



302 North 1st Avenue, Suite 300 ▲ Phoenix, Arizona 85003
Phone (602) 254-6300 ▲ FAX (602) 254-6490
E-mail: mag@mag.maricopa.gov ▲ Web site: www.mag.maricopa.gov

June 6, 2006

TO: Members of the MAG Management Committee

FROM: Ed Beasley, Glendale, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Wednesday, June 14, 2006 - noon to 1:00 p.m. (Meeting will begin promptly at noon)
MAG Office, Suite 200 - Saguaro Room
302 North 1st Avenue, Phoenix

The next Management Committee meeting will be held at the MAG offices at the time and place noted above. Members of the Management Committee may attend the meeting either in person, by videoconference or by telephone conference call. The agenda and summaries are being transmitted to the members of the Regional Council to foster increased dialogue regarding the agenda items between members of the Management Committee and Regional Council. You are encouraged to review the supporting information enclosed. Lunch will be provided at a nominal cost.

Please park in the garage under the building, bring your ticket, parking will be validated. For those using transit, Valley Metro/RPTA 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.

Members are reminded of the importance of attendance by yourself or a proxy. Any time that a quorum is not present, we cannot conduct the meeting. Please set aside sufficient time for the meeting, and for all matters to be reviewed and acted upon by the Management Committee. Your presence and vote count.

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
la 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
vn 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

**MAG MANAGEMENT COMMITTEE
TENTATIVE AGENDA
June 14, 2006**

COMMITTEE ACTION REQUESTED

1. Call to Order
2. Pledge of Allegiance
3. Call to the Audience

An opportunity is provided to the public to address the Management 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. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Management 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 May 10, 2006 Meeting Minutes
- *4B. Consultant Selection for the MAG Regional Traffic Volume Survey

The FY 2006 MAG Unified Planning Work Program and Annual Budget includes funding to conduct traffic counts for arterials in the MAG urbanized area. MAG has produced traffic count maps every two to four years since 1974. The previous map was produced using 2002 counts.

- 4A. Review and approve the May 10, 2006 meeting minutes.
- 4B. Recommend approval of the selection of United Civil Group Corporation to conduct the MAG Regional Traffic Volume Survey for an amount not to exceed \$109,915.

A Request for Proposals was advertised to perform traffic counts to assist in the creation of a 2006 map and three proposals were received in response. A multi-jurisdictional review team evaluated the proposals and recommended to MAG that United Civil Group Corporation be selected to conduct the Regional Traffic Volume Survey for an amount not to exceed \$109,915. Please refer to the enclosed material.

*4C. Consultant Contract for Arizona Socioeconomic Modeling, Analysis and Reporting Toolbox (AZ-SMART)

The FY 2006 MAG Unified Planning Work Program and Annual Budget contains a work element that includes the enhancement of existing MAG socioeconomic models. The objective of this project is to ensure premier modeling activities at MAG through the development of the Arizona Socioeconomic Modeling, Analysis and Reporting Toolbox (AZ-SMART) modeling suite. A Request for Qualifications was advertised and three statements of qualifications were received. A multi-agency evaluation team reviewed the responses and recommended to MAG that the University of Washington undertake the development of AZ-SMART for an amount not to exceed \$275,000. To develop the toolbox, the Pima Association of Governments is contributing \$75,000 for the project. Please refer to the enclosed material.

*4D. Consultant Selection for the MAG Internal Truck Travel Survey and Truck Model Development Project

The FY 2006 MAG Unified Planning Work Program and Annual Budget includes funding to conduct an internal truck travel survey, with associated travel demand model improvements. A Request for Proposals was advertised and three responses were received. On May 19, 2006, a multi-agency evaluation team reviewed the proposals and recommended to MAG that Cambridge Systematics, Inc. be selected to complete the Internal Truck Travel Survey and Truck Model Development project for an amount

4C. Recommend approval to enter into contract negotiations with University of Washington to create AZ-SMART for an amount not to exceed \$275,000.

4D. Recommend approval of the selection of Cambridge Systematics, Inc., to conduct the Internal Truck Travel Survey and Truck Model Development project for an amount not to exceed \$350,000.

not to exceed \$350,000. Please refer to the enclosed material.

*4E. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment to the FY 2006-2010 MAG Transportation Improvement Program. The proposed amendment includes changes to existing projects in the TIP as part of the Federal FY 2006 Interim Year End Closeout. In addition, the Arizona Department of Transportation has requested that a new Quiet Pavement (rubberized asphalt) project be added to the FY 2006 program. The amendment includes minor project revisions that do not require a conformity determination. Comments on the conformity assessment are requested by June 23, 2006. Please refer to the enclosed material.

*4F. Changes to the Approved January 25, 2006 Arterial Life Cycle Program (ALCP) Policies and Procedures

A number of technical corrections need to be made to the ALCP Policies and Procedures. The proposed changes have been discussed with MAG member agencies at an ALCP Working Group meeting, which was held on April 25, 2006. On May 25, 2006, the MAG Transportation Review Committee recommended approval of the proposed changes. Please refer to the enclosed material.

*4G. ADOT Request for a Quiet Pavement Project

The Arizona Department of Transportation has requested that a previously deferred Quiet Pavement project (rubberized asphalt) be added to the FY 2006 program. The project would combine \$4.1 million of FY 2006 funds with \$5.2 million of funds that are programmed for the Quiet Pavement program in FY 2007. The FY 2007 funds were originally programmed for FY 2006, but were moved to the next fiscal year to balance the program cash flow. Due to the delay

4E. Consultation.

4F. Recommend approval of the proposed changes to the previously approved January 25, 2006 ALCP Policies and Procedures.

4G. Recommend approval that a previously deferred Quiet Pavement project be initiated in FY 2006 in the amount of \$9.3 million.

of two months in the advertisement of the construction bid for the Jomax Road/Dixileta interchange at I-17 due to a right of way acquisition issue, these funds are now available this fiscal year. This change would allow the design work for the rubberized asphalt paving of I-10 from 67th Avenue to Dysart Road to move forward this fiscal year so that the paving could begin during the fall of 2006. This item is on the June 14, 2006 Management Committee agenda for action. Please refer to the enclosed material.

*4H. Designation of Recipient for Job Access and Reverse Commute (JARC) and New Freedom Funds

On May 11, 2006, MAG received a formal request from the Arizona Department of Transportation (ADOT) to recommend the City of Phoenix be designated by the Governor as the recipient of Job Access and Reverse Commute (JARC) and New Freedom funds for the region. ADOT needs to recommend a recipient to the Governor in order for these funds to be drawn down for FY 2006. This action is required by new SAFETEA-LU regulations. The City of Phoenix is the current recipient of JARC funds and has requested to continue this responsibility. This memorandum is presented to inform the committee of this request and to request that the City of Phoenix be recommended to the Governor's Office as the recipient of JARC and New Freedom funds. On May 25, 2006, the Transportation Review Committee recommended approval of this item. Please refer to the enclosed material.

*4I. Social Service Block Grant Revised Allocation Recommendations

In May 2006, the Arizona Department of Economic Security (DES) notified MAG that the Department of Health and Human Services is requiring revised allocation recommendations reflecting a 19.722 percent cut proposed at the federal level. The Social Service Block Grant Program (SSBG) currently provides more than \$4 million to non-profit agencies in this region.

4H. Recommend approval that the City of Phoenix be recommended by ADOT to the Governor's Office as the designated recipient for JARC and New Freedom funds for the region.

4I. Recommend approval of the revised allocation recommendations for the Social Service Block Grant FY 2007.

The funds support programs assisting people in four target groups, adults, families and children; elderly, persons with disabilities and persons with developmental disabilities. While DES contracts directly with agencies to make these services available, the allocation recommendations are made by MAG. In response to the requirement for a revised plan, the MAG Human Services Technical Committee will meet on June 8, 2006, to develop recommendations for how the proposed reduction in funding should be applied to the four target groups and services. The Committee's recommendations will be provided to the Management Committee. Please refer to the enclosed material.

*4J. Elderly Mobility Sign Project

MAG currently has a federally funded project totaling \$400,000 in the FY 2007 MAG Unified Planning Work Program and Annual Budget to fund Elderly Mobility Signage. This project, recommended by the Elderly Mobility Stakeholders, the MAG Safety Committee and the Transportation Review Committee, will provide funding for local jurisdictions to implement a street sign project according to the Federal Highway Administration Guidelines and Recommendations to Accommodate Older Drivers and Pedestrians. Funding is available for the production costs of the signs, including materials, extra posts, mounting brackets, and costs for Clearview font software. Funds are not provided for any installation costs. There will be a two-year time frame for cities and towns to complete the installation of the signs and participate in an evaluation of the efforts of this project. The MAG federal funds for this project will be exchanged for City of Phoenix funds to expedite the implementation of the project. Please refer to the enclosed material.

*4K. 2005 Census Survey Update

On May 24, 2006, the fieldwork to verify data collected in the 2005 Census Survey was completed. Since all the data have been collected, it is now being processed, reviewed and analyzed. It is anticipated that the Census Bureau will issue a

4J. Recommend approval of the Elderly Mobility Sign Project and to exchange MAG federal funds for City of Phoenix funds to expedite the implementation of the project.

4K. Recommend approval of the additional 2005 Census Survey costs for a total estimated cost of \$8.1 million.

final set of numbers by June 30, 2006. In a February 2006 memorandum to the Management Committee and Regional Council, it was noted that in addition to the original census cost estimate of \$7.5 million, additional costs of \$600,000 were incurred for the local census office, media campaign and a Census Bureau cost increase. The Federal Highway Administration (FHWA) has agreed that MAG FHWA funds may be used for 50 percent of the additional costs. It is anticipated that the total costs for the 2005 Census Survey will not exceed the total estimated cost of \$8.1 million. Final cost allocation will be based upon the 2005 Census Survey final results. The MAG Census Survey Oversight Subcommittee recommended approval of the additional costs. Please refer to the enclosed material.

*4L. Federal Fiscal Year 2006 MAG Federal Funds Interim Closeout and Amendments/Adjustments to the FY 2006-2010 MAG Transportation Improvement Program and FY 2006 and FY 2007 MAG Unified Planning Work Programs and Annual Budgets

In April 2006, the Regional Council approved the deferral of 18 projects, totaling \$11.2 million. Since that time, two additional projects have been requested to be deferred. The deficit of funding at the beginning of the year has been increased due to two rescissions of federal funds. With the deferrals included, in this phase of the closeout process, approximately \$3.3 million is available for the interim closeout, plus a possible \$1 million in redistributed Obligation Authority. Approximately \$12.4 million in project requests have been received for the funds available. To utilize the available funds, on May 25, 2006, the TRC recommended nine projects, totaling \$3.2 million, plus an additional \$1.4 million in contingency projects if any further funds become available or if any projects unexpectedly drop out. The Transportation Review Committee recommended approving the interim closeout of Federal FY 2006. Please refer to the enclosed material.

4L. Recommend approval of the interim closeout of Federal FY 2006, as shown in the attached Tables and recommend amending/adjusting the FY 2006-2010 MAG TIP and the FY 2006 and FY 2007 MAG Unified Planning Work Programs and Annual Budgets to allow the projects to proceed.

ITEMS PROPOSED TO BE HEARD

5. Draft FY 2007 Arterial Life Cycle Program (ALCP)

The Regional Transportation Plan (RTP) identifies a total of 94 arterial street projects, which are categorized into five-year phases within the plan. The regional share of arterial street projects is funded by the regional sales tax extension and MAG federal funds. As part of the ALCP process, Lead Agencies are required to update ALCP Project information at least once a year. While developing the Draft FY 2007 ALCP, participating Lead Agencies have submitted project information for all ALCP Projects following the process and deadlines that were set for the FY 2007-2011 Transportation Improvement Program (TIP), and the RTP 2006 Update. MAG staff has programmed the Draft FY 2007 ALCP using this Project information, and the projected revenue streams of the Regional Area Road Fund (RARF), MAG Surface Transportation Program funds (STP-MAG), and Congestion Mitigation and Air Quality (CMAQ) funds. On May 25, 2006, the MAG Transportation Review Committee recommended approval of the Draft ALCP. Please refer to the enclosed material.

6. Election of Officers

Each June, the positions of Chair and Vice Chair are elected by the Management Committee.

7. Legislative Update

An update will be provided on legislative issues of interest. Please refer to the enclosed material.

8. Comments from the Committee

An opportunity will be provided for Management Committee members to present a brief summary of current events. The Management Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

5. Recommend approval of the Draft FY 2007 Arterial Life Cycle Program (ALCP).

6. Elect a Chair and Vice Chair.

7. Information, discussion and possible action.

8. Information.

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
May 10, 2006
MAG Office Building - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Ed Beasley, Glendale, Chair	Mark Johnson, Guadalupe
Jan Dolan, Scottsdale, Vice Chair	Darryl Crossman, Litchfield Park
* George Hoffman, Apache Junction	Christopher Brady, Mesa
David Fitzhugh for Charlie McClendon, Avondale	Tom Martinsen, Paradise Valley
Carroll Reynolds, Buckeye	Terry Ellis, Peoria
Jon Pearson, Carefree	Frank Fairbanks, Phoenix
Usama Abujbarah, Cave Creek	* Cynthia Seelhammer, Queen Creek
Patrice Kraus, Chandler	* Bryan Meyers, Salt River Pima-Maricopa Indian Community
B.J. Cornwall, El Mirage	Jim Rumpeltes, Surprise
Alfonso Rodriguez for Orlando Moreno, Fort McDowell Yavapai Nation	Amber Wakeman for Will Manley, Tempe
# Tim Pickering, Fountain Hills	Reyes Medrano, Tolleson
* Lynn Farmer, Gila Bend	# Shane Dille, Wickenburg
Joseph Manuel, Gila River Indian Community	Mark Fooks, Youngtown
George Pettit, Gilbert	Bill Hayden for Victor Mendez, ADOT
Jerene Watson for Stephen Cleveland, Goodyear	Mike Ellegood for David Smith, Maricopa County
	David Boggs, Valley Metro/RPTA

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

1. Call to Order

The meeting was called to order by Chair Ed Beasley at 12:15 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Beasley announced that Tim Pickering and Shane Dille were attending via teleconference. He introduced the new member of the Management Committee, Joseph Manuel, from the Gila River Indian Community.

Chair Beasley stated that transit tickets were available from Valley Metro/RPTA for those using transit to come to the meeting. Parking validation was available from MAG staff for those who parked in the parking garage.

3. Call to the Audience

Chair Beasley stated that Call to the Audience provides an opportunity to the public to address the Management 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. Chair Beasley noted that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard. Public comments have a three minute time limit and there is a timer to help the public with their presentations. Chair Beasley stated that for members of the audience who wish to speak, comment cards were available from the staff.

Chair Beasley recognized public comment from Dianne Barker, who said that she had come to the meeting by bus. Ms. Barker stated that rapid transit on I-10 needs to be looked at because it is congested. She commented on exceedances at air quality monitors and said that she understood the region is now under federal mandate to reduce emissions by five percent. Ms. Barker stated that half of the \$463 million of funds in the TIP are air quality funds. Ms. Barker commented about congestion management scores for projects using these air quality funds. She stated that rail planning staff is to get residual funds from park and ride funds and asked why this would be done since there were no congestion management scores. Ms. Barker brought up that only one-quarter of bus stops have shelters. She said that those who need to use transit as their only source of transportation are not being taken care of. Ms. Barker stated that until congestion management is taken care of, it will not be fair. Chair Beasley thanked Ms. Barker for her comments.

4. Approval of Consent Agenda

Chair Beasley stated that public comment would be heard before action was taken on the consent items. Each speaker is provided with a total of three minutes to comment on the consent agenda. After hearing public comments, any member of the Committee can request that an item be removed from the consent agenda and considered individually. Chair Beasley stated that agenda items #4A, #4B, #4C, #4D, #4E, #4F, #4G, #4H, #4I, #4J, #4K, #4L, #4M, and #4N were on the consent agenda. There were no requests to hear an item individually.

Mr. Pettit moved to recommend approval of the consent agenda. Mr. Reynolds seconded, and the motion carried unanimously.

4A. Approval of April 5, 2006 Meeting Minutes

The Management Committee, by consent, approved the April 5, 2006 meeting minutes.

4B. Consultant Contract for MAG Socioeconomic Model Enhancements Support

The Management Committee, by consent, recommended approval of the selection of Planning Technologies to support enhancing the MAG socioeconomic model for an amount not to exceed \$35,000. The FY 2006 MAG Unified Planning Work Program and Annual Budget includes \$35,000 for enhancing the MAG socioeconomic models. MAG is in the process of developing a statewide socioeconomic model, Arizona Socioeconomic Modeling, Analysis and Reporting Toolbox (AZ-SMART). The AZ-SMART socioeconomic modeling suite will primarily support socioeconomic activities at MAG. AZ-SMART will build upon a model that MAG currently uses, the Subarea Allocation Model (SAM). This model was developed by Planning Technologies. Since Planning Technologies is the developer of SAM, it is uniquely able to provide detailed technical guidance and support on the programming and implementation for AZ-SMART. Staff is recommending that Planning Technologies be selected to provide socioeconomic model enhancements in the amount of \$35,000.

4C. Consultant Selection for the MAG Highway Performance Monitoring System Traffic Count Study - Phase II

The Management Committee, by consent, recommended approval of the selection of Field Data Services of Arizona to conduct the MAG HPMS Traffic Count Study - Phase II for an amount not to exceed \$41,760. The FY 2006 MAG Unified Planning Work Program and Annual Budget includes funding to conduct traffic counts for the Highway Performance Monitoring System (HPMS). A request for proposals was advertised for the second phase of the MAG HPMS Traffic Count Study. One proposal was received from Field Data Services of Arizona. A multi-jurisdictional review team evaluated the proposal and recommended to MAG that Field Data Services of Arizona be selected. The contractor will conduct bi-directional volume and classification counts for five continuous days, on three separate occasions, in 2006. The counts will be conducted on the same route that the MAG Silt Loading Study is measuring particulate emissions.

4D. Consultant Selection to Provide MAG Travel Demand Software and Related Services and Amendment to the MAG FY 2006 MAG Unified Planning Work Program and Annual Budget

The Management Committee, by consent, recommended approval of the selection of Caliper Corporation to provide travel demand software and related services for an amount not to exceed \$80,000, and to amend the FY 2006 MAG Unified Planning Work Program and Annual Budget to include this project with funding being provided through MAG contingency funds. A core business of MAG is to provide transportation modeling services for the MAG member agencies. EMME/2, the software used for this computer modeling, has been in use since 1993. At the October 27, 2005 Transportation Review Committee meeting, staff discussed exploring other software that would provide more features for this region. This would provide MAG with new travel demand software in order to expand the model and achieve a high degree of GIS integration for modeling activities. A Request for Proposals was advertised and four proposals were received. A multi-jurisdictional evaluation team interviewed the firms and evaluated their software packages. On April 20, 2006, the evaluation team recommended to MAG the selection of Caliper Corporation to provide software and related services for an amount not to exceed

\$80,000. An amendment to the FY 2006 MAG Unified Planning Work Program and Annual Budget is needed to include this project, with the funding being provided through MAG contingency funds.

4E. Proposed Amendment and Administrative Adjustment to the FY 2006-2010 Transportation Improvement Program for Highway Projects

The Management Committee, by consent, recommended approval of a TIP Amendment to add two regionally funded environmental studies to FY 2006 and an Administrative Adjustment to change the funding on four FY 2006 and 2007 ADOT freeway interchange construction projects from State and Local funds to Federal. Since approval of the FY 2006-2010 MAG Transportation Improvement Program (TIP) on July 25, 2005, ADOT has requested funding changes to four freeway interchange construction projects that are currently programmed in FYs 2006 and 2007 of the TIP with State and/or Local Funds. In addition, ADOT has requested the addition of two regionally funded environmental studies on I-10 between Loop 101 (Agua Fria Freeway) and Loop 303 and from Loop 303 to State Route 85 to FY 2006. The four construction projects are already listed in the current TIP and any material cost increases have already been approved as part of a prior Regional Council action. Therefore, a TIP Amendment is not required for them to proceed and air quality conformity is not affected, but an Administrative Adjustment is being processed to formally notify all interested parties of the proposed change to federal funding. However, the two studies are new additions to the TIP and an Amendment is required, although both studies are regarded as exempt for air quality conformity purposes. The Transportation Review Committee recommended approval of the proposed Amendment and Administrative Adjustment to the FY 2006-2010 TIP.

4F. Conformity Consultation

MAG is conducting consultation on a conformity assessment for an amendment to the FY 2006-2010 MAG Transportation Improvement Program. The amendment includes funding changes to four Arizona Department of Transportation freeway interchange projects that are currently programmed in fiscal years 2006 and 2007. In addition, the amendment includes two new Interstate-10 environmental studies in FY 2006. The amendment includes projects that may be categorized as exempt from conformity determinations and minor project revisions that do not require a conformity determination. This item was on the agenda for consultation.

4G. Department of Housing and Urban Development Stuart B. McKinney Continuum of Care Consolidated Application Process for Maricopa County

In April 2006, the MAG Continuum of Care Regional Committee on Homelessness received 48 Department of Housing and Urban Development (HUD) applications from nonprofit organizations in the region for homeless assistance funding. A rating and review process was administered by the Valley of the Sun United Way. The strategic rating and ranking of applications were completed on April 26, 2006. The application, recommendations, and rankings are due to HUD on May 25, 2006. The rankings were provided the Management Committee for information and discussion.

4H. Formation of a Human Services Transportation Coordination Stakeholders Group

The Management Committee, by consent, approved forming a Human Services Transportation Coordination Stakeholders Group. As part of the MAG Human Services and Senior Transportation Assessment and Coordination Project, it was requested that MAG convene a Human Services Transportation Coordination Stakeholders Group. The Group will represent human services agencies, elderly mobility stakeholders, service providers in the region, individuals who support United We Ride objectives, key decision-makers, and people willing to assume leadership positions on coordination issues. The group will meet once a month over eight months and will review and provide input for the coordination plan. This information is being presented to inform the municipalities about this activity and to solicit participation in the group.

4I. Domestic Violence Economic Case Statement Survey

The MAG Regional Domestic Violence Council's Victim Services Subcommittee is conducting a pilot survey of MAG member agencies to determine the criminal justice public service costs of domestic violence for municipalities in the MAG Region. This particular effort focuses on the related criminal justice services that are provided to domestic violence victims and the costs in prosecuting the abusers. This information is being presented to inform the municipalities of this effort and to garner support in ensuring 100 percent participation of the municipalities. The Regional Domestic Violence Council recommended approval of the draft survey. This item was on the agenda for information and discussion.

