

October 30, 2007

TO: Members of the MAG Management Committee

FROM: Jan Dolan, Scottsdale, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Wednesday, November 7, 2007 - 12:00 to 1:00 p.m.
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.

c: MAG Regional Council

**MAG MANAGEMENT COMMITTEE
TENTATIVE AGENDA
November 7, 2007**

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 October 3, 2007 Meeting Minutes

*4B. Pedestrian and Bicycle Design Assistance Programs

The FY 2008 MAG Unified Planning Work Program and Annual Budget, approved by the Regional Council in May 2007, includes \$200,000 for the Pedestrian Design Assistance Program and \$300,000 for the Bicycle/Shared-Use Design Assistance Program. Four project applications were submitted by member agencies. On

4A. Review and approval of the October 3, 2007 meeting minutes.

4B. Recommend approval of the following projects for funding from the Design Assistance Program: City of Scottsdale, 70th Street Pedestrian and Bicycle Connection (\$55,000); Town of Gilbert, Pedestrian Safety & Traffic Calming Demonstration Project (\$75,000); Town of Gilbert, Bicycle Crossing Safety and Improvement Demonstration Phase II Project (\$90,000); City of Peoria, New River Underpass at Olive Avenue (\$125,000).

September 18, 2007, the MAG Bicycle Task Force and the MAG Pedestrian Working Group recommended four projects for approval. The Pedestrian Working Group, the Bicycle Task Force, and the Transportation Review Committee unanimously recommended the four Design Assistance projects for approval. Please refer to the enclosed material.

*4C. MAG Regional Bikeway Master Plan

In June 2005, the MAG Regional Council approved \$150,000 of Congestion Mitigation and Air Quality (CMAQ) funding for the development of the MAG Regional Bikeway Master Plan. On August 21, 2007, the MAG Regional Bicycle Task Force recommended the MAG Regional Bikeway Master Plan for approval. The Master Plan serves as a guide for improving, expanding and connecting the MAG Region's bicycle facility network. The MAG Pedestrian Working Group, the MAG Bicycle Task Force, and the Transportation Review Committee unanimously recommended the MAG Regional Bikeway Master Plan for approval. Please refer to the enclosed material.

*4D. Arterial Life Cycle Program Status Report

A status report on the Arterial Life Cycle Program (ALCP) will be provided for the period between July and September 2007 and will include an update on ALCP Project work, the remaining FY 2008 ALCP schedule, and ALCP revenues and finances. Please refer to the enclosed material.

*4E. Proposed 2008 Revisions to MAG Standard Specifications and Details for Public Works Construction

The MAG Standard Specifications and Details Committee has completed its review of proposed 2008 revisions to the MAG Standard Specifications and Details for Public Works Construction. These revisions are currently being reviewed by MAG Member Agency Public Works Directors and/or Engineers. It is anticipated that the annual update

4C. Recommend approval of the MAG Regional Bikeway Master Plan.

4D. Information.

4E. Information.

packet will be available for purchase in early January 2008. Please refer to the enclosed material.

*4F. Update to the Arterial Life Cycle Program Policies and Procedures

The Arterial Life Cycle Program (ALCP) Policies and Procedures, approved by the MAG Regional Council on December 13, 2006, requires revisions. The proposed revisions include a section on Regional Area Road Fund (RARF) closeout policies and other minor technical refinements. On October 25, 2007, the Transportation Review Committee recommended approval of the revisions. Please refer to the enclosed material.

*4G. Vendor Selection for Digital Aerial Photography

In May 2007, the MAG Regional Council approved the FY 2008 Unified Planning Work Program and Annual Budget, which included \$85,000 for digital aerial photography for use in planning activities by both MAG and its member agencies. As in past years, this photography has been made available at no charge to MAG member agencies. MAG issued an Invitation for Bids and on September 14, 2007 received three bids to provide this product, from Aerials Express, AirPhotoUSA (Digital Globe) and Landiscor. A multi jurisdictional evaluation team reviewed the bids, and it was recommended to MAG that the lowest bid of \$32,250 plus tax from Aerials Express be selected. The MAG Management Committee is requested to recommend approval of Aerials Express to provide digital aerial photography in an amount of \$32,250 plus applicable tax. Please refer to the enclosed material.

*4H. Approval of the Draft July 1, 2007 Maricopa County and Municipality Resident Population Updates

MAG staff has prepared draft July 1, 2007 Maricopa County and Municipality Resident Population Updates. The Updates, which are used

4F. Recommend approval of the proposed changes to the previously approved December 13, 2006 ALCP Policies and Procedures.

4G. Recommend approval of the selection of Aerials Express to provide digital aerial photography in an amount of \$32,250 plus applicable tax.

4H. Recommend approval of the July 1, 2007 Maricopa County and Municipality Resident Population Updates provided that the Maricopa County control total is within one percent of the final control total.

to allocate \$23 million in lottery funds to local jurisdictions, prepare budgets and set expenditure limitations, were prepared using the 2005 Census Survey as the base and housing unit data supplied and verified by MAG member agencies. Because there may be changes to the Maricopa County control total by DES, the MAG POPTAC recommended approval of these Updates provided that the County control total is within one percent of the final control total. Please refer to the enclosed material.

ITEMS PROPOSED TO BE HEARD

5. Commuter Rail Strategic Plan

Since February 2007, MAG has been working on a Commuter Rail Strategic Plan, which will establish a framework for implementing commuter rail service in Maricopa County and northern Pinal County. The MAG consultant will provide a briefing on the study process to date, including proceedings of the Commuter Rail Stakeholders Group. The present schedule anticipates completing the project in February 2008.

6. Update on the Incarceration of Municipal Prisoners Stakeholders Group

On May 9, 2007, the MAG Management Committee formed a Stakeholders Group to more fully examine the Maricopa County prisoner per diem and bookings rates and explore possible options to the present system. The Stakeholders Group consensus recommendations included Maricopa County Finance Department providing draft rate estimates to member agencies by February 1st of each year, encouraging the use of videoconferencing for adjudication, and member agencies' managing case flow to result in multiple jurisdictions sharing or the County covering the cost of the per diem expense of the prisoner. At the last meeting, members of the Stakeholders Group requested the County staff to investigate whether the draft rate projections could be made available in October, to coincide with municipal budget cycles for the fiscal year. County staff

5. Information and discussion.

6. Information and discussion.

reported that a study is currently undertaking of the method for calculating the per diem and bookings rates which will likely be used to reestablish 2007-08 rates and be the base rate for MAG's five year rate projections. Please refer to the enclosed material.

7. Interest in Holding an Informal Discussion of Managers

For several years, this region has experienced one of the largest growth rates in the United States. Since 2000, this region has added 835,000 new residents, a growth rate of more than 27 percent. Seven cities have more than doubled during that time and four cities have added more than 50,000 residents. Five communities have increased by more than 200 percent. Along with this rapid growth, several communities have undergone great change resulting in many new managers bringing new ideas and experiences from other areas. To work effectively as a region, great relationships and effective communication are essential. To assist in addressing these issues, an informal regional dialogue event has been suggested. Prior to the event, a short profile questionnaire would be distributed to managers and the results compiled to assist in enhancing relationships. At the event, managers would be invited to share their experiences in small group discussions and a national speaker focusing on global and national trends would complete the approximate one-half day event. Interest in holding this type of event and ideas for the potential program will be solicited from the members of the Management Committee.

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.

7. Information and discussion.

8. Information.

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
October 3, 2007
MAG Office Building - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

- | | |
|--|--|
| Jan Dolan, Scottsdale, Chair | * Mark Johnson, Guadalupe |
| Rogene Hill for Charlie McClendon,
Avondale, Vice Chair | Darryl Crossman, Litchfield Park |
| # Bryant Powell for George Hoffman,
Apache Junction | Christopher Brady, Mesa |
| Jeanine Guy, Buckeye | Tom Martinsen, Paradise Valley |
| * Jon Pearson, Carefree | Carl Swenson for Terry Ellis, Peoria |
| * Usama Abujbarah, Cave Creek | Frank Fairbanks, Phoenix |
| Mark Pentz, Chandler | John Kross, Queen Creek |
| Pat Dennis for B.J. Cornwall, El Mirage | * Bryan Meyers, Salt River Pima-Maricopa
Indian Community |
| Alfonso Rodriguez, Fort McDowell
Yavapai Nation | Jim Rumpeltes, Surprise |
| Tim Pickering, Fountain Hills | Jeff Kulaga, Tempe |
| * Lynn Farmer, Gila Bend | * Reyes Medrano, Tolleson |
| * Joseph Manuel, Gila River
Indian Community | Gary Edwards, Wickenburg |
| George Pettit, Gilbert | Lloyce Robinson, Youngtown |
| Horatio Skeete for Ed Beasley, Glendale | Dale Buskirk for Victor Mendez, ADOT |
| Jim Nichols for Brian Dalke, Goodyear | Kenny Harris 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 Jan Dolan at 12:05 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Dolan noted that Bryant Powell, Apache Junction, was participating by telephone conference call. She 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 Dolan 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 Dolan 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 Dolan noted that no public comment cards had been received.

4. Approval of Consent Agenda

Chair Dolan stated that agenda items #4A, #4B, #4C, #4D, #4E, #4F, #4G, #4H, #4I, #4J, and #4K were on the consent agenda. Chair Dolan reviewed the public comment guidelines for the consent agenda. She noted that no public comment cards had been received. Chair Dolan asked if any member of the committee had questions or a request to have a presentation on any consent agenda item. None were noted.

Mr. Boggs moved to recommend approval of consent agenda items #4A, #4B, #4C, #4D, #4E, #4F, #4G, #4H, #4I, #4J, and #4K. Mr. Kross seconded, and the motion carried unanimously.

4A. Approval of September 12, 2007 Meeting Minutes

The Management Committee, by consent, approved the September 12, 2007 meeting minutes.

4B. MAG Traffic Counts Data Retrieval System Design and Development Consultant Selection

The Management Committee, by consent, recommended that Midwestern Software Solutions be selected to conduct the MAG Traffic Counts Data Retrieval System Design and Development for an amount not to exceed \$150,000. The FY 2008 MAG Unified Planning Work Program and Annual Budget includes \$150,000 to conduct the MAG Traffic Counts Data Retrieval System Design and Development project. The traffic counts data retrieval system will serve as a primary data management tool for regionwide traffic counts related information. A request for proposals (RFP) was advertised in July 2007. Three proposals were received and reviewed by a multi-agency proposal evaluation team. On September 12, 2007, the evaluation team interviewed the firms and recommended to MAG the selection of Midwestern Software Solutions to conduct the study for an amount not to exceed \$150,000.

4C. Project Changes: Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program, FY 2008 Arterial Life Cycle Program, and, as Appropriate, to the Regional Transportation Plan 2007 Update

The Management Committee, by consent, recommended approval of amendments and administrative modifications, shown in the attached tables, to the FY 2008-2012 Transportation Improvement Program, the FY 2008 Arterial Life Cycle Program, and, as appropriate, to the Regional Transportation Plan 2007 Update. The FY 2008-2012 Transportation Improvement Program (TIP) and the FY 2007 Regional Transportation Plan (RTP) 2007 Update were

approved by the Regional Council on July 25, 2007, and the FY 2008 Arterial Life Cycle Program (ALCP) was approved by Regional Council on June 27, 2007. Since that time, member agencies have requested modifications to projects in the programs. On September 27, 2007, the Transportation Review Committee recommended approval of amendments and administrative modifications.

4D. Amendment to the FY 2008 MAG Unified Planning Work Program and Annual Budget to Include a Regional Transit Framework Study

The Management Committee, by consent, recommended approval of an amendment to the FY 2008 MAG Unified Planning Work Program and Annual Budget to conduct the Regional Transit Framework Study in the amount of \$980,000. MAG is responsible for system level transit planning activities that have the potential of impacting the Regional Transportation Plan (RTP). In cooperation with Valley Metro/RPTA and Valley Metro Rail, MAG has drafted a scope of work and request for proposals for developing the Regional Transit Framework Study. The study will provide a technical framework for evaluating future transit investments beyond those contained in the RTP. It is anticipated that the results of this study would be incorporated into the MAG RTP for approval by the MAG Regional Council. This project will require an amendment to the FY 2008 MAG Unified Planning Work Program and Annual Budget. MAG federal funds would be used for this project.

4E. New Finding of Conformity for the Regional Transportation Plan 2007 Update and FY 2008-2012 MAG Transportation Improvement Program, as Amended

The Management Committee, by consent, recommended approval of the new Finding of Conformity for the Regional Transportation Plan 2007 Update and FY 2008-2012 MAG Transportation Improvement Program, as amended. On July 25, 2007, the MAG Regional Council approved a proposed amendment to the Regional Transportation Plan to delete the SR 153 corridor and add a project to improve the existing SR 143 and SR 202 Loop traffic interchange, and to amend the Regional Transportation Plan and the FY 2008-2012 MAG Transportation Improvement Program subject to an air quality conformity analysis. MAG has conducted a regional emissions analysis for the proposed amendment. The results of the regional emissions analysis for the proposed amendment, when considered together with the RTP and TIP as a whole, indicate that the transportation improvements will not contribute to violations of federal air quality standards. Comments on the amendment and finding of conformity were requested by October 22, 2007 following a 30-day public review period.

4F. Recommendation of Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2008 CMAQ Funding

The Management Committee, by consent, recommended approval of a prioritized list of proposed PM-10 certified street sweeper projects for FY 2008 CMAQ funding and retain the prioritized list for any additional FY 2008 CMAQ funds that may become available due to year-end closeout, including any redistributed obligation authority, or additional funding received by this region. The FY 2008 MAG Unified Planning Work Program and Annual Budget and the FY 2008-2012 MAG Transportation Improvement Program contain \$1,110,000 in Congestion Mitigation and Air Quality (CMAQ) funding for the purchase of PM-10 certified street

sweepers. PM-10 certified street sweeper projects were solicited from member agencies in the Maricopa County PM-10 nonattainment area and 18 applications requesting \$3.07 million in federal funds were received. On September 25, 2007, the MAG Air Quality Technical Advisory Committee made a recommendation on a prioritized list of proposed PM-10 certified street sweeper projects for FY 2008 CMAQ funding.

