in Phoenix, which is the fifth largest city in the US. Mr. Davis stated that with the devastation in the Gulf area and winters in the North, it can be certain that many more people will move here. He said that this will put a tremendous burden on the road and freeway systems. Mr. Davis said that his point is that if inflation, bonding, and interest rates are low, it is imperative that the TPC advises the County of the necessity to acquire right-of-way and plan now for a course of action to have roads in the developable areas of the County or we will continue to be behind the curve. Mr. Davis proposed to the TPC that a letter be written to the County expressing this concern and that the County investigate the feasibility of acquiring right-of-way in more rural and less developed areas of the County. Mr. Davis expressed his thanks for allowing him to present his proposal. Chair Scruggs thanked Mr. Davis for his comments.

4. Approval of Consent Agenda

Chair Scruggs stated agenda items #4A, #4B, and #4C were on the consent agenda. Public comment is provided for consent items. Each speaker is provided with a total of three minutes to comment on consent agenda. Chair Scruggs stated that any member of the committee can request that an item be

removed from the consent agenda and considered individually. Chair Scruggs asked members if there were any questions on the consent agenda items. No comments from the Committee were noted.

Chair Scruggs recognized public comment from Mr. Crowley, who commented on agenda item #4C. He said that the logo does not include a bike rack on the bus, nor does it show bicycle lanes or pedestrians. He said that he needed the TPC to be multimodal. Mr. Crowley noted that the unincorporated area of the County is a future development area and 65 percent of the County is west of Loop 303. He stated that the TIP is not broken down for bicycle and pedestrian projects, which makes it difficult to sift through all of the projects to find them. Mr. Crowley said to get the job done right. Chair Scruggs thanked Mr. Crowley for his comments.

With no further discussion on the consent agenda, Chair Scruggs called for a motion. Vice Mayor Dennis moved to approve consent agenda items #4A, #4B, and #4C. Mr. Beard seconded, and the motion passed unanimously.

4A. Approval of July 20, 2005 Meeting Minutes

The Transportation Policy Committee, by consent, approved the July 20, 2005 meeting minutes.

4B. Approval of the Proposed Phase 6 Rubberized Asphalt Project – Loop 202 from Van Buren Street to Alma School Road

The Transportation Policy Committee, by consent, recommended approval of the proposed Phase 6 Rubberized Asphalt project, 6.5 miles on the section of Loop 202 from Van Buren Street to Alma School Road for an estimated \$9.5 million. The Arizona Department of Transportation (ADOT) has requested that a portion of the rubberized asphalt program be considered in order to meet the Spring 2006 construction schedule. The proposed Phase 6 Rubberized Asphalt project is 6.5 miles on the section of Loop 202 from Van Buren Street to Alma School Road for estimated cost of \$9.5 million. This Phase 6 project is only a portion of the projects that will be funded with \$75 million programmed in the Regional Transportation Plan (RTP) for freeway noise mitigation. The Transportation Policy Committee (TPC) established the TPC Freeway Maintenance/Noise Mitigation Subcommittee to work with ADOT to make recommendations to the TPC and Regional Council on the phasing of the remaining freeway segments to receive rubberized asphalt. On October 12, 2005, the Management Committee recommended approval of this segment.

4C. Unified Regional Logo for Regional Transportation Plan Projects

The Transportation Policy Committee, by consent, recommended approval of the unified regional logo as presented, incorporating the main tagline “On the Move,” for use as part of a regional branding strategy for Regional Transportation Plan projects. On October 3, 2005, the Regional Transportation Plan (RTP) Partners, consisting of top level administrators for ADOT, MAG, Valley Metro and Valley Metro Rail, reached a consensus to move forward with a unified regional branding strategy, including the use of a regional logo featuring the main tagline “On the Move.” The purpose of the regional branding effort is to help communicate the progress of the Regional Transportation Plan to the public. The logo was voted as the most favored of three logos brought before members of the public. The logo could be used on construction signs and other printed materials to serve as a visual reminder to voters

that projects in the plan are being built as promised. On October 12, 2005, the Management Committee recommended approval.

5. FY 2006 Early Phase Input Opportunity Report

Jason Stephens stated that the Early Phase is one part of MAG's four-phase public involvement process. He said that input received from August through September on the 2007-2011 Transportation Improvement Program and update to the RTP and is summarized in the Early Phase Report. Mr. Stephens stated that during the Early Phase, MAG received public comment at its committee meetings, as well as at other events that were held in conjunction with ADOT, Valley Metro and Valley Metro Rail. Mr. Stephens displayed a list of comments received, including one that suggested that bathrooms and showers are needed at every mile along the transit system. Chair Scruggs thanked Mr. Stephens for his report and asked the Committee if there were any questions.

Supervisor Wilson commented that having a restroom every mile might require having personnel every mile to maintain the restrooms.

6. Approval of the Arterial Life Cycle Program (ALCP)

Eileen O'Connell gave a presentation on the Arterial Life Cycle Program (ALCP). She expressed her thanks to member agency staff who worked very diligently on the program. Ms. O'Connell stated that the ALCP provides a listing of projects, the years of construction, the years of reimbursement, and project advancements, deferrals, or exchanges over the 20-year life cycle of the sales tax. Ms. O'Connell noted that statute requires that the costs do not exceed the budget. She stated that the ALCP represents a program that is balanced for each year. Ms. O'Connell stated that in some cases, projects are being advanced under the arterial street advancement policy, however, the regional funding for these projects remains in the phase as listed in the Regional Transportation Plan. She noted that in the development of the ALCP; there were requests from jurisdictions to receive reimbursements in larger sums in a single year rather than reimbursements spread out over two to five years and that the reimbursements be made at the beginning of a five-year phase. Ms. O'Connell advised that given cash flow constraints, it is not possible to meet these requests at this time. She added that MAG staff and the jurisdictions will continue to refine the ALCP as revenue projections are revised and better cash flow projections are developed. Chair Scruggs thanked Ms. O'Connell for her report and asked the Committee if there were any questions.

Mayor Hawker asked Ms. O'Connell to confirm that that reimbursement for larger sums did not mean reimbursement exceeded what they were entitled to. Ms. O'Connell replied that was correct.

Mayor Manross stated her support for the ALCP and commented that in the future, MAG staff would continue to work with communities to coordinate cash flow. To this, she added that she was sure they would. She commented that she understood that a \$50 million project could not be reimbursed entirely in one year because it would destroy the cash flow.

Mayor Hawker commented that he understood it was not the dollar magnitude but where the project falls in the schedule. Eric Anderson said that there were situations, especially with advance construction, where cities expressed being paid back in the first year of a given phase. He explained that the RTP had projects in five-year blocks, and they have now been put into the individual years. He advised that there

is not sufficient cash flow to pay back everyone in the first year for every project in the first phase. Mr. Anderson stated that the attempt will be made to accelerate repayments as much as possible. Mayor Hawker asked the criteria used to determine the repayment schedule. Mr. Anderson explained that the payment schedule was proportionately spread out across all of the years.

Chair Scruggs asked what criteria were used to determine the order of who waits the longest for reimbursement. Mr. Anderson replied that repayments will be spread equally across the program. He added that if there is extra money, repayments will be accelerated in the same order.

Mayor Hawker stated that the cash flow issue is just for now because some projects have been built and submitted for reimbursement.

Chair Scruggs recognized public comment from Mr. Crowley, who commented that there are no arterial street projects in the area of the County that will be developed. He also said that bicycles and pedestrians are not being considered when roads are being upgraded or built. Mr. Crowley stated that public comments received at committee meetings should also be included in the Input Opportunity Reports.

Mayor Hawker moved to recommend approval of the Arterial Street Life Cycle Program (ALCP) with the understanding that in the future MAG staff will work closely to coordinate cash flow with individual projects. Mr. Adams seconded, and the motion carried unanimously.

7. Annual Report on the Implementation of Proposition 400

Mr. Anderson stated that A.R.S. 28-6354 requires that MAG issue an annual report on the status of projects funded by Proposition 400. He stated that the report includes changes to the RTP and plan priorities, and project financing. He said that this is the first year that the Annual Report covers all freeway, street, and transit projects that are in the RTP. Mr. Anderson noted that the Annual Report monitors all projects that are in the RTP, whether funded by Proposition 400 or not. He indicated that a Public Hearing on the Report will take place in November. Mr. Anderson stated that an ad hoc group from Valley Metro, ADOT, Valley Metro Rail, and MAG, called RTP Partners, has begun meeting to provide coordination on the implementation of Proposition 400.

Mr. Anderson stated that the Annual Report will be updated each fiscal year beginning with FY 2006 through FY 2026, ending June 30, 2026. Mr. Anderson reviewed the report contents. He then displayed a chart of the funding sources for FY 2006 to FY 2026, totaling \$31.7 billion, and uses of the funds.

Mr. Anderson reviewed the Freeway/Highway Program. He said that ADOT put together a life cycle program for the freeway/highway portion and has hired three management/engineering consultants. Mr. Anderson stated that \$279 million for litter pickup and landscape maintenance and \$75 million for noise mitigation are included in Proposition 400 funding. He stated that the TPC Freeway Maintenance/Noise Mitigation Subcommittee was formed to make recommendations on these two programs.

Mr. Anderson stated that ADOT has a number of preliminary engineering projects underway, which include design concept reports and environmental assessments for I-17, Loop 101 to the Carefree Highway; Loop 101, Princess Drive to Loop 202; and SR-51, Loop 101 to Shea Boulevard. Mr.

Anderson added that studies are also underway on Loop 303, the South Mountain Freeway corridor, and I-10.

Mr. Anderson noted that construction work is underway to add HOV and general purpose lanes on the Superstition Freeway between Gilbert and Power roads and widening SR-85 between Gila Bend and I-10. He said that construction is anticipated on the Wickenburg Bypass in Fall 2006 after design work is completed.

Mr. Anderson indicated that the Proposition 300 Regional Freeway Program, which is almost complete, will be replaced by the new Freeway/Highway Life Cycle Program. He said that much of the Red Mountain Freeway is completed, with the last 7.7 miles to be completed by mid-2008. Mr. Anderson noted that segments were completed on the Santan Freeway with additional sections to be completed in 2005 and 2006. He stated that seven grade separation projects on Grand Avenue were completed and completion of the intersection improvement at 59th Avenue is expected in 2006. Mr. Anderson advised that the last section of the Sky Harbor Expressway is under study to determine if it is needed from a regional perspective because of the improved capacity of other roadways in the area. Mr. Anderson displayed a chart that showed the funding sources and uses for the freeway/highway program from FY 2006 to FY 2026, which shows the Freeway/Highway Program is in balance.

Mr. Anderson then addressed the Arterial Streets Program in the Annual Report. He expressed his appreciation to member agency staff in the development of the program. Mr. Anderson stated that the Arterial Program Policies and Procedures were approved in June 2005. He noted that he anticipated that a few minor technical corrections will need to be made. Mr. Anderson stated that a number of project assessments have been prepared by member agencies to identify project design concepts and costs. He indicated that they will be used in the development of agreements for funding of individual projects and in monitoring the Arterial Life Cycle Program. Mr. Anderson noted that federal funding legislation was reauthorized on August 10, 2005. He said that the apportionments are expected in the near future. Mr. Anderson stated that work continues on drafting the model project agreement. He displayed a chart of funding sources and uses for the Arterial Street Program for FY 2006 to FY 2026, totaling \$3 billion that shows the Arterial Streets Program.

Mr. Anderson reviewed the Transit Program in the Annual Report. He said that the Valley Metro Board adopted the program's guiding principles and recently approved the preliminary transit life cycle program. Mr. Anderson stated that RPTA staff are working on bus service improvements to be initiated over the next five years. He noted that Valley Metro Rail will conduct the LRT design standards and system studies pertinent to design criteria, standards and specifications, and future corridor issues. Mr. Anderson displayed a chart of funding sources and uses of the Transit Program for FY 2006 to FY 2026 and shows the Transit Program is in balance.

Mr. Anderson addressed the key findings of the Annual Report. He said that the report found that a strong coordination effort is being pursued by the agencies implementing Proposition 400, unlike the effort in 1985. He advised that the report found that the life cycle programming process has been initiated for all transportation modes, in keeping with state statute. Mr. Anderson stated that the life cycle programs are consistent with the RTP and are in balance with projected revenues. Construction on the Proposition 300 Freeway Program will be completed by mid-2008 and costs are in balance with available revenues.

Mr. Anderson then reviewed future issues. Potential cost of future right-of-way will require careful monitoring and may warrant periodic program adjustments. Mr. Anderson indicated that right-of-way was a major cost risk under Proposition 300 and the desire is to try to acquire right-of-way as soon as possible. He stated that a very serious concern is related to material prices that are facing global competition and limits on supply. Mr. Anderson advised that this could affect future construction costs and the cost/revenue balance. Mr. Anderson indicated that the Federal New Starts Program for light rail may have a major effect on the schedule for implementing LRT route extensions. He said that this will continue to be monitored. Mr. Anderson advised that minimizing "scope creep," which is expanding projects, will be a continuing challenge. Chair Scruggs thanked Mr. Anderson for his report and asked the Committee if there were questions.

Mr. Beard expressed that it was convenient to have all of the life cycle reports in one document. He requested that the light rail section be edited to clarify which are Proposition 400 projects and which are not. He noted that one sentence says that a minor amount of money is allocated to support infrastructure on the 20-mile starter line, followed on the next page that says the amount is \$164 million.

Mr. Kane asked what revenue and cost rates were used to model the life cycle. Mr. Anderson replied that a three percent inflation factor on revenue was used. He added that the assumptions for all factors that underlie the revenue projections are under review right now by an expert panel. Mr. Anderson stated that consultants are analyzing the input from the panel and would be coming back in mid-November. Mr. Anderson noted that the assumptions would be updated as a part of the new revenue forecast and used in the next life cycle. Mr. Anderson replied that a three percent factor for costs was assumed. He added that this factor will also be looked at relative to the commodity market, especially in the freeway/highway program. He indicated that the assumptions probably will be revised in the next round of the life cycle. Mr. Anderson commented that in the past three to four months, a lot has taken place in regard to cost increases.

Mayor Hawker stated that the pie charts highlight the magnitude of debt service and asked how debt service gets to that magnitude. Mr. Anderson replied that was not just interest cost, but also bond proceeds on the source side. He explained that if \$100 million in bonds are issued, there is \$100 million on the expense side for payback and interest costs. Mr. Anderson noted that Proposition 400 includes \$500 million in interest expenses. He said that as the arterial program is refined, he thought it would come down to the proportional share for the arterial program. Mayor Hawker commented that it was cleaner for him to see interest cost only, not the bonded amount.

8. Presentation and Discussion on the Cost Estimation Process for Freeway Projects

Dennis Smith stated that in Proposition 300, \$300 million of expenditures per year was a record, and the current Five Year TIP is \$2.8 billion. He commented that ADOT has a tremendous challenge to deliver the Plan. Mr. Smith said that the TPC needs to hear the information on the cost estimation process that was presented to the State Transportation Board.

Dan Lance, Deputy State Engineer, gave a presentation on the planning costs used in estimating the Regional Transportation Plan. Mr. Lance explained that a project's cost is adjusted eight times during the process. He then reviewed the general numbers that were used in the RTP. A six-lane freeway with traffic interchange at one mile spacing was \$40 million per mile; An HOV lane was \$5 million per mile;

A general purpose lane was \$8 million per mile; a new system traffic interchange was \$120 million; a new half system traffic interchange was \$60 million.

Mayor Hawker asked Mr. Lance to clarify a half system traffic interchange. Mr. Lance replied that it would be similar to a trumpet interchange, T-ing into a freeway.