4J. Draft MAG 208 Water Quality Management Plan Amendment for the Service Area Expansion of the Litchfield Park Service Company Palm Valley and Sarival Water Reclamation Facilities

The Management Committee, by consent, recommended approval of the Draft MAG 208 Water Quality Management Plan Amendment for the Service Area Expansion of the Litchfield Park Service Company Palm Valley and Sarival Water Reclamation Facilities. The Town of Buckeye, the City of Glendale, and Maricopa County have expressed interest in the provision of sewer service by the Litchfield Park Service Company Palm Valley and Sarival Water Reclamation Facilities located in the Goodyear Municipal Planning Area to developments within their planning areas. The facilities are identified in the current MAG 208 Plan with reserve capacity to accommodate the sewer service needs of these developments. The cities of Goodyear and Surprise are within three miles of the project, and both have indicated no objections. A public hearing on the draft amendment was conducted on April 25, 2006. Following the hearing, the MAG Water Quality Advisory Committee unanimously recommended approval of the Draft 208 Plan Amendment.

4K. Draft MAG 208 Water Quality Management Plan Amendment for the Town of Buckeye Anthem at Sun Valley South and Tartesso East Water Reclamation Facilities

The Management Committee, by consent, recommended approval of the Draft MAG 208 Water Quality Management Plan Amendment for the Town of Buckeye Anthem at Sun Valley South and Tartesso East Water Reclamation Facilities. The Town of Buckeye has requested that MAG

amend the 208 Water Quality Management Plan to include the Anthem at Sun Valley South and Tartesso East Water Reclamation Facilities. The Anthem at Sun Valley South facility would have an ultimate capacity of 4.5 million gallons per day (mgd) and reclaimed water would be disposed of through reuse, recharge, and an Arizona Pollutant Discharge Elimination System (AZPDES) Permit discharge. The receiving stream for the AZPDES Permit discharge would be an unnamed wash tributary to the White Tanks Wash. Flow from the White Tanks Wash would be retained in the Flood Retardant Structure (FRS) No. 1 on the north side of Interstate 10. The FRS No. 1 is designed to retain flows from approximately the 100-year storm event. Beyond this storm event, flow would be discharged from the FRS No.1 into the Hassayampa River. The Tartesso East facility would have an ultimate capacity of 9.6 mgd and reclaimed water would be disposed of through reuse, recharge, and an AZPDES Permit discharge. The receiving stream for the AZPDES Permit discharge would be an unnamed wash. Flow from the wash would be retained in the FRS No. 1 on the north side of Interstate 10. Beyond the 100-year storm event, flow would be discharged from the FRS No. 1 into the Hassayampa River. The Maricopa County unincorporated area is within three miles of both projects, and the County has indicated no objections. A public hearing on the draft amendment was conducted on April 25, 2006. Following the hearing, the MAG Water Quality Advisory Committee unanimously recommended approval of the Draft 208 Plan Amendment.

4L. Management Committee Nomination Process

In June 2005, the Management Committee elected Mike Hutchinson as Chair and Ed Beasley as Vice Chair. In November 2005, due to the retirement of Mr. Hutchinson, the Management Committee elected Vice Chair Beasley as Chair and Jan Dolan as Vice Chair to serve the remainder of the term to June 30, 2006. According to the nomination process that was determined by the Management Committee in May 2002, the outgoing Chair of the Management Committee would be responsible for working with members to nominate a manager for the Vice Chair position, and the current Vice Chair would be nominated for the position of Chair. At the meeting, it was acknowledged that the tradition was for officers to serve two one-year terms, and that the positions rotate to achieve geographic balance. To date, the current Chair has served for one year, six months as Vice Chair and six months as the Chair. The Vice Chair has served six months. Traditionally these positions have served two one-year terms before rotating. In June, the election of officers will be held. This item was on the agenda for information and discussion.

4M. Status Report on the Arterial Life Cycle Program

Each quarter, MAG staff will provide member agencies with an update on projects in the Arterial Life Cycle Program (ALCP). As the program progresses, the information provided in this report will be updated. This is the first Status Report, January – March 2006, and includes changes to the approved October 26, 2005 ALCP that are in the Draft FY 2007 ALCP, a status report on ALCP Projects, an ALCP Revenue/Financial Section, and an upcoming ALCP schedule. This item was on the agenda for information and discussion.

4N. Consultant Selection for the MAG PM-10 Source Attribution and Deposition Study

The Management Committee, by consent, recommended approval that Sierra Research be selected for an amount not to exceed \$200,000 and Technical & Business Systems be selected for an amount not to exceed \$165,000, to perform the MAG PM-10 Source Attribution and Deposition Study. The FY 2006 Unified Planning Work Program and Annual Budget includes \$200,000 to perform a PM-10 Source Attribution and Deposition Study. A request for proposals was advertised and six proposals were received from Clarkson University, HydroBio, Sierra Research, Sonoma Technology, Technical & Business Systems, and Weston Solutions. A multi-agency team met to evaluate the proposals. Due to the important role this Study will play in helping the region attain the PM-10 standard, the evaluation team recommended the selection of Sierra Research for an amount not to exceed \$200,000, and Technical & Business Systems, for an amount not to exceed \$165,000. The additional funding of \$165,000 will be obtained from MAG Contingency Funds.

5. Approval of the Draft FY 2007 MAG Unified Planning Work Program and Annual Budget

Becky Kimbrough, MAG Fiscal Services Manager, reported on the Draft FY 2007 MAG Unified Planning Work Program and Annual Budget. Ms. Kimbrough stated that a revised copy of the "Programs in Brief" was at each place. Ms. Kimbrough stated that the draft budget has not changed from last month. She advised that last night, MAG had received notice of FTA 5303 funds for 2006.

Ms. Kimbrough stated that the budget is complete except for a recalculation of the final dues and assessment formula when the final population numbers are received at the end of June 2006, and from a final recommendation on the compensation update expected at the May 15, 2006 Regional Council Executive Committee meeting. She stated that two recommendations were forthcoming from the compensation study: 1) Set up a career path series. 2) Revise upward the compensation with particular focus on the modelers' compensation to stay competitive. Ms. Kimbrough advised that the results of the compensation study would have no impact to the budget.

Ms. Kimbrough stated that overall, the final draft FY 2007 budget totals approximately \$19 million and reflects a very slight decrease of 0.86 percent from the overall budgeted amount in FY 2006. Chair Beasley thanked Ms. Kimbrough for her report and asked members if they had questions.

Mr. Fooks asked if additional funds would be needed for the State commuter rail study. Dennis Smith replied that ADOT has requested assistance with its study. He said that when the commuter rail study scope of work is brought to the Management Committee, ADOT's request will be included in the motion. At that time, the budget would be amended. Mr. Smith noted that there were sufficient contingency funds in the budget to cover this. Mr. Fooks asked if that amount would be in addition to the MAG funds already allocated to commuter rail. Mr. Smith replied that was correct.

Mr. Pettit moved to recommend approval of the resolution adopting the Draft FY 2007 MAG Unified Planning Work Program and Annual Budget and the member dues and assessments, pending receipt of the 2005 Census Survey numbers. Mr. Rumpeltes seconded, and the motion carried unanimously.

6. Census Survey Update

Chair Beasley noted that representatives from the Census Bureau were joining the meeting by videoconference to answer questions.

Mr. Pettit, Chair of the Census Survey Oversight Committee, expressed his appreciation for the opportunity to work with member agency staffs on the 2005 Census Survey effort. He explained that when the process began in 2002, it was recognized that this would not be a typical census because of the magnitude of work and potential cost. Mr. Pettit stated that the Survey was no small task and required a great deal of staff time and dedicated work. He expressed appreciation to Heidi Pahl, MAG staff, and to the Census Bureau. Mr. Pettit stated that the Subcommittee on Population Options worked on determining September 1, 2005 as the Survey date so as to capture as much population as possible. He noted that in September 2003, the Management Committee recommended to the Regional Council proceeding with a survey and not a full count because it was determined that an appropriate estimate could result from a survey. Following this recommendation, the Regional Council approved proceeding with the survey. Mr. Pettit stated that the Census Survey Oversight Committee had several meetings over many months to work on preparation and implementation of the Survey. He thanked the City of Phoenix for leadership and funding of the census media and public outreach campaign. Mr. Pettit stated that the Census Bureau met with staff regularly and member agency staff provided them with the resources and support to make their work possible. He added that some savings were possible because of the commitment of some communities to provide information to the Census Bureau in a timely manner.

Heidi Pahl provided an update on current 2005 Census Survey activities, including member agency appeal and review, the Census Bureau's follow-up operation, and the submittal of survey results. She then addressed the member agency appeal and review process. Upon receipt of the 2005 Census Survey preliminary results, a member agency that felt its group quarters population count was inaccurate, wrote a letter to the Bureau appealing the count. Ms. Pahl stated that member agencies that had questions or concerns about their housing unit population and/or count of housing units, wrote a letter to the Bureau stating their concern and requested that the Census Bureau review the issue. She said that three group quarter appeal letters were submitted and 13 housing unit review letters were submitted. Ms. Pahl stated that six agencies submitted additional housing unit addresses, which totaled 7,500 units. She noted that the Census Bureau is reviewing all letters and will consider them when preparing the final results.

Ms. Pahl stated that the Census Bureau has redeployed staff in the field to resurvey a sample of housing units in order to validate their preliminary results. The Census Bureau is concentrating on units previously identified as vacant and on units in areas with a disproportionate number of low persons per household. She advised that the Census Bureau is also surveying a sample of the 7,500 additional housing units identified by member agencies. Ms. Pahl stated that all

census field work is being conducted by personal visit. There is no telephone or mail component for this follow-up operation.

Ms. Pahl stated that after the fieldwork is complete, the Census Bureau will process, review and evaluate the results and determine whether changes to the preliminary results are needed. According to the Census Bureau the resurvey effort and any necessary revisions that result from it will be completed by June 30, 2006.

Ms. Pahl stated that because state law requires that census figures be provided to the applicable state agencies by May 1, 2006, MAG has transmitted a letter and the preliminary population numbers to the Arizona State Treasurer, Director of the Arizona Department of Revenue, and the Director of the Arizona Department of Transportation. When the Census Bureau provides the final 2005 Census Survey results, MAG will submit those results to the appropriate state agencies by June 30, 2006. Ms. Pahl noted that the state has indicated they will accept and make any necessary adjustments to the distribution of revenue based on these results. Chair Beasley thanked Ms. Pahl for her report and asked members if they had questions.

Mr. Ellegood stated that the Census Survey was a major undertaking. He suggested a formal commendation be made to recognize Mr. Pettit, Ms. Pahl, and the Census Survey Oversight Committee for their efforts on the Survey. Mr. Beasley noted that a resolution could be prepared for a future Management Committee meeting.

Mr. Pettit stated that he appreciated the sentiments, and acknowledged that the survey was accomplished because of the efforts of the staffs of the entire region.

Chair Beasley expressed his appreciation to all staff who worked on the Survey, especially the City of Phoenix. Mr. Pettit expressed his thanks to the Census Bureau who made themselves available to complete this task.

7. Legislative Update

Matt Clark provided an update on legislative issues of interest. He reported that there seems to be progress on a compromise on eminent domain. He said that there is an effort among all parties to agree on legislative language and then find a bill to use to pass it through the legislature and send it to the Governor.

Mr. Clark said that he had reported last month on a memorandum from the Environmental Protection Agency notifying MAG and the Pima Association of Governments (PAG) that if certain transportation control measures in the air quality plans are not funded and implemented on time, conformity will lapse and major transportation projects will be stopped. Mr. Clark stated that the Legislature has indicated the trip reduction program will receive a one-time fix of \$1.7 million from the State's general fund. He added that next year, the Legislature will look at a long-term solution.

Mr. Clark stated that the Legislature and the Governor's Office continue to discuss several propositions on using some of the budget surplus for transportation. He said that MAG staff met

with legislative staff and emphasized MAG's request that there be no earmarks because of the Regional Transportation Plan in place.

Mr. Clark stated that HB 2381, regarding development impact fees, was amended on the floor of the House to remove the controversial sections on construction sales tax and impact fees. Mr. Clark stated that cities may still have a few concerns about the bill because of the unforeseen effects it may have on their Capital Improvement Plans. He stated that League of Arizona Cities and Towns was leading the opposition and that cities might want to contact Kevin Adam at the League.

8. Comments from the Committee

An opportunity will be provided for Management Committee members to present a brief summary of current events. The Management Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

Mr. Ellegood stated that the County will conduct a recruitment process for a Director of Transportation. He added that he will continue as the Public Works Director and County Engineer. Mr. Ellegood said that he wished one or more city representatives would be on the selection committee.

Mr. Pettit stated that the past week has been a challenging one due to the death of Gilbert Police Officer Robert Targosz. He said that it was very special that Officer Targosz was recognized for his life and contributions. Mr. Pettit thanked Mr. Fairbanks for providing the City of Phoenix protocol officers to assist in the Town's efforts.

There being no further business, the meeting adjourned at 12:40 p.m.

Chairman

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

June 6, 2006

SUBJECT:

Consultant Selection for the MAG Regional Traffic Volume Survey

SUMMARY:

The FY 2006 MAG Unified Planning Work Program and Annual Budget includes funding to conduct a regional arterial traffic volume survey. The traffic volume data will be used to calibrate the MAG travel demand model to accommodate the needs of MAG member agencies, traffic engineers, and the general public. MAG has produced traffic count maps every two to four years since 1974. The last regional traffic volume survey was conducted in 2002. A count map was produced from this data in 2003. With rapid population growth and a change of traffic patterns in the MAG Region, it is necessary to conduct a new traffic volume survey and update the MAG database. In the future MAG hopes to collect traffic volumes at the same locations every two years and provide this information on the MAG website.

The project goal is to have at least one traffic count for approximately every other mile section of arterial roadway in the MAG urbanized area. MAG has determined locations where counts from member agencies can be used in the traffic count database. Traffic counts not being done by MAG member agencies will be collected by the consultant.

On March 30, 2006, a Request for Proposals was advertised. Three proposals were received. These proposals were from Field Data Services of Arizona, Traffic Research & Analysis, Inc., and United Civil Group Corporation. On May 22, 2006, a multi-agency proposal evaluation team reviewed the proposals and interviewed the three firms. The evaluation team recommended to MAG that United Civil Group be selected to conduct the study in an amount not to exceed \$109,915.

PUBLIC INPUT:

No public input has been received.

PROS & CONS:

PROS: This survey will result in a consistent comprehensive current database of traffic volumes in the MAG Region.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: This survey will enable the MAG travel demand model to be calibrated more accurately and will provide more accurate baseline data for many transportation engineering and planning studies.

POLICY: This data could result in more informed decisions with regard to prioritizing various transportation projects.

ACTION NEEDED:

Recommend approval of the selection of United Civil Group Corporation to conduct the MAG Regional Traffic Volume Survey for an amount not to exceed \$109,915.

PRIOR COMMITTEE ACTIONS:

On May 22, 2006, a multi-agency evaluation team reviewed the proposals. The evaluation team recommended to MAG that United Civil Group Corporation be selected for the MAG Regional Traffic Volume Survey for an amount not to exceed \$109,915.

Proposal Evaluation Team

City of Glendale: Greg Davies

City of Litchfield Park: Darryl Crossman

City of Mesa: Jamie Blakeman

City of Phoenix: Srinivas Goundla

City of Scottsdale: Walter Brodzinski

City of Tempe: Julian Dresang

Maricopa County: Vicki Stewart

CONTACT PERSON:

Roger Roy, MAG, (602) 254-6300.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

June 6, 2006

SUBJECT:

Consultant Contract for Arizona Socioeconomic Modeling, Analysis and Reporting Toolbox (AZ-SMART)

SUMMARY:

The FY 2006 MAG Unified Planning Work Program and Annual Budget contains a work element that includes the enhancement of existing MAG socioeconomic models. The objective of this project is to ensure premier modeling activities at MAG through the development of the Arizona Socioeconomic Modeling, Analysis and Reporting Toolbox (AZ-SMART) modeling suite. This socioeconomic modeling suite will use ESRI products, Microsoft SQL Server and Python or other object oriented programming language to support socioeconomic activities at MAG, the Pima Association of Governments (PAG), and elsewhere throughout the State. This modeling suite will be a platform on which to build, calibrate, run, and analyze socioeconomic projections and projection models and will seamlessly integrate with other third party models.

A request for qualifications was advertised in March 2006. Statements of Qualifications were received from Technology Associates International Corporation, Resource Systems Group, Inc., and University of Washington. A multi-agency evaluation team consisting of project stakeholders, MAG member agencies and MAG staff reviewed and discussed the qualifications during two meetings and based on answers from telephone interviews invited University of Washington for an interview. On May 12, 2006, the evaluation team interviewed the University of Washington team and recommended to MAG that the University of Washington undertake the development of AZ-SMART for an amount not to exceed \$275,000. To develop the toolbox, the Pima Association of Governments is contributing \$75,000 for the project.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: AZ-SMART will enable socioeconomic data collections and modeling throughout the state.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: All socioeconomic data and modeling needs can be provided on a common platform.

POLICY: It is important to understand the socioeconomic impacts of neighboring regions when modeling future growth.

ACTION NEEDED:

Recommend approval to enter into contract negotiations with University of Washington to create AZ-SMART for an amount not to exceed \$275,000.

PRIOR COMMITTEE ACTIONS:

On May 12, 2006, the proposal evaluation team recommended to MAG that the University of Washington undertake the development of AZ-SMART for an amount not to exceed \$275,000.

PROPOSAL EVALUATION TEAM

Gary Irish, Arizona State Land Department
Tom Elder, City of Phoenix
Mike Corlett, Planning Technologies
Kristen Zimmerman, Pima Association of
Governments

Andy Gunning, Pima Association of
Governments
Rita Walton, MAG
Mark Roberts, MAG
Anubhav Bagley, MAG

CONTACT PERSON:

Anubhav Bagley, MAG (602) 254-6300

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

June 6, 2006

SUBJECT:

Consultant Selection for the MAG Internal Truck Travel Survey and Truck Model Development Project

SUMMARY:

One of the measures within the Fiscal Year 2006 MAG Unified Planning Work Program and Annual Budget calls for modeling services that utilize state-of-the art methodologies and transportation planning at all jurisdictional levels in the region. This involves making incremental improvements to the MAG Travel Demand Models in order to meet demands for their use, and to also provide increased accuracy. The FY 2006 Work Program and Annual Budget provides a \$350,000 line item for consultant services to conduct an internal truck travel survey (and associated travel demand model improvements). As part of this process, MAG advertised a Request for Proposals on March 30, 2006, for the MAG Internal Truck Travel Survey and Truck Model Development project to (1) conduct a survey of a sample of employers in the MAG Region to obtain data on truck travel patterns; and (2) update and/or enhance the MAG truck travel model based on the survey results. MAG received proposals from Cambridge Systematics, Inc., PBS&J, and the Alliance Transportation Group, Inc. On May 19, 2006, a multi-agency evaluation team consisting of representatives from the Cities of Glendale, Mesa, Peoria, and Tempe, and members of the MAG staff reviewed the proposals and conducted consultant interviews. The evaluation team recommended that MAG award the contract to Cambridge Systematics, Inc., to conduct the study for an amount not to exceed \$350,000.

PUBLIC INPUT:

No public input has been received.

PROS & CONS:

PROS: The procurement of consultant services will enable MAG to assess the truck travel model and identify data requirements to perform an appropriate model update; to conduct a survey, consisting of a sample of employers in the MAG Region to obtain data on truck travel patterns; and to evaluate, update, and/or enhance the MAG Truck Travel Model based on the survey results.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The project will provide MAG with a truck travel survey that includes detailed information that will be obtained from several survey methods. Through the use of a Geographical Information System (GIS), this data will be mapped to display travel patterns, and provide MAG with a better understanding of regional truck travel characteristics. MAG will utilize this data for the calibration and updating of the travel demand model to provide improved truck travel forecasts for the region

POLICY: The provision of an improved truck travel model that will assist MAG in delivering more accurate truck travel forecasts for the region.

ACTION NEEDED:

Recommend approval of the selection of Cambridge Systematics, Inc., to conduct the Internal Truck Travel Survey and Truck Model Development project for an amount not to exceed \$350,000.

PRIOR COMMITTEE ACTIONS:

On May 19, 2006, a multi-agency evaluation team reviewed the proposals. The evaluation team recommended to MAG that Cambridge Systematics Inc., be selected for the Internal Truck Travel Survey and Truck Model Development project for an amount not to exceed \$350,000.

Proposal Evaluation Team

City of Glendale: Greg Davies

City of Mesa: Patrick Pittenger

City of Peoria: Jamal Rahimi

City of Tempe: Robert Yabes

CONTACT PERSON:

Ken Hall, MAG, (602) 254-6300.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

June 6, 2006

SUBJECT:

Conformity Consultation

SUMMARY:

MAG is conducting consultation on a conformity assessment for an amendment to the FY 2006-2010 MAG Transportation Improvement Program (TIP). The proposed amendment includes changes to existing projects in the TIP as part of the Federal FY 2006 Interim Year End Closeout. In addition, the Arizona Department of Transportation has requested that a new Quiet Pavement project (rubberized asphalt) be added to the FY 2006 program. Comments on the conformity assessment are requested by June 23, 2006.

MAG has reviewed the projects for compliance with the federal conformity rule and has found that the amendment requires consultation on the conformity assessment. The amendment includes minor project revisions that do not require a conformity determination. A description of the projects is provided in the attached interagency consultation memorandum.

PUBLIC INPUT:

Copies of the conformity assessment have been distributed for consultation to the Federal Highway Administration, Federal Transit Administration, Arizona Department of Environmental Quality, Arizona Department of Transportation, Regional Public Transportation Authority, Maricopa County Environmental Services Department, U.S. Environmental Protection Agency, Central Arizona Association of Governments, Pinal County Air Quality Control District, and other interested parties including members of the public.

PROS & CONS:

PROS: Interagency consultation for the amendment notifies the planning agencies of project modifications to the TIP.

CONS: The review of conformity assessment requires additional time in the project approval process.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The amendment may not be considered until the consultation process for the conformity assessment is completed.

POLICY: Federal transportation conformity regulations require interagency consultation on development of the transportation plan, TIP, and associated conformity determinations to include a process involving the Metropolitan Planning Organization, State and local air quality planning agencies, State and local transportation agencies, Environmental Protection Agency, Federal Highway Administration, and the Federal Transit Administration. Consultation on the conformity assessment

has been prepared in accordance with federal regulations, MAG Conformity Consultation Processes adopted by the Regional Council in February 1996 and MAG Transportation Conformity Guidance and Procedures adopted by the Regional Council in March 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

ACTION NEEDED:

Consultation.