4G. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment to the FY 2008-2012 MAG Transportation Improvement Program. The proposed amendment includes the repackaging of existing Arizona Department of Transportation projects on Interstate-17 and on Interstate-10 between Loop 101 (Agua Fria Freeway) and Verrado Way. The amendment also includes ten federal-aid projects for the paving of dirt roads and shoulders in the Maricopa PM-10 Nonattainment Area for FY 2008, and several transit projects. The amendment includes projects that may be categorized as exempt and minor project revisions that do not require a conformity determination. Comments on the conformity assessment were requested by October 22, 2007. This item was on the agenda for consultation.

4H. FY 2009 MAG PSAP Annual Element/Funding Request and FY 2009-2013 Equipment Program

The Management Committee, by consent, recommended approval of the FY 2009 MAG PSAP Annual Element/Funding Request and FY 2009-2013 Equipment Program for submittal to the Arizona Department of Administration. Each year, the MAG Public Safety Answering Point (PSAP) Managers submit inventory and upgrade requests that are used to develop a five-year equipment program that forecasts future 911 equipment needs of the region and enables MAG to provide estimates of future funding needs to the Arizona Department of Administration (ADOA). The ADOA Order of Adoption stipulates allowable funding under the Emergency Telecommunications Services Revolving Fund, which is funded by the monthly 911 excise tax on wireline and wireless telephones. The funding request for FY 2009 is required to be submitted to the ADOA by December 15, 2007. The MAG PSAP Managers and the MAG 911 Oversight Team recommended approval of the Funding Request and Equipment Program.

4I. Draft MAG 208 Small Plant Review and Approval for the Proposed Scorpion Bay Wastewater Treatment Plant

The Management Committee, by consent, recommended approval of the proposed Scorpion Bay Wastewater Treatment Plant as part of the MAG 208 Water Quality Management Plan. The City of Peoria has requested that MAG review the proposed Scorpion Bay Wastewater Treatment Plant through the Small Plant Review and Approval Process of the MAG 208 Water Quality Management Plan. The facility would have an ultimate capacity of 35,000 gallons per day and reclaimed water would be disposed of through on-site irrigation reuse at the Scorpion Bay Marina. The project is located within the Peoria Municipal Planning Area and Lake Pleasant Regional Park that is managed by Maricopa County. The right to use the land for the Scorpion Bay Marina has been granted through an agreement with the Maricopa County Parks and Recreation Department. Maricopa County has also provided a letter indicating that it does not object to the proposed wastewater treatment plant. In addition, Yavapai County is within three

miles of the project and has indicated no objections. On September 17, 2007, the MAG Water Quality Advisory Committee recommended approval of the Small Plant Review and Approval for the proposed plant.

4J. 2007 Regional Human Services Summit Report

The Management Committee, by consent, recommended approval of the 2007 Regional Human Services Summit Report. In June 2007, nearly 200 people attended MAG's first Regional Human Services Summit. Participants developed the framework for eight projects, which are detailed in the 2007 Regional Human Services Summit Report. The projects address a diverse range of issues such as juvenile crime, developmental disabilities and aging. Community leaders have pledged to move the projects forward. The MAG Continuum of Care Regional Committee on Homelessness, the MAG Regional Domestic Violence Council, and the MAG Human Services Technical Committee recommended approval of the Report.

4K. Federally Funded Projects Update

The federally funded projects update includes an overview of the MAG Fed-TIP website, an analysis of projects that were deferred from FY 2007 to a later year, and the current status of active and inactive projects. This item was on the agenda for information and discussion.

5. FY 2008 Early Phase Input Opportunity Report

Jason Stephens, MAG Public Involvement Planner, provided a report on the Early Phase Input Opportunity, which provides for initial public input prior to a draft listing of projects being compiled for a draft Transportation Improvement Program. He stated that MAG has a four-phase public input process that was adopted in 1994, and enhanced in 1998 and in 2006 to ensure Valley residents are provided with multiple opportunities for input into the development of the region's transportation Plans and programs. Mr. Stephens displayed a list of the input opportunities during the early phase. He noted that MAG typically coordinates input efforts with ADOT, Valley Metro and METRO to ensure that residents have an opportunity to speak with all regional transportation entities at the same time. Mr. Stephens reviewed a summary of questions and comments, all of which are included in the FY 2008 Early Phase Input Opportunity Report. Chair Dolan thanked Mr. Stephens for his report. She asked members if they had questions. None were noted.

6. 2007 Annual Report on the Status of the Implementation of Proposition 400

Roger Herzog, MAG Senior Project Manager, stated that MAG is required by Arizona statute to issue an annual report on the status of projects funded by the half-cent sales tax authorized by Proposition 400. Mr. Herzog stated that the FY 2007 revenue was 6.7 percent higher than FY 2006, but less than the historical rate of 7.4 percent. He advised that ADOT currently is reviewing all revenue projections, which may result in lower long-range forecasts.

Mr. Herzog stated that the estimated future costs of \$6,609 million for the Transit Life Cycle Program are currently in balance with projected revenues of \$6,635 million. He advised that the cost/revenue balance will be a continuing challenge, due to increases in fuel and construction

costs and the outlook for discretionary funding from the Federal Transit Administration for light rail.

Mr. Herzog stated that the total estimated future regional disbursements of \$1,674 million for Arterial Life Cycle Program (ALCP) projects are in balance with projected revenues of \$1,864 million. He advised that since the regional contributions for the ALCP are capped with a fixed amount of regional funding allocated to individual projects, the balance between estimated future disbursements and projected revenues is easier to maintain than in the other modes. Mr. Herzog noted that the share of total costs that must be borne by local jurisdictions has increased from 31.8 percent in 2005 to 42.2 percent in 2007. He advised that cost increases may result in some arterial street projects being reduced in scope or delayed during the life of the program.

Mr. Herzog stated that estimated future costs of \$10,501 million in the Freeway/Highway Life Cycle Program are currently in balance with projected revenues of \$10,738 million. He advised that preliminary information from ongoing studies indicates that project costs could be in the range of \$2-3 billion more than currently programmed. Mr. Herzog noted that MAG staff will assess cost and revenue data and present program options in early 2008. He noted that potential approaches to this issue could include more aggressive bonding of future revenues and public/private partnerships, adjustments of project scopes, or extension of the project schedule. Chair Dolan thanked Mr. Herzog for his report.

Dennis Smith, MAG Executive Director, noted that the options for keeping the programs in fiscal balance. He stated that at first, it was thought that cost increases would be temporary, but that does not appear to be the case, and a serious look is needed to ensure the program stays on balance.

Chair Dolan asked Mr. Smith to explain how the BQAZ project fits in with the completion of the Proposition 400 plan. Mr. Smith stated that on Friday, the COGs and ADOT agreed to a framework study area map. He added that the State Transportation Board approved \$7 million for statewide framework studies, which would be done using a common methodology. Mr. Smith advised that consultants would be hired to conduct the studies, which would be knitted into a statewide plan. He commented that a buildout plan for the state of Arizona would exceed any existing funding source. Mr. Smith noted that the 1985 MAG regional plan was initially envisioned in 1960. He commented that with some modifications, the plan envisioned in 1960 has been followed. Mr. Smith advised that the state does not have a transportation modeling tool nor a statewide buildout plan. He commented that problems, such as the gateway routes of I-17 and I-10, or the Queen Creek routes in Pinal County, cannot be solved with a regional plan, but need a statewide approach. Mr. Smith stated that a plan was laid out to have an election in 2009, but that is up to political discussion.

Chair Dolan asked members if they had questions.

Ms. Dennis asked if there would be any framework studies to address the arterial streets issues. Mr. Smith replied that an update of the current system would be done. He noted that the cost of the arterial streets to the program is capped and cost increases are shifted to the jurisdictions. Mr. Smith stated that there is an option in the statewide effort to use HURF for arterial streets,

not just gateway routes. Ms. Dennis expressed her concern that even with Proposition 400, MAG needs to continue to look at ways to address problems in Arizona as a whole.

Mr. Fairbanks stated that all cities are finding costs doubling and tripling for the construction and maintenance of arterial streets. He stated that their principal funding source, the HURF fund, has been static, and the gasoline tax is fixed per gallon and not indexed. Mr. Fairbanks stated that cars are getting improved mileage, so even with the growing population, the revenue ranges from flat to declining. He commented that all cities and towns are under pressure to construct and maintain the street system. Mr. Fairbanks commented that looking at solving problems statewide, not only are great gateway routes needed, but also ways to travel to and from the routes. He expressed his agreement with Ms. Dennis's statements on this.

Mr. Smith stated that 60 percent of the traffic in the region is carried by arterial streets. He reported that at a recent meeting of the National Association of Regional Councils hosted at MAG, the representative from Nevada reported that they have indexing, and if they had the opportunity to do it again, the indexing would be based on construction costs.

Ms. Hill asked if all of the future bus service was included in the balanced Life Cycle Program. Mr. Herzog replied that all bus services were included but they were based on 2007 figures. He stated that RPTA will be incorporating the new ADOT revenue forecasts into the Life Cycle Transit Program over the next several months. Mr. Herzog added that the outlook could change based on the revised revenue forecasts. Ms. Hill expressed about those bus projects that are in the outer years of the plan. Chair Dolan stated that she thought BQAZ and re-scoping will be critical sooner than later due to funding concerns.

Mr. Smith we need to do a quality job and get planning done. To go the ballot without a well thought out and well supported plan might not be a good idea.

7. Air Quality Update

Lindy Bauer, Director of Environmental Programs, updated members on air quality. The first item she reported on was the MAG Five Percent Plan for PM-10, which is required to reduce PM-10 particulate emissions by five percent per year until the standard is attained at the monitors. Ms. Bauer noted that the plan is due to the Environmental Protection Agency by December 31, 2007. She stated that the Plan must show five percent per year reduction in emissions until standard is attained at the monitors based upon the most recent emissions inventory, and must also demonstrate attainment via modeling.

Ms. Bauer displayed a graph of number of days by year exceeding the 24-hour PM-10 standard in Maricopa County. She stated that the 2007 exceedance days may be due to high wind events and might not count against the region. Ms. Bauer added that three years of clean data are required to attain the standard. She also displayed a chart that showed exceedances of the 24-hour PM-10 standard by monitor. Ms. Bauer noted that the Durango monitor, which had been problematic, showed zero exceedances in 2007. She commented that this shows the situation is improving.

Ms. Bauer stated that in June 2007, the Legislature passed SB 1552 which contains several PM-10 measures. She advised that commitments to implement measures have been received from ADOT and all of the cities and towns in the PM-10 nonattainment area. Ms. Bauer stated that Maricopa County Board of Supervisors passed a \$23 million package of commitments on September 10th, which includes hiring 91 additional personnel to assist in training and enforcement of fugitive dust rules.

Ms. Bauer displayed the reductions in 2010 for committed control measures in the Five Percent Plan for PM-10. She noted that the draft emission reductions appear to be in sufficient amount to meet the five percent reduction requirement and the contingency requirements.

Ms. Bauer noted MAG Initiatives Supporting the Five Percent Plan. She stated that the MAG Regional Council allocated an additional \$5 million in FY 2007 federal funds to pave dirt roads and shoulders. The MAG unpaved road inventory, which originated with a request from the Management Committee, identified 220 miles of unpaved roads located in county islands. Ms. Bauer stated that a workshop will be held in fall 2007 to help cities and towns track the implementation of their committed measures and also help prepare them for reporting to the Legislature in 2008.

Ms. Bauer explained that MAG requested that the Legislature prohibit new dirt roads be prohibited, but was met with opposition by the Board of Realtors. She noted that approximately 1,680 miles of dirt roads have been identified in the region, many of which may be private. Ms. Bauer stated that public funds cannot be used to pave private dirt roads. Ms. Bauer advised that this session, the Legislature would be requested to do something about the dirt road problem and she would provide updates to the Committee.

Ms. Bauer reported on some of the local government requirements of Senate Bill 1552. She said that plans to stabilize unpaved roads, alleys and unpaved shoulders on targeted arterials are due January 1, 2008. Ms. Bauer noted that ordinances to stabilize unpaved parking areas, restrict vehicle parking and use on vacant lots, and ban the blowing of landscape debris into public roadways are due March 31, 2008. Also by March 31, 2008, ordinances to prohibit the operation of off-highway vehicles on unauthorized unpaved surfaces need to be in place. Ms. Bauer stated that on June 1 and December 1, 2008 and 2009, the cities/towns and the county will need to submit particulate enforcement reports to Joint Legislative Budget Committee. In 2008 and 2009, the State Air Quality Study Committee will review implementation and enforcement of measures as part of their duties.

Ms. Bauer reported on the 8-Hour Ozone Plan, which was submitted June 15, 2007. She advised that the Maricopa nonattainment area had zero violations and no exceedances this ozone season. Chair Dolan thanked Ms. Bauer for her report. No questions from the Committee were noted.

8. Draft MAG 208 Water Quality Management Plan Amendment for the Hassayampa Utility Company Northeast Service Area

Julie Hoffman, MAG Environmental Planner, stated that the draft MAG 208 Water Quality Management Plan Amendment for the Hassayampa Utility Company Northeast Service Area was before the Committee in September. She noted that it was continued to allow time for the

Town of Buckeye and Global Water to meet and develop a Memorandum of Understanding (MOU) pertaining to a cooperative approach in maintaining the Hassayampa Sub-Basin. Ms. Hoffman reported that the Town and Global have adopted the MOU.

Ms. Guy stated that the Buckeye Town Council adopted the MOU outlining that Buckeye and Global Water would work to address the concerns of maintaining a shared watershed. Ms. Guy stated that they have agreed to continue further discussion this month. She advised that as of today, the Town's position is to not oppose the amendment based on this good faith discussion; however, at the Regional Council meeting, the Town's position will also be determined by those good faith efforts.

Chair Dolan recognized public comment from Garry Hays, Henderson Law Firm, speaking on behalf of Harvard Investments, the owner and developer of Hassayampa Ranch. Mr. Hays stated his support of the 208 amendment and commented that he felt it provided the best regional solution for water and wastewater. He requested that the Management Committee move the item forward. Chair Dolan thanked Mr. Hays for his comments.

Chair Dolan recognized public comment from Dustin Jones, speaking on behalf of a developer in the area. Mr. Jones stated that when they gave a presentation on their development master plan to the County Board of Supervisors, the Board asked if they felt confident that the Management Committee would make a recommendation for approval. Mr. Jones said that they indicated to the Board that they have been working with Buckeye and were confident they could get the MOU approved in anticipation of the Management Committee meeting. He encouraged the Management Committee move forward on the 208 amendment. Chair Dolan thanked Mr. Jones for his comments.