Mr. Beard asked what was included in the ADOT cost estimates. Mr. Lance explained that the estimates included right-of-way, design, and construction costs.

Mr. Lance then continued with the general numbers. He stated that the cost of a new service traffic interchange plus cross road was estimated at \$18 to \$20 million; an HOV ramp connection (planned in original design) was \$20 million; the HOV ramp connection not planned in the original design at SR 101/I-10 was \$60 million and the HOV ramp connection not planned in the original design at SR 101/I-17 was \$72 million. A new traffic interchange with existing crossroads was \$9 to \$17 million; and the freeway management system was \$1 million per mile. Mr. Anderson noted that some of the system interchanges were designed to allow an HOV connection and that is why it costs so much less. He added that others will require a major retrofit.

Mr. Lance stated that the I-10, SR-51 to Santan Freeway segment was programmed for \$500 million, with a possible cost estimate of \$800 million. He stated that although the improvements to I-17, McDowell Road to the Arizona Canal, have not yet been defined, they were programmed for \$1 billion in order to accomplish significant improvements.

Mr. Lance reviewed the eight steps in the budget estimate process. In the Scoping estimate, a markup process is used with 20 percent for design contingency and five percent for construction contingency. At Stage II, or the 30 percent estimate, the scope is refined. Mr. Lance noted that the general markup decreases over time. He stated that everyone needs to be locked in at the 30 percent level if the schedule and budget are to remain on track. Mr. Lance stated that Stage III is the 60 percent estimate. Stage IV is the 95 percent estimate and Stage V is the 100 percent estimate, both with zero design contingencies. Mr. Lance stated that the contingencies at this point are zero percent because they are working with the final estimate, which is the one they will go to bid with. He stated that there are two adjustments after the bid opening. Mr. Lance stated that the RTP estimates will change over time.

Mr. Smith asked for clarification that ADOT receives bids at Stage V. Mr. Lance replied that was correct. He added that, typically, ADOT does not see major changes at that stage because it is at the 100 percent estimate. Mr. Lance advised that historically they have not seen major swings until recently. Mr. Smith commented that at a bid opening, the State Board will see Stage V plus a plan estimate. Mr. Lance replied that it will have the program amount. Hopefully, the engineer's estimate, the 100 percent estimate and program amount will be very close. He added that historically they have been close.

Mr. Beard asked if there was any program reserve. Mr. Lance replied that a five percent construction contingency is what they go to bid with to cover change conditions. He noted that these are not inflated dollars. Mr. Lance stated that there are reserves based on inflationary costs held in reserve. Mr. Anderson added that \$4 billion is reserved for future cost changes.

Mayor Hawker asked the historical accuracy rate of the five percent contingency in the final amounts. Mr. Lance replied that ADOT has been benchmarking Departments of Transportation across the country

and has found around 5.5 percent and 6.2 percent is the average overrun. He added that it is common to find 10 percent is used throughout the industry. Mayor Hawker asked Mr. Lance if he felt that five percent is sufficient over 20 years. Mr. Lance that he did.

Chair Scruggs asked the videoconference and teleconference participants if they had any questions. Mr. Gant replied that he had none, as he was very familiar with the information being presented. He informed Chair Scruggs that he would need to leave the TPC meeting to attend another meeting.

Mr. Lance then moved on to the issue of increased construction costs and their economic impacts to the Regional Freeway System. Mr. Lance stated that historically, construction costs have been stable in the Valley. He indicated that this changed in 2004. Mr. Lance stated that there is great competition with international concerns for commodities, lumber, and steel. He said that the Labor Department reported on October 14th that inflation jumped 1.2 percent in September 2005 and added that 90 percent of that increase came from a record 12 percent surge in energy prices reflecting tight supplies after widespread shutdowns of refineries and oil and natural gas production along the Gulf Coast.

Mr. Lance indicated that those shutdowns contributed to a 1.3 percent drop in industrial production in September, the biggest falloff in 23 years. He stated that the 12 percent increase in energy costs was led by a 17.9 percent jump in gasoline prices and a 12.7 percent increase in diesel. Mr. Lance advised that this increase is reflected in the construction industry where intrastate transportation costs of contractor materials delivery increased by 30 percent in Maricopa County. He added that these factors affect labor costs.

Mr. Lance stated that factors affecting material cost increases include supply and demand cycles, transportation costs, availability, international competition from China and the Pacific Rim countries, tariffs, railroad services, and energy costs. Mr. Lance noted that rail and trucking are at capacity coming into the State. He indicated that Arizona produces about 65 percent of its cement and the rest is imported, mostly from Mexico. He noted that the Mexican cement is affected by a tariff of 75 percent.

Mr. Lance stated that the costs for building materials, such as cement, aggregate, steel, lumber, petroleum projects, and PVC conduit have increased. He explained that on average, there is a loss of one work day per week due to the shortage of cement in the Valley. Mr. Lance indicated that many suppliers are now working by purchase order only on a daily basis.

Mr. Lance stated that cement prices increased from \$100 a ton in August 2005 to \$117 a ton in October 2005. Steel prices increased from 55 cents per pound in 2003, to 91 cents per pound in 2004, to \$1.03 per pound in 2005. Mr. Lance stated that aggregate is a key material used in the manufacture of concrete. He said that the cost of aggregate has increased more than 30 percent from mid-2004 to October 2005 due to increases in processing costs, increased hauling distances, reduced availability of sources, and difficulty in obtaining governmental permits due to environmental and public issues.

Mr. Lance stated that from October 2004 to October 2005, the price of diesel fuel increased from \$1.44 to \$2.45 per gallon, a 70 percent increase. He commented that the cost of asphalt paving is virtually changing every week. Mr. Lance advised the national average price for asphalt paving oil jumped 5.2 percent from \$178.13 per ton in the fourth quarter of 2004 to the current price of \$207.34 per ton. He commented that there are additional demands to refine this oil for fuel.

Mr. Lance stated that there is a scarcity of labor which has been spurred by the current construction boom in Maricopa County followed by demand as a result of hurricanes Rita and Katrina. He indicated that these factors contributed to higher construction costs in Arizona.

Mr. Lance provided examples of recent project cost increases. He said that the estimated construction cost for the six-mile widening project on US-60 from Gilbert Road to Power Road was \$59.7 million. Mr. Lance stated that two bids were received with the lowest at \$73.7 million, 23 percent higher than the State's estimate. He remarked that although the project is still within the \$90 million programmed, higher construction costs are cutting into existing and projected revenues.

Mr. Lance stated that the State's estimate for the Red Mountain Freeway from University to Southern Avenue was estimated at \$52.4 million. He stated that one bid was received for \$68.4 million, which was 38 percent higher than the estimate. Mr. Lance added that the bid amount was within the program estimate.

Mr. Lance said that the State's estimate for the traffic interchange on I-17 at Cactus Road was \$3.6 million. He noted that one bid was received at \$5.9 million, approximately 64 percent higher than the estimate. Mr. Lance advised that ADOT is still evaluating whether the bid will be awarded. He commented that bids ADOT received on current highway projects in Maricopa County were 20 to 45 percent higher than anticipated.

Mr. Lance stated that it is unknown whether these impacts are short- or long-term. Mr. Lance stated that revenues are healthy, but nothing compared to current increases. He advised that ADOT is closely monitoring construction market pricing trends to determine if the cost curve has peaked, established a new plateau or will continue to rise. Chair Scruggs thanked Mr. Lance for his report and asked the Committee if there were any questions.

Supervisor Wilson asked about quality controls for cement imported from Mexico. Mr. Lance replied that imported cement must meet ADOT specifications. He explained that ADOT samples the product and conducts a certification process. Mr. Lance indicated that the State has been importing Mexican cement for a decade or more. Supervisor Wilson asked where in Mexico the cement was produced. It was noted that Hermosillo was the production location.

Mayor Cavanaugh asked Mr. Lance to define state estimate and program estimate and if the estimates in the RTP correlate to either. Mr. Lance replied that the program amount was used in the RTP. He explained that the program amount is different from the engineer's estimate because it includes a 14 percent markup—a five percent contingency and a nine percent construction engineering administrative fee. He added that this means that the program amount is 14 percent higher than the state's estimate. Mayor Cavanaugh asked if state and program estimates included design, materials costs, and engineering costs. Mr. Lance replied that the program amount is broken down into specific elements, such as right-of-way, utility relocation, and construction. The RTP includes all those elements. Mr. Lance stated that as the design process progresses, the program amounts are constantly adjusted.

Mr. Anderson stated that the budgets in the RTP have not yet been updated, but preliminary cost numbers for the HOV lanes on SR-51 and Loop 101 are available and it looks like the allocations are within the cost numbers. Mr. Anderson stated that when the RTP was being developed, adequate amounts plus a little bit more were used. He stated that the expert panel consultants are working on

developing new cost profiles for all projects. Mr. Anderson advised that contingencies are built into the program and there is also bonding capacity that could be used to keep the program on track. Mr. Anderson advised that a major concern is the number of bidders on projects. He said that there is much uncertainty on the cost and availability of materials and labor and some contractors might decide projects are too risky to bid on. Mr. Anderson stated that one favorable factor is there are no major Proposition 400 projects going to bid for another 12 to 18 months, so there is time to understand what is happening on the cost side and take action to protect the program. Mr. Anderson stated that one issue being tracked is railroad capacity because it is impacting building materials. He remarked that railroads are at capacity and are tending to carry higher value products at the expense of high-weight, low-value commodities. As a result, we are seeing rationing of scarce railroad capacity as they try to maximize their profits. Mr. Anderson stated that Mexican cement has a tariff, but railroad capacity is still needed to deliver it to the region.

Mr. Lance stated that contractors are bidding with a lot of risk right now. He said that contractors have not been able to obtain quotes from suppliers for the duration of a project. Mr. Lance stated that ADOT and Associated General Contractors (AGC) discussed the escalation/de-escalation clause for some commodities. He indicated there are such clauses for petroleum-based products, such as diesel and asphalt fuels. Mr. Lance indicated that ADOT is trying to get to where it will pay on an as-needed basis.

Mr. Billings asked Mr. Lance his position on bigger jobs versus smaller jobs. Mr. Lance replied that time would be a factor. He said that ADOT has been trying to tighten the construction timeline with incentives for early completion. With commodity supply allocation, ADOT will need to look at construction time and may not be able to build as aggressively as in the past. Mr. Lance stated that it seems "bigger is better" is fading with the economy. He added that ADOT is seeing fewer bids, and one project recently received no bids. Mr. Lance commented that the biggest project coming up is the Red Mountain, Power to University, in the \$140-\$150 million range. He commented that when a project is that large, there can be regional, state, or national competition, and may limit local contractors. Mr. Lance stated that ADOT tries to not put out too many projects that exceed the \$100 million range, but sometimes there is no good way to break down a project like this Red Mountain project. He stated that ADOT will continue to try to package projects in smaller amounts.

Mr. Moore commented on the cement shortage. He said that contractors have indicated that they could provide one-third or one-half of the supply reasonably, but it was just too difficult for one company to provide material for a mega-project.

Mr. Billings commented that his company is not even getting quotes on cement, pipe, etc., and are bidding without quotes. He remarked that ADOT is not getting bids because of the risk situation and he was unsure it would improve in 12-18 months. Mr. Billings cautioned that we need to prepare for the situation to worsen and need to look at how we will handle it. He added that it is getting to the point where bigger is not better and we need to prepare differently on the size of jobs. Mr. Lance stated that remainder of Proposition 300 projects in FY 2006 are fairly small—\$20 million or less—with no major projects coming to bid for 12 to 18 months.

Mr. Kane stated his agreement with Mr. Billings' statement. He said that no one can afford commodity pricing insurance. Mr. Kane stated that he agreed the situation will not improve soon. It is fairly deep-seated as a systemic problem and blaming an event such as Katrina is too simplistic.

Mr. Smith stated that there was a good economy in 1985 and the program was going well. Then costs escalated and there was a lot of finger pointing. He stated that the life cycle was the key to getting the program back into fiscal balance. Mr. Smith stated that the Plan is the responsibility of the TPC and Regional Council. He remarked that all people will remember is what was promised. Mr. Smith commented that it is important to have these reports brought back to the TPC and Regional Council so that adjustments could be made to the life cycle before the situation escalates. He noted that Queen Creek Councilmember Gary Holloway came to the Regional Council meeting and said that projects are bid too large. He stated that these issues need to be discussed on a regular basis.

Chair Scruggs stated that she was hearing two issues. 1) Addressing the supply issue in a different manner. 2) Periodically adjusting the life cycle program to fulfill promises made. Chair Scruggs stated that the more immediate need is to work with assuring contractors they will not go broke if they bid on projects. She asked if MAG could sit in on these meetings? Mr. Lance replied that all are welcome to attend the meetings, including industry partners. Chair Scruggs requested that updates be given when warranted, and where support from the TPC could be helpful. Mr. Lance stated that ADOT initiated a risk assessment process to get out in front and predict the curve. In the short term, they are reviewing specifications of quality control, benchmarking other agencies to see if adjustments can be made without sacrificing quality control. Mr. Lance stated that they are also discussing with AGC commodity adjustment specifications to minimize risks for both sides.

Mr. Anderson noted that the memorandum from AGC at each place says that contractors are looking for relief on the commodity cost increases. He said that the situation needs to continue to be monitored and strategies developed that reduce the risks contractors face. This will help ensure a competitive bid environment. Mr. Anderson commented that we cannot solve a commodity problem, but we can reduce risk with a healthy bid process. Mr. Anderson stated that MAG staff thinks it is a three- to five-year situation and prices will stay up for a while. These are not short-term, they are fundamental supply issues.

Chair Scruggs stated that the following would be addressed at the next meeting: 1) developing strategies 2) coordination with ADOT.

Mr. Smith commented that sales tax revenue set a record in July and August 2005 and were the highest months in the history of the program. Chair Scruggs commented that revenue is tied in so much with transportation. If transportation corridors are not there, then revenue-generating businesses will not be built. She remarked that she was glad revenue is higher, but we cannot continue to count on that.

Mr. Smith stated that a statewide meeting of planning agencies and ADOT is being planned. He said that issues need to be tackled, such as the Union Pacific not being double-tracked. Mr. Smith stated that capacity is needed because not everything can be shipped on I-10 on a truck. Chair Scruggs thanked Mr. Lance for attending the meeting and providing his report.

9. Presentation and Discussion of the Status of Freeway Projects by Corridor

Bill Hayden, ADOT, provided a status update and an overview of major freeway projects in Phase I of the Regional Transportation Plan. He displayed maps that showed projects of existing corridor widening and improvements, HOV lanes, and general purpose lanes, new traffic interchanges and HOV ramp connections, rubberized asphalt, and study corridors.

Mr. Hayden stated that in the next five years, ADOT has planned 85 miles of existing corridor widening and improvements, 37 miles of new HOV lanes, 19 miles of HOV and general purpose lanes, five traffic interchanges, one major ramp connection, 23 miles of interim and multiphase construction on Loop 303, 27 miles of right-of-way protection, 75 miles of new corridor studies, and 34 miles of additional rubberized asphalt.

Mr. Hayden then reviewed major projects on I-10. The Bullard Avenue traffic interchange is under final design, to be advertised in late FY 2006. The widening study from I-17 to Loop 101 is delayed pending Light Rail/Bus Rapid Transit studies for potential use of the I-10 median. Study recommendations are anticipated by summer 2006. He noted that construction funding is programmed for FY 2009.