PRIOR COMMITTEE ACTIONS:

Transportation Review Committee: On May 25, 2006, the MAG Transportation Review Committee recommended the deferral of some additional projects from FY 2006 to FY 2007 and made recommendations for utilizing MAG Federal funds that become available through the FY 2006 Closeout Process.

MEMBERS ATTENDING

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

EX-OFFICIO MEMBERS ATTENDING

- * Regional Bicycle Task Force: Randi Alcott, RPTA
- * Street Committee: Darryl Crossman, City of Litchfield Park
- * Pedestrian Working Group: Eric Iwersen, City of Tempe
- * ITS Committee: Alan Sanderson

* Members neither present nor represented by proxy.

+ Attended by Videoconference

Attended by Audioconference

CONTACT PERSON:

Dean Giles, MAG, (602) 254-6300.

June 6, 2006

TO: Leslie Rogers, Federal Transit Administration
Robert Hollis, Federal Highway Administration
Victor Mendez, Arizona Department of Transportation
Stephen Owens, Arizona Department of Environmental Quality
Dave Boggs, Regional Public Transportation Authority/ Valley Metro
Robert Kard, Maricopa County Air Quality Department
Maxine Leather, Central Arizona Association of Governments
Don Gabrielson, Pinal County Air Quality Control District
Wienke Tax, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: CONSULTATION ON A CONFORMITY ASSESSMENT FOR A PROPOSED
AMENDMENT TO THE FY 2006-2010 MAG TRANSPORTATION
IMPROVEMENT PROGRAM

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment to the FY 2006-2010 MAG Transportation Improvement Program (TIP). The proposed amendment includes funding changes to existing projects in the TIP as part of the Federal FY 2006 Interim Year End Closeout (see attachment). In addition, the Arizona Department of Transportation has requested that a new Quiet Pavement (rubberized asphalt) project be added to the FY 2006 program. Comments on the conformity assessment are requested by June 23, 2006.

MAG has reviewed the projects for compliance with the federal conformity rule and has found that the amendment requires consultation on the conformity assessment. The amendment includes minor project revisions that do not require a conformity determination. The current conformity finding of the TIP and the associated Regional Transportation Plan that was made by the Federal Highway Administration and Federal Transit Administration on August 31, 2005 remains unchanged by this action. The draft conformity analysis for the FY 2007-2011 TIP and Regional Transportation Plan - 2006 Update also remains unchanged by this action. The conformity assessment is being transmitted for consultation to the agencies and other interested parties listed above. If you have any questions or comments, please contact me at (602) 254-6300.

Attachment

cc: Nancy Wrona, Arizona Department of Environmental Quality

ATTACHMENT

CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT TO THE FY 2006-2010 MAG TRANSPORTATION IMPROVEMENT PROGRAM

The federal transportation conformity rule requires interagency consultation when making modifications to a Transportation Improvement Program (TIP) and Transportation Plan. The consultation processes are also provided in the Arizona Conformity Rule. This information is provided for consultation as outlined in the MAG Conformity Consultation Processes document adopted by the MAG Regional Council on February 28, 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

The amendment includes minor project revisions that do not require a conformity determination. Types of projects considered exempt are defined in the federal transportation conformity rule. A minor project amendment is necessary to change the funding source from state and/or local funds to federal funds.

The proposed amendment to the FY 2006-2010 MAG Transportation Improvement Program includes the project below, and the projects on the attached table. The project number (if available), the agency, and description is provided, followed by the conformity assessment.

The Arizona Department of Transportation is requesting that a new Quiet Pavement project (rubberized asphalt) be added to the FY 2006 program. The new project, located on Interstate-10 from 67th Avenue to Dysart Road, would combine \$4.1 million of FY 2006 funds with \$5.2 million of funds that are programmed for the Quiet Pavement program in FY 2007. This minor project revision involves changes to the programmed implementation year with the five years addressed in the TIP.

MAG has reviewed the projects for compliance with the federal conformity rule and consultation is required on the conformity assessment. The projects are not expected to create adverse emission impacts or interfere with Transportation Control Measure implementation. The current conformity finding of the TIP and the associated Regional Transportation Plan that was made by the Federal Highway Administration and Federal Transit Administration on August 31, 2005 remains unchanged by this action. The draft conformity analysis for the FY 2007-2011 TIP and Regional Transportation Plan - 2006 Update also remains unchanged by this action.

TABLE 1 - FFY 2006 INTERIM CLOSE OUT RECOMMENDATIONS (as at 5/25/06)

AGENCY	PROJECT	TYPE	RECOMMENDED AMOUNT	CONFORMITY ASSESSMENT
Priority 1A Projects - Advance from 2007				
Ft. McDowell Yavapai Nation	Pre-design and design of dirt road paving	CMAQ	\$220,000	Minor project revision for change in project schedule. The conformity status of the TIP and RTP would remain unchanged.
Valley Metro	Construct Intermodal Transfer Facilities - Mesa	CMAQ	\$395,536	Minor project revision for change in project schedule. The conformity status of the TIP and RTP would remain unchanged.
Priority 1B Projects - Advance from a later year in the TIP				
Avondale	Littleton School sidewalk: Additional funds for pedestrian design assistance project to also complete environmental clearance	CMAQ	\$31,240	Minor project revision for change in project schedule. The conformity status of the TIP and RTP would remain unchanged.
Gilbert	Western-Powerline Trail: Gilbert Rd to Lindsay Rd: Design multi-use path	CMAQ	\$614,405	Minor project revision for change in project schedule. The conformity status of the TIP and RTP would remain unchanged.
Gilbert	Western-Powerline Trail: Cooper Rd to Gilbert Rd: Design multi-use path	CMAQ	\$614,405	Minor project revision for change in project schedule. The conformity status of the TIP and RTP would remain unchanged.
Tempe	Various locations: Install connection between ADOT FMS and 22 TIs	CMAQ	\$100,294	Minor project revision for change in project schedule. The conformity status of the TIP and RTP would remain unchanged.
Priority 2A Projects - Additional funds, meets guidelines				
ADOT	Loop 101 (Agua Fria Fwy): Camelback Rd to Northern Ave; Install FMS	CMAQ	\$289,743	Minor project revision for change in additional funding. The conformity status of the TIP and RTP would remain unchanged.

TABLE 1 - FFY 2006 INTERIM CLOSE OUT RECOMMENDATIONS (as at 5/25/06)

AGENCY	PROJECT	TYPE	RECOMMENDED AMOUNT	CONFORMITY ASSESSMENT
MAG	Purchase five of the nine remaining PM-10 efficient street sweepers	CMAQ	\$907,091	Minor project revision for change in additional funding. The conformity status of the TIP and RTP would remain unchanged.
Priority 3 Projects - Any other projects				
Mesa	Mesa Dr: Broadway Rd to Brown Rd: ITS signal conversion	CMAQ	\$84,000	Minor project revision for change in funding source. The conformity status of the TIP and RTP would remain unchanged.

TABLE 2 - FFY 2006 INTERIM CLOSE OUT RECOMMENDATIONS (as at 5/25/06)

AGENCY	PROJECT	TYPE	RECOMMENDED AMOUNT	CONFORMITY ASSESSMENT
Recommended Projects for Additional or Redistributed Obligation Authority (\$1.0 million+)				
Priority 1B Projects - Any other projects				
Surprise	Bell Rd: US-60 (Grand Ave) to 114th Ave; Sidewalk design & ROW	CMAQ	\$400,000	Minor project revision for change in project schedule. The conformity status of the TIP and RTP would remain unchanged.
Priority 3 Projects - Additional funds, meets guidelines				
VM Rail	Regionwide: Construct light rail starter segment	CMAQ	\$1,000,000	Minor project revision for change in additional funding. The conformity status of the TIP and RTP would remain unchanged.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

June 6, 2006

SUBJECT:

Changes to the Approved January 25, 2006 Arterial Life Cycle Program (ALCP) Policies and Procedures

SUMMARY:

Since the approval of the ALCP Policies & Procedures on January 25, 2006, a number of technical changes are needed to refine and clarify certain portions. These technical adjustments were reviewed and discussed at the January 10, 2006 and April 25, 2006 ALCP Working Group meetings. The areas that are revised in the Draft ALCP Policies and Procedures include:

1) Programming the ALCP and Updating ALCP Projects in the ALCP.

After developing the first ALCP in October 2005 and updating ALCP project information for the Draft FY 2007 ALCP, the procedure on how to program the ALCP was further developed. The Draft ALCP Policies and Procedures reflect the process for programming the ALCP, types of project updates, and project and program amendments.

2) Third party contributions.

At the January 10, 2006 meeting, the ALCP Working Group developed a process to determine the value of third party contributions. This process is now incorporated in the Draft ALCP Policies and Procedures.

3) Clarity.

Sections in the Draft ALCP Policies and Procedures are rearranged for clarity and the appendix is adjusted to reflect the current content.

The Transportation Review Committee recommended approval of the proposed changes to the Arterial Life Cycle Program (ALCP) Policies and Procedures with one additional clarification regarding federally funded projects in Section 200.C.5.

The Arterial Life Cycle Program is a key part of Proposition 400 and represents more than \$1.6 billion of regional investment over the next 20 years. The updated ALCP Policies and Procedures will continue to provide guidance to MAG and to MAG member agencies to ensure that the program is implemented in an efficient and effective manner.

In the Draft ALCP Policies and Procedures the text changes are noted by bold and underlined text, and the text additions are noted by bold and italicized text. Also, there are notes regarding section moves, marked by two asterisks (**) before and after the comments.

PUBLIC INPUT:

There was no public comment at the May 25, 2006 Transportation Review Committee.

PROS & CONS:

PROS: Once the changes to the ALCP Policies and Procedures are approved, involved jurisdictions and MAG will continue to move forward with Project Requirements.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: MAG will be able to continue implementation of the ALCP regarding Project Requirements.

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 previously approved January 25, 2006 ALCP Policies and Procedures.

PRIOR COMMITTEE ACTIONS:

The Transportation Review Committee voted to recommend approval of the proposed changes to the ALCP Policies and Procedures on May 25, 2006.

MEMBERS ATTENDING

- Maricopa County: Mike Ellegood,
Chairperson
- ADOT: Bill Hayden for Dan Lance
- #Avondale: David Fitzhugh
- #Buckeye: Scott Lowe
- Chandler: Mike Normand for Patrice Kraus
- *El Mirage: B.J. Cornwall
- *Fountain Hills: Randy Harrel
- *Gila Bend: Lynn Farmer
- Gilbert: Tami Ryall
- Glendale: Terry Johnson
- Goodyear: Don French for Cato Esquivel
- Guadalupe: Jim Ricker

- *Litchfield Park: Mike Cartsonis
- Mesa: Jim Huling
- *Paradise Valley: Robert M. Cicarelli
- Peoria: David Moody
- Phoenix: Tom Callow
- Queen Creek: Mark Young
- RPTA: Bryan Jungwirth
- Scottsdale: Dave Meinhart for
Mary O'Connor
- Surprise: Randy Overmyer
- Tempe: Carlos De Leon
- Wickenburg: Shane Dille
- Valley Metro Rail: John Farry

EX-OFFICIO MEMBERS ATTENDING

- *Regional Bicycle Task Force: Randi
Alcott, RPTA
- *Street Committee: Darryl Crossman, City
of Litchfield Park

- *Pedestrian Working Group: Eric Iwersen,
City of Tempe
- *ITS Committee: Alan Sanderson

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

CONTACT PERSON:

Eileen O'Connell, Transportation Planner II, 602.452.5058, eoconnell@mag.maricopa.gov

ARTERIAL LIFE CYCLE PROGRAM

POLICIES AND PROCEDURES



DRAFT June 14, 2006

MARICOPA ASSOCIATION OF GOVERNMENTS

PLEASE NOTE:

- Changes are noted by **bold and underlined text**
- *Additions* are noted by ***bold and italicized text***
- Notes regarding section moves and additions are marked by two asterisks (**) before and after the comments.

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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 **Month XX, 2006**. The Regional Council approved the Policies and Procedures on **Month XX, 2006**.

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. *Arterial Life Cycle Program Management And Administration*

Section 100: Program Objectives

A. The ALCP has five key objectives:

1. Effective and Efficient Implementation of the RTP: Facilitate the effective and efficient implementation of the arterial component of the RTP. In support of this objective, the Program should:
 - a. Ensure Projects are implemented in a manner consistent with the RTP including any updates or amendments.
 - b. Include 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 300, the Project regional reimbursement is fiscally constrained, and the reimbursement is in the original RTP phase.**

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

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

- A. The requirements established in this document are limited to arterial street 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.
- C. To make changes to the ALCP Policies and Procedures: - ****Moved from Old Section 140 NO CHANGES****
 - 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.

Section 120: Program Reporting – **Moved from Old Section 130.H ONE ADDITION**

- A. At a minimum, the ALCP Certification Report will be issued annually. It will provide the status of the Projects: Project Overviews, Project Agreements, Project additions, Project deletions, changes to project schedules, Program and Project financing and other necessary components.
 - 1. **MAG will also use this information for the Annual Report on the Implementation of Prop. 400, the Transportation Improvement Program, RTP updates or revisions, the ALCP Status Report, and others.**
 - 2. **The ALCP Status Report will provide the MAG Committee members an update on all project requirements and ALCP financial information.**
- B. Audits – All participating agencies must cooperate and provide requested information, if available, as part of the performance audit to be conducted by the Auditor General beginning in 2010, and every fifth year thereafter. ARS: 28-6313.A.
 - 1. All participating agencies will provide information to meet the minimum requirements for the audit report by way of the Project Overview and Project Reimbursement Request.

Section 130: MAG Committee Process – **Moved from Old Section 130 ONE CHANGE**

- 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 the ALCP, TIP, and RTP**

II. Programming the Arterial Life Cycle Program

Section 200: Programming the ALCP

- A. The RTP establishes regional funding limits, **reimbursement phases**, as well as general scopes and priorities for all ALCP Projects.
- B. All ALCP Projects must be programmed in the local government agencies **Capital Improvement Program (CIP)**, 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.
 2. **All ALCP Projects will be updated annually and the ALCP will be programmed and produced at the beginning of each fiscal year.**
 - a. **The Lead Agency for each ALCP Project will be responsible for Project updates.**
 - b. **MAG Staff will produce an ALCP update schedule at the beginning of each fiscal year.**
 3. **All ALCP Project Reimbursements are dependent on the availability of regional funds.**
 4. Federal funds will be allocated to Projects, considering:
 - a. A request from the Lead Agency.
 - b. It is on a new alignment, has a potential impact on sensitive areas and/or populations or that it may readily accommodate the federal process given the **length, amount of Project Regional budget** or schedule.
 5. **If, a Project programmed to receive federal funds is deferred (Project A) and another Project programmed to receive federal funds is able to use the federal funds that year (Project B), Project B can be accelerated to expend the maximum amount of committed federal funds that year in the ALCP. It is the ALCP's goal to expend the maximum amount of committed STP-MAG and CMAQ funds for a given year in the ALCP.**
 - a. **Projects programmed to receive federal funds can be accelerated from one phase to another to use federal funds. This does not pertain to Projects programmed to receive RARF funds.**
 - b. **If a Project is programmed to receive both federal and RARF funds, the part of the Project that is programmed to receive federal funds can be accelerated. The part of the Project that is programmed to receive RARF funds cannot be accelerated from one phase to another.**
 - c. **MAG staff will work with the Lead Agency regarding the Project's new schedule and reimbursement matters.**

Section 210: Updating ALCP Projects in the ALCP – **This is a consolidation of what was repeated in Old Section 120.F**

- A. **All ALCP Projects will be updated annually, refer to section 200C. 2**

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

Section 220. Types of ALCP Project Updates – ****New Section, which is a combination and consolidation of Old Section 120.F & 220C – F****

- A. Projects may be advanced by the Lead Agency and other agency (ies)/jurisdiction(s) listed in the Project Agreement, who must pay the costs of advancing the Project and wait for reimbursement from the Program in the fiscal year the Project or Projects are scheduled in the ALCP to receive regional funds. To do so, it is required that:
- 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.
 - Financing costs and any other incremental costs associated with the advancement are not eligible for reimbursement.
 - The reimbursement for the advanced Project will be in the currently programmed ALCP.
 - Reimbursement for a Project will be the amount listed, plus inflation to the year it is programmed in the ALCP.
 - 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.
 - 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 segmenting Projects and will be specified in the Project Overview and Project Agreement.
 - 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.
- B. An ALCP Project has the option of **segmenting an** original RTP Project as long as the resulting Projects would provide for the completion of the original Project as specified in the RTP. –****Changed wording from subdivide to segmenting****
- A Design Concept Report or equivalent will be used to determine major Project elements within each jurisdiction and to develop recommendations for budget allocations.
- C. Projects may be deferred at the request of the Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement, and/or MAG.
- If a Project is deferred, other Projects will be moved in priority order at that time, taking into account: Project readiness, local match available and funding source preferences.

- D. A Lead Agency may exchange 2 Projects in the ALCP if**
- 1. Project #1 is deferred from Phase I, II or III to Phase II, III, or IV, and Project #2 is advanced from Phase II, III or VI to Phase I, II, or III.**
 - 2. When Projects are exchanged, the advanced Project #2 may receive regional reimbursement up to the maximum of the budgeted reimbursement amount of Project #1 or the maximum budget of Project #2, whichever is less.**
 - 3. Funding for all Projects involved in a Project exchange must be documented for the Program both before and after the proposed exchange in order to demonstrate that there would be no negative fiscal impact on the ALCP.**
- E. If an original ALCP Project is deemed not feasible**, a substitute Project may be proposed for substitution in the same jurisdiction as the original Project.
- 1. The written request must include justification: a feasibility study, level of service justification, or other documents explaining why the project is deemed not feasible, and the description of steps to overcome any issues related to deleting the original Project from the ALCP and RTP.**
 - a. MAG staff will work with jurisdictions on a case-by-case basis to ensure proper justification.**
 - 2. The Lead Agency may propose a substitute Project that would use the regional funds that are allocated to the original Project.**
 - a. The substitute Project should relieve congestion and improve mobility in the same general area addressed by the original Project, if possible.**
- F. An original ALCP Project can change its original Project scope due to environmental issues, public concerns, costs and other factors.**
- 1. The written request must include the justification: a feasibility study, level of service justification, or other documents explaining why the project is deemed not feasible, and the description of steps to overcome any issues related to changing the original scope of the ALCP Project.**
 - a. MAG staff will work with jurisdictions on a case-by-case basis to ensure proper justification.**
 - 2. The scope change should relieve congestion and improvement mobility in the same area addressed by the original planned Project, if possible.**
- G. Using Project Savings on another ALCP Project, a Project must follow the policies and procedures outlined in Section 440. If those are followed, a Lead Agency is allowed to request that Project Savings be reallocated to another ALCP Project.**
- 1. The written request must include name of the Project with the Project Savings, the amount of Project Savings, the Project that will use the Project Savings and a financial chart showing that the Project Savings applied to the new Project will not exceed 70% of the total Project costs.**

Section 230: Program or Project Amendments

- A. If a necessary Program or Project update (Section 220) falls outside of the ALCP, TIP or RTP update schedule, then an amendment to the ALCP, RTP and the TIP, if appropriate, will be needed.**

****Changed when an amendment would be needed****

- 1. Proposed amendments that in whole or in part negatively impact Projects in the TIP, RTP and/or ALCP, may not be approved.**
- 2. Amendments are subject to approval through the MAG Committee Process on a case-by-case basis.**

- a. *The TIP Amendment process is done on a quarterly basis.*
 3. *The Lead Agency and other agency (ies)/jurisdiction(s) listed in the Project Agreement must agree to the proposed changes.*
- B. The Lead Agency listed in the Project Agreement, typically initiates the amendment process by making a written request to MAG.
1. If an amendment is approved by MAG, corresponding amendments are required for the appropriate documents.
 2. The request must explain why the Program or Project change is necessary outside of the ALCP update schedule.
 - a. The request must specifically address and justify the proposed changes in scope, budget or schedule relating to:
 - i. Project length.
 - ii. Through lane capacity.
 - iii. Facility location or alignment.
 - iv. All other key Project features.
 - v. Potential negative impacts to other RTP Projects, including freeway/highway, arterial, public transportation or other mode Projects.
 - 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.

Section 240: Inflation in the ALCP **Moved from Old Section 120.D – ONE CHANGE**

- A. 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 remaining budget of ALCP Projects will be carried forward to the next year and adjusted to account for the past year's inflation –** **Corrected explanation**
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://www.bls.gov/cpi>. 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.

Section 250: ALCP Administrative Adjustment

- A. *If MAG Staff has to adjust Project budgets after the ALCP has been adopted, it can do an Administrative Update to the ALCP and it is not necessary to do a Program Amendment.*
- B. *There is a one-month lag time for the Maricopa County Excise taxes that are deposited in the RARF account for the ALCP. Therefore, the funds collected from June of a fiscal year will not be available for reimbursement until August of that year.*
- C. *The ALCP and project budgets will be adjusted at that time to reflect the remaining project funds.*

- D. MAG may initiate a separate ALCP Administrative Adjustment, if necessary, at the end of the federal fiscal year as well.***
- E. Each time an ALCP Administrative Adjustment occurs, the ALCP will be reprinted and the changes will be reported in the ALCP Status Report.***

Section 260: Use of surplus or deficit Program funds – **Moved from Old Section 120.E NO CHANGES**

- A. If there are surplus Program funds, existing Projects will be accelerated in priority order of the ALCP.
 - 1. For Projects to be accelerated, the matching local funds must be committed.
 - 2. If there are no current Projects ready for acceleration, the next Project scheduled for reimbursement will be accelerated.
 - 3. If there are surplus funds available upon full completion of the ALCP, the MAG Transportation Policy Committee will discuss options regarding additional Projects.
- B. If there is a deficit of Program funds to the ALCP, the ALCP Projects will be delayed in priority order of the ALCP.