Chair Dolan asked members if they had questions or comments. None were noted. Mr. Martinsen moved to recommend approval of the draft MAG 208 Water Quality Management Plan Amendment for the Hassayampa Utility Company Northeast Service Area. Mr. Pickering seconded, and the motion passed, with Ms. Hill voting no.

9. 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.

Ms. Dennis introduced the new Assistant City Manager for the City of El Mirage, Spenser Isom.

There being no further business, the meeting adjourned at 12:45 p.m.

Secretary

Chairman

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

October 30, 2007

SUBJECT:

Pedestrian and Bicycle Design Assistance Programs

SUMMARY:

The FY 2008 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2007, includes \$200,000 for the Pedestrian Design Assistance Program and \$300,000 for the Bicycle/Shared-Use Design Assistance Program. The design programs allow MAG member agencies to apply for funding for the design portion of a bicycle or pedestrian project. Four applications for the program were received on August 28, 2007. On September 18, 2007, the MAG Pedestrian Working Group and the MAG Bicycle Task Force reviewed the applications and recommended that the following projects receive funding:

- City of Scottsdale: 70th Street Pedestrian and Bicycle Connection (\$55,000)
- Town of Gilbert: Pedestrian Safety & Traffic Calming Demonstration Project (\$75,000)
- Town of Gilbert: Bicycle Crossing Safety and Improvement Demonstration Phase II Project (\$90,000)
- City of Peoria: New River Underpass at Olive Avenue (\$125,000)

PUBLIC INPUT:

None.

PROS & CONS:

PROS: This program assists MAG member agencies by offering professional design assistance to develop bicycle and pedestrian facilities that help reduce congestion and improve air quality.

CONS: According to federal law, any project which is not constructed after being designed with federal transportation funds could be required to return the funds used for design to the Federal Highway Administration.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The Pedestrian Design Assistance Program encourages implementation of the adopted MAG Pedestrian Area Policies and Design Guidelines, and provides demonstration projects for "best practice" pedestrian area policies and facilities. The Bicycle Design Assistance program uses national accepted practices.

POLICY: These programs encourage the development of facilities to encourage walking and bicycling.

ACTION NEEDED:

Recommend approval of the following projects for funding from the Design Assistance Program: City of Scottsdale, 70th Street Pedestrian and Bicycle Connection (\$55,000); Town of Gilbert, Pedestrian Safety & Traffic Calming Demonstration Project (\$75,000); Town of Gilbert, Bicycle Crossing Safety and Improvement Demonstration Phase II Project (\$90,000); City of Peoria, New River Underpass at Olive Avenue (\$125,000).

PRIOR COMMITTEE ACTIONS:

On September 27, 2007, the Transportation Review Committee unanimously recommended approval of the following projects for funding from the Design Assistance Program: City of Scottsdale, 70th Street Pedestrian and Bicycle Connection (\$55,000); Town of Gilbert, Pedestrian Safety & Traffic Calming Demonstration Project (\$75,000); Town of Gilbert, Bicycle Crossing Safety and Improvement Demonstration Phase II Project (\$90,000); City of Peoria, New River Underpass at Olive Avenue (\$125,000).

MEMBERS ATTENDING

- Maricopa County: John Hauskins
- * ADOT: Dan Lance
- * Avondale: David Fitzhugh
- * Buckeye: Scott Lowe
- Chandler: Patrice Kraus
- El Mirage: Lance Calvert for B.J. Cornwall
- * Fountain Hills: Randy Harrel
- * Gila Bend: Lynn Farmer
- Gila River: David White
- Gilbert: Tami Ryall
- Glendale: Terry Johnson
- Goodyear: Cato Esquivel
- Guadalupe: Jim Ricker
- * Litchfield Park: Mike Cartsonis
- Mesa: Scott Butler for Jim Huling
- Paradise Valley: Robert M. Cicarelli
- Peoria: David Moody
- Phoenix: Don Herp for Tom Callow
- * Queen Creek: Mark Young
- RPTA: Bryan Jungwirth
- * Scottsdale: Mary O'Connor
- Surprise: Randy Overmyer
- Tempe: Carlos de Leon
- Valley Metro Rail: John Farry

EX-OFFICIO MEMBERS ATTENDING

- * Regional Bicycle Task Force: Randi Alcott
- * Street Committee: Darryl Crossman
- * Pedestrian Working Group: Eric Iwersen
- * ITS Committee: Alan Sanderson

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

On September 18, 2007, the MAG Pedestrian Working Group and the MAG Bicycle Task Force unanimously recommended approval of the following projects for funding from the Design Assistance Program: City of Scottsdale, 70th Street Pedestrian and Bicycle Connection (\$55,000); Town of Gilbert, Pedestrian Safety & Traffic Calming Demonstration Project (\$75,000); Town of Gilbert, Bicycle Crossing Safety and Improvement Demonstration Phase II Project (\$90,000); City of Peoria, New River Underpass at Olive Avenue (\$125,000).

MEMBERS ATTENDING

- Tami Ryall, Gilbert, Chair, Regional Bicycle Task Force and Acting Chair of the Pedestrian Working Group
- * Bruce Meyers, ADOA Gen. Services
- Michael Sanders, ADOT
- * Brian Fellows, ADOT
- Michael Eagan, ASLA, Arizona Chapter
- Margaret Boone-Pixley, Avondale
- * Michael Normand, Chandler
- Rich Rumer for Bill Lazenby, Coalition for Arizona Bicyclists
- Mark Smith, El Mirage
- # Steve Hancock, Glendale
- * Farhad Tavassoli, Goodyear
- * Michael Cartsonis, Litchfield Park
- Peggy Rubach, Maricopa County
- Jeff Sargent for Brandon Forrey, Peoria
- Katherine Coles, Phoenix
- * Srinivas Goundla, Phoenix
- * Troy White, Queen Creek
- Randi Alcott, RPTA
- Reed Kempton, Scottsdale
- * Eric Iwersen, Tempe
- * Lance Ferrell, Surprise

- * Those members neither present nor represented by proxy.
- # Members attending via audioconference.

CONTACT PERSON:

Maureen DeCindis, MAG, (602) 254-6300.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

October 30, 2007

SUBJECT:

Approval of the MAG Regional Bikeway Master Plan

SUMMARY:

The FY 2005 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council, included \$150,000 of Congestion Mitigation and Air Quality (CMAQ) funding for the development of the MAG Regional Bikeway Master Plan. The MAG Regional Bikeway Master Plan updated and integrated previous plans and establishes the blueprint for an interconnected on-road and off-street bikeway system. A request for proposals was advertised on February 1, 2005 for consultant assistance. Sprinkle Consulting, Inc. was selected to develop the MAG Regional Bikeway Master Plan.

PUBLIC INPUT:

None has been received.

PROS & CONS:

PROS: The MAG Regional Bikeway Master Plan updated and integrated previous plans establishing the blueprint for an interconnected on-road and off-street bikeway system. The active living perspective incorporates health, economic advantage and improved quality of life issues within the region.

CONS: There are none.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The MAG Regional Bikeway Master Plan update and integrated MAG's *1999 Regional Bicycle Plan, Alternative Solutions to Mid-Block Crossings* and the *2001 Regional Off-Street System Plan*.

POLICY: This MAG Regional Bikeway Master Plan will encourage more people to bicycle because the plan will focus on collector and neighborhood streets as well as bike lanes on arterial streets and paths on the canal system.

ACTION NEEDED:

Recommend approval of the MAG Regional Bikeway Master Plan.

PRIOR COMMITTEE ACTIONS:

On September 27, 2007, the Transportation Review Committee unanimously recommended the MAG Regional Bikeway Master Plan for approval.

MEMBERS ATTENDING

Maricopa County: John Hauskins
*ADOT: Dan Lance
*Avondale: David Fitzhugh
*Buckeye: Scott Lowe
Chandler: Patrice Kraus
El Mirage: Lance Calvert for B.J. Cornwall
*Fountain Hills: Randy Harrel
*Gila Bend: Lynn Farmer
Gila River: David White
Gilbert: Tami Ryall
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*Litchfield Park: Mike Cartsonis
Mesa: Scott Butler for Jim Huling
Paradise Valley: Robert M. Cicarelli
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Phoenix: Don Herp for Tom Callow
*Queen Creek: Mark Young
RPTA: Bryan Jungwirth
*Scottsdale: Mary O'Connor
Surprise: Randy Overmyer
Tempe: Carlos de Leon
Valley Metro Rail: John Farry

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Randi Alcott
*Street Committee: Darryl Crossman
* Members neither present nor represented by proxy.

*Pedestrian Working Group: Eric Iwersen
*ITS Committee: Alan Sanderson
+ - Attended by Videoconference
- Attended by Audioconference

On September 18, 2007, the MAG Pedestrian Working Group and the MAG Bicycle Task Force unanimously recommended the MAG Regional Bikeway Master Plan for approval.

MEMBERS ATTENDING

Tami Ryall, Gilbert, Chair, Regional Bicycle Task Force and Acting Chair of the Pedestrian Working Group
*Bruce Meyers, ADOA Gen. Services
Michael Sanders, ADOT
*Brian Fellows, ADOT
Michael Eagan, ASLA, Arizona Chapter
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Mark Smith, El Mirage

^Steve Hancock, Glendale
*Farhad Tavassoli, Goodyear
*Michael Cartsonis, Litchfield Park
Peggy Rubach, Maricopa County
Jeff Sargent for Brandon Forrey, Peoria
Katherine Coles, Phoenix
*Srinivas Goundla, Phoenix
*Troy White, Queen Creek
Randi Alcott, RPTA
Reed Kempton, Scottsdale
*Eric Iwersen, Tempe
*Lance Ferrell, Surprise

* Those members neither present nor represented by proxy.

^ Members attending via audioconference.

CONTACT PERSON:

Maureen DeCindis, MAG, (602) 254-6300.

Maricopa Association of Governments

ARIZONA



**REGIONAL BIKEWAY
MASTER PLAN**

2007



MAG Regional Bikeway Master Plan

2007

Prepared for the
Maricopa Association of Governments
302 North First Avenue, Suite 300
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Acknowledgements

The Maricopa Association of Governments would like to thank the following groups whose dedication and professionalism directed and contributed greatly to the production of this *Master Plan*:

1. MAG Bicycle Task Force for their detailed knowledge, direction, and support.
2. MAG Transportation Safety Committee for their engineering expertise.
3. All those who took time to contribute their personal knowledge and priorities of Regional bicycling concerns through the *Bicycle Use Questionnaire* thereby providing critical information to this *Master Plan*.
4. The Maricopa County Department of Transportation and Valley Metro for their partnership on the production and administration of the *Bicycle Use Questionnaire*.





Executive Summary

The Maricopa Association of Governments (MAG) *Regional Bikeway Master Plan* serves as a guide for improving, expanding, and connecting the MAG Region's bicycle facility network. MAG's member agencies collectively recognize the importance of bicycling to the Region's long-term mobility, livability, and air quality. Improving bicycling conditions leads to a better quality of life with economic and health benefits as a direct consequence. The provision of bikeways will support the concept of active transportation and will help residents get the exercise they need to maintain a healthier lifestyle. Improved quality of life will also create an attractive Regional community that will lure the employers and people who choose to live in locations who highly value bikeability, walkability, numerous travel options, clean air and water, and parks and preserves. Ultimately, the recommendations made in this *Plan* will support positive attitudes of the general public and elected officials toward supporting bicycling. The *Plan* can be used by MAG jurisdictions to act on behalf of all bicyclists' interests.

The *Regional Bikeway Master Plan* begins with a summary of Regional needs as derived from two sources:

- Web-based Questionnaire and
- MAG Bicycle Task Force input.

“Provide an interconnected Regional system of bikeways that contributes to a vibrant, healthy, livable community.”

Together, they identified numerous general and specific bicycle facility and program needs from improvements at mid-block path/trail crossings to better maps and brochures.

The Trends chapter discusses the current movements in land-use and transportation planning which place a greater emphasis on bicycle infrastructure and mobility, including “Smart Growth” and “Active





Transportation," and identifies bicycle practices locally and throughout the country. Special emphasis is placed on mid-block crossing treatment options that are being used within the MAG Region.

The Direction Chapter discusses the MAG Region's bicycle connectivity context and introduces the *Plan's* mission and goals. The *Plan's* mission states: "Provide an interconnected Regional system of bikeways that contributes to a vibrant, healthy, livable community." Based on this mission, a series of goals related to Access, Safety/Health/Education, Connectivity, User-Friendliness, and Implementation have been developed. These goals, combined with emerging trends, recommendations from previous documents, and the public input received throughout the planning process, provide focus for the remainder of the *Plan*. The goals are listed below:

Access

Access: Provide a convenient, easily accessible, and visible bicycle transportation system comprised of connected on-street and off-street

facilities within neighborhoods and jurisdictions.

Complete Streets: Design and maintain all streets to accommodate bicycles.

Safety/Health/Education

Safety: Develop a bicycle transportation system that increases user safety along routes and crossings by incorporating the American Association of State Highway Transportation Officials (AASHTO) bicycle facility design standards and the principles of CPTED (Crime Prevention through Environmental Design).

Health: Increase the proportion of citizens who engage in physical activity by making bicycling facilities easily accessible from their homes and linked to desired destinations.

Enforcement: Encourage law enforcement agencies to increase levels of enforcement of traffic laws most often violated by roadway users that affect bicycle use and to improve tolerance and courtesy among all roadway users.





Education: Encourage and support new and existing bicycle safety and education programs that promote bicycle use, user group compatibility, and enforcement of traffic rules.

Promotion: Provide user-friendly maps, brochures, and websites that clarify routes and encourage bicycle riding.

Encouragement: Promote bicycling as a means of personal mobility for local and daily travel trips for all purposes, and as a form of healthy recreation and exercise.

Connectivity

Connectivity: Inter-connect a system of on-street bike lanes and off-street shared-use paths/trails to origins, destinations, and transit routes and, as a consequence, make bicycling a viable option for daily travel trips for all purposes.

User-Friendliness

User-Needs: Provide a user need-based bicycle transportation system that is safe, convenient, well-maintained, well-signed, and attractive. The system should accommodate the various skills and

confidence levels of bicycle users and minimize potential conflicts with other users and vehicles.

End-of-Trip Provisions: Encourage bicycle riding by providing end-of-trip facilities that include bicycle parking, drinking water, toilets, showers, and lockers.