Mr. Hayden stated that the design concept report/environmental impact statement for the Collector Distributor Roadway Study, SR-51 to the Santan Freeway is underway but progressing slowly. He indicated that the studies are anticipated for completion in FY 2008, at the earliest. He stated that the Ray Road traffic interchange widening is under final design and the project will be advertised in late FY 2006. For Loop 202 to Riggs Road, the Gila River Indian Community recently transmitted a resolution supporting I-10 widening but with many conditions. He said that the design concept report/environmental impact statement studies can now proceed, with completion anticipated by FY 2008. Mr. Hayden advised that construction is programmed for FY 2009, but could be delayed.

Mr. Hayden stated that coordination meetings are underway involving West Valley cities, MAG, MCDOT, and ADOT on the I-10 Widening, Citrus/Loop 303 to Dysart Road. He added that the study effort has been initiated and financing discussions and evaluations are also occurring. Mr. Hayden stated that the I-10 Reliever (SR-801) alignment study is underway. He noted that public scoping meetings were held in September. Mr. Hayden commented that right-of-way protection may be possible beginning in FY 2008.

Mr. Hayden then moved on to I-17 projects. He said that the final design of the Jomax and Dixileta traffic interchanges has begun. The bid will be advertised in FY 2006 with construction to begin in late calendar year 2006. Mr. Hayden stated that re-scoping the Carefree Highway traffic interchange is underway and final design is anticipated to begin in early 2006. He indicated that advertisement is anticipated in FY 2007 and he advised that an additional \$12-\$13 million will be needed for a new traffic interchange. Mr. Hayden stated that final design is underway for the Loop 101 to Carefree Highway traffic interchange. Advertisement is targeted for late FY 2007 with construction to begin in late calendar year 2007.

Mr. Hayden then reviewed the major projects on SR-51. He said that the HOV lane scoping for Shea Boulevard/Loop 101 is almost complete. Final design is anticipated to start in FY 2006 with advertisement in FY2007.

Mr. Hayden stated that the scoping for Grand Avenue from 99th Avenue to 83rd Avenue is nearing completion with final design to begin in FY 2006. He indicated that the project will be advertised in FY 2007. Mr. Hayden stated that scoping is underway for the widening of Grand Avenue to three lanes from Loop 303 to Loop 101. He noted that advertisement is planned for FY 2009.

Mr. Hayden then moved on to major projects on US-60, Superstition Freeway. He said that the scoping is complete for improvements from I-10 to Price. Advertisement is anticipated in FY 2010. Mr. Hayden

advised that Regional Council conditions regarding the agreement with Tempe need to be met before proceeding to final design.

Mr. Hayden then updated members on Loop 101 projects. He stated that the north half of the Bethany Home Road traffic interchange on the Agua Fria is under final design. It will be advertised in late FY 2006 with construction anticipated to begin in late calendar year 2006. Mr. Hayden stated that the 64th Street traffic interchange on the Pima Freeway is under final design. It will be advertised in late FY 2006 with construction to begin in late calendar year 2006. Mr. Hayden stated that scoping for the HOV lane project on the Pima Freeway from Princess Drive to Loop 202 is nearing completion. Final design is anticipated to start in FY 2006 with advertisement targeted for FY 2007. Mr. Hayden stated that the scoping for the HOV lane project on the Price Freeway from Loop 202 to Baseline Road is nearing completion. He said that design is anticipated to start in FY 2006 and advertisement is targeted for FY 2008. In addition, the scoping for the HOV lane project from Baseline Road to Loop 202 is nearing completion. Mr. Hayden stated that the design portion is scheduled to begin in FY 2006 and advertisement is targeted for FY 2010.

Mr. Hayden updated members on the Loop 202, South Mountain Freeway, by saying that the Environmental Impact Statement is in its fourth year, with an expected completion in 2007 and FHWA Record of Decision to follow. He noted that construction on the west alignment of the freeway is targeted for FY 2008. Mr. Hayden stated that all-day public information meetings will be held in November. He noted that following public input at meetings and the Citizen's Advisory Team, ADOT and FHWA are expected to make a decision on preferred western alignment in February 2006.

Mr. Hayden stated that the scoping for HOV lanes on Loop 101 to Gilbert Road, on Loop 202, Red Mountain Freeway is to be initiated in 2006. Construction is programmed for FY 2009.

Mr. Hayden updated members on the Phase I Happy Valley Road to I-17 project on Loop 303 by reporting that engineering and environmental studies are nearing completion. He added that final design has started in anticipation of advertisement in FY 2008. Mr. Hayden stated that the design concept report and environmental assessment for the I-10 to US-60 project on Loop 303 being prepared by MCDOT are nearing completion. He noted that the 30 percent plans will begin in FY 2006 to proceed with right-of-way preservation in Phase I. Construction is programmed for Phase II. Mr. Hayden commented that the West Valley communities have expressed interest in acceleration of this project to match existing development and growth in the area. He added that to accomplish this, financial partnering is being discussed with West Valley communities, MAG, MCDOT and ADOT.

Mr. Hayden then moved on to report on the Williams Gateway Freeway connector from the Santan to the Maricopa County line. He said that ADOT's Transportation Planning Division is conducting studies to provide a long term transportation vision for Pinal County. Mr. Hayden noted that this is an extremely important decision for the East Valley. Chair Scruggs thanked Mr. Hayden for his report. She asked if members not present could access the information from Mr. Hayden's presentation, perhaps on the MAG Web site. MAG staff agreed to post the presentations on the MAG Web site and provide the link to committee members.

Mr. Smith reviewed three issues: 1) I-10 acceleration because it is an extreme safety issue. 2) South Mountain Freeway. He noted that the alignment is quite controversial and advised that if the alignment

is not on the corridor in the MAG Plan, it will have to come back for a Plan Amendment. 3) Williams Gateway Freeway. Mr. Smith stated that there is concern on the connection to US-60.

Chair Scruggs commented that there is a tremendous amount of work in progress. She expressed that MAG will ensure from its end that member agencies will understand the issues being brought forward so they will not want to relinquish their part. Mr. Hayden stated that the private sector, local government and citizens are looking forward to delivery of the Plan.

There being no further business, the meeting adjourned at 6:30 p.m.

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 10, 2006

SUBJECT:

Recommendation of Projects for MAG Federal Funding in FY 2011 of the FY 2007-2011 MAG Transportation Improvement Program (TIP) - the MAG Federally Funded Program

SUMMARY:

The MAG Regional Transportation Plan (RTP) targets all future MAG Federal Funds to specific modes and, in some cases, identifies specific projects for the funds. For ITS, Bicycle, Pedestrian and Air Quality projects, the RTP identified funds, but did not specify individual projects. Requests for projects for the MAG Federal funds expected to be available for FY 2011 have been received, ranked by modal technical advisory committees (TACs) and those rankings were reviewed by the Transportation Review Committee (TRC) on December 8, 2005. The attached table contains the most recently recommended projects from the Air Quality, Bicycle, Pedestrian and ITS modes. The approved projects from these modes will be combined with other recommendations for the life cycle programs for freeways, arterials and transit, to form a MAG Federally Funded program. This program will then be added to the regionally funded components of the freeway, arterial and transit life cycle programs, projects from the state highway program and any locally/privately funded projects being submitted for inclusion in the TIP to form the draft TIP (Listing of Projects).

PUBLIC INPUT:

The results of the early phase public input meetings for the Regional Transportation Plan and TIP are presented in the FY 2006 Early Phase Input Opportunity Report. An opportunity for input will also occur at the mid-phase meetings in March/April 2006 and at the final phase meetings to be conducted upon completion of the air quality conformity analysis. Continuous opportunities for public input are also available. There were no direct comments on this item from members of the public at the TRC meeting on December 8, 2005. An opportunity for public comment will be provided at the January 11, 2006 Management Committee meeting.

PROS & CONS:

PROS: Approval of the funding for these projects will enable their inclusion in the TIP and will allow jurisdictions to develop their projects in a timely and integrated manner.

CONS: If these projects are not approved, the time to develop projects will be limited and the availability of contingency projects will be less. Timely development of projects is needed to ensure that MAG federal funds are fully utilized and to enhance opportunities for additional federal funds.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Project selection has been addressed by members of MAG technical advisory committees. Congestion Management System and Air Quality Emission Reduction scores were considered and the program is fiscally balanced.

POLICY: The MAG federally funded program has been developed in accord with federal regulations and MAG policies.

ACTION NEEDED:

Recommend approval of the projects for CMAQ discretionary funding in FY 2011 and to include those projects in the Draft FY 2007-2011 MAG Transportation Improvement Program for public review and comment.

PRIOR COMMITTEE ACTIONS:

Management Committee: This item is on the January 11, 2006 Management Committee agenda. An update will be provided on action taken by the Committee.

Transportation Review Committee: On December 8, 2005, the TRC unanimously recommended approval of the projects submitted for consideration for MAG Federal Funds in FY 2011 in the Draft FY 2007-2011 MAG TIP, as shown in the attached tables.

MEMBERS ATTENDING

Maricopa County: Mike Ellegood, Chairman	Mesa: Jeff Martin
ADOT: Dan Lance	* Paradise Valley: Robert M. Cicarelli
Avondale: David Fitzhugh	* Peoria: David Moody
* Chandler: Patrice Kraus	Phoenix: Don Herp for Tom Callow
* El Mirage: B.J. Cornwall	Queen Creek: Mark Young
Fountain Hills: Randy Harrel	RPTA: Bryan Jungwirth
* Gila Bend: Lynn Farmer	Scottsdale: Mary O'Connor
* Gilbert: Tami Ryall	Surprise: Randy Overmyer
Glendale: Terry Johnson	Tempe: Carlos De Leon
* Goodyear: Cato Esquivel	* Wickenburg: Shane Dille
* Guadalupe: Jim Ricker	Valley Metro Rail: John Farry
* Litchfield Park: Mike Cartsonis	

EX-OFFICIO MEMBERS ATTENDING

* Regional Bicycle Task Force: Randi Alcott, RPTA	* Pedestrian Working Group: Eric Iwersen, Tempe
* Street Committee: Larry Shobe, Tempe	* Telecommunications Advisory Group:
* ITS Committee: Alan Sanderson, Mesa	

* Those members neither present nor represented by proxy.

Air Quality Technical Advisory Committee (AQTAC): On October 6, 2005, the AQTAC unanimously recommended approval of the projects submitted for consideration for MAG Federal Funds in FY 2011 in the Draft FY 2007-2011 MAG TIP, as shown in the attached table.

MEMBERS ATTENDING

Stephen Cleveland, City of Goodyear, Chair	* Greater Phoenix Chamber of Commerce: Michelle Rill
Avondale: Michael Powell	* Associated General Contractors: Amanda McGennis
Buckeye: Cathy Charney for Carroll Reynolds	* Homebuilders Association of Central Arizona: Connie Wilhelm-Garcia
#Chandler: Jim Weiss	* American Institute of Architects - Central Arizona: Stephen J. Andros
* El Mirage: Lucky Roberts	* Valley Forward: Peter Allard
Gilbert: Greg Svelund for Tami Ryall	* University of Arizona - Cooperative Extension: Patrick Clay
Glendale: Doug Kukino	Arizona Department of Transportation: Beverly Chenausky
Mesa: Scott Bouchie	Arizona Department of Environmental Quality: Peter Hyde
Phoenix: Joe Gibbs for Gaye Knight	* Environmental Protection Agency: Wienke Tax
Scottsdale: Larry Person	Maricopa County Air Quality Department:
* Surprise: Jim Nichols	
Tempe: Oddvar Tveit	
* Citizen Representative: Walter Bouchard	
* American Lung Association of Arizona: Bill Pfeifer	
Salt River Project: Sunil Varma	
Southwest Gas Corporation: Brian O'Donnell	

- * Arizona Public Service Company: Jim Mikula
- * Western States Petroleum Association: Gina Grey
- Valley Metro: Betsy Turner for Randi Alcott
- * Arizona Motor Transport Association: Dave Berry
- * Maricopa County Farm Bureau: Jeannette Fish
- * Arizona Rock Products Association: Rusty Bowers
- Jo Crumbaker
- * Arizona Department of Weights and Measures: Duane Yantorno
- Federal Highway Administration: Ed Stillings
- Arizona State University: Hank Dabibi for Judi Nelson
- Salt River Pima-Maricopa Indian Community: Allison Bree Desmond for B. Bobby Ramirez

* Members neither present nor represented by proxy.
 #Participated via telephone conference call.

Combined Pedestrian Working Group and Regional Bicycle Task Force: On October 25, 2005, at a combined meeting of the Pedestrian Working Group and Regional Bicycle Task Force, the combined committee unanimously recommended CMAQ funding for six bicycle projects and eight pedestrian projects as shown in the attached tables.

MEMBERS ATTENDING

- | | |
|---|---|
| <ul style="list-style-type: none"> Tami Ryall, Gilbert, Chair, Bicycle Task Force and Acting Chair, Pedestrian Working Group Bruce Meyers, ADOA Gen. Services Michael Sanders, ADOT * Michael Eagan, ASLA, Arizona Chapter Anna Bertanzetti, Avondale Michael Normand, Chandler Bill Lazenby, Coalition of Arizona Bicyclists Steve Hancock, Glendale Farhad Tavassoli, Goodyear * Michael Cartsonis, Litchfield Park | <ul style="list-style-type: none"> Peggy Rubach, Maricopa County Mitch Foy, Mesa Karen Flores, Peoria * Katherine Coles, Phoenix Briiana Leon, Phoenix Randi Alcott, RPTA * Dawn Coomer, Scottsdale Reed Kempton, Scottsdale Eric Iwersen, Tempe Randy Overmeyer for Lee Lambert, Surprise Mark Smith, El Mirage |
|---|---|

* Those members neither present nor represented by proxy.

Intelligent Transportation Systems (ITS) Committee: On October 12, 2005, the ITS committee unanimously recommended CMAQ funding for thirteen projects as shown in the attached tables.

MEMBERS ATTENDING

- | | |
|---|--|
| <ul style="list-style-type: none"> Alan Sanderson, Mesa, Chairman Jimmie Dixon for Debbie Burdette, Glendale Mike Mah, Chandler Bruce Ward, Gilbert Faisal Saleem for Nicolaas Swart, Maricopa County Ron Doubek, City of Phoenix Bob Ciotti, RPTA Mike Lockhart, DPS Bob Maki for Nick Mascia, Surprise * Carrol Reynolds, Town of Buckeye | <ul style="list-style-type: none"> Bruce Dressel, Scottsdale Jim Decker, Tempe Debra Barker for Tim Wolfe, ADOT Ron Amaya, Peoria Scott Nodes, Goodyear Mary Kihl, ASU * Alan Hansen, FHWA * Dennis Murphy, Phoenix Aviation * Michael Smith, City of Avondale * BJ Cornwall, City of El Mirage * Mark Young for Michael Shine, Queen Creek |
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* Those members neither present nor represented by proxy.