III. ALCP Project Requirements

Section 300: Project Eligibility – **Moved from Old Section 200 ONE ADDITION**

- 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 430 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. Determining the value of third party contributions.**
- 1. ***The jurisdiction's real estate department will value and appraise any right of way that is given to a Project by a developer.***
 - 2. ***Costs related to construction of a road have to be documented and certified by the authorized representative of the jurisdiction for its value. To do so, a jurisdiction shall do the following in priority order:***
 - a. ***First, work with the developers to turn in cost documentation related to the road improvement as soon as a jurisdiction is aware that a road improvement is being made on an ALCP Project, even if the ALCP Project is not scheduled for construction or reimbursement until a later time. If this can not be done, then;***
 - b. ***Second, generate cost figures from known developer fees, final construction documents, as-built documents, etc. If this can not be done, then;***

Section 320: Project Agreement **Moved from Old Section 410 ONE ADDITION and ONE CHANGE**

- 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 420 and 430, 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 segmentation must be approved through the MAG Committee Process as described in Section 140 and the RTP and, as appropriate, the TIP amended showing those segmented Projects before Project Agreements can be executed for any of the segmented Projects.
 - i. The Project Agreement 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 segmented Projects or Projects with scopes less than that specified in the RTP, even if proposed subdivisions are already listed for preliminary programming and financial planning purposes in the TIP, unless the RTP and ALCP is amended.
 3. A Memorandum of Understanding (MOU) may be used as a bridge to a full Project Agreement. – **Moved from Old Section 210.A.2 NO CHANGE**
 - 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.
- 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 address at a minimum:
1. Project scope, type of work, schedule of work and reimbursement, the regional share and federal funding if applicable.
 2. Lead Agency and other agency(ies) jurisdiction(s) involved in the Project.
 3. Applicable Design Standards.
 4. Responsibilities of the Parties.
 5. Risk and indemnification.
 6. Records and audit rights..
 7. Term and termination.
 8. Availability of Funds.
 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 **authorized representative** will be the signing authority for that jurisdiction.
 - 2. To indicate roles and responsibilities in Project implementation.

Section 330: Project Reimbursement Requests **Moved from Old Section 340 ONE ADDITION**

- 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. In addition to the progress report, **jurisdictions will ask MAG Staff to participate** in the Quality Assurance/Quality Control (QA/QC) meetings during the lifetime of a Project.
 - a. **MAG will develop** a list of questions and measures pertaining to the Project schedule, budget and deliverables to be included in the QA/QC meetings.
 - i. **The list will be provided to jurisdictions from MAG.**

- b. Each QA/QC meeting will consist of the necessary employees from the jurisdiction, a MAG representative and, if necessary and requested, other representatives from partner agencies and/or contractors.
- E. On MAG approval of Project Reimbursement Request, it will be forwarded to ADOT for payment.
1. ADOT maintains the arterial street fund and will be responsible for issuing bonds, through the State Transportation Board, on behalf of the street program, as designated in ARS: 28-6303.D.2. ****Moved from Old Section 120.G NO CHANGE****
 - a. MAG will work with ADOT regarding budget, invoicing process and other fiscal matters.
 2. MAG will work with ADOT to expedite payment dependent on availability of funds.
 3. Checks will be distributed from ADOT and sent to Lead Agency.

IV Project Details

Section 400: Lead Agencies – **Moved from Old Section 300 NO CHANGE**

- 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 segmented, please refer to Section 400(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 segmented and implemented as separate Projects by local jurisdictions, if agreed to by all agencies/jurisdictions listed in the Project Agreement, and following the **Project Update** process specified in Section 220.

Section 410: ALCP Project Budgets - **Moved from Old Section 310 ONE CHANGE**

- 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 ALCP for the Project, **or 70% of the total 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 420: Eligible Costs for Reimbursement – **Moved from Old Section 320 NO CHANGE**

- A. Reimbursable expenditures are limited to ALCP Projects meeting the requirements set forth in Section 300 (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.
- 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 third party contributions including, but not limited to, the provision of a transportation improvement Project such as a design or related study, right of way acquisition or donation or construction.

- F. Project elements not eligible for reimbursement under subsection 420(A) and (B) may be eligible as credit toward matching costs if the requirements specified in Sections 430 (Eligible Prior Right of Way Acquisition and/or Work for Reimbursement) and 300 (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 430.

Section 430: Eligible Prior Right of Way Acquisition and/or Work for Reimbursement – **Moved from Old Section 330 ONE ADDITION**

- 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.
- F. ***For prior work attributable to an ALCP Project that meets eligibility guidelines set in the ACLP Policies and Procedures, a jurisdiction is responsible for inflating the cost amounts to the current year when completing a Project Overview.***
 - a. ***Each year, MAG will update and release the inflation rate information to the jurisdictions.***
 - b. ***The inflation rate and method will be the same as mentioned in Section 240.***

Section 440: Reallocation of Project Savings – **Moved from Old Section 350 ONE CHANGE**

- A. **Project Savings** from the ALCP will not be determined by MAG to be eligible for reallocation, unless and until:
1. Construction has been completed and the work satisfies the original intent, 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 noted as **Project Savings** and reallocated to an ALCP Project 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 **Project Savings**.
 3. If there are ALCP **Project Savings** that are not reallocated and the ALCP is completed, then new Project(s) for that jurisdiction may be funded.

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
Administrative Adjustment	<i>The ALCP and Project budgets will be adjusted annually to reflect the final Project reimbursement of the fiscal year are made. This falls after the adoption of the ALCP and will not require a program amendment.</i>
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.
	<ol style="list-style-type: none">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.
Federal Fiscal Year	October 1 – September 31, example: October 1, 2005 – September 31, 2006
FHWA	Federal Highway Administration
Fiscal Year	July 1 – June 30, example: July 1, 2005 – June 30, 2006
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 road widenings, grade separations, ITS applications, bike and pedestrian facilities, etc. The components together comprise the overall ALCP Project.
Project Agreement (PA)	A legally binding contract or agreement between MAG and the Lead Agency established for the ALCP Project.
Project Completion	For the purposes of the material change policy, Project completion means that all lanes of the roadway segment or intersection are open to traffic. 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.

Project Overview 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.

Project Reimbursement Request The guidelines and forms: request for payment, invoice and progress reports, that a Lead Agency completes when requesting reimbursement for an ALCP Project.

Project Savings ***ALCP regional funds found by MAG to be surplus to an ALCP Project, and for which certain criteria as established in the ALCP Policies and Procedures is met, may be noted as Project Savings and reallocated to an ALCP Project in that jurisdiction depending on the availability of Program funds.***

Reallocation Re-assignment or re-programming of funds unexpended or not expected to be needed from one ALCP Project to another ALCP Project.

Reimbursement Payment or compensation for costs incurred.

RTP 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".

STIP State Transportation Improvement Program

Segmented Projects Segments of RTP Projects, where the original Project as specified in the RTP is segmented or proposed for subdivision into smaller, shorter segments or components that together comprise the original RTP Project in its entirety.

Third Party 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.

TIP 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.

TPC MAG Transportation Policy Committee

TRC MAG Transportation Review Committee

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

June 6, 2006

SUBJECT:

ADOT Request for a Quiet Pavement Project

SUMMARY:

The Arizona Department of Transportation has requested that a previously deferred Quiet Pavement (rubberized asphalt) project be added to the FY 2006 program. The project would combine \$4.1 million of FY 2006 funds with \$5.2 million of funds that are programmed for the Quiet Pavement program in FY 2007. The FY 2007 funds were originally programmed for FY 2006, but were moved to the next fiscal year to balance the program cash flow. Due to the delay of two months in the advertisement of the construction bid for the Jomax Road/Dixileta interchange at I-17 due to a right of way acquisition issue, these funds are now available this fiscal year. This change would allow the design work for the rubberized asphalt paving of I-10 from 67th Avenue to Dysart Road to move forward to this fiscal year so that the paving could begin during the fall of 2006.

PUBLIC INPUT:

There has been no public input on this requested project addition at this stage.

PROS & CONS:

PROS: ADOT monitors the costs and revenues for the Regional Freeway Program on a regular basis and recommends changes to schedules, scopes and budgets as needed.

CONS: The proposed additional costs on the listed projects may reduce the ability to accommodate other program changes in the future.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: None

POLICY: Life cycle program management is a key element to ensure that the freeway program stays on budget and schedule.

ACTION NEEDED:

Recommend approval that a previously deferred Quiet Pavement project be initiated in FY 2006 in the amount of \$9.3 million.

PRIOR COMMITTEE ACTIONS:

Transportation Review Committee: Notification of this project was received too late for review by the Transportation Review Committee.

CONTACT PERSON:

Eric Anderson or Paul Ward, MAG, 602-254-6300.



Victor M. Mendez
Director

Arizona Department of Transportation

Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

David P. Jankofsky
Deputy Director

June 2, 2006

Mr. Dennis Smith, Executive Director
Maricopa Association of Governments
302 North First Avenue, Suite 300
Phoenix, Arizona 85003

Dear Mr. Smith:

The purpose of this letter is to request MAG approval of the following schedule change to the MAG Regional Transportation Plan Freeway Program.

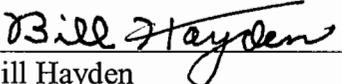
Quiet Pavement Phase VII : I-10, Dysart Rd – 67th Ave, (Construction):

The request is to establish the referenced quiet pavement construction project in FY2006 for \$9,300,000. The funding source will be Asphalt Rubber Noise Mitigation funds. The project was initially planned to be advertised in FY2006. However, we deferred construction of the project to FY 2007 due to a cash flow constraints. A review of the cash flow status indicates we can advertise the project in FY 2006 as originally programmed.

Following your review and approval please submit this schedule change for MAG concurrence and TIP adjustment.

Your cooperation and assistance in expediting this request is most appreciated. If you have any questions concerning this issue or ADOT's request, please contact me at (602) 712-7524.

Sincerely,



Bill Hayden
Special Assistant

cc: Victor Mendez Sam Elters Dan Lance
John McGee Steve Jimenez Eric Anderson, MAG
Perry Powell John Pein Paul Ward, MAG

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

June 6, 2006

SUBJECT:

Designation of Recipient for Job Access and Reverse Commute (JARC) and New Freedom Funds

SUMMARY:

On May 11, 2006, the Maricopa Association of Governments (MAG) received a formal request from the Arizona Department of Transportation (ADOT) to recommend the City of Phoenix be designated by the Governor as the recipient of Job Access and Reverse Commute (JARC) and New Freedom funds for the region. ADOT needs to recommend a recipient to the Governor in order for these funds to be drawn down for FY 2006. This action is required by new SAFETEA-LU regulations. The City of Phoenix is the current recipient of JARC funds and has requested to continue this responsibility. This item is presented to inform the committee of this request and to request that the City of Phoenix be recommended to the Governor's Office as the recipient of JARC and New Freedom funds. On May 25, 2006, the MAG Transportation Review Committee voted to recommend approval of this item.

The new SAFETEA-LU regulations also mandate that a coordinated human services transportation plan be developed to draw down JARC and New Freedom funds beginning with Fiscal Year 2007. MAG currently conducts regional human services planning activities for other areas including Social Service Block Grant funds and elderly mobility. For this reason, ADOT, the City of Phoenix and the Maricopa Association of Governments agree that MAG will develop the coordinated human services transportation plan to meet the requirement of having a plan in place in order to draw down funds. The plan will assess the transportation needs of individuals with disabilities, older adults and persons with limited incomes, including the identification of service gaps. The plan will also develop strategies to meet these needs, prioritize these strategies for implementation, and identify coordination of actions to reduce or eliminate duplication of services.

The JARC Program has changed to a formula-based program instead of the existing competitive discretionary grants program. The formula is based on the number of eligible low-income and welfare recipients. The funds assist individuals not effectively served by public transportation to access employment opportunities through alternative transportation. The New Freedom Program is new and will provide formula funding for new transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act.

PUBLIC INPUT:

An opportunity for public input was provided at the May 25, 2006, MAG Transportation Review Committee meeting. No public input was received.

PROS & CONS:

PROS: Designating the City of Phoenix as the region's recipient continues the current economies of scale. The City of Phoenix is already fulfilling the requirements as the current designated recipient. The relatively small amount of funding compared to the number of audits and compliance standards does not warrant a change in the designated recipient status. This arrangement also delegates planning activities to MAG. MAG already conducts regional planning and is well positioned to develop the coordinated human services transportation plan.

CONS: There are no perceived cons with this division of duties.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The role of the recipient includes developing and implementing an application process for selecting projects beginning in FY 2006. This application process must be competitive and must be derived from a locally coordinated plan. It is MAG's understanding with the City of Phoenix that the selection process in place currently will serve for the selection process for FY 2006 funds. If factors such as an increase in funding or the number of applicants change, then the selection process may be modified in the future. The process will be developed in conjunction with a coordinated human services transportation plan as required by the new SAFETEA-LU regulations.

POLICY: It is MAG's understanding with the City of Phoenix that the human services transportation plan will be reviewed annually as part of the competitive selection process for applications and will be updated periodically by MAG to ensure the plan is responsive to emerging needs. MAG will receive 10 percent of the JARC and New Freedom funds to conduct these planning activities as allowed by SAFETEA-LU regulations. The City of Phoenix will apply for these planning funds and will pass the money through to MAG. MAG expects that funding for future updates for the plan will be made available using this same process.

ACTION NEEDED:

Recommend approval that the City of Phoenix be recommended by ADOT to the Governor's Office as the designated recipient for JARC and New Freedom funds for the region.

PRIOR COMMITTEE ACTIONS:

MAG Transportation Review Committee: On May 25, 2006, the MAG Transportation Review Committee met and recommended this item for approval.

MEMBERS ATTENDING

Maricopa County: Mike Ellegood,
Chairperson
ADOT: Bill Hayden for Dan Lance
#Avondale: David Fitzhugh
#Buckeye: Scott Lowe
Chandler: Mike Normand for Patrice Kraus
*El Mirage: B.J. Cornwall
*Fountain Hills: Randy Harrel
*Gila Bend: Lynn Farmer
Gilbert: Tami Ryall
Glendale: Terry Johnson
Goodyear: Don French for Cato Esquivel
Guadalupe: Jim Ricker
*Litchfield Park: Mike Cartsonis

Mesa: Jim Huling
*Paradise Valley: Robert M. Cicarelli
Peoria: David Moody
Phoenix: Tom Callow
Queen Creek: Mark Young
RPTA: Bryan Jungwirth
Scottsdale: Dave Meinhart for
Mary O'Connor
Surprise: Randy Overmyer
Tempe: Carlos De Leon
Wickenburg: Shane Dille
Valley Metro Rail: John Farry

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Randi Alcott,
RPTA
*Street Committee: Darryl Crossman,
City of Litchfield Park

*Pedestrian Working Group: Eric Iwersen,
*ITS Committee: Alan Sanderson

* Members neither present nor represented by proxy.

+ - Attended by Videoconference # - Attended by Audioconference

CONTACT PERSON:

Amy St. Peter, MAG Human Services Manager 602.254.6300

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

June 6, 2006

SUBJECT:

Social Service Block Grant Revised Allocation Recommendations

SUMMARY:

Under a planning contract with the Arizona Department of Economic Security (DES), the MAG Human Services Planning program annually researches and solicits input on human services needs in the MAG region. The MAG Human Services Coordinating Committee identifies which services should be directed to these needs. Services funded by the Social Services Block Grant (SSBG) include assistance to the most vulnerable people in our region, including our very low-income children and families, elderly people, victims of domestic violence, homeless people and persons with disabilities.

The federal government has proposed a 19.722 percent cut to the SSBG funding for the 2006-2007 fiscal year. DES has requested that MAG prepare an alternate allocation plan that reflects the proposed cut by June 30, 2006. In response to this request, the MAG Human Services Technical Committee (HSTC) met on May 11, 2006 and decided to implement the proposed cut evenly across the four target groups: Adults, Families and Children; Elderly, Persons with Disabilities; and Persons with Developmental Disabilities. On June 8, 2006, HSTC will meet to recommend how the proposed cut should be applied to the services within the four target groups. A summary matrix of the target groups is attached. A report showing the new allocation recommendations will be provided to the Management Committee after June 8, 2006.

PUBLIC INPUT:

An opportunity for public input was given at the May 11, 2006 HSTC meeting. No public input was received.

PROS & CONS:

PROS: DES allows MAG to identify, at the most local level, priority needs to be funded and contracted by DES in local communities. This flexibility allows the funding to be directed at the most critical needs based on assessment by people in the community.

CONS: The needs exceed the funds available. The funding base continues to decrease at the federal level and state transferred Temporary Assistance to Needy Families (TANF) funds are no longer available – causing significant cuts at the local level. This proposed further reduction in funding could eliminate some services as the programs may not be able to withstand the reduction in dollars. This will place a greater strain on the municipalities.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The shortfall in state revenue funds negatively impacted the amount of funds that have been made available to compensate for federal reductions in SSBG suffered over the past seven years. In addition, since 1996, it has been a challenge to have midyear changes to funding levels that often include retroactive effective dates. The flexibility of the funds and the MAG process allow us to respond to the changes.

POLICY: Since the advent of welfare reform in 1996, Congress has reduced the federal allocation of SSBG by 15 percent. This has forced the states to backfill losses to SSBG with TANF savings accumulated from the reduction in the welfare case loads. Since the federal SSBG allocation has

diminished, and the state TANF replacement funds are not available this year, we continue to maintain allocations which have reduced locally planned SSBG services. The future of both the locally and state planned SSBG services depends on the recognition of the importance of these dollars at the federal level and a restoration of SSBG to its original \$2.38 billion level.

ACTION NEEDED:

Recommend approval of the revised allocation recommendations for the Social Service Block Grant FY 2007.

PRIOR COMMITTEE ACTIONS:

Human Services Technical Committee: On May 11, 2006, the MAG Human Services Technical Committee met to determine the process for revising the allocation recommendations.

MEMBERS ATTENDING

- Carl Harris-Morgan, Gilbert, Chair
- * Lorenzo Aguirre, El Mirage
- Judy Bowden, Mesa United Way
- +Linda Snidecor for Kelly Dalton, Goodyear
- Jose Mercado for Moises Gallegos, Phoenix
- *Paige Garrett, Glendale Human Svcs Council
- +Jayson Matthews for Kate Hanley, Tempe Community Council
- *Connie James, Scottsdale
- Jim Knaut for Mary Lynn Kasunic, Area Agency on Aging
- Barbara Knox, DES/RSA
- * Margarita Leyvas, Maricopa County
- Joy McClain, Tolleson
- Trinity Donovan for Joyce Lopez-Powell, VSUW
- Stephanie Wilson for Dan Lundberg, Surprise
- * Doris Marshall, Phoenix
- Joan Ellis for Sandra Mendez, DES/CSA
- Kyle Moore, DES/ACYF
- * Susan Neidlinger, DES/DDD
- *Sandra Reagan, Southwest Community Network
- * Sylvia Sheffield, Avondale
- Keith Burke for Judy Tapscott, Tempe
- * Wayne Tormala, Phoenix
- Jessica Ponzio for Patrick Tyrrell, Chandler
- Neal Young, Phoenix

*Those members neither present nor represented by proxy.

+Those members present by audio/videoconferencing

Regional Council: On February 22, 2006, the Regional Council approved the priority needs, services, and funding recommendations for FY 2006-2007 to be forwarded to the Arizona Department of Economic Security.

MEMBERS ATTENDING

- Mayor Keno Hawker, Mesa, Chair
- Mayor Woody Thomas, Litchfield Park, Vice Chair
- * Mayor Douglas Coleman, Apache Junction
- Councilmember Jim Buster for Mayor Marie Lopez-Rogers, Avondale
- Mayor Dusty Hull, Buckeye
- * Mayor Edward Morgan, Carefree
- * Vice Mayor Dick Esser, Cave Creek
- Mayor Boyd Dunn, Chandler
- Mayor Fred Waterman, El Mirage
- * President Raphael Bear, Fort McDowell Yavapai Nation
- Councilmember John Kavanagh for Mayor Wally Nichols, Fountain Hills
- * Mayor Daniel Birchfield, Gila Bend
- * Governor William Rhodes, Gila River Indian Community
- Mayor Steven Berman, Gilbert
- * Mayor Elaine Scruggs, Glendale
- Mayor James M. Cavanaugh, Goodyear
- * Mayor Bernadette Jimenez, Guadalupe
- Supervisor Max Wilson, Maricopa County
- Councilmember Jini Simpson for Mayor Ron Clarke, Paradise Valley
- Mayor John Keegan, Peoria
- Councilmember Peggy Neely for Mayor Phil Gordon, Phoenix
- # Mayor Wendy Feldman-Kerr, Queen Creek
- * President Joni Ramos, Salt River Pima-Maricopa Indian Community
- Mayor Mary Manross, Scottsdale
- Mayor Joan Shafer, Surprise
- Mayor Hugh Hallman, Tempe
- Mayor Adolfo Gamez, Tolleson
- # Mayor Ron Badowski, Wickenburg

- * Mayor Bryan Hackbarth, Youngtown
- * Vacant, ADOT
- * Joe Lane, ADOT

F. Rockne Arnett, Citizens Transportation Oversight Committee

* Those members neither present nor represented by proxy.

Attended by telephone conference call. + Attended by videoconference call.

Human Services Coordinating Committee: On February 16, 2006, the MAG Human Services Coordinating Committee recommended approval of the priority needs, services, and funding recommendations for FY 2006-2007 to be forwarded to the Arizona Department of Economic Security.

MEMBERS ATTENDING

- Councilmember Rob Antoniak, Goodyear
- * Dave Crozier, Gilbert
- Councilmember Roy Delgado, El Mirage
- Charlene Moran Flaherty, DES/CSA
- * Councilmember Joe Johnson, Surprise
- Councilmember Kyle Jones, Mesa
- Mayor Marie Lopez-Rogers, Avondale, Vice Chair
- Councilmember Manuel Martinez, Glendale

- * Jim McCabe, Area Agency on Aging
- Judy Bowden for Carol McCormack, Mesa
- United Way
- Councilmember Kevin Osterman, Scottsdale
- Janet Regner, Representative for Tempe Community Council
- * Vice Mayor Phillip Westbrook, Chandler
- * Supervisor Mary Rose Wilcox, Maricopa County, Chair

Management Committee: On February 8, 2006, the MAG Management Committee recommended approval of the priority needs, services, and funding recommendations for FY 2006-2007 to be forwarded to the Arizona Department of Economic Security.

MEMBERS ATTENDING

- Dana Tranberg for Ed Beasley, Glendale, Chair
- Jan Dolan, Scottsdale, Vice Chair
- # Janine Solley for George Hoffman, Apache Junction
- Charlie McClendon, Avondale
- Carroll Reynolds, Buckeye
- * Jon Pearson, Carefree
- * Usama Abujbarah, Cave Creek
- Mark Pentz, Chandler
- * B.J. Cornwall, El Mirage
- Alfonso Rodriguez for Orlando Moreno, Fort McDowell Yavapai Nation
- Tim Pickering, Fountain Hills
- + Lynn Farmer, Gila Bend
- * Urban Giff, Gila River Indian Community
- George Pettit, Gilbert
- Stephen Cleveland, Goodyear

- Mark Johnson, Guadalupe
- Darryl Crossman, Litchfield Park
- Christopher Brady, Mesa
- * Tom Martinsen, Paradise Valley
- John Wenderski for Terry Ellis, Peoria
- Frank Fairbanks, Phoenix
- # Cynthia Seelhammer, Queen Creek
- * Bryan Meyers, Salt River
- Pima-Maricopa Indian Community
- Jim Rumpeltes, Surprise
- Will Manley, Tempe
- Reyes Medrano, Tolleson
- Shane Dille, Wickenburg
- Mark Fooks, Youngtown
- Dale Buskirk for Victor Mendez, ADOT
- David Smith, Maricopa County
- David Boggs, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call. + Participated by videoconference call.