Implementation

Implementation Plan: Outline specific steps, timelines, policies, programs, and criteria for project selection to implement this *Plan*, thereby encouraging large-scale to spot-improvement projects.

Bicycle Friendly Policies: Institute bicycle-friendly policies in the systematic, everyday work of agencies at all levels of government.

Integrated Planning: Integrate bicycle transportation facilities into ongoing and future transportation, land use, and economic development plans created by public jurisdictions and private development.





Techniques and Tools: Develop techniques and tools that will assist MAG member agencies in implementing and prioritizing bicycle projects.

Maintenance & Operations: Develop guidelines for long-term local and Regional bikeway maintenance and operations programs.

External Funding: Increase bicycle facility development by exploring alternative funding and partnership opportunities with external organizations within the business and health communities among others.

Internal Funding: Increase bicycle facility development by developing alliances and integrated funding strategies between various public agencies such as transportation, flood control, parks and recreation, and health.

The treatments and solutions . . . are comparatively economical solutions that are relatively inexpensive and simple to implement.

The goals have also been re-created in a visual format to produce “Goals Illustrated,” which are stylized representations of ideal bicycle environments that portray the potential results of effective implementation. The treatments and solutions shown, which illustrate the true potential for bicycling in the Valley, are comparatively economical solutions that are relatively simple to implement.

Because of the *Plan’s* purpose of directing local jurisdictions as they seek to improve bicycling conditions in their communities, Chapter 6 of the *Plan* consists of site-specific improvement examples. The core of the *Plan* is the recommended policies and programs section in Chapter 7: Action, which also includes the Action Plan and associated timetable. Within the Action Plan, the following policy and program recommendations are made:

- Incorporate the concepts of routine accommodation and complete streets into the planning of all roadways.
- Connect all on-street and off-street bicycle and pedestrian facilities within and between jurisdictions.





- Develop and adopt restriping policies for roadway segments where excess pavement is available.
- Create space for grade-separated shared use path crossings where streets intersect washes and other similar features.
- When grade-separation is not feasible, provide appropriate at-grade mid-block crossing treatments that will alert and enable motorists to fulfill their obligation to yield to bicyclists and pedestrians resulting in a greater sense of security, comfort, and convenience to the path user.
- Accommodate bicyclists with facilities at freeway interchanges and create new connections at freeways where feasible.
- Accommodate bicyclists along freeway corridors.
- Require end-of-trip bicycle facilities (e.g., parking, lockers, and showers) at all new commercial developments or implement developer incentives to conduct such facilities.
- Develop and promote bicycle events to increase awareness of bicycling as a viable mode of transportation.
- Create a Regional interactive bike route mapping website.

- Gather citizen input on bicycle related planning, programs, and projects through a web-based interactive questionnaire.

The *Plan* concludes with recommendations related to project funding. A new bicycle project evaluation form has been developed to assist the MAG Regional Bicycle Task Force to make funding decisions for submitted bicycle-related projects. This form may also be helpful to local jurisdictions as they seek to develop and evaluate their own potential projects. In addition, numerous potential funding sources (Federal, State, Regional, local, and private) have been identified to ensure that as many bicycle projects as possible can ultimately be funded and implemented.

The Appendix includes bibliographies and information sources, more detailed information on the Plan's public questionnaire, and a discussion on Travel Demand.





TRANSPORTATION DIVISION

Arterial Life Cycle Program (ALCP) – Status Report January – June 2007

ALCP Project Status: January - June 2007

Fiscal Year (FY) 2007 was the first full fiscal year of implementation for the Arterial Life Cycle Program (ALCP). During that time, eighteen ALCP project overview reports were prepared by the lead agencies for projects in FY07. This brought the total of project overview reports submitted to twenty. Project overview reports describe the general design features of the project, estimated costs, implementation schedules and relationships among participating agencies. The reports also provide the basis of project agreements, which must be executed before agencies may receive reimbursements from the program. In FY07, sixteen project agreements were executed, bringing the total number of signed project agreements reports to seventeen. The Maricopa Association of Governments (MAG) anticipates that an additional 20 agreements will be executed during FY 2008.

The start of Fiscal Year 2008 (FY08) marks the beginning of the second full fiscal year of the implementation for the Arterial Life Cycle Program (ALCP). The ALCP has 39 projects programmed for work in Fiscal Year 2008. The work programmed varies from studies, pre-design, design, purchasing right-of-way, and construction. In addition to the work programmed, \$75 million is programmed for reimbursement in FY08. Tables 1 (see end of status report) summarize the status of current and advanced projects programmed this fiscal year.

ALCP REVENUE AND FINANCE

ALCP Projects may receive funding from one or more sources, which include:

- Regional Area Road Funds (RARF),
- Surface Transportation Program – MAG Funds (STP-MAG), and,
- Congestion Mitigation and Air Quality Improvement Program Funds (CMAQ).

The ALCP receives dedicated sales tax revenues (RARF) for transportation improvements to the arterial road network in Maricopa County. To date, more than \$57.1 million Regional Area Road Funds have been collected for the arterial account. Of that, seventy-two percent, or over \$41 million, was collected in FY07. As of the end of the fiscal year, the RARF account balance was \$39,470,667.80. Table 2 provides a breakdown of RARF revenues between January and June 2007 by mode.

TABLE 2 January-June Regional Area Road Fund (RARF) Collections				
	Freeways	Arterial Streets	Transit	Prop. 400 (total)
January	\$ 21,890,178	\$ 4,089,802	\$ 12,970,515	\$ 38,950,495
February	\$ 17,684,074	\$ 3,303,964	\$ 10,478,286	\$ 31,466,323
March	\$ 17,368,324	\$ 3,244,972	\$ 10,291,196	\$ 30,904,492
April	\$ 19,637,656	\$ 3,668,957	\$ 11,635,836	\$ 34,942,449
May	\$ 17,955,055	\$ 3,354,592	\$ 10,638,849	\$ 31,948,497
June	\$ 18,308,378	\$ 3,420,605	\$ 10,848,203	\$ 32,577,186
Total	\$ 112,843,666	\$ 21,082,891	\$ 66,862,884	\$ 200,789,442

Because the RARF is based on sales tax, actual revenues differ from estimates generated by the Arizona Department of Transportation. Table 3 describes the actual and estimated RARF revenues from January to June 2007.

TABLE 3 Regional Area Road Fund (RARF) Collections Estimate v. Actual (January-June 2007)			
	Estimate Total RARF	Actual Total RARF	% Difference
January	\$ 39,718,000	\$ 38,950,495	-1.9%
February	\$ 30,940,000	\$ 31,466,323	1.7%
March	\$ 31,916,000	\$ 30,904,492	-3.2%
April	\$ 35,741,000	\$ 34,942,449	-2.2%
May	\$ 33,541,000	\$ 31,948,497	-4.7%
June	\$ 34,193,000	\$ 32,577,186	-4.7%
Total	\$ 206,049,000	\$ 200,789,442	-2.6%

END OF YEAR ANALYSIS

The end of FY07 also coincided with the end of the first full year of ALCP implementation. Three projects were completed and 77 projects were changed. Table 4 summarizes the number of ALCP project changes by type.

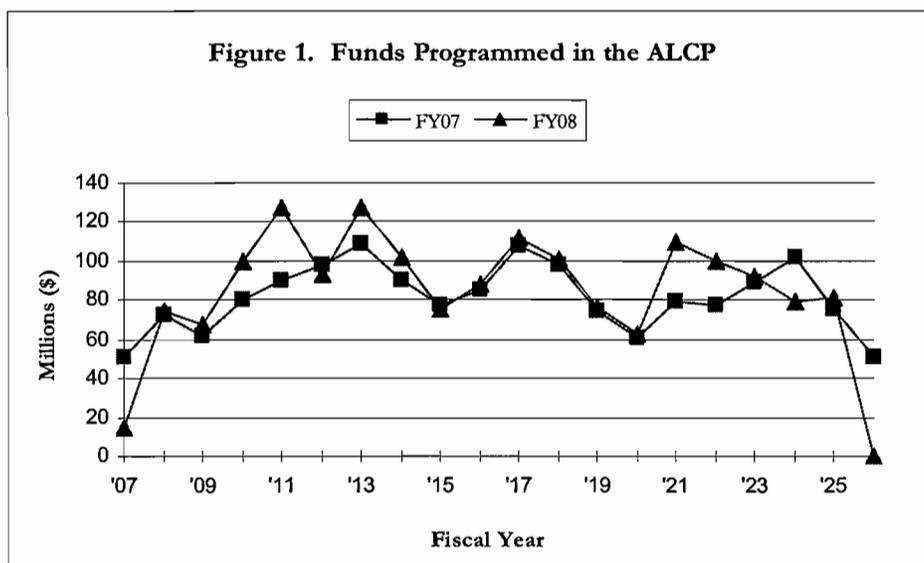
Project changes had a direct impact on the ALCP budget, which resulted in a shift of planned ALCP reimbursements. Programmed reimbursements fluctuated in every year programmed between FY07 and FY08 versions of the ALCP. Figure 1 demonstrates the shift in total programmed ALCP funding between in the FY07 and FY08 versions of the ALCP.

Table 4. ALCP Project Changes

Project Change	ALCP Projects
Advanced	14
Deferred	30
Segmented	5
Exchanged	3
Rescoped	6
Add/Change Work Phases	4
Misc.	15
Total	77

Although \$51.2 million was programmed for reimbursement in FY07, lead agencies only requested \$14.5 million in project reimbursements. In FY07, MAG reimbursed lead agencies for \$14.2 million in project expenses. Since the inception Arterial Life Cycle Program, lead agencies have been reimbursed for more than \$21 million for eligible expenses.

By the end of FY07, almost \$37 million of programmed reimbursements were redistributed due to project deferments or other project-related changes. Of that \$37 million, \$18 million were Regional Area Road Funds and \$19 million were STP-MAG Funds.



The largest increase in reallocated programmed reimbursements occurred in FY11. The FY07 ALCP programmed \$90.3 million of reimbursements for FY11. However in the FY08 ALCP, reimbursements increased by \$36.9 million to \$127.2 million. The largest decrease in reallocated programmed reimbursements, aside from those in FY07, occurred in FY26. In the FY07 version of the ALCP, \$50.6 million of reimbursements were programmed in FY26. Due to reallocations, FY26 reimbursements decreased to \$0 in the FY08 version of the ALCP. The average change in reimbursement programming was \$37 million. This is to say that on average \$37 million of programmed funds were affected by some type of project change (i.e. deferment).

Current and Upcoming Events

The next meeting for the ALCP Working Group will be held on September 6th at 2:30 P.M. in the Cholla Room at Maricopa Association of Governments Offices. Currently, the agenda for the meeting includes end of year findings, project requirement forms, and ALCP policies and procedures. To suggest additional agenda items for this meeting, please email chopes@mag.maricopa.gov.

This is the fifth Status Report for the Arterial Life Cycle Program (ALCP). Each quarter, MAG staff will provide member agencies with an update on the projects in the ALCP. As the program progresses, the information provided in this report will be updated. This report and all other ALCP information are available online at <http://www.mag.maricopa.gov/project.cms?item=5034>.

Fiscal Year 2007-2008 Arterial Life Cycle Program Schedule

Please Note: ALCP Administrative Adjustments and ALCP Amendments will go through the MAG Committee Process as necessary, as part of a transportation project change agenda item for required action.

August	MAG Staff to work with ITS Committee regarding ALCP (ITS funded projects for FY2009-2013)
September	6th ALCP Working Group Meeting: 2:30-4:00 p.m., MAG-Cholla Room
	12th Management Committee: ALCP Status Report*
	19th Transportation Policy Committee: ALCP Status Report*
	26th Regional Council: ALCP Status Report*
November/ December	Release ALCP project information for annual ALCP update
December	Lead Agencies and MAG Staff work on updating project information
January	7th Information due for ALCP projects in 2008-2013 for the TIP Report
	ALCP Status Report for the Transportation Review Committee*
February	8th Information due for ALCP projects in 2014-2026 for the RTP Update
	ALCP Status Reports for the Management and Transportation Policy Committees and the Regional Council*
	Transportation Review Committee recommends the TIP Report and RTP Update
March	Management and Transportation Policy Committees and the Regional Council recommend the TIP Report and RTP Update
April	Final review of updated information for FY08 ALCP by the ALCP Working Group
April/May	TIP Report and RTP Update undergo Air Quality Conformity Analysis
May	Present Draft FY2009 ALCP to the Transportation Review Committee
June	Present Draft FY2009 ALCP and FY2009 ALCP Schedule to the Management and Transportation Policy Committees and the Regional Council

* Dates are subject to change

TABLE 1
ARTERIAL STREET LIFE CYCLE PROGRAM
January - June 2007, Project Status of Projects Underway
(2006 and Year of Expenditure, Dollars in Millions, Consistent with the FY07 - February 28, 2007 ALCP)