CONTACT PERSON:

Paul Ward, (602) 254-6300

**REPORT: FY 2011 MAG Fed
Project Recommendations**

**RECOMMENDATIONS FOR MAG FEDERAL FUNDS IN
FY 2011 OF THE DRAFT FY 2007-2011 MAG TIP**

**TABLE : TRC - 07-11 TIP MAG
FED FUNDS 010306**

MODE: AQ or TDM

Recommended by TRC

ID#	Location	Type of Work	Fund Type	AQ Score	Local Cost	Federal Cost	Total Cost
MAGFED 07-05	Regionwide	Pave dirt roads program	CMAQ	862	\$221,131	\$3,658,362	\$3,879,493
MAGFED 07-06	Regionwide	Purchase PM-10 certified street sweepers	CMAQ	1,825	\$54,401	\$900,000	\$954,401
MAGFED 07-01	Regionwide	MAG/Valley Metro telework outreach and ozone education program	CMAQ	2,195	\$0	\$330,000	\$330,000
MAGFED 07-07	Regionwide	Travel reduction program	CMAQ	4,732	\$0	\$910,000	\$910,000
MAGFED 07-02	Regionwide	Regional rideshare program	CMAQ	5,447	\$0	\$721,000	\$721,000
MAGFED 07-03	Regionwide	Capitol rideshare program	CMAQ	92,272	\$0	\$135,000	\$135,000

TOTALS FOR Recommended / NOT Recommended:

**LOCAL:
\$275,532**

**FEDERAL:
\$6,654,362**

**TOTAL:
\$6,929,894**

TOTALS FOR ALL REQUESTS BY MODE: AQ or TDM

**LOCAL:
\$275,532**

**FEDERAL:
\$6,654,362**

**TOTAL:
\$6,929,894**

MODE: Bicycle

Recommended by TRC

ID#	Location	Type of Work	Fund Type	AQ Score	Local Cost	Federal Cost	Total Cost
MMAFED 07-01R	Forrest Rd: McDowell Mountain Rd to Rio Verde Dr	Add paved dirt shoulder and bike lane on both sides	CMAQ	20,315	\$464,751	\$400,000	\$864,751
MAGFED 07-04S	Regionwide	Bicycle safety education program	CMAQ	22,665	\$8,500	\$20,000	\$28,500
GDYFED 07-01	Estrella Pkwy: Gila River Bridge to Yuma Rd	Design and construct on-road bike lane	CMAQ	38,323	\$33,855	\$78,994	\$112,849
PEOFED 07-01R	New River Trail at Peoria and Olive Aves	Acquire right of way, design and construct roadway crossings	CMAQ	374,280	\$820,000	\$700,000	\$1,520,000
GLNFED 07-01R	New River (East Bank): Northern Ave to Bethany Home Rd	Construct multi-use path and underpasses, with landscaping, lighting, parking and pedestrian facilities	CMAQ	379,342	\$1,619,000	\$1,000,000	\$2,619,000
PHXFED 07-01R	24th St: Chipman Rd to Roeser Rd	Acquire right of way and construct multi-use path	CMAQ	2,529,452	\$2,719,000	\$1,700,000	\$4,419,000

LOCAL:
\$5,665,106

FEDERAL:
\$3,898,994

TOTAL:
\$9,564,100

TOTALS FOR Recommended / NOT Recommended:

NOT Recommended by TRC

ID#	Location	Type of Work	Fund Type	AQ Score	Local Cost	Federal Cost	Total Cost
CHINFED 07-01	Citywide	Update bicycle plan	CMAQ		\$45,000	\$105,000	\$150,000
SCTFED 07-04	Various locations	Purchase and install upgraded bicycle racks	CMAQ		\$45,000	\$105,000	\$150,000
SCTFED 07-01	Arizona Canal: 64th St to Goldwater Blvd	Design and construct multi-use path	CMAQ	200,642	\$487,306	\$591,919	\$1,079,225
GDYFED 07-02	Old Litchfield Industrial Lead Railroad: Yuma Rd to McDowell Rd	Design and convert an unused rail corridor into a multi-use path	CMAQ	300,754	\$249,000	\$581,000	\$830,000

MODE: Bicycle

NOT Recommended by TRC

ID#	Location	Type of Work	Fund Type	AQ Score	Local Cost	Federal Cost	Total Cost
SCTFED 07-03	CAP Canal: Via Linda to Sweetwater Ave	Design and construct multi-use path	CMAQ	361,402	\$1,503,238	\$1,213,238	\$2,716,476
PHXFED 07-02	Rio Salado Pathway: 28th St to Tempe Drain	Construct multi-use path, including landscape, irrigation and rest facilities	CMAQ	775,905	\$757,000	\$1,764,000	\$2,521,000
SCTFED 07-02	Crosscut Canal: Thomas Rd to Indian School Rd	Design and construct multi-use path	CMAQ	943,533	\$624,074	\$779,506	\$1,403,580
MESFED 07-01	Pueblo St (alignment): Crismon Rd to half mile east (Parkwood Ranch Subdivision)	Design and construct multi-use pathway	CMAQ	954,256	\$268,111	\$625,593	\$893,704

TOTALS FOR Recommended / NOT Recommended:

LOCAL:
\$3,978,729

FEDERAL:
\$5,765,256

TOTAL:
\$9,743,985

TOTALS FOR ALL REQUESTS BY MODE: Bicycle

LOCAL:
\$9,643,835

FEDERAL:
\$9,664,250

TOTAL:
\$19,308,085

MODE: ITS

Recommended by TRC

ID#	Location	Type of Work	Fund Type	AQ Score	Local Cost	Federal Cost	Total Cost
TMPFED 07-03R	Various locations	Install fibre optic connection between ADOT FMS backbone and signal cabinets at 22 interchanges	CMAQ	13,926	\$54,400	\$100,294	\$154,694
TMPFED 07-04	Various locations	Install wireless communications and CCTV monitoring at 26 intersections	CMAQ	13,926	\$93,600	\$218,400	\$312,000
SCTFED 07-05R	Scottsdale and Hayden Rds: Shea Blvd to McDowell Rd	Install detection equipment, variable message signs and software	CMAQ	15,068	\$177,500	\$102,500	\$280,000
GDYFED 07-03R	Citywide	Implement traffic signal system, including installation of ITS backbone and communications equipment	CMAQ	94,753	\$700,000	\$700,000	\$1,400,000
QNCFED 07-01R	Townwide	Design and construct/implement ITS hardware and software	CMAQ	113,624	\$300,000	\$490,000	\$790,000
SURFED 07-01R	Peoria Ave: Litchfield Rd to Jackrabbit Rd	Design and construct fibre optic cable interconnection of existing and future ITS facilities	CMAQ	131,754	\$1,000,000	\$700,000	\$1,700,000
PHXFED 07-03R	Various locations	Construct regional ITS telecommunications expansion	CMAQ	193,176	\$500,000	\$700,000	\$1,200,000
CHINFED 07-03	Arizona Ave: Pecos Rd to Riggs Rd	Install fibre optic cable for interconnecting traffic signals (4 out of 5 miles)	CMAQ	271,626	\$147,450	\$344,050	\$491,500
MMAFED 07-03R	5 Different Locations	Upgrade traffic signals, including CCTV facilities	CMAQ	335,180	\$150,000	\$100,000	\$250,000
MESFED 07-03R	Various locations	Install fibre optic communications and upgrade traffic signal controllers	CMAQ	476,087	\$500,000	\$700,000	\$1,200,000
PEOFED 07-02R	Various locations	Design and construct extension to fibre optic backbone and install CCTV cameras	CMAQ	642,281	\$500,000	\$700,000	\$1,200,000
MMAFED 07-02R	Bell Rd: Loop 303 (Estrella Pkwy) to 75th Ave	Construct Dynamic Message Signs and fibre optic conduit and cable	CMAQ	915,765	\$234,000	\$382,200	\$616,200
GLNFED 07-02R	Various Glendale Sports Facilities	Purchase and Install Dynamic Message Signs	CMAQ	1,391,027	\$794,311	\$156,018	\$950,329

TOTALS FOR Recommended / NOT Recommended:

LOCAL:
\$5,151,261

FEDERAL:
\$5,393,462

TOTAL:
\$10,544,723

MODE: ITS**NOT Recommended by TRC**

ID#	Location	Type of Work	Fund Type	AQ Score	Local Cost	Federal Cost	Total Cost
QNCFED 07-02	Townwide	Design and construct/implement ITS hardware and software	CMAQ		\$155,100	\$361,900	\$517,000
QNCFED 07-03	Townwide	Design and construct/implement ITS hardware and software	CMAQ		\$155,100	\$361,900	\$517,000
SCTFED 07-06	Area bounded by Shea Blvd, Carefree Hwy, 56th St and 136th St	Install TPZ cameras	CMAQ	15,728	\$338,000	\$338,000	\$676,000
CHNFED 07-07	Various Loop 202 (Santan Fwy) interchanges	Install CCTV cameras	CMAQ	100,243	\$39,780	\$92,820	\$132,600
CHNFED 07-05	Ray Blvd: 54th St to Loop 101 (Price Fwy)	Install fibre optic cable for interconnecting traffic signals	CMAQ	169,341	\$127,560	\$297,640	\$425,200
CHNFED 07-04	Chandler Blvd: McQueen Rd to Gilbert Rd	Install fibre optic cable backbone for interconnecting traffic signals	CMAQ	198,478	\$65,400	\$152,600	\$218,000
CHNFED 07-06	Arizona Ave, within City of Chandler	Pilot program to study, design and operate a transit signal priority system	CMAQ	345,692	\$324,930	\$758,170	\$1,083,100

TOTALS FOR Recommended / NOT Recommended:

LOCAL:	\$1,205,870
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FEDERAL:	\$2,363,030
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TOTAL:	\$3,568,900
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TOTALS FOR ALL REQUESTS BY MODE: ITS

LOCAL:	\$6,357,131
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FEDERAL:	\$7,756,492
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TOTAL:	\$14,113,623
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MODE: Pedestrian

Recommended by TRC

ID#	Location	Type of Work	Fund Type	AQ Score	Local Cost	Federal Cost	Total Cost
SURFED 07-02	Bell Rd: US-60 (Grand Ave) to 114th Ave	Design, acquire right of way and construct a multi-use path	CMAQ	153,559	\$500,000	\$1,000,000	\$1,500,000
CHNFED 07-02	Western Canal bike path at Dobson Rd, Alma School Rd and Arizona Ave	Install three pedestrian actuated crossing signals	CMAQ	324,231	\$117,000	\$271,000	\$388,000
SCTFED 07-07R	McDowell Rd: Scottsdale Rd to Granite Reef Rd	Enhance sidewalks and add bicycle lanes	CMAQ	493,577	\$3,106,743	\$600,000	\$3,706,743
GLBFED 07-01	Town of Gilbert Heritage District	Design and construct sidewalks, landscaping and other pedestrian improvements	CMAQ	528,946	\$180,000	\$420,000	\$600,000
AVNFED 07-01	Buckeye Rd: Avondale Blvd to 117th Ave alignment	Design and construct sidewalk and landscaping	CMAQ	745,084	\$64,500	\$150,500	\$215,000
MESFED 07-02	Lewis St (alignment): Library to Centennial Center	Design and construct Town Center pathway extension	CMAQ	831,152	\$115,568	\$269,658	\$385,226
TMPFED 07-05R	University Dr: Priest Dr to SPRR	Improve bicycle and pedestrian facilities	CMAQ	1,408,224	\$5,425,080	\$1,100,000	\$6,525,080
FTHFED 07-01R	Fountain Hills Blvd: Shea Blvd to Crystal Point Dr	Design and construct new sidewalk	CMAQ	2,311,736	\$1,058,000	\$300,000	\$1,358,000

TOTALS FOR Recommended / NOT Recommended:

LOCAL:
\$10,566,891

FEDERAL:
\$4,111,158

TOTAL:
\$14,678,049

NOT Recommended by TRC

ID#	Location	Type of Work	Fund Type	AQ Score	Local Cost	Federal Cost	Total Cost
TMPFED 07-06	University Dr: SPRR to Rural Rd	Improve bicycle and pedestrian facilities	CMAQ	554,193	\$882,801	\$2,059,870	\$2,942,671
SCTFED 07-08	Thomas Rd: 64th St to Granite Reef Rd	Enhance sidewalks and add bicycle lanes	CMAQ	588,705	\$2,992,638	\$2,556,581	\$5,549,219

MODE: Pedestrian

NOT Recommended by TRC

ID#	Location	Type of Work	Fund Type	AQ Score	Local Cost	Federal Cost	Total Cost
SCTFED 07-09	Various locations	Upgrade traffic signals to add pedestrian countdowns and improve access to signals	CMAQ	994,266	\$235,110	\$408,590	\$643,700

TOTALS FOR Recommended / NOT Recommended:

LOCAL:
\$4,110,549

FEDERAL:
\$5,025,041

TOTAL:
\$9,135,590

TOTALS FOR ALL REQUESTS BY MODE: Pedestrian

LOCAL:
\$14,677,440

FEDERAL:
\$9,136,199

TOTAL:
\$23,813,639

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 10, 2006

SUBJECT:

Approval of the Changes to the Approved June 29, 2005 Arterial Life Cycle Program (ALCP) Policies and Procedures

SUMMARY:

Since the approval of the ALCP Policies and Procedures in June 2005, the involved jurisdictions and MAG staff have been working together on key components to the ALCP: the Project Overview, Project Agreement and Project Reimbursement Requests. The approved June 29, 2005 ALCP Policies and Procedures do not incorporate these components and their requirements. The updated ALCP Policies and Procedures do reflect the intentions of these documents and also incorporates clarification on federal funding, inflation rate information, an updated appendix, and minor technical improvements.

The Arterial Life Cycle Program is a key part of Proposition 400 and represents more than \$1.5 billion of investment over the next 20 years. The updated ALCP Policies and Procedures will continue to provide guidance to MAG and to MAG members to ensure that the program is implemented in an efficient and effective manner.

PUBLIC INPUT:

There has been no public input. An opportunity for public comment will be provided at the January 11, 2006 Management Committee meeting.

PROS & CONS:

PROS: Once the changes to the ALCP Policies and Procedures are approved, involved jurisdictions and MAG will be able to move forward with Project Agreements and prepare for upcoming project reimbursement requests.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: MAG will be able to continue implementation of the ALCP regarding Project Overviews, Project Agreements and the reimbursement process.

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

ACTION NEEDED:

Recommend approval of the proposed changes to the approved June 29, 2005 Arterial Life Cycle Program (ALCP) Policies and Procedures.

PRIOR COMMITTEE ACTIONS: Management Committee: This item is on the January 11, 2006 Management Committee agenda. An update will be provided on action taken by the Committee.

On December 8, 2005, the Transportation Review Committee recommended approval of the changes to the approved June 29, 2005 Arterial Life Cycle Program (ALCP) Policies and Procedures.

MEMBERS ATTENDING

Maricopa County: Mike Ellegood, Chairperson	*Litchfield Park: Mike Cartsonis
ADOT: Dan Lance	Mesa: Jeff Martin
Avondale: David Fitzhugh	*Paradise Valley: Robert M. Cicarelli
*Chandler: Patrice Kraus	*Peoria: David Moody
*El Mirage: B.J. Cornwall	Phoenix: Don Herp for Tom Callow
Fountain Hills: Randy Harrel	Queen Creek: Mark Young
*Gila Bend: Lynn Farmer	RPTA: Bryan Jungwirth
*Gilbert: Tami Ryall	Scottsdale: Mary O'Connor
Glendale: Terry Johnson	Surprise: Randy Overmyer
*Goodyear: Cato Esquivel	Tempe: Carlos De Leon
*Guadalupe: Jim Ricker	*Wickenburg: Shane Dille
	Valley Metro Rail: John Farry

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

CONTACT PERSON:

Eileen O'Connell, MAG, 602-254-6300.