The Human Services Technical Committee met on January 26, 2006 to determine and make a recommendation on the priority needs, services, and funding recommendations for FY2006-2007. Based on perceived maintenance of funding level and based on the need, these recommendations are identical to those of the FY 2005-2006.

MEMBERS ATTENDING

Carl Harris-Morgan, Gilbert, Chairman
* Lorenzo Aguirre, El Mirage
Kit Kelly for Nichole Ayoola, Mesa
Judy Bowden, Mesa United Way
+ Linda Snidecor for Kelly Dalton, Goodyear
Moises Gallegos, Phoenix
* Paige Garrett, Glendale Human Services
Council
* Kate Hanley, Tempe Community Council
* Connie James, Scottsdale
Jim Knaut for Mary Lynn Kasunic, Area Agency
on Aging
Barbara Knox, DES/RSA
Virginia Sturgill for Margarita Leyvas,
Maricopa County

John Paul Lopez, Tolleson
Joyce Lopez-Powell, VSUW
* Dan Lundberg, Surprise
* Doris Marshall, Phoenix
* Sandra Mendez, DES/CSA
Kyle Moore, DES/ACYF
Susan Neidlinger, DES/DDD
Sandra Reagan, Southwest Community
Network
Sylvia Sheffield, Avondale
Judy Tapscott, Tempe
* Wayne Tormala, Phoenix, Vice Chair
+ Patrick Tyrrell, Chandler
Neal Young, Phoenix

*Those members neither present nor represented by proxy.

+Those members present by audio/videoconferencing.

CONTACT PERSON:

Amy St. Peter, MAG 602.254.6300

**Social Service Block Grant Allocation Recommendations
FY 2007 Proposed Funding Cuts Overview**

Target Group	FY 2007 original recommendation	Proposed 19.722% cut	Proposed \$ amount cut
Adults, Families and Children	\$1,924,311	\$1,544,798	\$379,513
Elderly	\$986,496	\$791,939	\$194,557
Persons with Disabilities	\$385,996	\$309,870	\$76,126
Persons with Developmental Disabilities	\$543,776	\$436,532	\$107,244
Services Subtotal	3,840,579	3,083,139	757,440
MAG Planning Contract	250,000	200,693	49,307
Total	4,090,579	3,283,832	806,747

FY07 Social Service Block Grant Proposed Funding Cuts Fact Sheet

Summary

- President Bush proposed funding cuts to the Social Service Block Grant Program by **19.722 percent** in February. He has also proposed to consolidate and reduce WIA and eliminate CSBG funding.
- The Department of Health and Human Services is requiring the states to submit SSBG plans that reflect the proposed cuts. The State of Arizona is submitting the original recommendations with the revised version reflecting the cuts.
- The Senate passed the federal budget with full funding for SSBG. The House has not taken action on this yet.
- DES estimates the funding level for SSBG may not be confirmed until December 2006 or later.
- This is the first time a revised plan has been required at this stage.

Contract Issues

- DES intends to contract with agencies for the same funding level as SFY 2006.
- If the cuts are confirmed, **the cuts will be retroactive to October 1, 2006**. This will decrease the remaining by enough to account for the full SFY 2007 reduction. The Department asked for input on their contract plan. The consensus was to continue with level funding until the cuts are confirmed.

History of Funding

- In 1975, Congress passed Title XX at \$2.5 billion with a required state match. Arizona assigned the allocation responsibilities to the councils of governments.
- In 1981, Congress passed SSBG, making Title XX a block grant at \$2.991 billion. Congress reduced this funding annually for the next few years.
- In 1989, Congress set the SSBG funding at \$2.7 billion and set a level for future years at \$2.8 billion.
- In 1996, Congress reduced SSBG to \$2.38 billion. Some services were eliminated because the programs could not be sustained.
- In 1997, SSBG was increased to \$2.5 billion.
- From 1998 to 2002, Congress reduced SSBG funding annually down to \$1.7 billion.
- Funding remained level until 2006 at \$1.7 billion.
- For FY07, the President has proposed to reduce funding to \$1.2 billion.

State of Arizona's Process

- Planning for FY07 began in November 2005 under the assumption of level funding.
- In February 2006, the councils of governments all submitted their recommendations for the FY07 allocation process.
- All councils of governments must **submit revised recommendations based upon the President's proposed reductions to DES by June 30, 2006**.

- Revisions to the recommendations may reduce funding across the board uniformly or may vary the amount by service or department. However applied, the total reductions must account for the entire 19.72 percent reduction.
- The recommendations may be amended at a later date.

Timeline

- **May 11, 2006**

HSTC determines the local process to revise the allocation recommendations

- **June 8, 2006**

HSTC recommends allocation revisions for approval

- **June 14, 2006**

MAG Management Committee recommends allocation revisions for approval

- **June 15 or 22, 2006**

Tentative emergency HSCC meeting to recommend allocation revisions for approval

- **June 28, 2006**

MAG Regional Council approves allocation revisions

- **June 30, 2006**

MAG submits revised allocation recommendations to DES

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

June 6, 2006

SUBJECT:

Elderly Mobility Sign Project

SUMMARY:

MAG currently has a federally funded project totaling \$400,000 in the FY 2007 MAG Unified Planning Work Program and Annual Budget to fund Elderly Mobility Signage. This project, recommended by the Elderly Mobility Stakeholders, the MAG Safety Committee and the Transportation Review Committee, will provide funding for local jurisdictions to implement a street sign project according to the Federal Highway Administration Guidelines and Recommendations to Accommodate Older Drivers and Pedestrians. Funding is available for the production costs of the signs, including materials, extra posts, mounting brackets, and costs for Clearview font software. Funds are not provided for any installation costs. There will be a two-year time frame for cities and towns to complete the installation of the signs and participate in an evaluation of the efforts of this project. The MAG federal funds for this project will be exchanged for City of Phoenix funds to expedite the implementation of the project.

PUBLIC INPUT:

An opportunity for public input was provided at the MAG Safety Committee and the MAG Elderly Mobility Stakeholders Group on March 21, 2006, and at the Transportation Review Committee meeting on May 25, 2006. No public comment was received.

PROS & CONS:

PROS: The proportion of the population over the age of 65 is growing significantly. Older road users can be expected to have problems as drivers and as pedestrians, given known changes in their perceptual, cognitive and psychomotor performances. This project will provide funding for local street signs that have both larger letters and the new Clearview font. These changes will make the signs easier to read, thereby increasing drivers' response time and decreasing the number of accidents.

CONS: It is probable that the public will notice that the newer signs are different than other signs in the city.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: This project will result in a limited number of street name signs with larger letters and a new font being installed across the region. The sign locations will be selected by the local agencies, based on MAG guidelines and criteria. This project would introduce a new letter font to the local street name sign practice. It is likely that there will be noticeable differences between the new signs and existing signs near these locations. However, the new signs would be considered a road safety enhancement being evaluated in the region.

POLICY: A possible implication of this project is that if the new signs are observed to be a clear improvement of safety for all road users and they are overwhelmingly popular over the current street name signs, it could result in public requests to MAG member agencies for more of these signs across the region.

ACTION NEEDED:

Recommend approval of the Elderly Mobility Sign Project and to exchange MAG federal funds for City of Phoenix funds to expedite the implementation of the project.

PRIOR COMMITTEE ACTIONS:

The Transportation Review Committee voted to recommend approval of the Elderly Mobility Sign Project on May 25, 2006.

MEMBERS ATTENDING

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

* Members neither present nor represented by proxy.

+ - Attended by Videoconference

- Attended by Audioconference

MAG Safety Committee and the MAG Elderly Mobility Stakeholders Group voted to recommend approval of the Elderly Mobility Sign Project on March 21, 2006.

MAG TRANSPORTATION SAFETY COMMITTEE MEMBERS:

Surprise: Robert Maki, Chair	GOHS: Linda Mendyka:
AAA Arizona: David Cowley	Goodyear: Scott Nodes
AARP: Tom Burch	Maricopa County: Peggy Rubach for Chris Plumb
ADOT: Reed Henry	Mesa: Larry Talley
* Apache Junction: Doug Dobson	* Paradise Valley: William Mead
Avondale: Kelly LaRosa	Peoria: Jamal Rahimi
ASU: Mary Kihl	Phoenix: Kerry Wilcoxon
* Chandler: Martin Johnson	* RPTA: Stuart Boggs for Teri Collins
DPS: Lt. Mike Lockhart	Scottsdale: George Williams for Paul Porell
FHWA: Jennifer Brown	* Tempe: Marc Scott
* Gilbert: Bruce Ward	
Glendale: Sandy Adams	

MAG ELDERLY MOBILITY STAKEHOLDERS GROUP MEMBERS:

Mesa: Claudia Walters, Chair	Maricopa County: Eddie Caine
AAA: Christina Esles	Maricopa County HSD: Barbara Hill
ADOT: Loretta Crimi	PAG: Paul Casertano
DES: Chris Andrews:	Phoenix: Kelly Doell
DOAR Center: Ricardo Sarano	Scottsdale: Donna Brower
Easter Seals AZ: Betsy Buxer	Sun City West: Chuck Ullman
Gilbert: Ken Murayamn	Tempe: Cindy Brown

*Those members neither present nor represented by proxy.

+Those members present by audio/videoconferencing.

CONTACT PERSON:

Amy St. Peter, Human Services Manager, 602-254-6300.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

June 6, 2006

SUBJECT:

2005 Census Survey Update

SUMMARY:

Once all of the work on the 2005 Census Survey is complete, the Census Bureau will calculate a final cost for the Survey. In a February 2006 memorandum to the Management Committee and Regional Council, it was noted that in addition to the original census cost estimate of \$7.5 million, additional costs were incurred, including:

- 1) The setup and maintenance of the local census office (estimated at \$170,000).
- 2) The regionwide media campaign (estimated at \$230,000).
- 3) An increase to the Census Bureau's original cost estimate (increase estimated at \$200,000).

Attachment One provides an estimated cost allocation by jurisdiction for the additional 2005 Census Survey costs. The Federal Highway Administration (FHWA) has agreed that MAG FHWA funds may be used for 50 percent of the additional costs. It is anticipated that the total costs for the 2005 Census Survey will not exceed the total estimated cost of \$8.1 million.

Final cost allocation will be based upon the 2005 Census Survey final results. Costs will be recalculated in accordance with the cost allocation method developed by the MAG Subcommittee on 2005 Population Options and approved by the Regional Council in December 2003. Any differences between the preliminary member agencies' share of cost and the final share of costs will be reconciled. Member agencies that wish to pay their estimated share of additional census costs this fiscal year may do so.

PUBLIC INPUT:

No formal input was received at the Census Survey Oversight Subcommittee. MAG staff continues to respond to public inquiries and comments on an individual basis.

PROS & CONS:

PROS: A concerted effort by all member agency, MAG and Census Bureau staff has been made to obtain the most accurate 2005 Census Survey data.

CONS: Member agencies may not have budgeted for the additional census costs.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: None

POLICY: Member agencies may choose to pay their estimated share of the additional costs in FY 2006 and final costs will be reconciled when 2005 Census Survey final results are received.

ACTION NEEDED:

Recommend approval of the additional 2005 Census Survey costs for a total estimated cost of \$8.1 million.

PRIOR COMMITTEE ACTIONS:

Census Survey Oversight Subcommittee: On May 16, 2006, the MAG Census Survey Oversight Subcommittee recommended approval of the additional costs for a total cost of \$8.1 million.

MEMBERS ATTENDING

- | | |
|---|--|
| George Pettit, Gilbert, Chair | Sonny Culbreth, Litchfield Park |
| Stephanie Prybyl for David Fitzhugh, Avondale | * Richard Bohan, Maricopa County |
| Brian Rose, Buckeye | Wahid Alam for Jim Huling, Mesa |
| Gary Neiss, Carefree | ** Duncan Miller, Paradise Valley |
| * Usama Abujbarah, Cave Creek | Chad Daines for Peoria |
| David de la Torre for Marian Norris Stanley, Chandler | Tom Remes, Phoenix |
| ** Joanne Garrett, El Mirage | Shawny Ekadis, Queen Creek |
| Richard Turner for Ken Valverde, Fountain Hills | * Bryan Meyer, Salt River Pima-Maricopa Indian Community |
| * Beverly Turner, Gila Bend | Harry Higgins for Bridget Schwartz Manock, Scottsdale |
| * Tina Notah-Enas, Gila River Indian Community | Stephanie Wilson for Sintra Hoffman, Surprise |
| Kate Langford for Dana Tranberg, Glendale | Sherri Lesser for Amber Wakeman, Tempe |
| ** Wanda Nelson for Jerene Watson, Goodyear | * Chris Hagen, Tolleson |
| ** Gail Acosta, Guadalupe | * Miles Johnson, Wickenburg |
| | * Mark Fooks, Youngtown |

- *Members neither present nor represented by proxy.
- **Participated via telephone conference call.
- ✓ Participated via videoconference.

CONTACT PERSON:

Heidi Pahl, MAG, 602-254-6300.

D R A F T Possible Cost Allocation

ATTACHMENT ONE

Column 1	Column 2	Column 3	Column 4	Column 5
Jurisdiction	Estimated Share of Survey Cost of December, 2003	Percent of December, 2003 Estimated Survey Cost	Allocation of Additional Amount Using Same Percentage as Estimated Survey Cost	Estimated Total Share of Survey Cost based on December, 2003 Distribution
Avondale	\$95,700	2.9%	\$8,600	\$104,300
Buckeye	\$119,700	3.6%	\$10,700	\$130,400
Carefree	\$3,200	0.1%	\$300	\$3,500
Cave Creek	\$4,200	0.1%	\$400	\$4,600
Chandler	\$145,500	4.3%	\$13,000	\$158,500
El Mirage	\$130,600	3.9%	\$11,700	\$142,300
Fountain Hills	\$23,100	0.7%	\$2,100	\$25,200
Gila Bend	\$1,900	0.1%	\$200	\$2,100
Gilbert	\$100,400	3.0%	\$9,000	\$109,400
Glendale	\$158,100	4.7%	\$14,100	\$172,200
Goodyear	\$115,100	3.4%	\$10,300	\$125,400
Guadalupe	\$5,000	0.1%	\$400	\$5,400
Litchfield Park	\$3,800	0.1%	\$300	\$4,100
Mesa	\$438,700	13.1%	\$39,300	\$478,000
Paradise Valley	\$13,700	0.4%	\$1,200	\$14,900
Peoria *	\$150,400	4.5%	\$13,500	\$163,900
Phoenix	\$970,800	29.0%	\$86,900	\$1,057,700
Queen Creek *	\$39,100	1.2%	\$3,500	\$42,600
Scottsdale	\$192,800	5.8%	\$17,300	\$210,100
Surprise	\$189,900	5.7%	\$17,000	\$206,900
Tempe	\$176,700	5.3%	\$15,800	\$192,500
Tolleson	\$5,300	0.2%	\$500	\$5,800
Wickenburg	\$7,600	0.2%	\$700	\$8,300
Youngtown	\$28,800	0.9%	\$2,600	\$31,400
Balance of County	\$231,600	6.9%	\$20,700	\$252,300
Total for Member Agencies	\$3,352,000	100.0%	\$300,000	\$3,652,000
Federal Highway Administration	\$4,148,000		\$300,000	\$4,448,000
Total Cost	\$7,500,000		\$600,000	\$8,100,000

* Includes portions of jurisdictions outside of Maricopa County
 Note: Numbers may not add due to rounding

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

June 6, 2006

SUBJECT:

Federal Fiscal Year 2006 MAG Federal Funds Interim Closeout and Amendments/Adjustments to the FY 2006-2010 MAG Transportation Improvement Program and FY 2006 and FY 2007 MAG Unified Planning Work Programs and Annual Budgets

SUMMARY:

Annual sub-allocations of Federal Obligation Authority (OA) to the MAG region must be used or they could be lost. Each year, the process to close out the MAG federally funded program is completed in three distinct steps. First, the federal funds that have been sub-allocated to the MAG region are compared with the list of projects programmed in the current year (FFY 2006) of the most recent Transportation Improvement Program (TIP). Second, by March 1, MAG agencies request the deferral from the current federal fiscal year to the following, or later, of any projects that are not likely to be completed through the federal development process in time. Third, projects are identified that are able to utilize the funds available from the first two phases and from any other obligation authority (OA) that might become available from federal sources. In April 2006, the Regional Council approved the deferral of 18 projects, totaling \$11.2 million. Since that time, two additional projects have been requested to be deferred and these are shown in the attached Table One. The deficit of funding at the beginning of the year has been increased due to two rescissions of federal funds but, with the deferrals included, in this phase of the closeout process, approximately \$3.3 million is available for the interim closeout, plus a possible \$1 million in redistributed OA. Approximately \$12.4 million in project requests have been received for the funds available. To utilize the available funds, on May 25, 2006, the TRC recommended nine projects, totaling \$3.2 million, plus an additional \$1.4 million in contingency projects if any further funds become available or if any projects unexpectedly drop out. The attached Table Two lists the projects recommended for funding with the currently available funds, Table Three lists the projects recommended for funding with the possible redistributed or other supplemental funds and Table Four lists the requested projects that are NOT recommended for funding at the current time.

PUBLIC INPUT:

An opportunity for public input was provided at the MAG Transportation Review Committee meeting on May 25, 2006. No public comment was received.

PROS & CONS:

PROS: Approval of these recommendations will allow for additional and accelerated transportation projects to be funded in the MAG region. If all MAG federal funds are obligated on time, redistributed OA may become available.

CONS: If the OA is not used by September 30, 2006, the region may lose the OA that is currently available and may not receive any redistributed OA. There is no guarantee that sufficient funds will be available in the following fiscal year to cover any or all of the deferred projects.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Action to close out the FFY 2006 MAG federally funded program is needed to ensure that all MAG federal funds are fully used in a timely and equitable manner. These actions include any necessary amendments or administrative adjustments to the FY 2006-2010 MAG TIP and the FY 2006 and FY 2007 MAG Unified Planning Work Programs and Annual Budgets to allow the projects to proceed.

POLICY: Previously adopted MAG policies on the allocation of uncommitted and redistributed federal funds to projects have been followed.

ACTION NEEDED:

Recommend approval of the interim closeout of Federal FY 2006, as shown in the attached Tables and recommend amending/adjusting the FY 2006-2010 MAG TIP and the FY 2006 and FY 2007 MAG Unified Planning Work Programs and Annual Budgets to allow the projects to proceed.

PRIOR COMMITTEE ACTIONS:

Transportation Review Committee: On May 25, 2006, the TRC recommended approving the interim closeout of Federal FY 2006, as shown in the attached Tables.

MEMBERS ATTENDING

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

EX-OFFICIO MEMBERS ATTENDING

* Regional Bike Task Force: Randi Alcott, RPTA	* Pedestrian Working Group: Eric Iwersen,
* Street Committee: Darryl Crossman, Litchfield Park	Tempe
	* ITS Committee: Alan Sanderson, Mesa

* Members neither present nor represented by proxy.
#Attended by Audioconference

CONTACT PERSON:

Paul Ward, MAG, 602-254-6300

Table 1: FY 2006 MAG Federally Funded Program - Interim Closeout

Total FY 2006 MAG Fed Funded Projects Already Approved for Deferral			\$11,170,591
New Projects Recently Requested for Deferral			
Proj #	Project Description	Fund Type	Fed Funds
GLB05-107R	Gilbert: Eastern Canal (Santan I); Multi-use path	CMAQ	\$549,769
GLB06-203B	Gilbert: Town Center; Final TMC Design and euqipment	CMAQ	\$368,401
Total FY 2006 New Federally Funded Projects Requested for Deferral			\$918,170
Total FY 2006 MAG Fed Funded Projects Approved/Requested for Deferral			\$12,088,761

TABLE 2 - FFY 2006 INTERIM CLOSE OUT RECOMMENDATIONS (as at 5/25/06)

AGENCY	PROJECT	FUND TYPE	REQUESTED AMOUNT	RECOMMENDED AMOUNT
Recommended Projects for Currently Expected Obligation Authority (\$3.3 million)				
Priority 1A Projects - Advance from 2007				
Ft. McDowell	Pre-design and design of dirt road paving	CMAQ	\$220,000	\$220,000
Valley Metro	Construct Intermodal Transfer Facilities - Mesa	CMAQ	\$395,536	\$395,536
Sub-Total For Priority 1A - Advance from 2007				
Priority 1B Projects - Advance from a later year in the TIP				
Avondale	Littleton School sidewalk: Additional funds for pedestrian design assistance project to also complete environmental clearance	CMAQ	\$31,240	\$31,240
Gilbert	Western-Powerline Trail: Gilbert Rd to Lindsay Rd: Design multi-use path	CMAQ	\$614,405	\$614,405
Gilbert	Western-Powerline Trail: Cooper Rd to Gilbert Rd: Design multi-use path	CMAQ	\$614,405	\$614,405
Tempe	Various locations: Install connection between ADOT FMS and 22 TIs	CMAQ	\$100,294	\$100,294
Sub-Total for Priority 1B Projects - Advance from a later year in the TIP				
Priority 2A Projects - Additional funds, meets guidelines				
ADOT	Loop 101 (Agua Fria Fwy): Camelback Rd to Northern Ave; Install FMS	CMAQ	\$289,743	\$289,743
MAG	Purchase of remaining PM-10 efficient street sweepers	CMAQ	\$1,524,384	\$907,091
Sub-Total for Priority 2A Projects - Additional funds, meets guidelines				
Priority 3 Projects - Any other projects				
Mesa	Mesa Dr: Broadway Rd to Brown Rd: ITS signal conversion	CMAQ	\$84,000	\$84,000
Sub-Total of Priority 3 Projects - Lowest priority				
Total of ALL Recommended Closeout Projects for currently available OA:				
			\$3,790,007	\$3,172,714

TABLE 3 - FFY 2006 INTERIM CLOSE OUT RECOMMENDATIONS (as at 5/25/06)

AGENCY	PROJECT	FUND TYPE	REQUESTED AMOUNT	RECOMMENDED AMOUNT
Recommended Projects for Additional or Redistributed Obligation Authority (\$1.0 million+)				
Priority 1B Projects - Any other projects				
Surprise	Bell Rd: US-60 (Grand Ave) to 114th Ave; Sidewalk design & ROW	CMAQ	\$400,000	\$400,000
Sub-Total of Priority 3 Projects - Lowest priority			\$400,000	\$400,000
Priority 3 Projects - Additional funds, meets guidelines				
VM Rail	Regionwide: Construct light rail starter segment	CMAQ	\$3,000,000	\$1,000,000
Sub-Total for Priority 2A Projects - Additional funds, meets guidelines			\$3,000,000	\$1,000,000
Total of ALL Recommended Closeout Projects for Redistributed OA			\$3,400,000	\$1,400,000