Lead Agency & Facility	Project Requirement PO = Project Overview, PA = Project Agreement	Status S=Study, P=Pre-Design, D=Design, R=ROW, C=Const, C/O=Closed out	Regional Funding Reimbursements (Reimb.)			Total Expenditures (Exp.)		FY(s) for Reimb.	FY for Final Constr.	Other Project Information
			Programmed Reimb. FY07	Estimated Future Reimb. FY 2008-2026 (2006\$)	Reimb. To Date	Exp. through FY 2007 (YOES)	Estimated Future Exp. FY 2007-2026 (2006\$)			
CHANDLER										
Arizona Ave. at Chandler Blvd.	PO, PA	C/O		3,464		7,376	0,000	2014	2006	Project is completed.
Arizona Ave. at Elliot Rd.	PO, PA	C		3,464		5,189	0,000	2022	2006	
Arizona Ave. at Ray Rd.	PO, PA	C	3,464	0	3,464	5,192	1,394	2007	2007	Construction is 90% complete.
Chandler Blvd. at Dobson Rd.	PO, PA	D	1.32	2,144	0,018	0,336	7,349	2007-2008	2008	The study is 100% complete and design is underway.
Gilbert Rd.: Loop 202 to Queen Creek Rd. - Segment A	PO, PA	D		6,317			11,874	2022	2008	This segment has been advanced. Design will begin in FY07.
Queen Creek Rd.: Arizona Ave. to McQueen Rd. - Segment A		C		4,026				2012	2007	
Ray at Alma School Rd.	PO, PA	D	0.357	3,107			9,709	2007-2009	2009	
Ray at McClintock (NE Corner Only)	PO	D, R, C		3,464			8,603	2011	2007 & 2010	The NE corner of the project is being advanced and will be constructed in 2007. The design is underway.
GILBERT										
Vai Vista Rd.: Warner Rd. to Pecos Rd.	PO, PA	C/O	3,464	6,705	3,464	15,271	0,497	2007-2008, 2014	2006	Project Complete.
Warner Rd. at Cooper Rd.		R	1,316	2,148			5,619	2007-2008	2008	
MARICOPA COUNTY										
Dobson Rd, Gilbert Rd, McKellips Rd: Bridge over Salt River		S		42,797				2015	2015	Three ALCP Bridge Projects are being studied together.
El Mirage Rd: Jomax Rd. to Northern Ave. - All Segments		S, D		53,078				2008-2010, 2013-2018	2018	Two El Mirage Projects are being studied as a corridor.
Northern Ave.: Dysart Rd. to SR-303L - PHASE 1		P, D, R	19,016	38,766		3.5	104.4	2007-2011	2010	
MIC/MESA										
Power Rd: East Maricopa Floodway (EMF) to Galveston - Segment A		D, R	2,587	6,826			11,107	2007-2008	2008	
Power Rd: Baseline Rd to East Maricopa Floodway (EMF) - Segment B	PO, PA	D, C, R	2,684	4,552			10,000	2007-2009	2007	
MESA										
Broadway Rd.: Dobson Rd. to Country Club Dr.	PO, PA	D	0.473	6,343			14,962	2007-2009	2009	
Country Club Dr. at University Dr.	PO, PA	D		2,57			6,995	2017	2009	
Dobson Rd. at Guadalupe Rd.	PO, PA	D	0.14	2,43		0,110	3,841	2007-2009	2009	Design 30% Complete
Gilbert Rd at University Dr.	PO, PA	C		2,57			8,100	2021	2008	

Lead Agency & Facility	Project Requirement PO = Project Overview, PA = Project Agreement	Status S=Study, P=Pre-Design, D=Design, R=ROW, C=Const, C/O=Closed out	Regional Funding Reimbursements (Reimb.)			Total Expenditures (Exp.)		FY(s) for Reimb.	FY for Final Constr.	Other Project Information
			Programmed Reimb. FY07	Estimated Future Reimb. FY 2008-2026 (2006\$)	Reimb. To Date	Exp. through FY 2007 (YOES)	Estimated Future Exp. FY 2007-2026 (2006\$)			
Greenfield Rd: Baseline Rd. to Southern - Segment A	PO, PA	R	1.401	3.767			5.402	2007-2008	2008	
Greenfield Rd: Southern Rd. to University Rd. - Segment B		P	0.345	4.432				2007-2010	2010	
McKellips/Greenfield, McKellips/Higley, and McKellips/Val Vista Intersection Improvements		P	0.121	7.944		0.170	11.517	2007-2010	2010	
Southern Ave: Country Club Dr at Stapley	PO, PA	P	0.121	11.639		0.170	16.800	2007, 2009-2011	2011	
Thomas Rd: Gilbert Rd. to Val Vista Dr.		D	0.346	4.794			7.269	2007-2009	2009	
PEORIA										
Beardsley Road Project	PO	D, R		21.343			30.700	2011-2012	2009	Design is underway and reimbursement will be in Phase 2.
Happy Valley Rd: Lake Pleasant Pkwy to Terramar Blvd-Segment A and C		D, R		12.644			47.200	2022, 2024	2008	Design is underway.
Lake Pleasant Pkwy: Union Hills Dr to Dynamite Rd, 4 lane portion - Segment B	PO, PA	D, R, C	7.263	7.778	14.29	28.050	48.089	2006-2007, 2012-2013	2006	Construction is 60% complete.
PHOENIX										
Happy Valley Rd: I-17 to 35th Avenue	PO, PA	C/O		5.259		7.648		2023	2005	The Project is complete.
Happy Valley Rd: 35th Avenue to 43rd		D		2.932			2.738	2023	2009	
Happy Valley Rd: 43rd to 65th Avenue	PO, PA	D		2.539			3.111	2024	2009	
SCOTTSDALE										
SR-101L North Frontage Rd: Hayden to Scottsdale Rd-Segment A	PO	D,R,C	5.474	5.474			8.729	2007	2007	
SR-101L North Frontage Rd: Pima Rd/Princess Dr to Hayden		P,D,R	1.191	4.341				2007-2008	2007	
SR-101L South Frontage Rd: Hayden to Pima		P	0.123	12.616				2007-2010	2010	
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak - Segments A and B		D, R		30.573				2011-2015	2010	
Shea Blvd: SR-101L to SR-87 - All Segments		D,R,C		21.343				2021-2024	2008	

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

October 30, 2007

SUBJECT:

Proposed 2008 Revisions to MAG Standard Specifications and Details for Public Works Construction

SUMMARY:

The MAG Standard Specifications and Details for Public Works Construction represent the best professional thinking of representatives of several Public Works Departments and are reviewed and refined by members of the construction industry. They were written to fulfill the need for uniform rules for public works construction performed for Maricopa County and the various cities and public agencies in the county. It further fulfills the need for adequate standards by the smaller communities and agencies who could not afford to promulgate such standards for themselves. The MAG Standard Specifications and Details Committee has completed its 2007 review of proposed revisions to the MAG publication. A summary of cases is shown in Attachment One.

The summary has also been sent to MAG Public Works Directors, in addition to members of the Management Committee, for review for a period of one month. If no objections to any of the proposed revisions have been suggested within the month review time frame, then the proposed revisions will be regarded as approved and formal changes to the printed and electronic copies will be released. It is anticipated that the annual update packet will be available for purchase in early January 2008.

PUBLIC INPUT:

Development of these revisions has been achieved during open meetings of the MAG Specifications and Details Committee and has included input from several professional contractor and utility groups, private companies and private citizens.

PROS & CONS:

PROS: Approval of the latest revisions will ensure that the MAG Specifications and Details reflect the latest and best practices in public works construction appropriate for MAG agencies.

CONS: Due to the constant evolutionary change inherent in the Specifications and Details process, annual updates to the printed and electronic versions are necessary.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The MAG Specifications and Details are a series of recommendations developed over many years, principally by senior inspectors and their supervisors from many MAG agencies. These recommendations are not prescriptive, but are often adopted entirely, or in part, by MAG agencies in developing public works projects.

POLICY: In prior years, action by the MAG Public Works Committee was the only review needed prior to publication of the revisions. The MAG Public Works Committee has now been discontinued so formal review by the Management Committee is requested.

ACTION NEEDED:

Information.

PRIOR COMMITTEE ACTIONS:

MAG Specifications and Details Committee. Reviewed and provided recommendations for the cases submitted for consideration throughout 2007.

VOTING MEMBERS

Robert Herz, P.E., RLS, Maricopa County DOT,
Chairman

Jim Badowich, Avondale
Steven Borst P.E., Buckeye
David Fern, P.E., Chandler
Kelli Kurtz, Gilbert
Tom Kaczmarowski, Glendale
Troy Tobiasson, Goodyear

Gordon Haws, Mesa
Jesse Gonzales, Peoria
Jeff Van Skike, P.E., Phoenix (Street Trans.)
Jami Erickson, Phoenix (Water)
Gerald Wright, Queen Creek
Rodney Ramos, P.E., Scottsdale
Don Moseley, Surprise
James E. Bond, P.E., Tempe

ADVISORY MEMBERS

John Ashley, ACA
Brian Gallimore, AGC
Jeff Benedict, AGC
Don Green, ARPA
Don Cornilson, ARPA

Paul Nebeker, Independent
Dale Phelan, NUCA
William Ast, NUCA
Peter Kandarlis, SRP Engineering

CONTACT PERSON:

Gordon Tyus, MAG, (602) 254-6300

The following table lists the cases submitted and the recommendations as shown:

**MARICOPA ASSOCIATION OF GOVERNMENTS
SPECIFICATIONS AND DETAILS COMMITTEE
SUMMARY OF RECOMMENDATIONS FOR 2007 CASES FOR CONSIDERATION**

Case	Description	Recommended Action
06-04	Reduced Cement Content for Reinforced Concrete Pipe (RCP) Mixes	Approval
07-01	Miscellaneous Bloopers, Cases A, B, C and D	Approval
07-02	Revision/Rewrite of Asphalt Paving and Materials, Section 710 and Section 321	Carry Forward
07-03	PVC Catch Basins – New Details 535-2, 535-3, 537-2, 539-2, 542-1 through 4 and 543-1 through 5	Carry Forward
07-04	Section 631.3.5 Service Taps – Revise dielectric insulator requirements	Approval
07-05	Detail 360 – Revise to allow restrained joints	Approval
07-06	Revision to Section 104 Scope of Work	Approval
07-07	Revision to Section 109 Measurements and Payments	Approval
07-08	Revision to Section 615 Sewer Line Construction – Clarify tolerances for pipe versus trench bottom	Carry Forward
07-09	Detail 145, Safety Rail – Adding reinforcement requirement for anchor types 1, 2 and 3	Approval
07-10	Deletion of Obsolete or Unused Details 1. Delete Type 'C' from Detail 201 Pavement Section at Termination 2. Delete the Curb Warning Beacon from Detail 221 Curb and Gutter	Approval
07-11	Revision to Detail 370, Vertical Realignment of Water Mains	Carry Forward
07-12	Revision to Detail 404-2, Water & Sanitary Sewer Separation/Protection	Carry Forward
07-13	Revisions to Section 756, Fire Hydrants	Approval
07-14	Revisions to Section 505, Concrete Structures	Approval

RECOMMENDATION SUMMARY
OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
STANDARD SPECIFICATIONS AND DETAILS COMMITTEE

October 8, 2007

GENERAL INFORMATION:

Case Number:	06-04
Section/Detail:	Section 735
Title:	Reduced Cement Content for Reinforced Concrete Pipe (RCP) Mixes
Sponsor:	City of Chandler
Advisor:	David Fern

DISCUSSION:

This case proposed making revisions to Section 735 Reinforced Concrete Pipe, by using the ASTM C76 requirements for fly ash and cement and eliminating MAG changes to the minimum fly ash percentage and minimum cement content. This change would delete the prescriptive elements of the specification (Section 735.4 parts B and C) resulting in a performance based specification. Pipe performance requirements would remain unchanged.

The committee had concerns that reducing the cement content may effect pipe strength. Pipe manufacturers presented information on new mix designs that can achieve the desired strength without necessarily adding more concrete. Other concerns included strength characteristics of the pipe if not fully cured upon delivery. To ensure quality, the City of Phoenix tests all pipe prior to acceptance.

Other agencies such as ADOT and SRP presently use the mix design as provided by ASTM C76 without any modifications, and estimate that the cost reduction is about 5%-10% for the ASTM mix versus the MAG modified mix. This change would allow the MAG specification to conform to ASTM C76 industry standards.

RECOMMENDATION:

Based on the following data, the MAG Standard Specifications and Details Committee recommends approval of this case.

Submittal Date:	May 3, 2006	Vote Summary:	Affirmative:	9
Vote Date:	September 5, 2007		Negative:	2
			Abstention:	0

RECOMMENDATION SUMMARY
OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
STANDARD SPECIFICATIONS AND DETAILS COMMITTEE

October 8, 2007

GENERAL INFORMATION:

Case Number: 07-01
Section/Detail: Details 222, 510, 535 and Section 105.5
Title: Miscellaneous Bloopers, Cases A, B, C and D
Sponsor: Maricopa County Department of Transportation, City of Tempe
Advisor: Bob Herz, Jim Bond

DISCUSSION:

Case 07-01 corrected several minor drafting or typographical errors in four sub-cases:

Case A – Corrected the Catch Basin Type F wall thickness in detail 535 to match the 8” thickness noted elsewhere on the detail.

Case B – Detail 222, Corrected the Single Curb Type A height dimensions in the section view.

Case C – Section 105.5, Corrected wording in first sentence to add the missing word “site.”

Case D – Detail 510, Corrected dimension from metric to English units.

RECOMMENDATION:

Based on the following data, the MAG Standard Specifications and Details Committee recommends approval of this case.

Submittal Date:	January 3, 2007	Vote Summary:	Affirmative:	8
Vote Date:	August 1, 2007		Negative:	0
			Abstention:	0

RECOMMENDATION SUMMARY
OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
STANDARD SPECIFICATIONS AND DETAILS COMMITTEE

October 8, 2007

GENERAL INFORMATION:

Case Number: 07-02
Section/Detail: Section 321 and Section 710
Title: Revisions/Rewrite of Asphalt Concrete Pavement and Materials
Sponsor: Arizona Rock Products Association (ARPA)
Advisor: Don Green, Jeff Benedict

DISCUSSION:

The Asphalt Paving Technical Committee (APTC) proposed major revisions to Sections 321 and 710 concerning asphalt pavement and related materials. Numerous changes were proposed in terms of section formatting, making the specifications more consistent with national and regional standards, use of design mixes; revisions to aggregate and anti-stripping requirements; more consistent terminology; and modifications to mix design criteria.

This case also moves language currently in Section 710 (Materials) to Section 321 where appropriate. The APTC has received written comments from agency members and ARPA has hosted a workshop to solicit feedback from agencies.

Due to the large number of changes and highly technical nature of the case, it is recommended that this case be carried over to 2008. This will allow additional workshops, agency feedback from technical experts, and further refinement of the language in the rewritten specifications.

RECOMMENDATION:

The MAG Standard Specifications and Details Committee recommends carrying forward this case for further discussion in 2008.

Submittal Date:	February 7, 2007	Vote Summary:	Affirmative:	0
Vote Date:	No vote taken.		Negative:	0
			Abstention:	0

RECOMMENDATION SUMMARY
OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
STANDARD SPECIFICATIONS AND DETAILS COMMITTEE

October 8, 2007

GENERAL INFORMATION:

Case Number: 07-03
Section/Detail: Details 535-2, 535-3, 537-2, 539-2, 542-1 through 4, and 543-1 through 5.
Title: PVC Catch Basins – Proposed New Details
Sponsor: National Utility Contractors Association of Arizona (NUCA)
Advisor: Dale Phelan

DISCUSSION:

Currently MAG includes several details for catch basins constructed from concrete and their matching grates. Catch basins constructed using PVC pipe and other related materials have come into common use in private industry, yet the MAG specifications provide no option for their use.