Proposed changes to the previously approved June 29, 2005 ALCP Policies and Procedures

LOCATION	Proposed Changes	June 29, 2005 ALCP Policies and Procedures
Table of Contents – switched Section 330 & 340	CHANGED: Switched 330 & 340	
Table of Contents – Section 340	CHANGED: Project Reimbursement Requests	OLD: Invoicing for Reimbursement of Project Costs
Table of Contents – Section IV	CHANGED: Project Overview and Project Agreement	OLD: Project Agreement
Table of Contents – Section 410	NEW: Section 400 & 410	OLD: Section 400
Section 100.3.b	CHANGED: 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.	OLD: Provide the means within each project agreement to track project implementation, performance and successful completion of individual projects and the Program
Section 110.B.1	ADDED: and the ADOT Local Government Section	
Section 110.B.2	CHANGED: The projects receiving federal funding will adhere to both the federal and the ALCP requirements.	OLD: Where conflicts occur between federal and ALCP requirements, the federal requirements will typically apply except for: <ul style="list-style-type: none"> a. Legal agreements and related areas. b. Risk management, liability and insurance and related areas. c. Limits on regional funding. d. Match requirements, which are established in Section 310 for all projects. e. Reporting (Annual, Certification and Other) requirements. f. Audit requirements. g. Joint requirements for projects receiving both federal and regional funds. h. Other requirements and determination on a case-by-case basis with MAG staff.
Section 120.D.1	CHANGED: All Items United States Consumer Price Index (CPI), All Urban Consumers	OLD: All Goods United States Consumer Price Index (CPI).
Section 120.D.1.a	NEW: This information can be found on the US Department of Labor, Bureau of Labor Statistics website: http://data.bls.gov . The specific series used for calculating inflation is U.S. All items, 1982-84=100 – CUUR0000SA0.	
Section 120.D.2	NEW: The inflation rate is calculated using the month of March base year 2002 and March of the current year.	
Section 120.H.3.a	CHANGED: All participating agencies will provide information to	OLD: All participating agencies will provide information to meet

LOCATION	Proposed Changes	June 29, 2005 ALCP Policies and Procedures
	meet the minimum requirements for the audit report by way of the Project Overview and Project Reimbursement Request.	the minimum requirements for the audit report.
Section 130.C.1	CHANGED: Approval of amendments to the ALCP Policies and Procedures.	OLD: Approval of amendments to the ALCP Policies and Procedures and associated documents including templates for Project Agreements.
Section 130.C.3	ADDED: and or that have a material change	
Section 200.D	DELETED: the entire section and moved it to Section 400 to go with the Project Overview description	<p>OLD: The following information must be provided for each project:</p> <ol style="list-style-type: none"> 1. Description of the scope of the project including any significant differences from the project as it is described in the RTP. 2. Alignments as appropriate for the project. 3. Major project elements between (logical) project termini for the selected alignment. 4. Cost estimates by project phase (design, right of way and construction) based on time and material-quantity estimates for use in the Project Agreement. 5. Recommendations for phasing of design, right of way acquisition and construction of the project. 6. Source of funding for the local match component and documentation that the funding is committed to the project. 7. If the project is part of a RTP project that has been divided into multiple segments, then the basis for the allocation to the segment must be documented. The sum of the regional funding for each segment must not exceed the regional budget for the original project budget as provided in the RTP.
Section 200.H	CHANGED: The Project Overview for each project must identify all project components for which reimbursement for the regional share is sought from the ALCP, including the components of the project that will be funded locally or by third parties.	<p>OLD: The Project Agreement for each project must identify all project components for which reimbursement for the regional share is sought from the ALCP, including the components of the project that will be funded locally or by third parties.</p>
Section 210.A.3	NEW: A Project Overview must be on file at MAG	
Section 210.B.3	ADDED: Project Overview	
Section 220.B.3.a	DELETED: and local match contributions	
Section 220.C	ADDED: if necessary	
Section 220.D.5	ADDED: fiscal "year"	OLD: fiscal
Section 220.D.9	CHANGED: Project Reimbursement Requests	OLD: invoices
Section 220.D.9	ADDED: Project Overview	
Section 300.A.3	DELETED: MOU	

LOCATION	Proposed Changes	June 29, 2005 ALCP Policies and Procedures
Section 300.B.1	CHANGED: The Lead Agency and MAG will be signatories to the Project Agreement	OLD: The Lead Agency and other agencies/jurisdictions listed in the Project Agreement will be signatories to the Project Agreement.
Section 300.B.3	DELETED: This is clarified in the actual Project Agreement.	OLD: The Lead Agency will be responsible for assuming all risks associated with the projects except those that are assigned to agency(ies)/jurisdiction(s) and agreed as such in the Project Agreement. a. The Lead Agency, and the agency(ies)/jurisdiction(s) listed in the Project Agreement, will indemnify and hold harmless MAG for all aspects of project implementation and operation.
Section 300.D.a.i	NEW: 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. This agreement will be used to explain the multi-jurisdictional roles, responsibilities and 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.	OLD: 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. a. This agreement can be a Memorandum of Understanding (MOU) and/or an Intergovernmental Agreement (IGA).
Section 310.B.2	ADDED: and Project Overview	
Section 320.B.2	ADDED: unless there are surplus program funds, Section 120.E.	
Section 320.C	ADDED: and the Project Overview	
Section 320.D and 320.D.2	CHANGED: Project Reimbursement Request	OLD: Invoice
Section 330.A.1	ADDED: Project Overview	
Section 330.D	CHANGED: 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.	OLD: The Project Agreement 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.
Section 330.E	CHANGED: CIP and TIP	OLD: ...Lead Agency Capital Improvement Program or in the MAG Transportation Improvement Program approved...
Section 340	CHANGED: A. A Project Reimbursement Request will contain a request for	OLD: A. All project invoices shall be submitted to MAG for

payment, an invoice and a progress report.

1. The request for payment, invoice and progress report forms will be provided by MAG.
2. For a current project, the Project Reimbursement Request will be submitted by the Lead Agency to MAG as needed, or by milestone completion (Section D.4.a-k), or unless otherwise agreed to in the Project Overview.
 - a. The Lead Agency cannot submit a Project Reimbursement Request more than once per month.
 - b. The progress report will reflect the work that is being invoiced for.
3. If a project is advanced, progress reports will be submitted and QA/QC meetings will be held based on the milestones of the project even though a full Project Reimbursement Request will not be submitted.
 - i. A full Project Reimbursement Request, including request for reimbursement and invoice is due at the time of project completion.
4. All Project Reimbursement Requests shall be submitted to MAG for authorization for payment.
 - a. 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.
5. 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.
6. The Lead Agency must retain and certify all vendor receipts, invoices and any related project records as needed and that they are available for review.
 - a. These vendor receipts or invoices must be available for five (5) years after final payment is made; auditors, MAG or its designees can make possible requests.
 - b. Receipts and invoices for projects advanced by a jurisdiction may have a longer retention period.
7. An authorized representative of the Lead Agency will

authorization for payment.

1. As permitted in the Project Agreement, 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.
 2. 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.
 3. The Lead Agency must retain and certify all vendor receipts, invoices and any related project records as needed and that they are available for review.
 - a. These vendor receipts or invoices must be available for five (5) years after final payment is made; auditors, MAG or its designees can make possible requests.
 - b. Receipts and invoices for projects advanced by a jurisdiction may have a longer retention period.
 4. A duly authorized representative of the Lead Agency must sign all invoices and progress reports.
 5. Matching contributions as required in the ALCP Policies and Procedures have been invoiced and/or received, and are not in arrears.
 6. If a project is advanced, all invoices are due at the time of project completion.
 7. Other stipulations as appropriate as determined by MAG in consultation with the Lead Agency.
- B. On MAG approval of invoice, it will be forwarded to ADOT for payment.
 1. Checks will be distributed from ADOT.
- C. The signature of the duly authorized representative certifies that the invoice and progress reports are true and correct per the terms of the Project Agreement.
 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 has signing authority and is designated in the Project

<p>sign all three forms: request for payment, invoice and progress report, certifying that the request is true and correct per the terms of the Project Agreement and Project Overview.</p> <p>a. 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 has signing authority and is designated in the Project Overview for that specific ALCP project.</p> <p>b. No electronic or scanned signature will be accepted</p> <p>8. Matching contributions as required in the ALCP Policies and Procedures have been fully documented, invoiced and/or received, and are not in arrears.</p> <p>B. The request for payment will be approved and signed by the duly authorized representative from the Lead Agency, then it will be processed and approved at MAG and forwarded to ADOT for payment to Lead Agency. The request for payment form will include:</p> <ol style="list-style-type: none"> 1. Project name, description and RTP ID 2. Estimated total project costs 3. Expenditures to date 4. Regional fund budget 5. Previous Regional fund payments 6. Amount of Regional fund requests 7. Remaining Regional funds 8. Status of project development/completion 9. Type of work for reimbursement request is for 10. Mailing address for payment 11. Signatures of authorized representatives from Lead Agency, MAG and ADOT <p>C. The invoice will include:</p> <ol style="list-style-type: none"> 1. Invoice # 2. Project name, description and RTP ID 3. Reimbursable items and related costs 4. Proper documentation of reimbursable items and reimbursable costs contained in invoice 	<p>Agreement for that specific ALCP project.</p>
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- a. A copy of the invoice from the contractor is sufficient documentation for contracted work.
 - b. An administrative breakdown chart including staff name, hours on project, hourly rate, and total costs is sufficient documentation for administrative work.
- D. The progress report of the Project Reimbursement Request will 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 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 jurisdiction is to provide:
 - 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)
 - g. Documents produced
 4. Milestones can 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
 - g. Project Closeout
 5. Additionally to the progress report, there will be 3 Quality Assurance/Quality Control (QA/QC) meetings in the lifetime of a project.
 - a. Each QA/QC meeting will have an agenda developed by MAG to 1)review and discuss a list of questions and measures pertaining to the

LOCATION	Proposed Changes	June 29, 2005 ALCP Policies and Procedures
	<p>project schedule, budget and deliverables 2)facilitate discussion and updates between MAG and jurisdictions in a team environment and plan for improvements.</p> <p>b. Each QA/QC meeting will consist of the project manager/other designee from the jurisdiction, a MAG representative and, if necessary and requested, other representatives from partner agencies and/or contractors.</p> <p>c. These meetings will generally come after the Final Design milestone, the Construction - 60% milestone, and the Final Acceptance milestone.</p> <p>E. On MAG approval of Project Reimbursement Request, it will be forwarded to ADOT for payment.</p> <ol style="list-style-type: none"> 1. MAG will work with ADOT to expedite payment dependent on availability of funds. 2. Checks will be distributed from ADOT and sent to Lead Agency. 	
Section 350.A.1 & 3	ADDED: Project Overview	
Section 400 TITLE	ADDED: Project Overview	
Section 400	NEW: A. Each ALCP Project will have a Project Overview submitted to MAG before the Project Agreement is signed. <ol style="list-style-type: none"> 1. For advanced projects, a Project Overview will be submitted when the project begins. B. The Project Overview can be updated throughout the project as long as it is not a material change. C. The Project Overview will provide at a minimum: <ol style="list-style-type: none"> 1. Lead Agency contacts and other agency(ies) jurisdiction(s) involved in the project. 2. Project scope, project alignment, project history, project considerations, ITS components, multi-modal issues, project development process including, as needed, environmental, utility and right of way clearances. 3. Map/photographs 4. Timeline 5. Management plan 6. Project data 7. Cost estimates 	

LOCATION	Proposed Changes	June 29, 2005 ALCP Policies and Procedures
	<p>8. Contingencies</p> <p>9. Cost savings</p> <p>10. Summary of work, including: year of work, total cost, local share, federal share, regional share, year for reimbursement</p> <p>11. Project documents if needed: IGA, MOU, DCR, Corridor Study, Project Assessment, supporting document for developer contributions, project amendments, environmental overview</p> <p>12. Funding sources</p> <p>D. A Project Overview template will be provided by MAG.</p>	
Section 410.A	<p>CHANGED: A Project Agreement between MAG and the designated Lead Agency will be required for every project before reimbursable expenditures may be paid.</p>	<p>OLD: A Project Agreement between MAG and the designated Lead Agency and other local agencies as appropriate, will be required for every project before reimbursable expenditures may be initiated.</p>
Section 410.A.1	<p>CHANGED: Project Reimbursement Requests</p>	<p>OLD: Invoice</p>
Section 410.A.1.a	<p>ADDED: If a project is advanced, a Project Agreement has to be in place before the completion of the project.</p>	
Section 410.A.2.b	<p>CHANGED</p> <p>a. A Project Agreement will not be executed for subdivided 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.</p>	<p>OLD:</p> <p>a. A Project Agreement will not be executed for subdivided 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.</p>
Section 410.B.2	<p>CHANGED: Project Overview</p>	<p>OLD: Project Agreement</p>
Section 410.C	<p>B. The Project Agreement will be comprehensive. The Project Agreement will typically address at a minimum:</p> <ol style="list-style-type: none"> 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. Non-Availability of Funds. 	<p>E. The Project Agreement will be comprehensive. The Project Agreement will typically address at a minimum:</p> <ol style="list-style-type: none"> 1. Project scope, schedule and budget including regional, local match contributions and federal funding if applicable, and cost breakdowns. 2. Lead Agency and other agency(ies) jurisdiction(s) involved in the project. 3. Applicable Design Standards. 4. Environmental Overview. 5. Overall project development process including, as needed, environmental, utility and right of way clearances. 6. Review and approval requirements; and local

LOCATION	Proposed Changes	June 29, 2005 ALCP Policies and Procedures
	<p>9. Conflict of Interest.</p>	<p>jurisdiction actions.</p> <p>7. Annexation (as needed), accounting, financial and legal elements including milestones or trigger points.</p> <p>8. Contingencies.</p> <p>9. Risk and indemnification.</p> <p>10. Audits.</p> <p>11. Completion.</p>
<p>Section 410.F</p>	<p>CHANGED: F. The Lead Agency and MAG will be signatories to the Project Agreement: 1. To indicate their agreement to the Lead Agency designation and the terms of the agreement. The respective Town/City Managers, County/Community Administrator/Supervisor or designee will be the signing authority for that jurisdiction. 2. To indicate roles and responsibilities in project implementation.</p>	<p>OLD: F. The Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement will be signatories to the Project Agreement: 1. To indicate their agreement to the Lead Agency designation and the terms of the agreement. 2. To indicate their roles and responsibilities in project implementation, if any, acting in effect as a subcontractor to the Lead Agency.</p>
<p>APPENDIX</p>	<p>DELETED: Cash Flow –not mentioned in the Policies & Procedures</p>	
<p>APPENDIX</p>	<p>DELETED: Contingency Fund –not mentioned in the Policies & Procedures</p>	
<p>APPENDIX</p>	<p>CHANGED: Material Change - ... Overview</p>	<p>OLD: Agreement</p>
<p>APPENDIX</p>	<p>DELETED: middle sentence of Participating Agency</p>	
<p>APPENDIX</p>	<p>DELETED: last sentence in Project Agreement</p>	
<p>APPENDIX</p>	<p>DELETED: performance monitoring requirements, warranty periods in Project Completion</p>	
<p>APPENDIX</p>	<p>NEW: Project Overview</p>	
<p>APPENDIX</p>	<p>NEW: Project Reimbursement Request</p>	
<p>APPENDIX</p>	<p>DELETED: RTP Annual Report –not mentioned in the Policies & Procedures</p>	

**ARTERIAL LIFE CYCLE PROGRAM
POLICIES AND PROCEDURES**



**DRAFT – Proposed update to the previously approved
June 29, 2005 ALCP Policies and Procedures**

MARICOPA ASSOCIATION OF GOVERNMENTS

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BACKGROUND

In 2004, the Maricopa Association of Governments (MAG) initiated 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. The Transportation Policy Committee reviewed and recommended the Policy and Procedures for approval on June 22, 2005. The Regional Council approved the Policies and Procedures on June 29, 2005.

The ALCP relies upon two main elements:

1. Policies, which provide direction to decisions and processes, in conjunction with procedures, which specify steps needed to implement specified policies.
2. Project Agreements (PA), which serve to define the roles and requirements for agencies participating in the implementation of each project.