TABLE 4 - FFY 2006 INTERIM CLOSE OUT REQUESTS - NOT RECOMMENDED (as at 5/25/06)

AGENCY	PROJECT	TYPE	REQUESTED AMOUNT	AMOUNT NOT RECOMMENDED
Priority 1B Projects - Advance from a later year in the TIP				
Avondale	McDowell Rd: Agua Fria River to 119th Ave (north side); Sidewalk design	CMAQ	\$50,000	\$50,000
Sub-Total for Priority 1B Projects - Advance from a later year in the TIP			\$50,000	\$50,000
Priority 2A Projects - Additional funds, meets guidelines				
MAG	Purchase of remaining PM-10 efficient street sweepers	CMAQ	\$1,524,384	\$617,293
Scottsdale	Hayden Rd at Via de Ventura: Intersection improvements	CMAQ	\$97,400	\$97,400
Tempe	Western Canal: Multi-use pathway	CMAQ	\$497,676	\$497,676
Sub-Total for Priority 2A Projects - Additional funds, meets guidelines			\$2,119,460	\$1,212,369

TABLE 4 - FFY 2006 INTERIM CLOSE OUT REQUESTS - NOT RECOMMENDED (as at 5/25/06)

AGENCY	PROJECT	TYPE	REQUESTED AMOUNT	AMOUNT NOT RECOMMENDED
Priority 2B Projects - Additional funds, exceeds guidelines				
ADOT	Loop 101 (Agua Fria Fwy): Camelback Rd to Northern Ave; Install FMS	CMAQ	\$710,257	\$710,257
Mesa	South Canal: McKellips Rd to McDowell Rd; additional funds	CMAQ	\$300,000	\$300,000
Scottsdale	Hayden Rd at Via de Ventura: Intersection improvements	CMAQ	\$422,600	\$422,600
Tempe	Western Canal: Multi-use pathway	CMAQ	\$502,324	\$502,324
Sub-Total for Priority 2B Projects - Additional funds, exceeds guidelines				
Priority 3 Projects - Any other projects				
VM Rail	Regionwide: Construct light rail starter segment	CMAQ	\$3,000,000	\$2,000,000
Chandler	Germann Rd at Arizona Ave: Design regional Park and Ride	CMAQ	\$550,000	\$550,000
Chandler	Galveston St at Loop 101 (Price Fwy): Pre-design for pedestrian bridge project programmed in FY 2009	CMAQ	\$94,300	\$94,300
Mesa	Country Club Dr: Baseline Rd to McKellips Rd: ITS signal conversion	CMAQ	\$154,000	\$154,000
Paradise Valley	Uninterrupted Power Supply backups for 6 traffic signals.	CMAQ	\$41,250	\$41,250
Peoria	Thunderbird Rd at Loop 101 (Agua Fria Fwy); TI widening	STP-MAG	\$2,200,000	\$2,200,000
Sub-Total of Priority 3 Projects - Lowest priority				
Total of ALL NOT RECOMMENDED Closeout Projects				
			\$9,433,934	\$7,526,843

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

June 6, 2006

SUBJECT:

Draft FY 2007 Arterial Life Cycle Program (ALCP)

SUMMARY:

A.R.S. 28-6352 (B) requires MAG to develop a budgeting process that ensures that the costs for the arterial program do not exceed available revenues from the regional sales tax extension and MAG federal funds.

The Arterial Life Cycle Program (ALCP) provides a listing of projects by year over the 20-year life cycle of the sales tax. The projects follow the priorities established in the Regional Transportation Plan (RTP). In some cases, projects are advanced, deferred or exchanged following the ALCP Policies and Procedures. The ALCP represents a program that is balanced for each year.

On October 26, 2005, the initial ALCP was approved. As part of the ALCP process, Lead Agencies are required to update ALCP Projects at least once a year and MAG staff will produce a new ALCP that reflects the Project updates annually. While developing the Draft FY 2007 ALCP, participating Lead Agencies submitted project information for all ALCP Projects following the process and deadlines that were set for the FY 2007-2011 Transportation Improvement Program (TIP) and the RTP 2006 Update. MAG Staff has programmed the Draft FY 2007 ALCP using this project information and the projected revenue streams of the Regional Area Road Fund (RARF), MAG Surface Transportation Program funds (STP-MAG), and Congestion Mitigation and Air Quality (CMAQ) funds.

The Draft FY 2007 ALCP confirms the Project schedules so that MAG and jurisdictions can continue to move forward on Project Overviews, Project Agreements, and Project Reimbursement Requests for FY 2007 Projects.

PUBLIC INPUT:

There was no public comment at the May 25, 2006 Transportation Review Committee.

PROS & CONS:

PROS: An approved Draft FY 2007 ALCP meets the legal requirement of MAG for the arterial street component of the RTP. The approved Draft FY 2007 ALCP will allow jurisdictions and MAG to complete Project Overviews, enter into Project Agreements and allow Lead Agencies to receive regional reimbursements for FY 2007 ALCP Projects.

CONS: None

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: MAG will have a current Life Cycle budget for the arterial portion of Proposition 400, which totals more than \$1.6 billion. This information is also reflected in the MAG FY 2007-2011 TIP and the RTP 2006 Update.

POLICY: A.R.S. 28-6352 (B) requires that MAG develop a budgeting process for the arterial street component of the RTP.

ACTION NEEDED:

Recommend approval of the Draft FY 2007 Arterial Life Cycle Program (ALCP).

PRIOR COMMITTEE ACTIONS:

The Transportation Review Committee voted to recommend approval of the Draft FY 2007 Arterial Life Cycle Program(ALCP) on May 25, 2006.

MEMBERS ATTENDING

Maricopa County: Mike Ellegood,
Chairperson
ADOT: Bill Hayden for Dan Lance
#Avondale: David Fitzhugh
#Buckeye: Scott Lowe
Chandler: Mike Normand for Patrice Kraus
*El Mirage: B.J. Cornwall
*Fountain Hills: Randy Harrel
*Gila Bend: Lynn Farmer
Gilbert: Tami Ryall
Glendale: Terry Johnson
Goodyear: Don French for Cato Esquivel
Guadalupe: Jim Ricker

*Litchfield Park: Mike Cartsonis
Mesa: Jim Huling
*Paradise Valley: Robert M. Cicarelli
Peoria: David Moody
Phoenix: Tom Callow
Queen Creek: Mark Young
RPTA: Bryan Jungwirth
Scottsdale: Dave Meinhart for
Mary O'Connor
Surprise: Randy Overmyer
Tempe: Carlos De Leon
Wickenburg: Shane Dille
Valley Metro Rail: John Farry

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Randi Alcott,
RPTA
*Street Committee: Darryl Crossman, City
of Litchfield Park

*Pedestrian Working Group: Eric Iwersen,
City of Tempe
*ITS Committee: Alan Sanderson

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

CONTACT PERSON:

Eileen O'Connell, Transportation Planner II, 602.452.5058, eoconnell@mag.maricopa.gov

RTP Project	RTP Code	Reim. to Date YOE\$*	Remm. Reg. Budg. 2006\$	Fund Type	Work Phase	FY for Work	A/D/E	FY05	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	
Gilbert Rd: Queen Creek Rd to Chandler Heights Rd	ACI-GIL-10-03-B			RARF	DES	2009	A															0.721							
Gilbert Rd: Queen Creek Rd to Chandler Heights Rd	RARF			RARF	ROW	2010	A															3.105							
Gilbert Rd: Queen Creek Rd to Chandler Heights Rd	RARF			RARF	CONST	2011	A															3.579							
Gilbert Rd: Chandler Heights Rd to Hunt Hwy	ACI-GIL-10-03-C			RARF	DES	2009	A																0.349						
Gilbert Rd: Chandler Heights Rd to Hunt Hwy	RARF			RARF	ROW	2010	A																0.987						
Gilbert Rd: Chandler Heights Rd to Hunt Hwy	RARF			RARF	CONST	2011	A																4.162						
Kyrene Rd/Ray Rd: Intersection Improvement	All-KYR-10-03		3,464	RARF	DES	2013	A																						
				RARF	ROW	2014	A																						0.167
				RARF	CONST	2015	A																						0.524
				RARF	CONST	2015	A																						2.773
Price Rd: SR-202L to I-10	ACI-PRC-10-03		51,402																										
Price Rd (Extension): SR-202L to I-10	STP-MAG					2016						10,280																	
Price Rd (Extension): SR-202L to I-10	STP-MAG					2017						10,280																	
Price Rd (Extension): SR-202L to I-10	STP-MAG					2018															10,280								
Price Rd (Extension): SR-202L to I-10	STP-MAG					2018																10,281							
Price Rd (Extension): SR-202L to I-10	STP-MAG					2019																							
Ray/Alma School: Intersection Improvements	All-RAY-10-03		3,464	RARF	DES	2007																							
				RARF	ROW	2008				0.363																			
				RARF	CONST	2009				1,716																			
Ray/Dobson: Intersection Improvements	All-RAY-20-03		3,464	RARF	DES	2010	A						0.243																
				RARF	ROW	2011	A						0.683																
				RARF	CONST	2012	A						2.538																
Ray/McClintock: Intersection Improvements	All-RAY-40-03		3,464	RARF	DES	2009	A						0.414																
				RARF	ROW	2010	A						0.301																
				RARF	CONST	2011	A						2.659																
Ray/Rural: Intersection Improvements	All-RAY-50-03		3,464	RARF	DES	2011							0.175																
				RARF	ROW	2012							0.501																
				RARF	CONST	2013							2.788																
CHANDLER/GILBERT																													
Queen Creek Rd: Arizona Ave to Power Rd	ACH-QNC-10-03		34,752				A																						
CHAND Queen Creek Rd: Arizona Ave to McQueen Rd	ACH-QNC-10-03-A			RARF	DES, ROW	2005	A							0.934															
Arizona Ave to McQueen Rd	RARF			RARF	CONST	2007	A							3.092															

RTP Project	RTP Code	Reim. to Date YOE\$*	Remm. Reg. Budg. 2006\$	Fund Type	Work Phase	FY for Work	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26
CHAND. Queen Creek Rd. McQueen Rd to Lindsay Rd	ACH-QNC-10-03-B			RARF	DES	2009					0.666															
Queen Creek Rd. McQueen Rd to Lindsay Rd				RARF	ROW	2009					3.206															
Queen Creek Rd. McQueen Rd to Lindsay Rd				RARF	CONST	2010					7.387															
GILBERT Queen Creek Rd. Lindsay Rd to Power Rd	ACH-QNC-10-03-C			RARF	DES	2011					1.158															
Queen Creek Rd. Lindsay Rd to Power Rd				RARF	ROW	2012						9.239														
Queen Creek Rd. Lindsay Rd to Power Rd				RARF	CONST	2013						9.170														
FOUNTAIN HILLS Shea Blvd. Palisades Blvd to Saguario Blvd	ACH-SHA-10-03		5.587	RARF	DES	2008		0.782																		
				RARF	ROW	2009			1.397																	
				RARF	CONST	2010			3.408																	
GILBERT Elliot/Cooper Intersection Improvements	AI-ELT-30-03		3.464																							
				RARF	DES	2011					0.216															
				RARF	ROW	2012					0.760															
				RARF	CONST	2013						2.488														
Elliot/Gilbert Intersection Improvements	AI-ELT-40-03		3.464																							
				RARF	DES	2016										0.230										
				RARF	ROW	2017																				
				RARF	CONST	2018																				
Elliot/Greenfield Intersection Improvements	AI-ELT-10-03		3.464																							
				RARF	DES	2021															0.228					
				RARF	ROW	2022															1.520					
				RARF	CONST	2023																1.716				
Elliot/Higley Intersection Improvements	AI-ELT-20-03		3.464																							
				RARF	DES	2021																				
				RARF	ROW	2022															0.145					
				RARF	CONST	2023																0.586				
				RARF	SAVING	2023																	2.000			
Elliot/Vai Vista Intersection Improvements	AI-ELT-50-03		3.464																							
				RARF	DES	2021																				
				RARF	ROW	2022																				
				RARF	CONST	2023															0.171					
Germann Rd. Gilbert to Power Rd	ACH-GER-20-03		20.337																			0.493				
				RARF	DES	2008																	2.800			
				RARF	ROW	2009			7.567		7.597															
				RARF	CONST	2010			4.038																	
Greenfield Rd. Elliot Rd to Warner Rd	ACH-GRN-10-03		3.799																							
				RARF	DES	2021																				
				RARF	ROW	2022																				
				RARF	CONST	2023																				
Guadalupe/Cooper Intersection Improvements	AI-GUD-30-03		3.464																							
				RARF	DES	2011					0.241															
				RARF	ROW	2012						1.302														
				RARF	CONST	2013							1.921													

RTP Project	RTP Code	Reim. to Date YOE\$*	Remm. Reg. Budg. 2006\$	Fund Type	Work Phase	FY for Work	A/ D/ E	FY05 2005\$	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26
Guadalupe/Gilbert Intersection Improvements	All-GUD-40-03		3,464	RARF	DES ROW	2008																						
				RARF	CONST	2010			0.173		1,158	1,928																
				RARF	SAVING	2010						0.205																
Guadalupe/Greenfield Intersection Improvements	All-GUD-10-03		3,464	RARF	DES ROW	2021																	0.185	0.470				
				RARF	CONST	2023																		2.700				
				RARF	SAVING	2023																		0.109				
Guadalupe/Power Intersection Improvements	All-GUD-20-03		3,464	RARF	DES ROW	2021																	0.707	1.591				
				RARF	CONST	2023																		1.166				
Guadalupe/Val Vista Intersection Improvements	All-GUD-50-03		3,464	RARF	DES ROW	2016																						
				RARF	CONST	2018							0.175	0.539	2.482													
				RARF	SAVING	2018																						
				RARF	SAVING	2018																						
Power Rd: Galveston to Chandler Heights	ACH-PWR-10-03		18,996	RARF	DES ROW	2011	A																					
				RARF	CONST	2013	A																	6.174				
Power: Galveston to Pecos	ACH-PWR-10-03-A			RARF	ROW	2012	A																	2.375				
Power: Galveston to Pecos	ACH-PWR-10-03-B			RARF	ROW	2023																			2.375			
Power: Pecos to Chandler Heights	ACH-PWR-10-03-B			RARF	CONST	2024																			6.172			
Power: Pecos to Chandler Heights	ACH-PWR-10-03-B			RARF	ROW	2023																			2.375			
Power: Pecos to Chandler Heights	ACH-PWR-10-03-B			RARF	CONST	2024																						
Ray Rd: Val Vista Rd to Power Rd	ACH-RAY-10-03		15,309	STP-MAG	DES ROW	2023																						
				STP-MAG	ROW	2024																			1.069			
				STP-MAG	CONST	2025																				1.166		
				STP-MAG	SAVING	2025																					12.301	
				STP-MAG	SAVING	2025																					0.782	
Ray/Gilbert Intersection Improvements	All-RAY-30-03		3,464	RARF	DES ROW	2016																						
				RARF	CONST	2018																						
				RARF	SAVING	2018																						
				RARF	SAVING	2018																						
				RARF	SAVING	2018																						
Val Vista Rd: Warner Rd to Pecos Rd	ACH-VAL-20-03		10,189	RARF	DES ROW	2004	E																					
				RARF	CONST	2005	E		3,464																			
				RARF	CONST	2005/2006	E		3,464																			
				RARF	CONST	2006	E																					
Warner/Cooper Intersection Improvements	All-WNR-10-03		3,275	RARF	DES ROW	2006																						
		0.183		RARF	CONST	2008																						
				RARF	CONST	2008			1.127																			
				RARF	CONST	2008			2,148																			

RTP Project	RTP Code	Reim. to Date YOES*	Remm. Reg. Budg. 2006\$	Fund Type	Work Phase	FY for Work	A/ D/ E	FY06 2005\$	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	
Warner/Greenfield: Intersection Improvements	All-WNR-20-03		3,464	RARF DES ROW RARF CONST	DES 2012 ROW 2013 CONST 2014									0.306	0.941	2,217													
MARICOPA COUNTY																													
Debbon Rd: Bridge over Sall River	ACH-DOB-10-03		17,097																										
					DCR EA DES ROW RARF CONST	2007 2008 2015 2015 2015 2015											3,024 3,728 10,345												
El Mirage Rd: Bell Rd to Jomax Rd	ACH-HELM-10-03		17,991	RARF DES ROW RARF CONST	DES 2004 ROW 2016 CONST 2017	A												1,315 4,238	6,219	6,219									
El Mirage Rd: Thunderbird Rd to Northern Ave	ACH-HELM-30-03		15,420	RARF STUDY DES ROW RARF CONST	STUDY DES 2016 ROW 2017 CONST 2018													1,542											
Gilbert Rd: Bridge over Sall River	ACH-GIL-20-03		12,850		DCR EA DES ROW RARF CONST	2007 2008 2015 2015 2015 2015																							
Jomax Rd: SR-303L to Sun Valley Parkway	ACH-IMX-10-03		16,996	RARF ROW RARF ROW	ROW 2017 ROW 2018														9,498	9,498									
McKelips Rd: Bridge over Sall River	ACH-MCK-30-03		12,850	RARF DCR EA ROW RARF CONST	DCR 2007 EA 2008 ROW 2015 CONST 2015																								
McKelips Rd: SR-101L to SRP-MIC/Ama School Rd	ACH-MCK-40-03		36,205	RARF STP- MAG ROW RARF CONST MAG CONST MAG SAVING	STP- DES 2013 ROW 2014 CONST 2015 MAG CONST 2015 SAVING									0.482	0.734														
				RARF													6,683											28,306	

RTP Project	RTP Code	Reim. to Date YOE\$*	Remm. Reg. Budg. 2006\$	Fund Type	Work Phase	FY for Work	AU/DI/E	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26
Northern Pkwy: Grand Ave to SR-303L	ACH-NOR-30-03		55.871	STP-MAG	PRE-DESIDES	2007		3.464																			
Northern Pkwy (Phase A1A); US-60 (Grand Ave.) to SR-303L				STP-MAG	ROW	2007		15.552																			
Northern Pkwy (Phase A1A); Dysart Rd to SR-303L				STP-MAG	Interim CONST	2008			12.044																		
Northern Pkwy (Phase A1A); Dysart Rd to SR-303L				RARF	Interim CONST	2008			0.639																		
Northern Pkwy (Phase A1A); Dysart Rd to SR-303L				STP-MAG	Interim CONST	2009				6.010																	
Northern Pkwy (Phase A2); US-60 (Grand Ave) to Dysart Rd				STP-MAG	Protect ROW & CONST	2009				6.010																	
Northern Pkwy (Phase A2); US-60 (Grand Ave) to Dysart Rd				RARF	Protect ROW & CONST	2009				0.639																	
Northern Pkwy (Phase A2); US-60 (Grand Ave) to Dysart Rd				STP-MAG	Protect ROW & CONST	2010					11.513																
Northern Pkwy; US-60 (Grand Ave) to SR-101L	ACH-NOR-10-03		78.220																								
				STP-MAG	CONST	2016						11.143															
				STP-MAG	CONST	2017						20.199															
				STP-MAG	CONST	2018														18.766							
				STP-MAG	CONST	2019															16.195						
				STP-MAG	CONST	2020																11.918					
Northern Pkwy; SR-101L to SR-303L	ACH-NOR-20-03		79.672																								
				STP-MAG	CONST	2021																16.402					
				STP-MAG	CONST	2022																	12.742				
				STP-MAG	CONST	2023																		13.659			
				STP-MAG	CONST	2024																			19.168		
				STP-MAG	CONST	2025																				17.701	
MESAM-C. Power Rd: Baseline Rd to Galveston	ACH-PWR-20-03	0.124	16.521																								
MESA-Power Rd: East Maricopa Floodway (EMF) to Galveston	ACH-PWR-20-03-A	0.124		RARF	PRE DES	2006	E	0.724																			
MESA-Power Rd: East Maricopa Floodway (EMF) to Galveston				RARF	DES	2007	E		0.603																		
MESA-Power Rd: East Maricopa Floodway (EMF) to Galveston				RARF	ROW	2007	E		1.856																		
MESA-Power Rd: East Maricopa Floodway (EMF) to Galveston				RARF	CONST	2008	E		6.826																		
M.C.-Power Rd: Baseline Rd to East Maricopa Floodway (EMF)	ACH-PWR-20-03-B			RARF	DES	2007	E		0.724																		
M.C.-Power Rd: Baseline Rd to East Maricopa Floodway (EMF)				RARF	ROW	2007	E		1.809																		
M.C.-Power Rd: Baseline Rd to East Maricopa Floodway (EMF)				RARF	CONST	2007	E		2.481																		