Case 07-03 proposes to add a series of catch basin details constructed from PVC pipe for use in the MAG region. Feedback from the committee included questions on the strength of the material when used in public right-of-way applications as well as suggestions for better presentation of the details. A sample catch basin and grill was brought in for members to inspect, and technical specifications on its strength and materials were provided.

The sponsors were requested to more fully dimension and annotate proposed details, including dimension tolerances, material requirements, grate angle tolerances and details of the sump. It was suggested the drawings needed more revisions in order be constructed without any reference to a specific manufacturer in a manner consistent with the existing MAG concrete catch basin details. Additional changes suggested by the committee included changing references to other MAG details, inclusion of backfills and bedding depths, and including definitions for abbreviations not referenced in Section 101. This case is proposed to be carried over to 2008 to allow revisions and refinements of the proposed detail drawings.

RECOMMENDATION:

The MAG Standard Specifications and Details Committee recommends carrying forward this case for further discussion in 2008.

Submittal Date:	February 7, 2007	Vote Summary:	Affirmative:	0
Vote Date:	No vote taken.		Negative:	0
			Abstention:	0

RECOMMENDATION SUMMARY
OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
STANDARD SPECIFICATIONS AND DETAILS COMMITTEE

October 8, 2007

GENERAL INFORMATION:

Case Number: 07-04
Section/Detail: Section 631.3.5
Title: Service Taps – Revise dielectric insulator requirements
Sponsor: City of Mesa
Advisor: Kelly Jensen, Gordon Haws

DISCUSSION:

Case 07-04 proposed removing the requirement of the insulation of copper service pipe at corporation stops with dielectric insulators. This change would make Section 631.3.5 more consistent with field practices where it is generally not required. The Phoenix representative noted that the insulators were required for installations around the light rail system. However, since Metro Rail has developed its own supplemental specifications for the light rail system, it should not be a problem removing it from the MAG specifications.

The representative from Mesa proposed that a new detail showing water meter box construction could be introduced next year to further clarify the issue, but that the change in the written specification described above should be considered a separate case.

RECOMMENDATION:

Based on the following data, the MAG Standard Specifications and Details Committee recommends approval of this case.

Submittal Date:	February 7, 2007	Vote Summary:	Affirmative:	8
Vote Date:	September 5, 2007		Negative:	1
			Abstention:	2

RECOMMENDATION SUMMARY
OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
STANDARD SPECIFICATIONS AND DETAILS COMMITTEE

October 8, 2007

GENERAL INFORMATION:

Case Number: 07-05
Section/Detail: Detail 360
Title: Fire Hydrant Installation – Revise to allow restrained joints
Sponsor: City of Mesa
Advisor: Kelly Jensen

DISCUSSION:

MAG Detail 360: Fire Hydrant Installation currently shows thrust blocks as the method of supporting the hydrant system. Case 07-05 proposed adding a new note to allow the use of joint restraint systems. This would make the detail more consistent with field practices.

Members suggested several additional changes to the detail such as changing the note C.I.P. to D.I.P. (for Ductile Iron Pipe). Other proposed revisions to Detail 360 included modifying it to show the mechanical joint restrain system as in Peoria Detail PE-360-1.

The representative from Mesa proposed that the case be limited to the original proposal to add a new note allowing the use of a joint restraint system and other drafting corrections. The representative from Peoria stated that a new detail showing a wet barrel hydrant installation could be introduced next year.

RECOMMENDATION:

Based on the following data, the MAG Standard Specifications and Details Committee recommends approval of this case.

Submittal Date:	February 7, 2007	Vote Summary:	Affirmative:	12
Vote Date:	September 5, 2007		Negative:	0
			Abstention:	0

RECOMMENDATION SUMMARY
OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
STANDARD SPECIFICATIONS AND DETAILS COMMITTEE

October 8, 2007

GENERAL INFORMATION:

Case Number: 07-06
Section/Detail: Section 104, Section 102.2
Title: Revisions to Scope of Work
Sponsor: Maricopa County Department of Transportation
Advisor: Bob Herz

DISCUSSION:

Case 07-06 proposed adding a list to define the order of precedence for contract documents, and elimination of gender-specific wording in Section 104: Scope of Work. After discussion on the variations of type and terminology of special provisions within different agencies, members reviewed their internal contract documents and agreed on the terminology and the order proposed in this case.

Changes also included making revisions to Section 102.2 to have the order of precedence for bid documents match that of the contract documents.

RECOMMENDATION:

Based on the following data, the MAG Standard Specifications and Details Committee recommends approval of this case.

Submittal Date:	March 7, 2007	Vote Summary:	Affirmative:	13
Vote Date:	September 5, 2007		Negative:	0
			Abstention:	0

RECOMMENDATION SUMMARY
OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
STANDARD SPECIFICATIONS AND DETAILS COMMITTEE

October 8, 2007

GENERAL INFORMATION:

Case Number: 07-07
Section/Detail: Section 109
Title: Revision to Measurements and Payments
Sponsor: Maricopa County Department of Transportation
Advisor: Bob Herz

DISCUSSION:

Case 07-07 proposed several changes to Section 109 including: clarification of language when duplicate Weighmaster's Certificates are to be provided to the Engineer, clarification on payment rate calculations, and adding references to state statutes that govern retention requirements for alternative procurement delivery methods.

Members remarked that including a specific payment rate factor will require MAG to update the standard anytime ADOT makes changes and suggested the wording be modified so that the section references the current rate factor without specifying a number. Further research determined that the rate has not changed and so it was decided to leave the payment rate in the specification to save users from additional reference.

RECOMMENDATION:

Based on the following data, the MAG Standard Specifications and Details Committee recommends approval of this case.

Submittal Date:	March 7, 2007	Vote Summary:	Affirmative:	8
Vote Date:	August 1, 2007		Negative:	0
			Abstention:	0

RECOMMENDATION SUMMARY
OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
STANDARD SPECIFICATIONS AND DETAILS COMMITTEE

October 8, 2007

GENERAL INFORMATION:

Case Number: 07-08
Section/Detail: Section 615
Title: Revision to Section 615 Sewer Line Construction – Clarify tolerances for pipe versus trench bottom.
Sponsor: Town of Queen Creek
Advisor: Gerald Wright

DISCUSSION:

Case 07-08 proposed to clarify language for pipe and grade tolerances. Presently, Section 615 gives trench bottom grade tolerances, but does not specify pipe flow line tolerances. With the use of closed circuit T.V. inspection it is possible to make direct measurements inside the pipe. Use of trench grade tolerances could result in pipe flow problems if pipe is set to the same grade ranges.

The proposed addition included a paragraph describing water ponding tolerances inside sewer pipe as measured by video inspection. The committee agreed that there is a need for this case since there is no standard for present field practices using video inspection of pipes. Advisory members explained the necessity for more work on the proposed changes since they do not address equipment calibration or technician qualifications, nor is there uniform agreement on the proposed tolerance limits. There was general agreement that video-based tolerances were also needed for manholes and pipe inverts.

To address these outstanding issues, the committee agreed to carry over this case to next year.

RECOMMENDATION:

The MAG Standard Specifications and Details Committee recommends carrying forward this case for further discussion in 2008.

Submittal Date:	May 2, 2007	Vote Summary:	Affirmative:	0
Vote Date:	No vote taken.		Negative:	0
			Abstention:	0

RECOMMENDATION SUMMARY
OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
STANDARD SPECIFICATIONS AND DETAILS COMMITTEE

October 8, 2007

GENERAL INFORMATION:

Case Number: 07-09
Section/Detail: Detail 145
Title: Revision to Safety Rail
Sponsor: Maricopa County Department of Transportation
Advisor: Bob Herz

DISCUSSION:

Case 07-09 proposed adding notes and revising connection details for the use of rail anchor types 1, 2 and 3 on Detail 145: Safety Rail. This detail is improperly being used to add railings on top of non-reinforced or singularly reinforced headwalls and wing walls where the anchorage fails due to concrete breakout. It was suggested that the anchorage details be revised to show the anchors embedded in reinforced concrete inside the steel cage.

To avoid confusion in the field, notes were added to clarify that the railing was not to be used on non-reinforced or singularly reinforced walls such as standard MAG headwalls.

Detail 145 was revised to add the appropriate notes and to more clearly show the steel reinforcement and wall thickness for anchorage details types 1, 2 and 3.

RECOMMENDATION:

Based on the following data, the MAG Standard Specifications and Details Committee recommends approval of this case.

Submittal Date:	June 2, 2007	Vote Summary: Affirmative:	12
Vote Date:	September 5, 2007	Negative:	0
		Abstention:	0

RECOMMENDATION SUMMARY
OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
STANDARD SPECIFICATIONS AND DETAILS COMMITTEE

October 8, 2007

GENERAL INFORMATION:

Case Number: 07-10
Section/Detail: Detail 201, Detail 221
Title: Deletion of Obsolete or Unused Details
Sponsor: Maricopa County Department of Transportation
Advisor: Bob Herz

DISCUSSION:

Case 07-10 proposed the deletion of obsolete or unused details including:

1. Delete Type 'C' from Detail 201 Pavement Section at Termination. The use of a redwood stake as a pavement termination is no longer standard practice.
2. Delete the Curb Warning Beacon from Detail 221 Curb and Gutter. This detail is no longer being used by any jurisdiction.

RECOMMENDATION:

Based on the following data, the MAG Standard Specifications and Details Committee recommends approval of this case.

Submittal Date:	June 2, 2007	Vote Summary:	Affirmative:	13
Vote Date:	September 5, 2007		Negative:	0
			Abstention:	0

RECOMMENDATION SUMMARY
OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
STANDARD SPECIFICATIONS AND DETAILS COMMITTEE

October 8, 2007

GENERAL INFORMATION:

Case Number: 07-11
Section/Detail: Detail 370
Title: Vertical Realignment of Water Mains
Sponsor: City of Peoria
Advisor: Jesse Gonzales

DISCUSSION:

Case 07-11 proposed including an option for realignment of a ductile iron mechanical joint in MAG Detail 370 by adding notes: *One continuous joint of pipe 20' (18' nominal) with bell cut off or equivalent pipe to be used at undercrossing between 45s; and Joints shall be restrained back from 45s per MAG 303-1 and 303-2 or sealed restraint calculations will be required.*

The committee discussed lengths required for retrofit projects, use of both joint restraints and thrust blocks, and minimum clearances for sewer crossings.

Upon the request of the sponsor, the committee agreed to carry this case forward to next year.

RECOMMENDATION:

The MAG Standard Specifications and Details Committee recommends carrying forward this case for further discussion in 2008.

Submittal Date:	June 6, 2007	Vote Summary:	Affirmative:	0
Vote Date:	No vote taken		Negative:	0
			Abstention:	0

RECOMMENDATION SUMMARY
OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
STANDARD SPECIFICATIONS AND DETAILS COMMITTEE

October 8, 2007

GENERAL INFORMATION:

Case Number: 07-12
Section/Detail: Detail 404-2
Title: Revision to Water and Sanitary Sewer Separation/Protection
Sponsor: City of Peoria
Advisor: Jesse Gonzales

DISCUSSION:

Case 07-12 proposed adding language to clarify the location of pipe and joint restraints to insure that fittings/couplings do not fail and create cross-contamination between sewer and water line crossing.

It was proposed to revise Detail 404-2: Water and Sanitary Sewer Separation/Protection to more accurately show and note that pipe joints are 20' (18' nominal) apart, and that the pipes are shown properly restrained outside of the restricted zone.

The committee noted that both new and retrofit work still need to be addressed.

Upon the request of the sponsor, the committee agreed to carry this case forward to next year to provide additional review and detail drawing updates.

RECOMMENDATION:

The MAG Standard Specifications and Details Committee recommends carrying forward this case for further discussion in 2008.

Submittal Date:	June 6, 2007	Vote Summary:	Affirmative:	0
Vote Date:	No vote taken		Negative:	0
			Abstention:	0

RECOMMENDATION SUMMARY
OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
STANDARD SPECIFICATIONS AND DETAILS COMMITTEE

October 8, 2007

GENERAL INFORMATION:

Case Number: 07-13
Section/Detail: Section 756
Title: Revision to Fire Hydrants
Sponsor: City of Phoenix
Advisor: Jami Erickson

DISCUSSION:

Case 07-13 proposed to modify Section 756 by providing performance criteria that will reduce maintenance and operation issues with fire hydrants. The result of these revisions will be to reduce the number of fire hydrant types that would be allowed.

A presentation was provided to the committee describing the City of Phoenix fire hydrant maintenance program and the need to better standardize equipment.

The revised specification incorporates requested modifications including: the option of agencies to have their own approved product list, maintenance requirements allowing work to be done without removing the entire upper barrel section, burial depth requirements, and 304 stainless steel nut and bolt requirements. It was agreed that the wording would be changed so that hydrants would be suitable for installation in a 42 to 66 inch depth of bury.

The revised Section 756 was re-titled to include only dry barrel fire hydrants. A future case could be presented for the wet barrel option.

RECOMMENDATION:

Based on the following data, the MAG Standard Specifications and Details Committee recommends approval of this case.

Submittal Date:	July 11, 2007	Vote Summary:	Affirmative:	9
Vote Date:	October 3, 2007		Negative:	0
			Abstention:	1

RECOMMENDATION SUMMARY
OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
STANDARD SPECIFICATIONS AND DETAILS COMMITTEE

October 8, 2007

GENERAL INFORMATION:

Case Number: 07-14
Section/Detail: Sections 101-2, 105-2, 206 and 505
Title: Concrete Structures
Sponsor: Maricopa County Department of Transportation
Advisor: Bob Herz

DISCUSSION:

Case 07-14 proposed to modify Section 505: Concrete Structures to incorporate the supplement used by Maricopa County. Additional changes to Sections 101.2, 105.2 and 206 will result from the proposed changes to Section 505.

Section 505

1. Define MINOR STRUCTURES as structures that may be cast-in-place or furnished as precast units.
2. Defines construction tolerances.
3. Bending of reinforcing steel is revised to reference the AASHTO LRFD Bridge Construction Specifications.
4. Adds new section to define placement and anchorage requirements for Dowels.
5. Requires certification of falsework by the Contractor's Professional Engineer.
6. Addresses Bridge Deck Joint Assemblies.
7. Adds a MEASUREMENT section and expands the payment section. Revisions to the following sections are included in this case due to references from proposed revisions of section 505:

101.2 DEFINITIONS AND TERMS

– Added definition for Professional Engineer

105.2 PLANS AND SHOP DRAWINGS

– Adds the requirement that shop drawings for temporary support structures be sealed by a professional engineer.