I. 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 means to track project implementation against requirements established in the RTP and the ALCP.
 - 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.
 - 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.
 - 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.
 - b. Require that material changes to projects in the Program be subject to public and stakeholder consultation 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 eligibility requirements as specified in Section 200 and the scope matches the project described in the RTP.

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

Section 110: Applicability of Arterial Life Cycle Program Policies and Procedures

- A. The requirements established in this document are limited to arterial street 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 requirements in addition to the requirements established in this document.
 - 1. Only select projects will have federal funding allocated to them. Those that do will be identified and the Lead Agency designated for that project will work with MAG and the ADOT Local Government Section to ensure conformity to federal and ALCP requirements.
 - 2. The projects receiving federal funding will adhere to both the federal and the ALCP requirements.

Section 120: Programming the Arterial Life Cycle

- A. The RTP establishes regional funding limits as well as general scopes and priorities for all ALCP projects.
- B. All ALCP projects must be programmed in the approved MAG Transportation Improvement Program (TIP) before they may be implemented or reimbursed.
- C. Programming of projects funded by the ALCP must be consistent with the ALCP and the ALCP Policies and Procedures.
 - 1. Projects will initially 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.
 - b. Programming of subdivided projects will only be conducted following the completion of the process described in Section 220(C) for subdividing projects.
 - 2. Amendments to the TIP, RTP and/or Project Agreement for a project(s) must follow the policy set in Section 220.
 - 3. 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 size or schedule.
- D. Inflation will occur throughout the ALCP. The original project budgets listed in the 2003 approved RTP were expressed in 2002 dollars. The annual update of the ALCP will require that the project budgets be adjusted to account for the past year's inflation.
 - 1. 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
 - a. This information can be found on the US Department of Labor, Bureau of Labor Statistics website: <http://data.bls.gov>. The specific series used for calculating inflation is U.S. All items, 1982-84=100 – CUUR0000SA0.

2. The inflation rate is calculated using the month of March base year 2002 and March of the current year.

E. Use of surplus and/or deficit Program funds.

1. If there are surplus Program funds, existing projects will be accelerated in priority order of the ALCP.
 - a. For projects to be accelerated, the matching local funds must be committed.
 - b. If there are surplus funds available upon full completion of the ALCP, the MAG Transportation Policy Committee will discuss options regarding additional projects.
2. If there is a deficit of Program funds to the ALCP, the ALCP projects will be delayed in priority order of the ALCP.

F. Moving ALCP Projects:

1. A jurisdiction is allowed to advance design, acquire right of way and construct a project in the ALCP.
 - a. The payment for the project will stay in the original year it is programmed in the ALCP based on the RTP.
 - i. Reimbursement for a project will be the amount listed, plus inflation to the year it is programmed in the ALCP.
 - b. The advancement of a project must consider the impact of the proposed change on other RTP projects and on neighboring communities.
2. Deferring a project
 - a. To defer a project, the Lead Agency must submit a written request stating the reason(s); the new schedule to MAG and the request must be approved through the MAG Committee Process.
 - b. The deferral of a project must consider the impact of the proposed change on other RTP projects and on neighboring communities.
 - c. 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.
3. Substituting Projects: If an original ALCP project has exhausted all means to develop an acceptable scope of work and/or the project is deemed not feasible given environment, public concerns, costs and other factors, a substitute project may be proposed for substitution in the same jurisdiction as the original project.
 - a. The Lead Agency shall submit a written request, including the justification and the description of steps to overcome the issues related to deleting the original project from the ALCP and RTP.
 - b. The substitution of a project must consider the impact of the proposed change on other RTP projects and on neighboring communities.
 - c. The Lead Agency may propose a substitute project that would use the regional funds that are allocated to the original project.
 - i. The substitute project should relieve congestion and improve mobility in the same general area addressed by the original planned project, if possible.
 - d. The deletion of the original project and the addition of the substitute project must be approved through the MAG Committee Process and be subject to any required consultation process.
 - e. If approved, the RTP and TIP shall be amended, subject to any necessary air quality conformity analysis.

G. Working with ADOT

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

H. Reporting

1. At a minimum, the ALCP Certification Report will be issued annually. It will provide the status of the projects, project additions, project deletions, changes to the schedule of projects, Program and project financing and other necessary components. ARS: 28-6354.
2. All participating agencies will provide available information to MAG for needed reports, such as: GIS based information, traffic counts, travel speeds and delay data.
3. 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.
 - a. 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 - Definitions
- 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.
 2. Consultation with the Citizens Transportation Oversight Committee (CTOC) will be conducted as appropriate and consistent with requirements in ARS: 28-6356(F) & (G).
- C. The MAG Committee Process will apply for:
 1. Approval of amendments to the ALCP Policies and Procedures.
 2. Adoption of the Arterial Life Cycle Program.
 3. Approval of amendments to ALCP projects in the TIP, RTP and/or that have a material change.

Section 140: Modifications to the Arterial Life Cycle Program Policies and Procedures

- A. 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 the chairperson of the Transportation Policy Committee.

II. PROJECT REQUIREMENTS

Section 200: Project Eligibility

- A. To be funded or constructed under the Program, all projects must:
1. Have a scope, budget (including amounts of regional funding and local match contributions) and schedule consistent with the project as included in the RTP, ALCP, as appropriate, the TIP and 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 already begun design, acquired right of way or begun construction before the date specified in Section 340(A) or the date of the addition of the project to the RTP.
- B. Facilities eligible for improvements under the ALCP include:
1. Major arterials as defined in Appendix A for this document, which 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.
 - c. Other key arterial corridors.
 2. Intersections of eligible major arterials.
- C. All projects must be designed to 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 in use in the local jurisdiction(s), will be specified or referenced in the Project Agreement.
 2. Standards for multiple jurisdictional projects should be consistent to the extent feasible.
- 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 thereof 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 where 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 and 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.
 - m. Noise, privacy and screen wall, and other buffers, if found to be necessary to meet applicable local, state or federal standards.
- E. Notwithstanding findings or recommendations from the Design Concept Report or 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 the Lead Agency and other agency (ies)/jurisdiction(s) listed in the Project Agreement requests 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 that is 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 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, as determined by MAG.
- F. The use of federal funds or other funding sources may involve further restrictions on the use of funds or eligible matching contributions.
- G. Eligible local match contributions include:
1. Locally funded expenditures on eligible projects or elements as listed above in this section.
 2. Third party contributions are taken at market value at the time of the donation, mutually agreed upon between the Lead Agency and other agency (ies)/jurisdiction(s) listed in the Project Agreement and MAG, and have supporting documentation.
- H. The Project Overview for each project must identify all project components for which reimbursement for the regional share is sought from the ALCP, including the components of the project that will be funded locally or by third parties.
- I. MAG Committee Process has the final determination on the eligibility of any project or project component for reimbursement from the Program.

Section 210: Project Authorizations

- A. All projects must receive authorization to proceed with an executed Project Agreement before reimbursements are made.
1. The project must be included in the adopted local Capital Improvement Program.

2. 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 multijurisdiction projects.
 - b. The MOU may address other considerations, such as roles and responsibilities for local jurisdictions in a multijurisdiction project, or early right of way acquisition, as needed in a preliminary manner prior to a full Project Agreement.
 3. A Project Overview must be on file at MAG.
- B. Prerequisites for project authorization and the development of a Project Agreement include:
1. The scope, budget and schedule of the project as currently foreseen must match that specified in the RTP and/or TIP, otherwise the RTP and TIP must be amended.
 2. A Lead Agency for each project must be identified, agreed to by the local jurisdictions in which the project is located, and established in the Project Agreement.
 3. Adequate and secure funding from a local, regional and, if applicable, federal level must be identified in the Project Overview.

Section 220: Project Amendments

- A. An amendment to the RTP and the TIP, if appropriate, will be needed if a scheduled project in the ALCP is: subdivided, merged with another project, advanced, deferred, exchanged, accelerated, newly funded, given reallocated money and/or altered causing a change in the scope or schedule of the project. ARS: 28-6353.
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.
- B. The Lead Agency and other agency (ies)/jurisdiction(s) listed in the Project Agreement, typically initiates the amendment process by making a written request to MAG.
1. If the new or revised project resulting from the amendment is also to be regionally funded, it will be subject to all of the requirements of the ALCP.
 2. If an amendment is approved by MAG, corresponding amendments are required to the Project Agreement established for the original project(s).
 3. The request for the RTP and/or TIP amendment must be provided as part of the agenda item for review and consideration throughout the MAG Committee Process.
 - a. The request must explain why it is necessary to change the project scope, schedule or budget including regional funding as described in the Project Agreement.
 - b. 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.
 - vi. 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.

- vii. 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.
- C. For RTP projects that want to subdivide or merge contiguous or nearly contiguous projects, an amendment to the RTP, TIP and Project Agreement, if necessary, for the new projects must be agreed to and executed.
1. A Design Concept Report or equivalent will be used to determine major project elements within each jurisdiction and to develop recommendations for budget allocations.
 2. The Lead Agency and other agency (ies)/jurisdiction(s) listed in the Project Agreement must agree to the proposed subdivisions, merge and/or any other associated changes.
 - a. The resulting projects would together provide for the completion of the original project as specified in the RTP.
- D. 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. 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 related activities for ALCP projects.
 2. All parties listed in the Project Agreement must agree to the advancement.
 3. Impacts on neighboring jurisdictions must be considered.
 4. Financing costs and any other incremental costs associated with the advancement are not eligible for reimbursement.
 5. The reimbursement for the advanced project will be in the original scheduled fiscal year.
 6. If Program revenues are lower or higher than expected, then the repayment schedule is subject to Program delays or Program advancements in the same manner as any other project in the ALCP.
 7. 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.
 8. The amount of regional reimbursement for projects advanced as segments of a larger RTP project will be determined following the completion of the process for subdividing projects as specified in Section 220(C) as will be specified in the Project Agreement to be executed for the project.
 9. Upon completion of an advanced project, all Project Reimbursement Requests will be submitted to MAG and payments will follow the schedule established in the Project Agreement and Project Overview.
- E. 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 for that year, taking into account: availability of Program funds, project readiness, local match available and funding source preferences.

F. Projects can be exchanged in the ALCP.

1. Exchanging projects requires the agreement of the respective Lead Agency, MAG and all other agencies/jurisdictions listed in the Project Agreement.
2. Funding for all projects involved in a project exchange must be documented for the Program both before and after the proposed exchange in order to demonstrate that there would be no negative fiscal impact on 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. If project is subdivided, 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 will be responsible for all aspects of project implementation, including, but not limited to, project management, risk management, 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 to use generally 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, that jurisdiction is expected to be the Lead Agency.
 - a. If there is change in jurisdictions because of an annexation that affects a project, the Lead Agency designated at the time of project implementation will continue.
 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. This agreement will be used to explain the multi-jurisdictional roles, responsibilities and 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 subdivided and implemented as separate projects by local jurisdictions, if agreed to by all agencies/jurisdictions listed in the Project Agreement, and following the amendment process specified in Section 220(C).

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 conditioned upon the availability of funds appropriated or allocated for the payment of such obligation.
 - 2. The ALCP budget and timeline can change to account for surplus or deficit Program funds.
- B. The budget for each ALCP project:
 - 1. The regional contribution is limited to the amount specified in the RTP for the project, or 70% of the actual project expenditures, whichever is less.
 - 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.
- C. Credits for local match requirements are not transferable between projects.

Section 320: Eligible Costs for Reimbursement

- A. Reimbursable expenditures are limited to ALCP projects meeting the requirements set forth in Section 200 (Project Eligibility).
- B. No reimbursements will be made:
 - 1. Prior to the execution of a Project Agreement.
 - 2. 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 there are surplus program funds, Section 120.E.
- C. Each ALCP project will have a reimbursement timeline specified in the Project Agreement and Project Overview.
- D. The Lead Agency shall send the Project Reimbursement Requests to MAG for payment from the Arizona Department of Transportation (ADOT). The Lead Agency will be responsible for:
 - 1. All project expenditures.
 - 2. Providing all Project Reimbursement Requests to MAG for reimbursement.
- E. 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 in-kind 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.

- F. Project elements not eligible for reimbursement under subsection 320(A) and (B) may be eligible as credit toward matching costs if the requirements specified in Sections 330 (Eligible Prior Right of Way Acquisition and/or Work for Reimbursement) and 200 (Project Eligibility) are satisfied.
- G. 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 right of way acquisitions and/or work.
- H. 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 330.

Section 330: Eligible Prior Right of Way Acquisition and/or Work for Reimbursement

- A. Prior right of way acquisitions and/or work that is part of a designated ALCP project is 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.
- E. If prior right of way acquisition and/or work are 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.

Section 340: Project Reimbursement Requests

- A. A Project Reimbursement Request will contain a request for payment, an invoice and a progress report.
 - 1. The request for payment, invoice and progress report forms will be provided by MAG.
 - 2. For a current ALCP project, the Project Reimbursement Request will be submitted by the Lead Agency to MAG as needed, or by milestone completion (Section D.4.a-k), or unless otherwise agreed to in the Project Overview.

- a. The Lead Agency cannot submit a Project Reimbursement Request more than once per month.
 - b. The progress report will reflect the work that is being invoiced for.
 3. If an ALCP project is advanced, progress reports will be submitted and QA/QC meetings will be held based on the milestones of the project even though a full Project Reimbursement Request will not be submitted.
 - i. A full Project Reimbursement Request, including request for reimbursement and invoice is due at the time of project completion.
 4. All Project Reimbursement Requests shall be submitted to MAG for authorization for payment.
 - a. 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.
 5. 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.
 6. The Lead Agency must retain and certify all vendor receipts, invoices and any related project records as needed and that they are available for review.
 - a. These vendor receipts or invoices must be available for five (5) years after final payment is made; auditors, MAG or its designees can make possible requests.
 - b. Receipts and invoices for projects advanced by a jurisdiction may have a longer retention period.
 7. An authorized representative of the Lead Agency will sign all three forms: request for payment, invoice and progress report, certifying that the request is true and correct per the terms of the Project Agreement and Project Overview.
 - a. 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 has signing authority and is designated in the Project Overview for that specific ALCP project.
 - b. No electronic or scanned signature will be accepted
 8. Matching contributions as required in the ALCP Policies and Procedures have been fully documented, invoiced and/or received, and are not in arrears.
- B. The request for payment will be approved and signed by the duly authorized representative from the Lead Agency, then it will be processed and approved at MAG and forwarded to ADOT for payment to Lead Agency. The request for payment form will include:
1. Project name, description and RTP ID
 2. Estimated total project costs
 3. Expenditures to date
 4. Regional fund budget
 5. Previous Regional fund payments
 6. Amount of Regional fund requests
 7. Remaining Regional funds
 8. Status of project development/completion
 9. Type of work for reimbursement request is for
 10. Mailing address for payment
 11. Signatures of authorized representatives from Lead Agency, MAG and ADOT
- C. The invoice will include:

1. Invoice #
 2. Project name, description and RTP ID
 3. Reimbursable items and related costs
 4. Proper documentation of reimbursable items and reimbursable costs contained in invoice
 - a. A copy of the invoice from the contractor is sufficient documentation for contracted work.
 - b. An administrative breakdown chart including staff name, hours on project, hourly rate, and total costs is sufficient documentation for administrative work.
- D. The progress report of the Project Reimbursement Request will 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 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 jurisdiction is to provide:
 - 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)
 - g. Documents produced
 4. Milestones can 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
 - g. Project Closeout
 5. Additionally to the progress report, there will be 3 Quality Assurance/Quality Control (QA/QC) meetings in the lifetime of a project.
 - a. Each QA/QC meeting will have an agenda developed by MAG to 1)review and discuss a list of questions and measures pertaining to the project schedule, budget and deliverables 2)facilitate discussion and updates between MAG and jurisdictions in a team environment and plan for improvements.
 - b. Each QA/QC meeting will consists of the project manager/other designee from the jurisdiction, a MAG representative and, if necessary and requested, other representatives from partner agencies and/or contractors.
 - c. These meetings will generally come after the Final Design milestone, the Construction - 60% milestone, and the Final Acceptance milestone.
- E. On MAG approval of Project Reimbursement Request, it will be forwarded to ADOT for payment.
1. MAG will work with ADOT to expedite payment dependent on availability of funds.
 2. Checks will be distributed from ADOT and sent to Lead Agency.