RTP Project	RTP Code	Reim. to Date YOY\$*	Remm. Reg. Budg. 2006\$	Fund Type	Work Phase	FY for Work	A/ D/ E	FY06 2006\$	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	
Elliot Rd: Power Rd to Meridian Rd	ACI-ELT-10-03		16,660																										
Elliot Rd: Power Rd to Elsworth Rd	ACI-ELT-10-03-A			STP-MAG	DES	2021																0.839							
Elliot Rd: Power Rd to Elsworth Rd	ACI-ELT-10-03-A			STP-MAG	ROW	2022																	2,517						
Elliot Rd: Power Rd to Elsworth Rd	ACI-ELT-10-03-A			STP-MAG	CONST	2023																		4,905					
Elliot Rd: Elsworth Rd to Meridian Rd	ACI-ELT-10-03-B			STP-MAG	DES	2023																							
Elliot Rd: Elsworth Rd to Meridian Rd	ACI-ELT-10-03-B			STP-MAG	ROW	2024																							
Elliot Rd: Elsworth Rd to Meridian Rd	ACI-ELT-10-03-B			STP-MAG	CONST	2025																							
German: Elsworth Rd to Signal Butte Rd	ACI-GER-10-03		11,509																										
				RARE	DES	2019	A																						
				RARE	ROW	2020	A																1,162						
				RARE	CONST	2021	A																3,376						
																							6,969						
Gilbert/University: Intersection Improvements	All-GIL-10-03		2,570																										
				RARE	DES	2005	A																						
				RARE	ROW	2006	A																						
				RARE	CONST	2007	A																						
Greenfield Rd: University Rd to Baseline Rd	ACI-GRN-20-03	0.364	9,569																										
Greenfield Rd: Baseline Rd to Southern Rd	ACI-GRN-20-03-A	0.364			DES	2006																							
Greenfield Rd: Baseline Rd to Southern Rd	ACI-GRN-20-03-A				ROW	2007			1.025																				
Greenfield Rd: Baseline Rd to Southern Rd	ACI-GRN-20-03-A				CONST	2008				3.767																			
Greenfield Rd: Southern Rd to University Rd	ACI-GRN-20-03-B				PRE-DES	2007																							
Greenfield Rd: Southern Rd to University Rd	ACI-GRN-20-03-B				DES	2008				0.345																			
Greenfield Rd: Southern Rd to University Rd	ACI-GRN-20-03-B				ROW	2009					1.258																		
Greenfield Rd: Southern Rd to University Rd	ACI-GRN-20-03-B				CONST	2010						2.829																	
Guadalupe Rd: Power Rd to Meridian Rd	ACI-GUD-10-03		21,231																										
Guadalupe Rd: Power Rd to Hawes Rd	ACI-GUD-10-03-A				DES	2008	A																						
Guadalupe Rd: Power Rd to Hawes Rd	ACI-GUD-10-03-A				ROW	2010	A																						
Guadalupe Rd: Power Rd to Hawes Rd	ACI-GUD-10-03-A				CONST	2011																							
Guadalupe Rd: Hawes Rd to Crimson Rd	ACI-GUD-10-03-B				DES	2011							4.337																
Guadalupe Rd: Hawes Rd to Crimson Rd	ACI-GUD-10-03-B				ROW	2012								2.166															
Guadalupe Rd: Hawes Rd to Crimson Rd	ACI-GUD-10-03-B				CONST	2013																							
Guadalupe Rd: Crimson Rd to Meridian Rd	ACI-GUD-10-03-C				DES	2013																							
Guadalupe Rd: Crimson Rd to Meridian Rd	ACI-GUD-10-03-C				ROW	2014																							
Guadalupe Rd: Crimson Rd to Meridian Rd	ACI-GUD-10-03-C				CONST	2015																							
Hawes Rd: Broadway Rd to Ray Rd	ACI-HWS-10-03		19,108																										
Hawes Rd: Broadway Rd to Baseline Rd	ACI-HWS-10-03-A				DES	2020	A																						
Hawes Rd: Broadway Rd to Baseline Rd	ACI-HWS-10-03-A				ROW	2021																							
Hawes Rd: Broadway Rd to Baseline Rd	ACI-HWS-10-03-A				CONST	2022																							
Hawes Rd: Broadway Rd to Baseline Rd	ACI-HWS-10-03-A				CONST	2022																							
Hawes Rd: Broadway Rd to Baseline Rd	ACI-HWS-10-03-A				CONST	2022																							
Hawes Rd: Broadway Rd to Baseline Rd	ACI-HWS-10-03-A				CONST	2022																							
Hawes Rd: Broadway Rd to Baseline Rd	ACI-HWS-10-03-A				CONST	2022																							
Hawes Rd: Broadway Rd to Baseline Rd	ACI-HWS-10-03-A				CONST	2022																							
Hawes Rd: Broadway Rd to Baseline Rd	ACI-HWS-10-03-A				CONST	2022																							
Hawes Rd: Broadway Rd to Baseline Rd	ACI-HWS-10-03-A				CONST	2022																							
Hawes Rd: Broadway Rd to Baseline Rd	ACI-HWS-10-03-A				CONST	2022																							
Hawes Rd: Broadway Rd to Baseline Rd	ACI-HWS-10-03-A				CONST	2022																							
Hawes Rd: Broadway Rd to Baseline Rd	ACI-HWS-10-03-A				CONST	2022																							
Hawes Rd: Broadway Rd to Baseline Rd	ACI-HWS-10-03-A				CONST	2022																							
Hawes Rd: Broadway Rd to Baseline Rd	ACI-HWS-10-03-A				CONST	2022																							
Hawes Rd: Broadway Rd to Baseline Rd	ACI-HWS-10-03-A				CONST	2022																							
Hawes Rd: Broadway Rd to Baseline Rd	ACI-HWS-10-03-A				CONST	2022																							
Hawes Rd: Broadway Rd to Baseline Rd	ACI-HWS-10-03-A				CONST	2022																							
Hawes Rd: Broadway Rd to Baseline Rd	ACI-HWS-10-03-A				CONST	2022																							
Hawes Rd: Broadway Rd to Baseline Rd	ACI-HWS-10-03-A				CONST	2022																							
Hawes Rd: Broadway Rd to Baseline Rd	ACI-HWS-10-03-A				CONST	2022																							
Hawes Rd: Broadway Rd to Baseline Rd	ACI-HWS-10-03-A				CONST	2022																							
Hawes Rd: Broadway Rd to Baseline Rd	ACI-HWS-10-03-A				CONST	2022																							
Hawes Rd: Broadway Rd to Baseline Rd	ACI-HWS-10-03-A				CONST	2022																							
Hawes Rd: Broadway Rd to Baseline Rd	ACI-HWS-10-03-A				CONST	2022																							
Hawes Rd: Broadway Rd to Baseline Rd	ACI-HWS-10-03-A				CONST	2022																							
Hawes Rd: Broadway Rd to Baseline Rd	ACI-HWS-10-03-A				CONST	2022																							
Hawes Rd: Broadway Rd to Baseline Rd	ACI-HWS-10-03-A				CONST	2022																							
Hawes Rd: Broadway Rd to Baseline Rd	ACI-HWS-10-03-A				CONST	2022																							
Hawes Rd: Broadway Rd to Baseline Rd	ACI-HWS-10-03-A				CONST	2022																							
Hawes Rd: Broadway Rd to Baseline Rd	ACI-HWS-10-03-A				CONST																								

RTP Project	RTP Code	Reim. to Date YOES*	Remm. Reg. Budg. 2006\$	Fund Type	Work Phase	FY for Work	A/ D/ E	FY06	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	
Hawes Rd/Baseline to Elliot	ACI-HWS-10-03-B			RARF	DES	2022											0.639												
Hawes Rd/Baseline to Elliot	STP-MAG			STP-MAG	ROW	2023											1.917												
Hawes Rd/Baseline to Elliot	STP-MAG			STP-MAG	CONST	2024																			3.833				
Hawes Rd/ Elliot to Santan Freeway	ACI-HWS-10-03-C			STP-MAG	DES	2023																		0.233					
Hawes Rd/ Elliot to Santan Freeway	STP-MAG			STP-MAG	ROW	2024																				1.400			
Hawes Rd/ Elliot to Santan Freeway	STP-MAG			STP-MAG	CONST	2024																					2.333		
Hawes Rd/ Santan Freeway to Ray	ACI-HWS-10-03-D			RARF	DES	2009	A																				0.233		
Hawes Rd/ Santan Freeway to Ray	RARF			RARF	ROW	2009	A																				1.400		
Hawes Rd/ Santan Freeway to Ray	RARF			RARF	CONST	2010	A																				0.538		
Higley Rd Parkway: US 60 to SR-202L widening	ACI-HIG-10-03		15,420																										
Higley Rd Parkway: SR-202L to Brown Rd	ACI-HIG-10-03-A			RARF	DES	2017													0.774										
Higley Rd Parkway: SR-202L to Brown Rd	RARF			RARF	ROW	2018														2.323									
Higley Rd Parkway: SR-202L to Brown Rd	RARF			RARF	CONST	2019															4.613								
Higley Rd Parkway: Brown Rd to US-60	ACI-HIG-10-03-B			RARF	DES	2018														0.774									
Higley Rd Parkway: Brown Rd to US-60	RARF			RARF	ROW	2019															2.323								
Higley Rd Parkway: Brown Rd to US-60	RARF			RARF	CONST	2020																4.613							
Higley Rd Parkway: Brown Rd to US-60	ACI-HIG-10-03		25,589				A																						
Lindsay/Brown: Intersection Improvements	All-IND-10-03		2,570																										
Lindsay/Brown: Intersection Improvements	RARF			RARF	DES	2015	A																						
Lindsay/Brown: Intersection Improvements	RARF			RARF	ROW	2016																							
Lindsay/Brown: Intersection Improvements	RARF			RARF	CONST	2017																							
Lindsay/Brown: Intersection Improvements	RARF			RARF	DES	2010	A																						
Lindsay/Brown: Intersection Improvements	RARF			RARF	ROW	2011	A																						
Lindsay/Brown: Intersection Improvements	RARF			RARF	CONST	2012	A																						
McKellips Rd: E of Sossaman to Meridian	ACI-MCK-10-03		18,326																										
McKellips Rd: E of Sossaman to Crismon	ACI-MCK-10-03-A			STP-MAG	DES	2021																							
McKellips Rd: E of Sossaman to Crismon	STP-MAG			STP-MAG	ROW	2022																							
McKellips Rd: E of Sossaman to Crismon	STP-MAG			STP-MAG	CONST	2023																							
McKellips Rd: Crismon to Meridian	ACI-MCK-10-03-B			STP-MAG	DES	2023																							
McKellips Rd: Crismon to Meridian	STP-MAG			STP-MAG	ROW	2024																							
McKellips Rd: Crismon to Meridian	STP-MAG			STP-MAG	CONST	2025																							
McKellips Rd: Gilbert Rd to Power Rd	ACI-MCK-20-03		20,002				D																						
McKellips Rd: Gilbert Rd to Val Vista Dr	ACI-MCK-20-03-A			RARF	Study	2006																							
McKellips Rd: Gilbert Rd to Val Vista Dr	RARF			RARF	DES	2007																							
McKellips Rd: Gilbert Rd to Val Vista Dr	RARF			RARF	ROW	2007																							
McKellips Rd: Gilbert Rd to Val Vista Dr	RARF			RARF	CONST	2008																							
McKellips Rd: Gilbert Rd to Val Vista Dr	RARF			RARF	CONST	2008																							
McKellips Rd: Gilbert Rd to Val Vista Dr	RARF			RARF	CONST	2008																							
McKellips Rd: Gilbert Rd to Val Vista Dr	RARF			RARF	CONST	2008																							
McKellips Rd: Gilbert Rd to Val Vista Dr	RARF			RARF	CONST	2008																							
McKellips Rd: Gilbert Rd to Val Vista Dr	RARF			RARF	CONST	2008																							
McKellips Rd: Gilbert Rd to Val Vista Dr	RARF			RARF	CONST	2008																							
McKellips Rd: Gilbert Rd to Val Vista Dr	RARF			RARF	CONST	2008																							
McKellips Rd: Gilbert Rd to Val Vista Dr	RARF			RARF	CONST	2008																							
McKellips Rd: Gilbert Rd to Val Vista Dr	RARF			RARF	CONST	2008																							
McKellips Rd: Gilbert Rd to Val Vista Dr	RARF			RARF	CONST	2008																							
McKellips Rd: Gilbert Rd to Val Vista Dr	RARF			RARF	CONST	2008																							
McKellips Rd: Gilbert Rd to Val Vista Dr	RARF			RARF	CONST	2008																							
McKellips Rd: Gilbert Rd to Val Vista Dr	RARF			RARF	CONST	2008																							
McKellips Rd: Gilbert Rd to Val Vista Dr	RARF			RARF	CONST	2008																							
McKellips Rd: Gilbert Rd to Val Vista Dr	RARF			RARF	CONST	2008																							
McKellips Rd: Gilbert Rd to Val Vista Dr	RARF			RARF	CONST	2008																							
McKellips Rd: Gilbert Rd to Val Vista Dr	RARF			RARF	CONST	2008																							
McKellips Rd: Gilbert Rd to Val Vista Dr	RARF			RARF	CONST	2008																							
McKellips Rd: Gilbert Rd to Val Vista Dr	RARF			RARF	CONST	2008																							
McKellips Rd: Gilbert Rd to Val Vista Dr	RARF			RARF	CONST	2008																							
McKellips Rd: Gilbert Rd to Val Vista Dr	RARF			RARF	CONST	2008																							
McKellips Rd: Gilbert Rd to Val Vista Dr	RARF			RARF	CONST	2008																							
McKellips Rd: Gilbert Rd to Val Vista Dr	RARF			RARF	CONST	2008																							
McKellips Rd: Gilbert Rd to Val Vista Dr	RARF			RARF	CONST	2008																							
McKellips Rd: Gilbert Rd to Val Vista Dr	RARF			RARF	CONST	2008																							
McKellips Rd: Gilbert Rd to Val Vista Dr	RARF			RARF	CONST	2008																							
McKellips Rd: Gilbert Rd to Val Vista Dr	RARF			RARF	CONST	2008																							
McKellips Rd: Gilbert Rd to Val Vista Dr	RARF			RARF	CONST	2008																							
McKellips Rd: Gilbert Rd to Val Vista Dr	RARF			RARF	CONST	2008																							
McKellips Rd: Gilbert Rd to Val Vista Dr	RARF																												

RTP Project	RTP Code	Reim. to Date YOES*	Remm. Reg. Budg. 2006\$	Fund Type	Work Phase	FY for Work	A/ D/ E	FY06	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	
Signal Butte Rd. Elliot Rd to Pecos Rd	ACI-SGB-10-03-5			STP-MAG	DES	2022																	1,549						
Signal Butte Rd. Elliot Rd to Pecos Rd	STP-MAG			STP-MAG	ROW	2023																		4,646					
Signal Butte Rd. Elliot Rd to Pecos Rd	STP-MAG			STP-MAG	CONST	2024																			8,711				
Southern Ave. Country Club Dr to Recker Rd	ACI-SOU-10-03		28,271				E																						
Southern Ave. Country Club to Recker Rd	RARF			RARF	STUDY	2006																							
Southern Ave. Country Club Dr to Stapley Dr	ACI-SOU-10-03-A			RARF	DES	2007		0.860																					
Southern Ave. Country Club Dr to Stapley Dr	RARF			RARF	ROW	2008			1,506																				
Southern Ave. Country Club Dr to Stapley Dr	RARF			RARF	CONST	2009				5,614																			
Southern Ave. Stapley Dr to Lindsay Rd	ACI-SOU-10-03-B			RARF	DES	2009		0.712																					
Southern Ave. Stapley Dr to Lindsay Rd	RARF			RARF	ROW	2010					2,137																		
Southern Ave. Stapley Dr to Lindsay Rd	RARF			RARF	CONST	2011						4,272																	
Southern Ave. Lindsay Rd to Greenfield Rd	ACI-SOU-10-03-C			RARF	DES	2011		0.712																					
Southern Ave. Lindsay Rd to Greenfield Rd	RARF			RARF	ROW	2012																							
Southern Ave. Lindsay Rd to Greenfield Rd	RARF			RARF	CONST	2013									4,272														
Southern Ave. Greenfield Rd to Recker Rd	ACI-SOU-10-03-D			RARF	DES	2013		0.712																					
Southern Ave. Greenfield Rd to Recker Rd	RARF			RARF	ROW	2014					2,137																		
Southern Ave. Greenfield Rd to Recker Rd	RARF			RARF	CONST	2015						3,200																	
Southern Ave. Sossaman Rd to Meridian Rd	ACI-SOU-20-03		16,650				A																						
Southern Ave. Sossaman Rd to Meridian Rd	STP-MAG			STP-MAG	DES	2020																1,007							
Southern Ave. Sossaman Rd to Meridian Rd	RARF			RARF	ROW	2021																	3,020						
Southern Ave. Sossaman Rd to Meridian Rd	STP-MAG			STP-MAG	CONST	2022																		6,040					
Southern Ave. Sossaman Rd to Meridian Rd	RARF			RARF	DES	2022																		0,671					
Southern Ave. Sossaman Rd to Meridian Rd	STP-MAG			STP-MAG	ROW	2023																			2,013				
Southern Ave. Sossaman Rd to Meridian Rd	STP-MAG			STP-MAG	CONST	2024																				3,887			
Stapley/University Intersection Improvements	All-STA-10-03		2,570				A																						
Stapley/University Intersection Improvements	RARF			RARF	DES	2009																							
Stapley/University Intersection Improvements	RARF			RARF	ROW	2010																							
Stapley/University Intersection Improvements	RARF			RARF	CONST	2011																							
Stapley/University Intersection Improvements	RARF			RARF	DES	2007																							
Stapley/University Intersection Improvements	RARF			RARF	ROW	2008																							
Stapley/University Intersection Improvements	RARF			RARF	CONST	2009				1,283																			
Stapley/University Intersection Improvements	RARF			RARF	SAVINGS						0,051																		
Thomas Rd. Gilbert Rd to Val Vista Dr	ACI-THM-10-03		5,140																										
Thomas Rd. Gilbert Rd to Val Vista Dr	RARF			RARF	DES	2007																							
Thomas Rd. Gilbert Rd to Val Vista Dr	RARF			RARF	ROW	2008																							
Thomas Rd. Gilbert Rd to Val Vista Dr	RARF			RARF	CONST	2009																							
University Dr. Val Vista Dr to Hawes Rd	ACI-UNV-10-03		20,002				A																						
University Dr. Val Vista Dr to Hawes Rd	RARF			RARF	DES	2007																							
University Dr. Val Vista Dr to Hawes Rd	RARF			RARF	ROW	2008																							
University Dr. Val Vista Dr to Hawes Rd	RARF			RARF	CONST	2009																							
University Dr. Val Vista Dr to Hawes Rd	RARF			RARF	SAVINGS																								
University Dr. Val Vista Dr to Hawes Rd	STP-MAG			STP-MAG	DES	2019																					1,007		
University Dr. Val Vista Dr to Hawes Rd	STP-MAG			STP-MAG	ROW	2020																					3,020		
University Dr. Val Vista Dr to Hawes Rd	STP-MAG			STP-MAG	CONST	2021																					6,040		

RTP Project	RTP Code	Reim. to Date YOES*	Remm. Reg. Budg. 2006\$	Fund Type	Work Phase	FY for Work	AI/DI/E	FY08	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26
University Dr: Higley to Hawes	ACI-UNV-10-03-B			STP-MAG	DES	2021																1.007						
University Dr: Higley to Hawes	STP-ROW			MAG	ROW	2022																	3.020					
University Dr: Higley to Hawes	STP-CONST			MAG	CONST	2023																		5.908				
Val Vista Dr: University Dr to Baseline Rd	ACI-VAL-10-03		10,169				A																					
Val Vista Dr: Baseline Rd to Southern	ACI-VAL-10-03-A			RARF	DES	2010	A																0.503					
Val Vista Dr: Baseline Rd to Southern	ACI-VAL-10-03-A			RARF	ROW	2011	A																1.510					
Val Vista Dr: Baseline Rd to Southern	ACI-VAL-10-03-B			RARF	CONST	2012	A																3.020					
Val Vista Dr: Southern to University	ACI-VAL-10-03-B			RARF	DES	2012	A																0.503					
Val Vista Dr: Southern to University	ACI-VAL-10-03-B			RARF	ROW	2013	A																1.510					
Val Vista Dr: Southern to University	ACI-VAL-10-03-B			RARF	CONST	2014	A																3.020					
Val Vista Dr: Southern to University	ACI-VAL-10-03-B			RARF	SAVINGS		A																0.103					
PEORIA																												
Beardsley Connection :SR-101L to Beardsley Rd at 83rd Ave/Lake Pleasant Parkway	ACI-BRD-10-03		21,343				E																					
				RARF	DES	2007	E					1.563																
				RARF	ROW	2007	E					2.738																
				RARF	CONST	2009	E					7.152																
Happy Valley Rd: SR-303L to 67th Avenue	ACI-HPV-10-03		18,996				A																					
Happy Valley Rd: Lake Pleasant Pkwy to Terramar Blvd- 0 to 2 lanes	ACI-HPV-10-03-A			RARF	DES	2004	A																					
Happy Valley Rd: Lake Pleasant Pkwy to Terramar Blvd- 0 to 2 lanes	ACI-HPV-10-03-A			RARF	ROW	2005	A																					
Happy Valley Rd: Lake Pleasant Pkwy to Terramar Blvd- 0 to 2 lanes	ACI-HPV-10-03-A			RARF	CONST	2008	A																		6.332			
Happy Valley Rd: SR-303L to Lake Pleasant Pkwy	ACI-HPV-10-03-B			RARF	DES	2012	A																					
Happy Valley Rd: SR-303L to Lake Pleasant Pkwy	ACI-HPV-10-03-B			RARF	ROW	2013	A																					
Happy Valley Rd: SR-303L to Lake Pleasant Pkwy	ACI-HPV-10-03-B			RARF	CONST	2014	A																		6.332			
Happy Valley Rd: Terramar Blvd to 67th Ave	ACI-HPV-10-03-C			RARF	DES	2022																						
Happy Valley Rd: Terramar Blvd to 67th Ave	ACI-HPV-10-03-C			RARF	ROW	2022																						
Happy Valley Rd: Terramar Blvd to 67th Ave	ACI-HPV-10-03-C			RARF	CONST	2022																		6.332				

RTP Project	RTP Code	Reim. to Date YOE\$*	Remm. Reg. Budg. 2006\$	Fund Type	Work Phase	FY for Work	A/ D/ E	FY06	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26		
Pima Rd: Happy Valley Rd to Dynamite Blvd	ACI-PMA-20-03		21,790	RARF	DES	2016											2,285													
				RARF	ROW	2017													4,775											
				RARF	CONST	2018														7,375										
Pima Rd: Thompson Peak Parkway to Happy Valley & Dynamite to Cave Creek Rd	ACI-PMA-10-03	76,432					A																							
Pima Rd: Thompson Peak Parkway to Pinnacle Peak	ACI-PMA-10-03-A			RARF		2006	A																							
Pima Rd: Thompson Peak Parkway to Pinnacle Peak				RARF		2006	A																							
Pima Rd: Thompson Peak Parkway to Pinnacle Peak				RARF		2008	A																							
Pima Rd: Pinnacle Peak to Happy Valley Rd	ACI-PMA-10-03-B			RARF	DES	2005	A																							
Pima Rd: Pinnacle Peak to Happy Valley Rd				RARF	ROW	2006	A	15,286																						
Pima Rd: Pinnacle Peak to Happy Valley Rd				RARF	CONST	2007	A	15,286																						
Pima Rd: Dynamite Blvd to Cave Creek Rd (Stagecoach Rd)	ACI-PMA-10-03-C			RARF	DES	2011		15,286																						
Pima Rd: Dynamite Blvd to Cave Creek Rd (Stagecoach Rd)				RARF	ROW	2012		23,773																						
Pima Rd: Dynamite Blvd to Cave Creek Rd (Stagecoach Rd)				RARF	CONST	2013/2014/2015												6,801												
Pima Rd: McKellips to Via Linda	ACI-PMA-30-03	28,199																												
				RARF	DES	2008				4,134																				
				RARF	ROW	2009					6,705																			
				RARF	CONST	2010					17,320																			
Scottsdale Airport Runway Tunnel	ACI-SAT-10-03	64,475		STP-MAG	CONST																									
Scottsdale Rd: Thompson Peak Pkwy to Happy Valley Rd	ACI-SCT-10-03	12,292					A																							
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak	ACI-SCT-10-03-A			RARF	PRE DES	2006	A																							
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak				RARF	DES	2009	A																							
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak				RARF	ROW	2010	A																							
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak				RARF	CONST	2010	A																							
Scottsdale Rd: Pinnacle Peak to Happy Valley	ACI-SCT-10-03-B			RARF	DES	2013		1,676																						
Scottsdale Rd: Pinnacle Peak to Happy Valley				RARF	ROW	2014		1,234																						
Scottsdale Rd: Pinnacle Peak to Happy Valley				RARF	CONST	2015		9,382																						