206 STRUCTURE EXCAVATION AND BACKFILL (Revised 9/17/2007)

– Defines structural backfill requirements based on conditions of use.

– Allows structural excavation and structural backfill to be pay items and defines criteria for measurement and payment.

RECOMMENDATION:

Based on the following data, the MAG Standard Specifications and Details Committee recommends approval of this case.

Submittal Date:	July 11, 2007	Vote Summary:	Affirmative:	8
Vote Date:	October 3, 2007		Negative:	0
			Abstention:	3

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

October 30, 2007

SUBJECT:

Update to the Arterial Life Cycle Program Policies and Procedures

SUMMARY:

The Arterial Life Cycle Program (ALCP) is a key part of Proposition 400 and represents more than \$1.6 billion of regional investment over the next 20 years. The ALCP Policies and Procedures provide guidance to MAG and to MAG member agencies to ensure that the program is implemented in an efficient and effective manner. Revisions are now required to the ALCP Policies and Procedures that were approved by the MAG Regional Council on December 13, 2006. The proposed revisions include a new section on Regional Area Road Fund (RARF) closeout policies and other minor technical refinements.

MAG staff and the ALCP Working Group met on September 6, 2007 to discuss and develop the suggested technical changes to the December 13, 2006 ALCP Policies and Procedures. A draft version of the suggested changes was disseminated via email to the ALCP Working Group for additional review and comments.

The section on the ALCP RARF closeout establishes policies for determining the availability of funds used in the ALCP RARF closeout process, project eligibility requirements and deadlines, and the prioritization of eligible projects that may receive ALCP RARF closeout funds.

The technical refinements to the ALCP Policies and Procedures include certifying the revenues and regional reimbursement costs in the ALCP Report, removing the requirement for QA/QC meetings, and modifying the inflation factor used for ALCP calculations.

Text added to the approved December 13, 2006 ALCP Policies and Procedures is in **bold underline**. Text removed from the December 13, 2006 ALCP Policies and Procedures is noted in **~~bold-strikeout~~**.

PUBLIC INPUT:

There was no public comment at the October 25, 2007 Transportation Review Committee.

PROS & CONS:

PROS: Once the changes to the ALCP Policies and Procedures are approved, MAG staff may reimburse jurisdictions for completed projects with funds programmed for reimbursement. If not approved, MAG staff and involved jurisdictions will not have complete policies and procedures to address programmed funds unused by the end of the given fiscal year.

CONS: There are no cons to approving the proposed changes to the December 13, 2006 ALCP Policies and Procedures.

TECHNICAL & POLICY IMPLICATIONS:

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

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 December 13, 2006 ALCP Policies and Procedures.

PRIOR COMMITTEE ACTIONS:

Transportation Review Committee recommended approval of the proposed changes to the ALCP Policies and Procedures on October 25, 2007.

MEMBERS ATTENDING

- Maricopa County: Mike Sabatini for John Hauskins
- * ADOT: Dan Lance
- Avondale: David Fitzhugh
- # Buckeye: Scott Lowe
- Chandler: Patrice Kraus
- El Mirage: Lance Calvert for B.J. Cornwall
- Fountain Hills: Randy Harrel
- * Gila Bend: Lynn Farmer
- * Gila River: David White
- * Gilbert: Tami Ryall
- Glendale: Terry Johnson
- Goodyear: Cato Esquivel
- Guadalupe: Jim Ricker
- * Litchfield Park: Mike Cartsonis
- Mesa: Scott Butler for Jim Huling
- Paradise Valley: Robert M. Cicarelli
- Peoria: David Moody
- Phoenix: Tom Callow
- # Queen Creek: Mark Young
- RPTA: Bob Antila for Bryan Jungwirth
- Scottsdale: David Meinhart for Mary O'Connor
- Surprise: Randy Overmyer
- # Tempe: Carlos de Leon
- Valley Metro Rail: John Farry

EX-OFFICIO MEMBERS ATTENDING

- *Regional Bicycle Task Force: Randi Alcott
- *Street Committee: Darryl Crossman
- *Pedestrian Working Group: Eric Iwersen
- *ITS Committee: Alan Sanderson

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

CONTACT PERSON:

Christina Hopes, Transportation Planner II, 602.254.6300, chopes@mag.maricopa.gov

ARTERIAL LIFE CYCLE PROGRAM
POLICIES AND PROCEDURES



Update to the December 13, 2006

MARICOPA ASSOCIATION OF GOVERNMENTS

PLEASE NOTE:

Text added to the DRAFT Policies are **bold underlined**
Text removed from the DRAFT Policies are **~~bold~~ ~~strikeout~~**
Sections that have been relocated will mention the section's
previous location below in parentheses.

For Example:

Section 260

(Previously Section 250)

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BACKGROUND

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

The Policies and Procedures were developed in coordination with the Transportation Review Committee in workshops held in 2004 and early 2005 and are consistent with the requirements in House Bill 2456, passed in 2004 in association with the development of the Regional Transportation Plan (RTP) and Proposition 400. The Transportation Policy Committee reviewed and recommended the Policy and Procedures for approval on June 21, 2006. The Regional Council approved the Policies and Procedures on June 28, 2006.

The ALCP relies upon two main elements:

1. Policies, which provide direction to decisions and processes, in conjunction with procedures, which specify the steps needed to implement these specified policies; and,
2. Project Agreements (PA), which 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 the means to track Project implementation against requirements established in the RTP and the ALCP; and,
 - c. Be administratively simple.
2. Fiscal Integrity: Ensure the fiscal integrity of the regionally funded arterial component of the RTP. In support of this objective, the Program should:
 - a. Establish comprehensive financial and reporting requirements for each Project; and
 - b. Coordinate with the RTP and the other modal programs on key financial, accounting and reporting policies, procedures and practices.
3. Accountability: Provide the means to track and ensure effective and efficient Project implementation. In support of this objective, the Program should:
 - a. Employ comprehensive Project Agreements, or other legal instruments, that detail agency roles and responsibilities in the implementation of specific Projects; and
 - b. Provide the means within each Project Agreement, Project Overview and Project Reimbursement Request to track Project implementation, performance and successful completion of individual Projects and the Program.
4. Transparency: Provide members of the public, elected officials, stakeholders, participating agencies and others with ready access to information on the Program and on each Project. In support of this objective, the Program should:
 - a. Include substantial public and stakeholder consultation as part of the implementation process for each Project; and
 - b. Require that material 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 the eligibility requirements specified in Section 300, the Project regional reimbursement is fiscally constrained, and the reimbursement is in the original RTP phase.

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

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

- A. The requirements established in this document are limited to arterial street 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:
 - 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

- A. **Prior to the beginning of each fiscal year, the Arterial Life Cycle Program Report will be approved through the MAG Committee Process.**
 - 1. 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.
 - 2. **It will also certify the revenues and regional reimbursement costs in the ALCP.**
 - 3. MAG will 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 other documents.
- B. The ALCP Status Report will provide the MAG committee members an update on all Project requirements and ALCP financial information.
- C. Audits – All participating agencies must cooperate and provide requested information, if available, as part of the performance audit to be conducted by the Auditor General beginning in 2010, and every fifth year thereafter. ARS: 28-6313.A.
 - 1. All participating agencies will provide information to meet the minimum requirements for the audit report by way of the Project Overview and Project Reimbursement Request.

SECTION 130: MAG COMMITTEE PROCESS

- A. The MAG Committee Process is defined in Appendix A – Glossary and Acronyms.
- B. Final decisions regarding the ALCP rest with the MAG Regional Council with recommendations from the Transportation Review Committee (TRC), MAG Management Committee and the Transportation Policy Committee (TPC). Variations to the MAG Committee Process may be applied. These include, but are not limited to:

1. Other committees, including MAG modal committees, MAG Street Committee, and the MAG ITS Committee, or bodies outside this process may consider and advise on the same item; and
2. Consultation with the Citizens Transportation Oversight Committee (CTOC), which will be conducted as appropriate and consistent with requirements in ARS: 28-6356(F) & (G).

C. The MAG Committee Process will apply for the:

1. Approval of amendments to the ALCP Policies and Procedures;
2. Adoption of the Arterial Life Cycle Program;
3. Approval of amendments to the ALCP, TIP, and RTP; and,
4. Approval of administrative adjustments to the ALCP.

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) and the approved MAG Transportation Improvement Program (TIP) before they may be implemented or reimbursed.
- C. Programming of Projects funded by the ALCP must be consistent with the ALCP Program and the ALCP Policies and Procedures.
 1. Initially, Projects will be programmed based on the regional funding specified in the RTP plus local match contributions, as well as scopes and termini as described in the RTP.
 - a. In order to support the development of Project Agreements that include a scope and schedule for each Project, programming of each ALCP Project shall include a separate scoping or design phase that precedes right-of-way acquisition and construction, unless otherwise agreed to by MAG. Environmental clearances may be funded as part of the scoping or design phase.
 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 upon 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), then Project B may be accelerated to expend the maximum amount of committed federal funds in the ALCP that year. It is the ALCP's goal to expend the maximum amount of committed STP-MAG and CMAQ funds for a given year in the ALCP.
 - a. Projects programmed to receive federal funds can be accelerated from one phase to another to use federal funds. This does not pertain to Projects programmed to receive RARF funds.
 - b. If a Project is programmed to receive both, federal and RARF, funds, the portion of the Project that is programmed to receive federal funds may be accelerated. The portion of the Project programmed to receive RARF funds cannot be accelerated from one phase to another.
 - c. MAG staff will work with the Lead Agency on the Project's new schedule and reimbursement matters.

SECTION 210: UPDATING ALCP PROJECTS IN THE ALCP

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

SECTION 220: TYPES OF ALCP PROJECT UPDATES

- A. Projects may be advanced by the Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement, who must pay the costs of advancing the Project and wait for reimbursement from the Program in the fiscal year the Project or Projects are scheduled in the ALCP to receive regional funds. To do so, it is required that:
 - 1. In advancing a Project, the Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement must bear all costs and risks associated with advance design, right-of-way acquisition, construction and any related activities for ALCP Projects.
 - 2. Financing costs and any other incremental costs associated with the advancement are not eligible for reimbursement.
 - 3. The reimbursement for the advanced Project must be in the currently approved programmed ALCP.
 - a. Reimbursement for a Project will be the amount listed, plus inflation to the year the Project is programmed for reimbursement in the ALCP.
 - i. **MAG Staff will use inflation factors as noted in Section 240.**
 - 4. The Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement may request to revert to the original Project schedule as long as all non-recoverable costs incurred or committed are paid for by the Lead Agency and/or other agency(ies)/jurisdiction(s) listed in the Project Agreement, and there are no other unacceptable adverse impacts associated with the reversion.
 - 5. For Projects advanced as segments of a larger RTP Project, the amount of regional reimbursement will be determined following the completion of the process for segmenting Projects and must be specified in the Project Overview and Project Agreement.
 - 6. Upon completion of an advanced Project, all Project Reimbursement Requests must be submitted to MAG. Reimbursement payments will follow the schedule established in the Project Agreement and Project Overview.
- B. An ALCP Project has the option of segmenting an original RTP Project as long as the resulting Project would provide for the completion of the original Project as specified in the RTP.

1. A Design Concept Report or equivalent **will may** be used to determine major Project elements within each jurisdiction and to develop recommendations for budget allocations.
- C. Projects may be deferred at the request of the Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement and/or MAG.
1. If a Project is deferred, other Projects will be moved in priority order at that time, taking into account: Project readiness, local match available and funding source preferences.
- D. A Lead Agency may exchange two Projects in the ALCP if:
1. Project 1 is deferred from Phase I, II or III to Phase II, III, or IV, AND Project 2 is advanced from Phase II, III or IV to Phase I, II, or III.
 2. When Projects are exchanged, the advanced Project 2 may receive regional reimbursement up to the maximum of the budgeted reimbursement amount of Project 1 or the maximum budget of Project 2, whichever is less.
 3. Funding for all Projects involved in a Project exchange must be documented for the ALCP Program both before and after the proposed exchange in order to demonstrate that there will be no negative fiscal impact on the ALCP.
- E. If an original ALCP Project is deemed not feasible, a substitute Project may be proposed for substitution in the same jurisdiction as the original Project.
1. The Lead Agency must submit a written request to MAG. The written request must include justification, such as a feasibility study, level of service justification, or other documents explaining why the Project is deemed not feasible, and the description of steps to overcome any issues related to deleting the original Project from the ALCP and RTP.
 - 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 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 Lead Agency must submit a written request to MAG. The written request must include justification, such as a feasibility study, level of service justification, or other documents explaining why the change to the original Project is required, and the description of steps to overcome any issues related to changing the original scope of the ALCP Project.
 - a. MAG Staff will work with jurisdictions on a case-by-case basis to ensure proper justification.
 2. The scope change should relieve congestion and improvement mobility in the same area addressed by the original planned Project, if possible.
- 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, will be required, as appropriate.
 - 1. Proposed amendments that in whole or in part negatively impact Projects in the TIP, RTP and/or ALCP, may not be approved.
 - 2. Amendments are subject to approval through the MAG Committee Process on a case-by-case basis.
 - a. The TIP Amendment process is conducted on a quarterly basis.
 - 3. The Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement must agree to the proposed changes.
- B. The Lead Agency listed in the Project Agreement, typically initiates the amendment process by making a written request to MAG.
 - 1. If an amendment is approved by MAG, corresponding amendments are required for the appropriate programs.
 - 2. The request must explain the need for the Program or Project change outside of the annual ALCP update schedule.
 - a. The request must specifically address and justify the proposed changes in scope, budget or schedule relating to:
 - i. Project length;
 - ii. Through lane capacity;
 - iii. Facility location or alignment;
 - iv. All other key Project features;
 - v. Potential negative impacts to other RTP Projects, including freeway/highway, arterial, public transportation or other mode Projects;
 - 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; and,
 - 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

- A. The original Project budgets listed in the 2003 approved RTP were expressed in 2002 dollars. The annual update of the ALCP requires that the remaining budget of ALCP Projects be carried forward to the next year and adjusted to account for the past year's inflation.
- B. The regional funding specified in the original RTP for a Project will be adjusted annually for inflation based on the All Items United States Consumer Price Index (CPI), All Urban Consumers

1. Information on the inflation factors is located on the US Department of Labor, Bureau of Labor Statistics website at <http://www.bls.gov/cpi>, under 'Get Detailed CPI Statistics.' The specific series used for calculating inflation is All Urban Consumers (Current Series), West Region All Items, 1982-84=100 - ~~CUUR0000SA0~~ CUUR0400SA0.