Section 350: Reallocation of Surplus Project Funds

- A. Surplus project funds 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, the scope of the project as included in the Project Agreement and Project Overview and there are remaining regional funds that were allocated to the project,
 2. If applicable, right of way, or other capital assets acquired with ALCP funds not used in the ALCP project is disposed of at market rates and the funds returned to the ALCP, OR
 3. 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.
- 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 reallocated in that jurisdiction depending on the availability of Program funds.
1. To another ALCP project or projects in the jurisdiction to address a budget shortfall, not to exceed 70% of the total cost of the project.
 2. To advance a portion or entire existing ALCP project or projects in the jurisdiction up to the amount of available surplus funds.
 3. If there are surplus regional funds upon full completion of the ALCP, then new projects for that jurisdiction may be funded.
 4. Subject to approval through the MAG Committee Process of the needed amendments to the RTP and, as needed, to the TIP.
- C. An amendment to the RTP and/or TIP will be required to change the amount of regional funding, local match contributions, the project budget, the schedule for the ALCP project and for any reallocation of funds to other uses.

IV. PROJECT OVERVIEW AND PROJECT AGREEMENT

Section 400: Project Overview

- A. Each ALCP Project will have a Project Overview submitted to MAG before the Project Agreement is signed.
 - 1. For advanced projects, a Project Overview will be submitted when the project begins.
- B. The Project Overview can be updated throughout the project as long as it is not a material change.
- C. The Project Overview will provide at a minimum:
 - 1. Lead Agency contacts and other agency(ies) jurisdiction(s) involved in the project.
 - 2. Project scope, project alignment, project history, project considerations, ITS components, multi-modal issues, project development process including, as needed, environmental, utility and right of way clearances.
 - 3. Map/photographs
 - 4. Timeline
 - 5. Management plan
 - 6. Project data
 - 7. Cost estimates
 - 8. Contingencies
 - 9. Cost savings
 - 10. Summary of work, including: year of work, total cost, local share, federal share, regional share, year for reimbursement
 - 11. Project documents if needed: IGA, MOU, DCR, Corridor Study, Project Assessment, supporting document for developer contributions, project amendments, environmental overview
 - 12. Funding sources
- D. A Project Overview template will be provided by MAG.

Section 410: Project Agreement

- A. A Project Agreement between MAG and the designated Lead Agency will be required for every project before reimbursable expenditures may be initiated.
 - 1. If a project is completed and eligible for reimbursement following the stipulations in Section 340, a Project Agreement has to be in place before Project Reimbursement Requests are submitted for reimbursement.
 - a. If a project is advanced, a Project Agreement has to be in place before the completion of the project.
 - 2. The scope, regional funding and schedule specified in the Project Agreement must match that specified in the RTP for the project.
 - a. Project subdivisions must be approved through the MAG Committee Process as described in Section 220(C) and the RTP and, as appropriate, the TIP amended showing those subdivided projects before Project Agreements can be executed for any of the subdivided projects.
 - i. The Project Agreement can 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 subdivided 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.

- B. 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.

- C. The Project Agreement will be comprehensive. The Project Agreement will typically 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. Non-Availability of Funds.
 - 9. Conflict of Interest.

- D. Upon approval of the Arterial Life Cycle Program, an update will be given 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.

- E. 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.

- F. The Lead Agency and MAG will be signatories to the Project Agreement:
 - 1. To indicate their agreement to the Lead Agency designation and the terms of the agreement. The respective Town/City Managers, County/Community Administrator/Supervisor or designee will be the signing authority for that jurisdiction.
 - 2. To indicate roles and responsibilities in project implementation.

APPENDIX A - GLOSSARY AND DEFINITIONS

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
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 providing 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
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.
Enhancement	"means an addition that exceeds generally accepted engineering or design standards for the specific type of facility." (From HB 2456, 28-6351(2)) For the purposes of the ALCP, the term "enhancement" is defined more specifically as: <ol style="list-style-type: none">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 a Design Concept Report has been completed, 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 are required to follow implementation processes established or required by the FHWA and administered through the ADOT Local Government Section.
FHWA	Federal Highway Administration
In-Kind Contribution	Contribution made to an ALCP project other than cash or cash equivalent funding, typically involving donation of right of way but may also include other aspects of project implementation such as design and construction.
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	“... means 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>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 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 its 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 vertical alignment at a freeway or highway interchange between at-grade, depressed and elevated, or changing its 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 light rail crossing not agreed by Valley Metro, as appropriate,
 - d) changing major design elements (including, but not limited to, 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 one million dollars, but not less than two hundred thousand dollars, 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 project completion by:
 - a) one or more fiscal years from the year shown in the TIP or RTP, or
 - b) changes project completion from one phase to another in the RTP,
 and/or
 4. results from a finding of a performance and/or financial audit.

Memorandum of Understanding (MOU)	A type of agreement that may used as a bridge to a Project Agreement, for example in the development of project cost estimates and allocations across multiple jurisdictions that then may be agreed and incorporated into a more formal Project Agreement to be executed before the project is further implemented.
MPO	Metropolitan Planning Organization
Participating Agency	Any agency involved in implementing 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 "Sub-divided projects".
Project Component	ALCP projects may include several project components or major elements, such as 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 that all lanes of the roadway segment or intersection are open to traffic.</p> <p>For purposes of Project Agreements or other legal agreements for the project, 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). 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	<p>A managerial document that Lead Agencies complete for each ALCP Project, before a Project Agreement is signed. 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.</p>
Project Reimbursement Request	<p>The guidelines and forms: request for payment, invoice and progress reports, that a Lead Agency completes when requesting reimbursement for an ALCP Project.</p>
Reallocation	<p>Re-assignment or re-programming of funds unexpended or not expected to be needed from one ALCP project to another ALCP project.</p>
Reimbursement	<p>Payment or compensation for costs incurred.</p>
RTP	<p>Regional Transportation Plan found to 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, and any references to the RTP mean the currently approved version unless indicated otherwise. It is also referred to as the "Plan".</p>
STIP	<p>State Transportation Improvement Program</p>
Subdivided Projects	<p>Segments of RTP projects, where the original project as specified in the RTP is subdivided or proposed for subdivision into smaller, shorter segments or components that together comprise the original RTP project in its entirety.</p>
TIP	<p>MAG Transportation Improvement Program found to be in conformance for air quality purposes, approved by the MAG Regional Council, and approved by the Governor for inclusion in the STIP. As the TIP may be amended from time to time, any references to the TIP mean the currently approved version unless indicated otherwise.</p>
TPC	<p>MAG Transportation Policy Committee</p>
TRC	<p>MAG Transportation Review Committee</p>

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 10, 2006

SUBJECT:

Approval of the Prioritization of the Rubberized Asphalt Plan

SUMMARY:

Two elements of the voter approved Regional Transportation Plan are \$279 million for freeway maintenance and \$75 million for freeway noise mitigation. The TPC established the TPC Freeway Maintenance/Noise Mitigation Subcommittee to develop recommendations for consideration by the TPC. The Transportation Policy Committee Freeway Maintenance/Noise Mitigation Subcommittee, in cooperation with the Arizona Department of Transportation (ADOT), developed recommendations on the phasing of the remaining freeway segments to receive rubberized asphalt ("quiet pavement"). The recommended plan breaks down to four phases and the paving of approximately 28 miles of the freeways throughout the Maricopa County region.

The proposed phasing of remaining segments for rubberized asphalt is:

Phase 7 (Summer 2006)

- I-10 from Dysart to 67th Avenue

Phase 8 (Spring 2007)

- I-10 from Van Buren to Baseline

Phase 9 (Summer 2007)

- US 60 from Crismon to Meridian
- I-10 from 27th Avenue to 19th Avenue
- Loop 202 from 48th Street to Kyrene
- State Route 153 from Van Buren to University

Phase 10 (Spring 2008)

- I-10 from Ray to Wild Horse Pass
- State Route 143 from Van Buren to I-10

PUBLIC INPUT:

At the November 15 meeting of the TPC Freeway Maintenance/Noise Mitigation Subcommittee, a citizen presented a short video on noise measurements on the length of I-10 freeway running through the historic F.Q. Story neighborhood. The video reflected the noise measurements before rubberized asphalt was applied and after.

PROS & CONS:

PROS: Approval will allow the remaining freeway segments to receive rubberized asphalt. ADOT will be able to program dates into their construction schedule.

CONS: If not approved, it would result in a delay of the rubberized asphalt program on all remaining freeway segments.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Funding for these projects has already been programmed in the Regional Transportation Plan.

POLICY: Approval will allow for the rubberized asphalt program to move forward efficiently and will address neighborhood concerns.

ACTION NEEDED:

Recommend approval of the prioritization of the remaining rubberized asphalt plan.

PRIOR COMMITTEE ACTIONS:

TPC Freeway Maintenance/Noise Mitigation Subcommittee: On November 15, 2005, the TPC Freeway Maintenance/Noise Mitigation Subcommittee recommended approval of the prioritization of the remaining rubberized asphalt plan.

MEMBERS ATTENDING

Councilwoman Peggy Bilsten, Phoenix, Chair	* Vice Mayor Pat Dennis, Peoria
Mayor James M. Cavanaugh, Goodyear	Councilmember Dan Schweiker, Paradise Valley
# Mayor Hugh Hallman, Tempe	

* Not present

Participated by videoconference or telephone conference call

CONTACT PERSON:

Eric Anderson, MAG, (602) 254-6300

January 10, 2006

TO: Members of the TPC Freeway Maintenance/Noise Mitigation Subcommittee

FROM: Eric Anderson, MAG Transportation Director

SUBJECT: ADOT LITTER AND LANDSCAPE PROGRAM

The Regional Transportation Plan (RTP) developed by the Transportation Policy Committee allocated \$279 million for landscape maintenance. This program is funded from the extension of the one-half cent sales tax that was approved by the voters on November 2, 2004. The objective of this program is to improve visual aesthetics along the highway system in the MAG region. This is to be accomplished through the funds provided by Proposition 400 that will be in addition to the funding that ADOT has been spending in this region for litter control and landscape maintenance. To ensure that these funds are appropriately accounted for, ADOT is establishing a new maintenance subprogram that will enable the funding to be monitored and the overall performance of the program to be tracked.

The balance of this memorandum is divided into the following five sections:

- Litter Control Component
- Landscape Maintenance Component
- Program Management
- Performance Measurement
- Current and Proposed Budget by Activity

LITTER CONTROL COMPONENT

The litter control component consists of four major activities that include:

- Regularly scheduled litter pickup
- Hot spots that require more frequent pickup or one-time pickups
- Sweeping of the highway lanes and ramps
- Litter prevention education

Regularly Scheduled Litter Pickups

Current Service Levels:

ADOT picks up litter weekly on the state highway system in only part of the region as shown in Figure 1. In these areas ADOT crews and contract crews are used for litter pickup for those areas that are visible from the highway. Local companies sponsor sections of the highway system in these areas in order to defray some

of the costs. Litter pickup on the balance of the system is usually collected only quarterly and volunteers are commonly used for these areas.

Proposed Service Levels:

ADOT recommends that the weekly service area be expanded as shown on Figure 1. The areas outside of this expanded service area would continue to have quarterly litter pickups until such time as it is determined that more frequent pickups are warranted. In addition, ADOT recommends expanding the litter pickup service to include areas within the ADOT right of way that may not be visible from the highway. These include the areas along the back lot lines of the right of way, hidden alleys and other less visible areas. Under the existing programs, these less visible areas are rarely cleaned.

Hot Spot Litter Pickup

Current Service Levels:

Based on experience and calls from the public, ADOT also defines certain areas as “hot spots” that may need more frequent attention. These areas are inspected several times a week and ADOT crews are sent to these areas for additional litter pickup as resources allow. Figure 2 shows the areas that have been identified as regular hot spot areas that need more frequent service.

Proposed Service Levels:

ADOT recommends that the hot spot program be structured to ensure that adequate resources are available to maintain the litter hot spots and to respond to special events along the highway system that may need one-time service. As part of the expanded program, ADOT recommends that a formal “maintenance hotline” be established for the public to report litter and other maintenance issues.

Sweeping of Lanes and Ramps

Current Service Levels:

ADOT sweeps the through lanes of the highways once per week and the freeway on- and off-ramps every two weeks in the areas shown in Figure 3. Highways in the other areas of the region are swept only occasionally and only in response to a service request. ADOT uses certified PM-10 sweepers in the urban areas.

Proposed Service Levels:

ADOT recommends increasing the frequency of sweeping to twice per week in the heavily traveled areas of the system and implementing a weekly sweeping schedule for the other areas in the region. The proposed semi-weekly and weekly sweeping areas are shown on Figure 3. ADOT also needs three additional certified PM-10 sweepers in addition to the two that the department currently has in service.

Litter Education and Prevention Program

Current Service Levels:

ADOT has been contributing to the Arizona Clean and Beautiful program, which is a statewide program. Funding for this program has been limited, especially for a statewide program, and is not always available.

Proposed Service Levels:

ADOT recommends that the department work closely with MAG to develop a joint program for litter education and prevention. The program would be specifically targeted to the MAG region and would concentrate on litter prevention education.

LANDSCAPE MAINTENANCE

Current Service Levels:

ADOT's landscaping program consists of three major activities:

- Landscape Trimming – to maintain safety and visual sight distance, particularly at traffic interchanges and sign locations
- Irrigation System Maintenance – to ensure water conservation and maintain safety by preventing water from flooding roadways
- Weed Control and Removal – to maintain aesthetically pleasing roadway landscaping
- Landscape Restoration – to replace non cost effective and damaged irrigation systems, as well as to replace old, unhealthy, or dead plants

Although most of the freeways in the MAG region have formal landscape, there are areas that are not landscaped but rather are left with the natural vegetation. For example, I-17 north of the I101 and I-10 west of Bullard Avenue are not landscaped. As these areas are improved, they will be formally landscaped and then maintained as part of the program. All new freeways constructed will also be formally landscaped. Figure 4 shows the highways in the MAG region that are formally landscaped and those that are not. Figure 4 also shows the areas that ADOT believes are currently receiving an acceptable level of care for those landscape areas that are visible from the highways.

Proposed Service Levels:

Figure 4 shows the expanded area that would be maintained at a higher level than currently is possible. ADOT also recommends expanding the existing landscape maintenance program to include tree and bush trimming beyond what is necessary for safety and visual sight distance reasons, which will enhance roadway aesthetics. ADOT is also recommending that the landscape maintenance be expanded to include less visible areas such as back line lots and hidden alleys. ADOT does recommend that more chemical preventative weed control techniques be used, which will limit weed germination and reduce the amount of weeds present in the landscaped areas.