MAG Related Bills
BILL SUMMARY
 (47th Legislature – 2nd Regular Session)
 Updated: May 24, 2006

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Land Use Regulation; Compensation	SCR 1019 (As Amended)	Bee, Bennett, Burns R, Jarrett, & Tibshraeny	<p style="text-align: center;">LAND USE; COMPENSATION; & EMINENT DOMAIN</p> <p>The Strike Everything Amendment to SCR 1019 proposes a ballot measure that, among other things, would require governments to compensate property owners for every zoning or land use decision they make.</p> <p>If passed the law would freeze current zoning, preventing government from responding to future community concerns.</p> <p>Examples of actions that could trigger lawsuits and payment from government:</p> <ul style="list-style-type: none"> • Approval or disapproval of historic overlay zoning; • Change in residential density; • Change from commercial, residential or industrial use; • Approval or disapproval of building height limits; • Approval or disapproval of neighborhood-developed special planning districts; • Approval or disapproval of liquor licenses; • Regulation of business hours or building design; • Enforcement or enactment of neighborhood preservation codes; and • Virtually any other land use regulation. <p>Furthermore, the law will provide a right to compensation when the zoning authority takes <u>no</u> action, as long as the owner can show that inaction reduces the value of his property.</p>	SENATE FIRST READ: 01/26/06 SECOND READ: 02/01/06 TRANS: DPA/SE 02/16/06 RULES: PFCA 2/22/06 COW: DPA 3/22/06 THIRD READING: 3/22/06 Sent to House: 3/22/06 HOUSE FIRST READING: 3/22/06 SECOND READING: 3/27/06 Assigned: FMPPR: DPA 3/27/06 RULES:	Oppose

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Land Use Regulation: Compensation	HCR 2031	Gray C	The bill is identical to the amended version of SCR 1019. It proposes a ballot measure that, among other things, would require governments to compensate property owners for every zoning or land use decision they make.	HOUSE FIRST READ: 1/30/06 SECOND READ: 1/31/06 Assigned: FMPR: DPA/SE 2/13/06 RULES: C&P 3/07/06 COW: DPA 3/14/06 THIRD READING: 3/22/06 FAILED	Oppose
Eminent domain; fees; costs; interest	HB 2062	Gray, C Burges Pearce	Requires plaintiffs in actions for condemnation to fully disclose in writing the final project, including all aspects of work that must be performed to complete the project, to the property owner of record.	HOUSE FIRST READ: 1/09/06 SECOND READ: 1/10/06 Assigned FMPR: DP 1/09/06 RULES: C&P 01/09/06. Approved House COW: DPA 01/26/06 Third Read 2/13/06 Passed the House 2/13/06. Sent to Senate SENATE FIRST READ: 2/14/06 SECOND READ: 2/15/06 Assigned: GOV: DPA 3/16/06 RULES: PFC 3/20/06 COW; RETAINED 4/13/06	Oppose

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Slum Clearance	HB 2675	Gray Murphy Biggs Martin Burges Rosati Groe Knaperek Gray Sinema	<p>HB 2675 removes the definition of <i>blighted area</i> from the Arizona Revised Statutes and stipulates that the designation of an area as a <i>slum area</i> terminates five years after a municipality makes that designation unless the municipality has taken substantial action to remove the slum conditions.</p> <p>There are concerns about the legislation because it removes blight and redevelopment as reasons for government entities to acquire property through eminent domain, leaving a redefined slum clearance as the sole reason. Other provisions include adding a definition of "public use" to the eminent domain statutes; a two-thirds majority of the elected body is needed to use eminent domain; and, the designation of a slum area terminates after five years if the municipality has failed to take substantial action to remove slum conditions.</p>	<p>HOUSE FIRST READ: 1/26/06 SECOND READ: 1/30/06 Assigned GRGFA: W/D 2/6/06 FMFR: DP 2/13/06 RULES: C&P 2/21/06. THIRD READ 3/8/06 Sent to Senate: 3/8/06 SENATE FIRST READ: 3/13/06 SECOND READ: 3/14/06 Assigned: GOV: DP 3/16/06 RULES: PFC 3/20/06 COW; DP 4/12/06 THIRD READING: 5/25/06</p>	Oppose
Eminent Domain; Appraisals; Taxes	HB 2736	Farnsworth Gorman	<p>Appraisals shall include the property's "good will value." Plaintiff responsible for any property taxes paid during the condemnation process. The court shall make the final order of condemnation within 180 days after the commencement of the condemnation action. Changes made to relocation costs and appraisal language. A government entity may not sell, lease, or transfer property that it acquires through eminent domain for 10 years.</p>	<p>HOUSE FIRST READ: 02/02/06 SECOND READ: 02/06/06 Assigned: FMFR: DP 02/13/06 RULES: C&P 3/07/06 COW: DP 3/13/06 THIRD READ: 3/15/06 Sent to Senate SENATE FIRST READ: 3/16/06 SECOND READ: 3/21/06 Assigned: GOV: DPA 3/30/06 RULES: PFC 4/05/06 COW; RETAINED 4/12/06 COW: RETAINED 4/13/06</p>	Oppose

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Bond Requirements; Authorized Third Parties	SB 1098	Verschoor	<p align="center">TRANSPORTATION</p> <p>Increases the bond requirement for individuals applying to participate in the Arizona Department of Transportation's (ADOT) Motor Vehicle Division (MVD) third party program. Updates exemptions from the third party application bond requirement.</p> <p>A Strike Everything amendment was adopted in the House Transportation Committee on Thursday March 9, 2006. The amendment will do the following:</p> <ul style="list-style-type: none"> • Appropriates \$463 million to a highway acceleration account in the state highway fund. • 50% of the appropriated funds would go to Maricopa County. • 25% of the appropriated funds would go to counties with a population of 500,000 or more persons. • 25% of the appropriated funds would go to counties with a population of less than 500,000 or less persons. • Design a right of way purchase or construction related to new, or improvements to, I-10 between milepost 230 and milepost 260 (City of Tucson and the edge of Pima County). 	SENATE FIRST READ: 01/11/06 SECOND READ: 01/12/06 Assigned: TRANS: DP 1/24/06 RULES: PFC 1/30/06 COW: DP 2/08/06 THIRD READING: 2/08/06 Sent to House 2/08/06 HOUSE FIRST READ: 02/20/06 SECOND READ: 02/21/06 Assigned: TRANS: DPA/SE 3/09/06 RULES:	Support House Trans Committee Amendment
ADOT ITS	SB 1420	Martin	Appropriates \$15 million from the state general fund in fiscal year 2006 - 2007 to ADOT for funding of ADOT ITS systems in Maricopa County consisting of highway cameras, message boards and a web site with current highway information. The state general fund would be repaid over a 14-year period (\$1 million per yr.) from the Regional Area Road Fund. These accelerated expenditures have not been included in the MAG Transportation Improvement Program. The section of highway that would be instrumented is 15 miles on Interstate 17 from Dunlap to Carefree Highway. This project is currently programmed for construction in 2013. The current bill requires that payments be made to the general fund on an annual basis beginning in 2007. There are a number of projects programmed prior to 2013, which have a higher priority.	SENATE FIRST READ: 01/30/06 SECOND READ: 02/01/06 Assigned TRANS: DP 2/14/06 APPROP: RULES:	Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
I-17 Widening	SB 1504	Martin, Bee, Bennet, Blendu, Miranda, Aguirre, Flake, Garcia, Harper, Mitchell, Tibshraeny Verschoor, Gorman, Gallardo, Reagan, Stump	The sum of \$75,000,000 is appropriated from the state general fund in fiscal year 2006-2007 and in each of the five subsequent fiscal years to the department of transportation for the widening of interstate 17 from Carefree highway north approximately twenty miles to Black Canyon City with an additional highway lane in each direction. ADOT has completed the Design Concept Report (DCR) to Black Canyon City. An environmental assessment (or environmental impact statement) would need to be completed before design could begin (1- 2 years for an EA or 3 + years if an EIS is required). Design could take 2 years. Construction probably could not start for at least 3 year and perhaps longer.	SENATE FIRST READ: 1/31/06 SECOND READ: 2/02/06 Assigned: APPROP: TRANS: DP 2/14/06 RULES:	Monitor
Relating to municipal debt	HCR 2001	Nelson Mason Blendu Prezelski Weiers	Increases the bonding capacity from 6 percent to 20 percent for public safety and transportation projects.	HOUSE FIRST READ: 1/09/06 SECOND READ: 1/10/06 Assigned: CMMA DP 1/10/06 GRGFA DP 1/18/06 RULES: C&P 01/31/06 COW: DP 2/13/06. Sent to Senate SENATE FIRST READ: 2/15/06 SECOND READ: 2/16/06 Assigned: GOV: DP 3/16/06 RULES:	Support

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
State highway fund bonds	HB 2206	Biggs	Removes the statutory cap (currently set at \$1.3 billion) on Highway User Revenue Fund (HURF) parity bonds issued by the State Transportation Board.	HOUSE FIRST READ: 1/17/06 SECOND READ: 1/18/06 Assigned: TRANS: DP 01/19/06. APPROP (P): DP 2/01/06 RULES: Amend C&P 2/21/06 COW: DPA2/23/06 Sent to Senate SENATE FIRST READ: 2/28/06 SECOND READ: 3/01/06 Assigned: TRANS: DP 3/14/06 APPROP: DP 4/18/06 RULES: PFC 4/19/06 COW: DPA 4/27/06 THIRD READ: 5/1/06 Sent to House 5/1/06 HOUSE FINAL VOTE: 5/15/06 Sent to Gov.: 5/15/06 Signed into Law: 5/19/06	Support
Appropriation; highway monies; repayment	HB 2332	McClure Konopnicki Lopez	Appropriates \$52,215,300 from the State General Fund to the Highway User Revenue Fund (HURF) for distribution to counties for repayment of HURF monies diverted in fiscal year 2004-2005.	HOUSE FIRST READ: 1/17/06 SECOND READ: 1/18/06 Assigned: TRANS: DPA 01/26/06. APPROP (P): RULES:	Support

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Freeway expansion; Intergovernmental Agreements	HB 2756	Weiers Kirkpatrick Allen Brown Chase Downing Jones McLain Pearce	Provides that three or more contiguous cities may enter into an intergovernmental agreement for a period of not to exceed five years for the construction or expansion of controlled access highways in the state or interstate highway system. The cities would have an election to increase the sales tax by the same percentage in each city. The monies from the tax would be provided to the state treasurer and to ADOT. Each year, the tax is collected, an equal amount up to \$5 million per year would be allocated from the state general fund to the state treasurer for deposit into the ADOT freeway construction account. Projects are required to be identified in the ADOT Long Range Transportation Plan.	HOUSE FIRST READ: 02/02/06 SECOND READ: 02/06/06 Assigned: TRANS: DISC/HELD 2/23/06 APPROP (P) RULES	Monitor
Transportation Facilities; Priorities; Appropriation	HB 2769	Gorman Borges Mason Pierce Martin Barnes Burns Farnsworth Groe Hershberger Jones McLain Murphy Nelson Nichols Paton	Provides that an ADOT departmental committee in recommending priorities shall give additional weight to projects that relieve congestion, improve accessibility, promote safety and provide economic benefits to major arterial routes. A sum of \$80 million is appropriated from the state general fund in fiscal year 2006-2007 to ADOT for deposit in a separate account of the state highway fund for cost related to new construction and improvements to the portion of Interstate 17 between the Loop 101 and northern edge of Maricopa County to relieve congestion, improve accessibility, promote safety and provide economic benefits.	HOUSE FIRST READ: 02/07/06 SECOND READ: 02/08/06 Assigned: TRANS: DISC/HELD 2/23/06 APPROP (P): RULES:	Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
<p>ADOT; Receiving monies from developer</p>	<p>HB 2791</p>	<p>Chase P</p>	<p>Allows the Arizona Department of Transportation to receive monies from a developer for use by the department for transportation projects.</p> <p>Current statute provides exemptions from bidding requirements for private entities that fund transportation projects with private monies. However, the statute does impose mandates on a private entity that chooses to pay for construction of a transportation project. These requirements include:</p> <ul style="list-style-type: none"> • The private entity must obtain a bond in an amount equal to one hundred twenty-five per cent of the anticipated construction cost of the project before advertising for bids. • The private entity must solicit sealed bids from at least four contractors who are prequalified by the department to perform a contract of the anticipated dollar amount of the construction. • The private entity is required to Award the contract to the best bidder taking into account price and other criteria as provided in the bid documents. • The private entity must obtain bonds from the selected contractor that provide the same coverage as performance and payment bonds issued under title 34, chapter 2, article 2. • The private entity is required to use department construction standards and pay all costs of department reviews of the contract and inspections of the project. • In addition, current statute allows the Department to accept donations of land for transportation purposes; for the construction, improvement and maintenance of state highways or bridges; or for transportation construction equipment. <p>This bill was introduced as a vehicle to pass a compromise that the developers, ADOT, legislature, and the AG hope to reach in the near future. The language is expected to change and a Strike Everything Amendment will put the legislative compromise in place before it passes the legislature.</p>	<p>HOUSE FIRST READ: 02/07/06 SECOND READ: 02/08/06 Assigned: TRANS: DP 2/23/06 APPROP (P): RULES:</p>	<p>Monitor</p>

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
General Appropriations; fiscal year 2006-2007	SB 1563	Burns Bee Bennett	<p align="center">APPROPRIATIONS</p> <p>SB 1563 makes general fund and other fund appropriations for FY 2006-07 for the operation of state government.</p> <p>The appropriations bill provides:</p> <ul style="list-style-type: none"> • Secures \$948,000 for the Maricopa County Travel reduction Plan. • Appropriates \$245,000,000 from the general fund into a separate account of the state highway fund to be known as the state transportation acceleration needs (STAN) account. • Appropriates \$62,000,000 from the state highway fund in FY 2006-07 for deposit in the STAN account. 	SENATE FIRST READ: 5/16/06 SECOND READ: 5/17/06 Assigned: APPROP: DP 5/17/06 RULES:	
General Appropriations; fiscal year 2006-2007	HB 2863	Weiers	<p>HB 2863 makes general fund and other fund appropriations for FY 2006-07 for the operation of state government.</p> <p>The appropriations bill provides:</p> <ul style="list-style-type: none"> • Secures \$948,000 for the Maricopa County Travel reduction Plan. • Appropriates \$245,000,000 from the general fund into a separate account of the state highway fund to be known as the state transportation acceleration needs (STAN) account. • Appropriates \$62,000,000 from the state highway fund in FY 2006-07 for deposit in the STAN account. 	HOUSE FIRST READ: 5/16/06 SECOND READ: 5/17/06 Assigned: APPROP (D & P): DP 5/16/06 RULES: AMEND C&P 5/17/06 COW: DPA 5/25/06 THIRD READ: 5/25/06 Sent to Senate: 5/26/06 SENATE FIRST READ: 5/30/06 SECOND READ: 5/31/06 APPROP: DPA 5/31/06 RULES: COW:	

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Capital Outlay; fiscal year 2006-2007	HB 2865	Pierce	<p>In addition to appropriating funds for the maintenance and repair of state buildings and various major capital projects in FY 2006-07, HB 2865I also establishes the Statewide Transportation Acceleration Needs (STAN) account as a separate account in the state highway fund.</p> <p>Stipulates that the STAN account consists of the following:</p> <ul style="list-style-type: none"> ➢ Monies appropriated by the Legislature. ➢ Monies designated for deposit in the account by the transportation board (board), a state agency or a political subdivision. ➢ Monies from the United State government for the purpose of accelerating transportation projects. ➢ Monies received from political subdivisions, Indian tribes or this state or its agencies for the purpose of accelerating transportation projects. ➢ Interest and other income received from investing monies in the account. ➢ Gifts, grants, donations or other amounts received from any public or private source for deposit in the STAN account. <p>Authorizes the State Treasurer, on notice from the board, to invest and divest monies in the STAN account, with monies earned credited to the account.</p> <p>Permits the board to establish subaccounts in the STAN account as it determines to be necessary to carry out transportation acceleration projects.</p> <p>Stipulates that if a governmental entity or a private person deposits monies in the STAN account for a specific project then those monies shall be used solely for the project indicated, subject to approval from the appropriate regional planning agency (RPA) or council of governments in cooperation with the board.</p> <p>Specifies that the board shall not make any expenditure of STAN monies unless it is made in accordance with a county's 20-year regional transportation plan or ADOT's long-range statewide transportation plan.</p>	<p>HOUSE FIRST READ: 5/16/06 SECOND READ: 5/17/06 Assigned: APPROP (D & P): DP 5/16/06 RULES: C&P 5/17/06 COW: DPA 5/25/06 THIRD READ: 5/25/06 Sent to Senate: 5/26/06 SENATE FIRST READ: 5/30/06 SECOND READ: 5/31/06 APPROP: DPA 5/31/06 RULES: COW:</p>	

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Continued Explanation of STAN Account	HB 2865	Pierce	<p>Stipulates that STAN monies may only be used for the following:</p> <ul style="list-style-type: none"> ➤ Material and labor. ➤ Acquisition of rights-o-way for highway needs. ➤ Design and other engineering services ➤ Other directly related costs approved by the board. <p>Requires STAN monies appropriated by the Legislature by allocated as follows:</p> <ul style="list-style-type: none"> ➤ 60% to a county with a population of 1,200,000 persons or greater for the area included in the RPA's transportation improvement plan. (Maricopa) ➤ 16% to a county with a population of 500,000 persons, but less than 1,200,000, for the area included in the RPA's transportation improvement plan. (Pima) ➤ 24% for all other counties. <p>Requires entities to establish a process to review and approve transportation projects eligible to receive STAN monies.</p> <p>Specifies that as part of the entity's request for monies, the entity must ensure that all costs not covered by STAN monies are available and dedicated to the project.</p> <p>Stipulates that upon the receipt of a request for STAN monies, the board place the request on the agenda for the next regular business meeting.</p> <p>Specifies that monies in the fund are to be used to supplement and not supplant funding that would otherwise be made available for projects.</p>		
Capital Outlay; fiscal year 2006-2007	SB 1565	Burns Bee Bennett	SB 1565 is the companion legislation to HB 2865. It also contains the Statewide Transportation Acceleration Needs (STAN) account as a separate account in the state highway fund.	SENATE FIRST READ: 5/16/06 SECOND READ: 5/17/06 Assigned: APPROP: DP 5/17/06 RULES:	

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Local building construction; procedures	HB 2136	Nelson Blendu	<p>OTHERS</p> <p>Specifies that cities and towns must follow regulations outlined in title 34 relating to local building construction and procedures.</p> <p>An amendment was approved in the Senate Government Committee on March 16, 2006 that stated that "a notice shall be published by advertising in a newspaper of general circulation in the county in which the agent is located for two consecutive publications if it is a weekly newspaper or for two publications that are at least six but no more than ten days apart if it is a daily newspaper."</p>	<p>HOUSE FIRST READ: 1/11/06 SECOND READ: 1/12/06 Assigned: CMMA: DP 01/17/06 GRGFA: DPA 02/01/06 RULES: C&P 02/14/06 COW: DPA 2/16/06 Sent to Senate 2/20/06 SENATE FIRST READ: 2/21/06 SECOND READ: 2/28/06 Assigned: GOV: DPA 3/16/06 RULES: PFC 3/20/06 COW: DPA 3/30/06 THIRD READING: 4/04/06 Sent to House 4/04/06 Passed House 4/12/06 Signed into Law by Governor 4/17/06</p>	Support

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Municipal Planning; Fees Disclosure Now: Development Fee; Capital Improvements Plan	HB 2381	Patton Bee	<p>HB 2381 requires all planning fees collected and spent by a department to be made available, upon request by the legislative body's planning department.</p> <p>A Strike Everything Amendment was added to the bill in the House GRFGA Committee. The amendment represents a complete overhaul of the development impact fee process.</p> <p>MAG and cities are concerned about this legislation for two main reasons. First, the bill will preempt local authority to set construction sales tax rates at an amount higher than other tax rates. While most larger cities do not have a discrepancy in their construction sales tax rate, several mid-size and small growing cities use a higher construction sales tax rate to pay for enhanced infrastructure and other projects to support growth. Second, the legislation will require all cities to link their development fees to projects contained within a Capital Improvement Plan. The CIP requirement is truly the most troubling part because of the additional requirements that it places on the use of development impact fees.</p>	HOUSE FIRST READ: 1/19/06 SECOND READ: 1/23/06 Assigned: CMMA: W/D 2/14/06 GRGFA: DPA/SE 2/22/06 RULES: C&P 3/02/06 COW: DPA 3/09/06 THIRD READ: 3/13/06 Sent to Senate 3/14/06 SENATE FIRST READ: 3/15/06 SECOND READ: 3/16/06 Assigned: GAR: DPA 3/29/06 RULES: PFCA 4/03/06 COW: DPA 4/27/06 THIRD READ: 5/1/06 Sent to House: 5/1/06 HOUSE FINAL READ: 5/9/06 Sent to Gov: 5/9/06 VETOED by Gov.: 5/15/06	Oppose

Committee Legend:

APP	Appropriations
APP-B	Appropriations - Boone
APP-P	Appropriations - Pearce
CED	Commerce and Economic Development
CMA	Counties, Municipalities and Military Affairs
COM	Commerce
COW	Committee of the Whole
ED	K-12 Education
ENV	Environment
FIL	Financial Institutions and Insurance
FIN	Finance
FMPR	Federal Mandates and Property Rights
FS	Family Services
GAR	Government Accountability and Reform
GOV	Government
GRGFA	Government Reform and Govt Finance Accountability
HE	Higher Education
HEA	Health
HS	Human Services
JUD	Judiciary
NRRRA	Natural Resources and Rural Affairs
NRA	Natural Resources and Agriculture
PIR	Public Institutions and Retirement
RULES	Rules
S/E	Strike Everything
TRANS	Transportation
UCCT	Universities, Community Colleges and Technology
WM	Ways and Means
W/D	Withdrawn