PROGRAM MANAGEMENT

Management of the Proposition 400 funding for litter control and landscape maintenance is important to ensure that the additional funds are being spent in a cost effective manner and that the regional funds are not used to supplant existing ADOT funding. A key management tool will be the ADOT Life Cycle program review that will include a reconciliation of the budgeted amounts with the actual expenditures. Tracking of actual expenditures for these functions will be through the ADOT Pecos financial system. This system should provide expenditures by function and funding type so ADOT and MAG can track both ADOT funds and Proposition 400 funds. The MAG Annual Report will also include an analysis of how the regional funds are being used for litter control and landscape maintenance. The table below shows freeway maintenance funding over the past five years.

Freeway Maintenance Funding
(Millions of Dollars)

Category	FY 01	FY 02	FY 03	FY 04	FY 05
Litter Pick Up	0.833	0.799	0.817	0.849	1.135
Sweeping	0.660	0.692	0.785	0.927	1.030
Litter Prevention & Education	0.110	0.110	0.110	0.110	0.110
Landscape	3.440	3.256	3.812	3.540	5.510

PERFORMANCE MEASUREMENT

Measuring the effectiveness of the litter control and landscape maintenance funds is needed to ensure that the program is meeting the needs of the region in a cost effective manner. ADOT has been working to develop an appropriate level of service measures for highway maintenance. Objective measures in the areas of litter and landscape maintenance are difficult to develop due to the inherently subjective nature of the aesthetics of a roadway and adjoining landscaped areas. Daily litter pickup for the system is not practical or cost effective. A highway section that is "clean" to one person may not appear to be "clean" to another. The level of effort needed to reach a given level of landscape maintenance will vary by season and by the weather conditions. Off-season rains, for example, may stimulate extraordinary plant growth dictating higher levels of landscape maintenance.

ADOT is proposing two initial methods to gauge on how well the litter control and landscape maintenance program is working. First, ADOT recommends reorienting its citizens complaint tracking and response system so that complaints related to litter, landscaping and sweeping issues can be monitored. The number of complaints should fall as litter is picked up more frequently, litter hotspots are responded to more quickly, and more landscape maintenance is conducted. This system would also allow for new "hotspots" to be identified and maintained on an on going basis. This will require that complaints and comments be collected and reviewed at a central point within ADOT.

Secondly, ADOT is proposing that periodic tours of the highway system be conducted for local elected officials or staff to survey the status of litter and landscape and “score” their observations as to the appearance of difficult aspects of the landscape and litter. The results of the surveys would then be tabulated, analyzed and reported. ADOT is currently using the scorecard process, but on a limited basis.

Both of these proposed measurement techniques could result in refinements to the program to resolve specific issues discovered or to improve the overall performance of the programs.

PROPOSED BUDGET

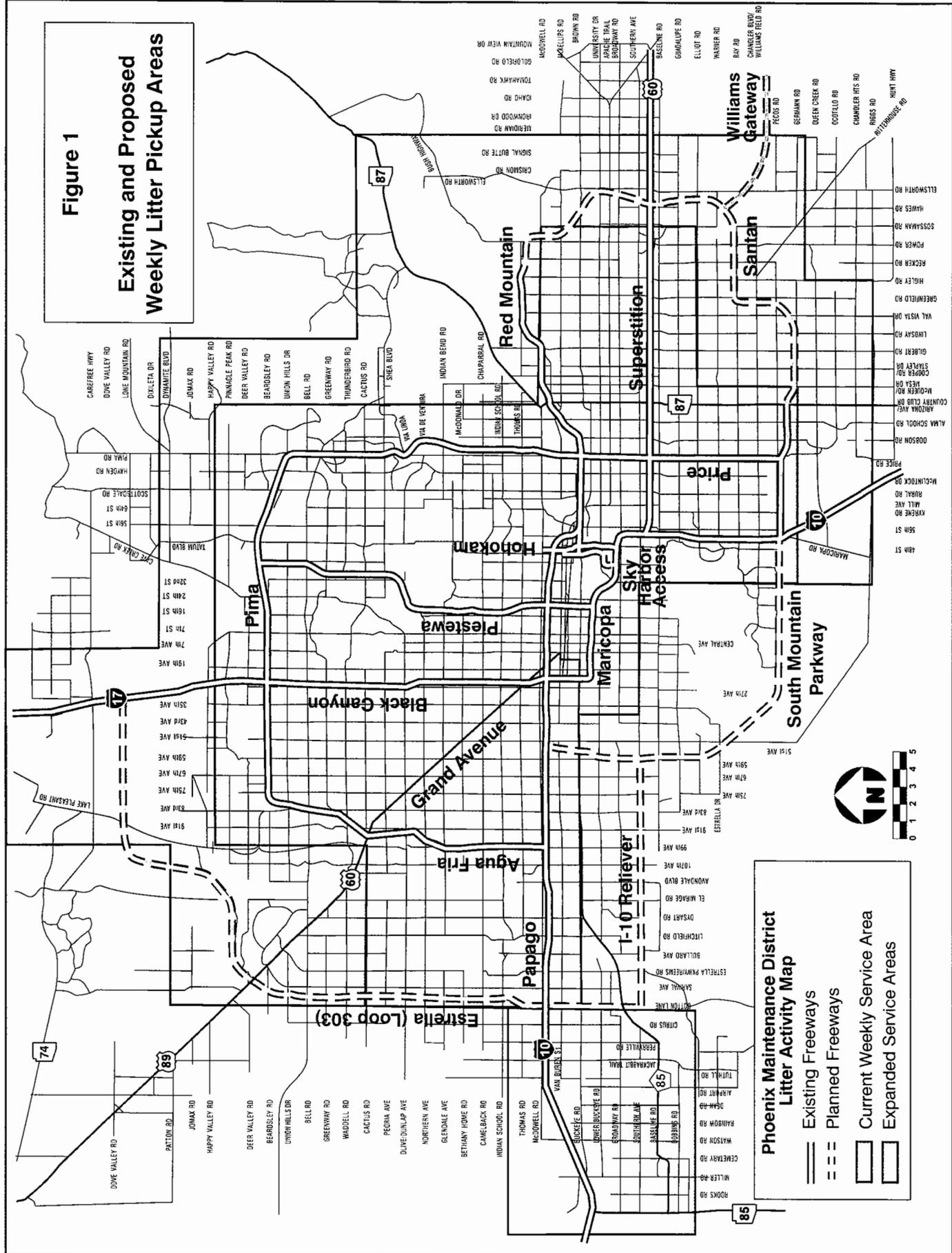
ADOT is proposing that approximately \$6 million of Proposition 400 funds be used to augment ADOT resources in FY 2006 and in FY 2007. Funding in future years can be determined as the effectiveness is reviewed and as new freeway miles are added to the system. The table below shows the major budget categories and funding for FY 2005. The recommended funding from Proposition 400 by budget category is also shown and the total budget by category for FY 2006.

Proposed FY 2006 Budget for Litter Control and Landscape Maintenance
(Millions of Dollars)

Category	FY 05 ADOT Funding	Prop. 400 Funds	Total Budget
Litter Pick Up	1.135	1.800	2.935
Sweeping	1.030	0.400	1.430
Litter Prevention & Education	0.100	0.200	0.300
Landscape	5.510	3.500	9.010
TOTAL	\$7.775	\$5.900	\$13.675

Figure 1

Existing and Proposed Weekly Litter Pickup Areas

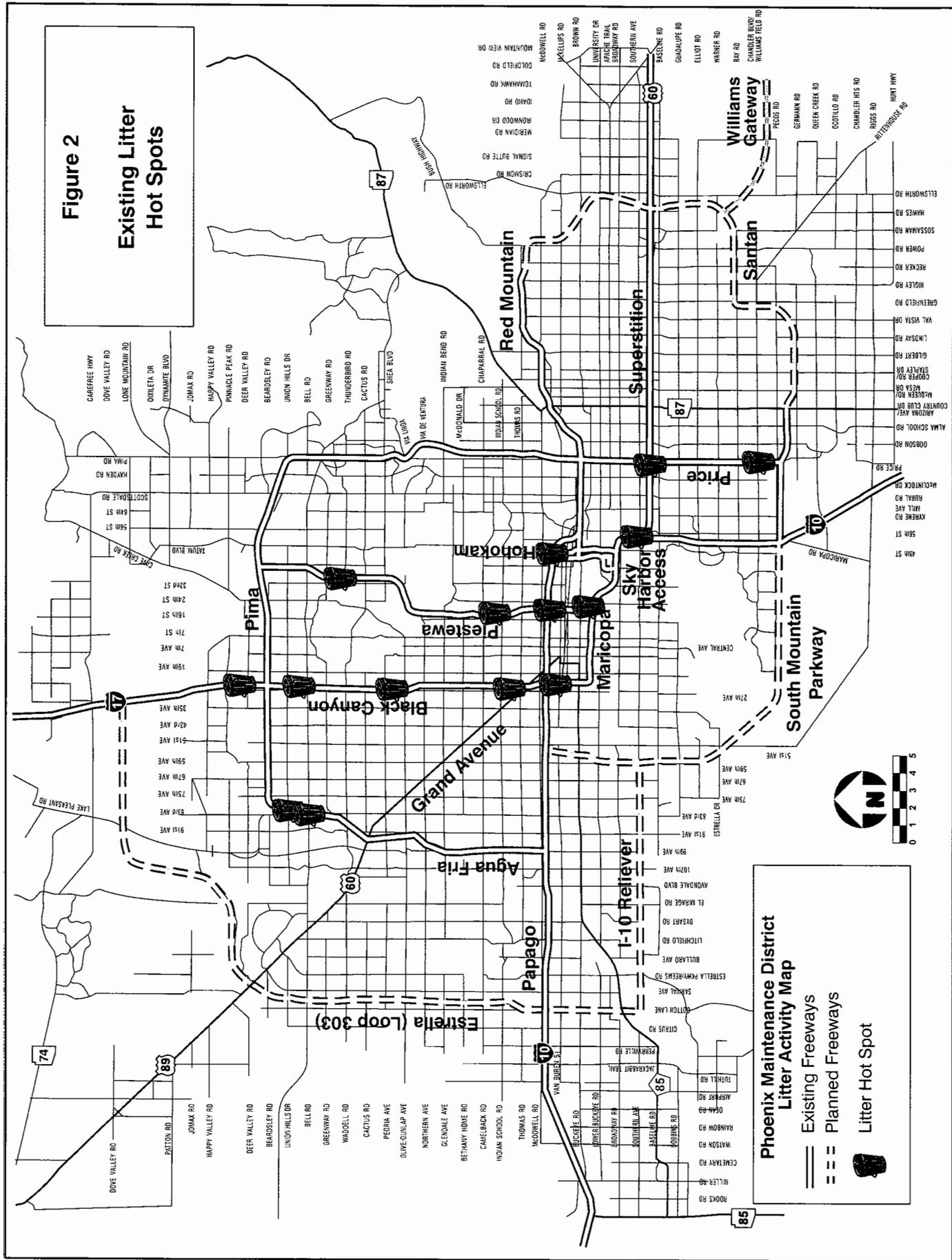


Phoenix Maintenance District Litter Activity Map

- Existing Freeways
- - - Planned Freeways
- ▭ Current Weekly Service Area
- ▭ Expanded Service Areas



Figure 2
Existing Litter Hot Spots

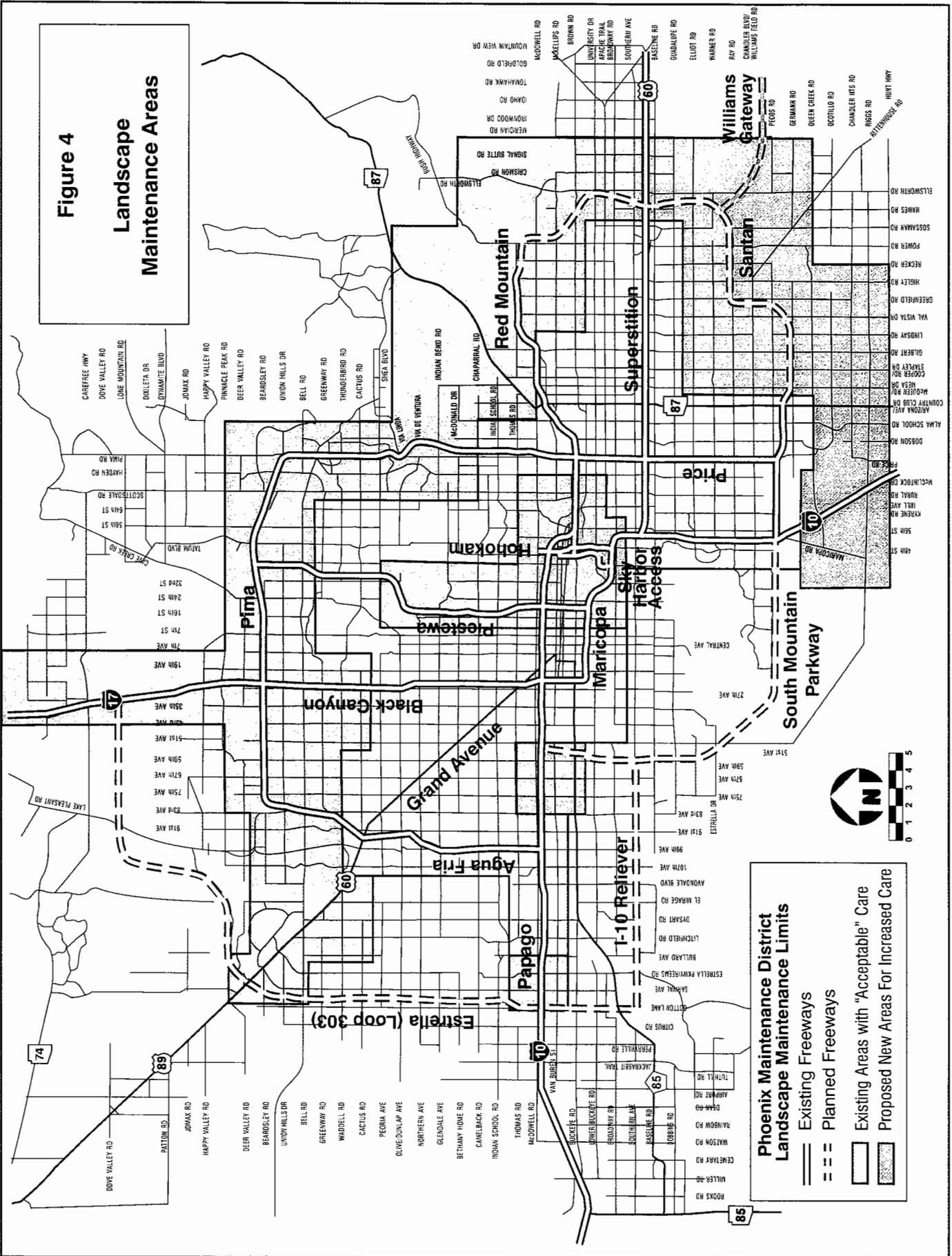


**Phoenix Maintenance District
Litter Activity Map**

- Existing Freeways
- - - Planned Freeways
- Litter Hot Spot



Figure 4
Landscape Maintenance Areas



Phoenix Maintenance District Landscape Maintenance Limits

- Existing Freeways
- == Planned Freeways
- ▭ Existing Areas with "Acceptable" Care
- ▨ Proposed New Areas For Increased Care



Reevaluation of TPC Meeting Day/Time

Please indicate the days and times you are available by placing an 'X' in the appropriate squares.

	8:00 a.m.	9:00 p.m.	10:00 a.m.	11:00 a.m.	12:00 p.m.	1:00 p.m.	2:00 p.m.	3:00 p.m.	4:00 p.m.	5:00 p.m.
Monday										
Tuesday										
Wednesday										
Thursday										
Friday										

TPC Member Name: _____

Fax back form by **January 25, 2006** to Maricopa Association of Governments at 602-254-6309.