- a. The inflation rate is calculated using the month of March ~~base year 2002~~ of the previous year and March of the current year.

SECTION 250: ALCP ADMINISTRATIVE ADJUSTMENT

- A. An administrative adjustment will adjust the ALCP regional reimbursement Project budgets in the current and later fiscal years of the ALCP due to actual Project expenditures and regional reimbursements.
 1. Administrative adjustments do not require a Program or Project amendment because the adjustment does not qualify as a Project Update (Section 220) and does not cause a negative fiscal impact to the current fiscal year.
 2. Regional reimbursement budgets cannot be moved from a later fiscal year to an earlier fiscal year in an administrative adjustment. This would require an amendment.
- B. An administrative adjustment is needed when:
 1. Project expenditures for a Project work phase or a Project segment are lower than the estimate, causing the 70% regional reimbursement to be less than the amount programmed in the current ALCP.
 2. The remaining regional reimbursement funds may be moved within the original Project, to another work phase or a Project Segment that is programmed in that fiscal year or a later fiscal year.
- C. At that time, the ALCP and Project budgets will be adjusted to reflect the remaining Project funds.
- D. Administrative Adjustments may occur each fiscal quarter. Changes will be reported in the ALCP Status Report, and the ALCP will be reprinted.
- ~~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: ALCP RARF CLOSEOUT

[NEW SECTION! USE OF SURPLUS OR DEFICIT PROGRAM FUNDS (Previously Section 260) has been moved to Section 270.]

- A. Annually, MAG Staff will determine the availability of RARF funds to be used for the ALCP RARF Closeout by April 15th.
 1. MAG Staff will demonstrate the fiscal constraint of the ALCP with proposed ALCP RARF Closeout options.
 2. A Project or Project segment in the ALCP may not be adversely impacted, delayed, reduced or removed as a result of the reimbursement of RARF funds in the Closeout process to another Project, portion or segment.
 3. Lead Agencies and other agency(ies)/jurisdiction(s) listed in a Project Agreement that receive RARF Closeout funds will not be liable to reimburse the RARF funds to the Program if a Program deficit occurs in the future.

- B. The ALCP RARF Closeout Process will begin at the April TRC and continue through the MAG Committee process in May, one month before the annual update of the ALCP.**
- C. To be considered for reimbursement with RARF Closeout funds, a Project must have completed the following Project Requirements: Project Overview, Project Agreement, and Project Reimbursement Request.**
- 1. All three requirements must be completed and accepted by June 1st.**
 - 2. The Project or Project segment must be completed/closed out.**
- D. The determination and allocation of ALCP RARF Closeout funds for eligible completed projects will be made according to the following priorities (in sequential order):**
- 1. Projects scheduled for reimbursement in the next fiscal year;**
 - 2. All other Projects according to the chronological order of the programmed reimbursements**

**SECTION 270: USE OF SURPLUS OR DEFICIT PROGRAM FUNDS
[PREVIOUSLY LISTED AS SECTION 260]**

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

III. PROJECT DETAILS

SECTION 300: LEAD AGENCIES

[PREVIOUSLY LISTED AS SECTION 400]

- A. A Lead Agency must be identified for each ALCP Project in the RTP.
 - 1. The Lead Agency is expected to be a MAG member agency.
 - 2. One Lead Agency per Project will be accepted. For segmented Projects, please refer to Section ~~400~~ 300(D)(b).
 - 3. The designation of a Lead Agency for each Project will be accomplished through the signed Project Agreement with MAG.
- B. The Lead Agency is responsible for all aspects of Project implementation, including, but not limited to, Project management, 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 generally to use accepted financial and project management policies, practices and procedures in the use of funds received from the ALCP and in the implementation of the ALCP Project.
- C. Projects in One Jurisdiction
 - 1. If a Project falls entirely within one jurisdiction, then that jurisdiction is expected to be the Lead Agency.
 - a. If there is change in jurisdictions due to annexation that affects a Project, the Lead Agency designated at the time of Project implementation will continue to serve as the Lead Agency.
 - 2. An alternative agency may be specified as the Lead Agency if the local jurisdiction in which the Project is located agrees.
 - a. An agreement between the local jurisdiction and the Lead Agency must be documented in writing between the respective Town/City Managers, County/Community Administrator or designees.
 - b. A copy of that written agreement must be provided to MAG.
- D. Projects in Multiple Jurisdictions
 - 1. In cases where the RTP Project is located in more than one jurisdiction, the Project may be implemented as either:
 - a. One Project with a single Lead Agency as agreed to by the agency(ies)/jurisdiction(s) listed in the Project Agreement.
 - i. The agreement to this effect between the local jurisdictions and the Lead Agency must be documented in writing between the respective Town/City Managers, County/Community Administrator or designees in a Memorandum of Understanding (MOU) and/or an Intergovernmental Agreement (IGA).
 - A The agreement will be used to explain multi-jurisdictional roles, responsibilities 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 310: ALCP PROJECT BUDGETS
[PREVIOUSLY LISTED AS SECTION 410]

- A. The regional funding for each ALCP Project as specified in the RTP establishes the maximum amount payable from regional funds for that Project.
 - 1. Every payment obligation of MAG under the RTP, ALCP and any Project Agreement or related legal agreement is conditional upon the availability of funds appropriated or allocated for the payment of such obligation.
 - 2. The ALCP budget and timeline may change to account for surplus or deficit Program funds.
- B. The budget for each ALCP Project:
 - 1. Is limited to the regional contribution amount specified in the ALCP for the Project, or 70% of the total Project expenditures, whichever is less; and,
 - 2. Will be established in the Project Agreement and Project Overview.
 - 3. The Lead Agency is responsible for all of the Project costs over the regional contribution and, if applicable, will need to work with the other agency(ies)/jurisdiction(s) listed in the Project Agreement to cover those costs.
- C. Credits for local match requirements are not transferable between Projects.

SECTION 320: PROJECT ELIGIBILITY
[PREVIOUSLY LISTED AS SECTION 300]

- A. To be funded or constructed under the ALCP Program, Projects must:
 - 1. Have a scope, budget (including amounts of regional funding and local match contributions) and a schedule consistent with the Project as included in the RTP, ALCP, and as appropriate, the TIP. In addition, Projects must be consistent with federal requirements, where applicable.
 - 2. Be considered new in keeping with voter expectations, and as such:
 - a. Cannot include costs for any pre-existing, programmed or planned element or improvement that is not part of the specific improvement Project described or included in the RTP as of November 25, 2003 or later.
 - b. Cannot have started design, acquired right-of-way or started construction before the date specified in Section ~~340~~ 430 or the date of the Project addition to the RTP.
- B. Facilities eligible for improvements under the ALCP include:
 - 1. Major arterials as defined in Appendix A. Major arterials include:
 - a. Roadway facilities on the regional arterial or mile arterial grid system;
 - b. Roadway facilities that connect freeways, highways or other controlled access facilities; and,

- c. Other key arterial corridors.
- 2. Intersections of eligible major arterials.
- C. All Projects must be designed to the standards agreed to by the designated local jurisdictions and the Lead Agency established in the Project Agreement.
 - 1. The agreed standards, which may be higher than the standards used in the local jurisdiction(s), must be specified or referenced in the Project Agreement.
 - 2. Standards for multi-jurisdictional Projects should be consistent to the extent feasible.
- D. Reimbursable items for regionally funded Projects are limited to:
 - 1. Design, right-of-way and construction, as required in ARS: 28-6304(C)(5) and ARS: 28-6305(A). Design Concept Reports, planning studies and related studies, such as environmental and other studies, are also eligible.
 - 2. Capacity Improvement Projects.
 - 3. Safety Improvement Projects.
 - 4. Projects or components directly related to capacity and safety improvements, including:
 - a. Intelligent Transportation Systems (ITS);
 - b. Signals;
 - c. Lighting;
 - d. Transit stops and pullouts, as well as queue jumper lanes, for example, for bus rapid transit;
 - e. Bicycle/pedestrian facilities integral to the roadway, including wide sidewalks separated from curbs;
 - f. Utility relocations, including under grounding of utility lines where required for safety or other reasons relating to function, and not purely for aesthetic reasons, and not otherwise considered an enhancement;
 - g. Drainage improvements for the Project (with limitations), such as retention basins required for the Project that would not normally be handled through County or other drainage funds, within reasonable limits (and generally not exceeding typical practice for the local jurisdiction);
 - h. Landscaped medians, shoulders, and other improvements within reasonable limits (and generally not exceeding typical practice for the local jurisdiction);
 - i. Reconstruction Projects, as identified in or supported by the RTP and as specified in Project Agreements, for eligible Project elements;
 - j. Access management;
 - k. Rubberized asphalt and concrete paving;
 - l. Staff time directly attributable to Project; and,
 - m. 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 a similar study, Projects, Project components or other costs that are not reimbursable from the ALCP include:

1. Enhancement Projects or enhancement components of Projects.
 - a. If a Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement request an enhancement to a Project funded in the ALCP, the local jurisdiction and/or Lead Agency shall pay all costs associated with the enhancement.
 2. Right-of-way not used by the ALCP Project, with potential exceptions on a case-by-case basis for land that is identified by the Lead Agency and/or the local jurisdiction or jurisdictions as not marketable for sale.
 3. Any Project or Project element that exceeds the reasonable limits or typical practice for the local jurisdiction in which the Project or Projects are located.
 4. Administrative overhead costs by the Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement that are not attributed to the Project.
 5. Other expenses, such as bad debts, 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; or
 2. Third party contributions, which must have supporting documentation. Third party contributions will be taken at market value at the time of the donation and mutually agreed upon between the Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement and MAG.
- H. Determining the value of third party contributions:
1. The jurisdiction's real estate department will value and appraise any right-of-way given to a Project by a developer.
 2. Costs related to the construction of a road must be documented and certified for the value of the road by the authorized representative of the jurisdiction. To do so, a jurisdiction shall do the following in priority order:
 - a. First, work with the developer(s) to turn in cost documentation related to the road improvement as soon as a jurisdiction is aware the improvement is being made to an ALCP Project, even if the ALCP Project is not scheduled for construction or reimbursement until a later date. If this cannot be done, then;
 - b. Second, generate cost figures from known developer fees, final construction documents, as-built documents, et cetera. If this cannot be done, then;
 - c. Third, use cost figures from the actual ALCP Project construction bid for a cost per unit figure, which then could be applied the developer contribution to generate a total cost. If this cannot be done, then;
 - d. Fourth, use cost figures from a similar Project in location, size, and scope, which then could be applied to the developer contribution to generate a total cost.
 3. MAG Staff will review the valuation method and documentation for quality assurance purposes.
 4. All documents used to determine the value of third party contributions shall be kept in accordance with Section ~~330A-6~~ 320H.

- I. The Project Overview for each Project must identify all Project components for which reimbursement of the regional share is sought from the ALCP, including the components of the Project that will be funded locally or by third parties.
- J. The MAG Committee Process has the final determination on the eligibility of any Project or Project component for reimbursement from the ALCP Program.

**SECTION 330: ELIGIBLE COSTS FOR REIMBURSEMENT
[PREVIOUSLY LISTED AS SECTION 420]**

- A. Reimbursable expenditures are limited to ALCP Projects meeting the requirements set forth in Section ~~320 300~~ (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 it is part of the annual closeout of RARF funds per Section 260**, or there are surplus program funds, Section ~~270 120~~.
- C. Each ALCP Project shall 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 is 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.
 - 3. 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.
 - 4. 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 ~~330 420~~-(A) and (B) may be eligible as credit toward matching costs if the requirements specified in Section ~~340 430~~ (Eligible Prior Right-of-Way Acquisition and/or Work for Reimbursement) and Section ~~320 300~~ (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 for 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 350.

**SECTION 340: ELIGIBLE PRIOR RIGHT-OF-WAY ACQUISITION AND/OR WORK FOR REIMBURSEMENT
[PREVIOUSLY LISTED AS SECTION 430]**

- A. Prior right-of-way acquisitions and/or work that is part of a designated ALCP Project are eligible for reimbursement if:
 - 1. Specified in a Project Agreement and/or Project Overview.
 - 2. Purchased/completed after November 1, 2002, for design, environmental and related planning studies and right-of-way acquisition.
 - 3. Completed construction and related activities after November 25, 2003.
- B. Eligible prior right-of-way acquisition and/or work is limited to ALCP Projects scheduled or programmed for completion in Phase I of the RTP (which ends June 30, 2010), including ALCP Projects accelerated or advanced from later phases.
- C. Reimbursements for prior right-of-way acquisition and/or work will be payable only to the agency that paid for the right-of-way acquired and/or work, unless that agency assigns the payment to another party or other terms are developed in the Project Agreement for the ALCP Project.
- D. The Project Overview will identify, as appropriate, the priorities for reimbursement for prior right-of-way acquisition and/or work if more than one agency is requesting such reimbursement for that Project.
- E. If prior right-of-way acquisition and/or work is not eligible for reimbursement, it may be credited toward the local match requirement if:
 - 1. The Project or work was included in the local jurisdiction or Lead Agency CIP or in the MAG TIP approved after the start of MAG Fiscal Year 2001 (July 1, 2000).
 - 2. The Project or work is not otherwise excluded in whole or in part elsewhere in these requirements.
- F. For prior work attributable to an ALCP Project that meets eligibility guidelines set in the ACLP Policies and Procedures, the jurisdiction is responsible for inflating the cost amounts to the current year when completing a Project Overview.
 - 1. Each year, MAG will update and release the inflation rate information to the jurisdictions.
 - 2. The inflation rate and method will be the same as mentioned in Section 240.

**SECTION 350: REALLOCATION OF PROJECT SAVINGS
[PREVIOUSLY LISTED AS SECTION 440]**

- A. Project Savings from the ALCP will not be determined by MAG to be eligible for reallocation, unless and until:
 - 1. Construction has been completed and the work satisfies the original intent and scope of the Project, as included in the Project Agreement and Project Overview, and there are remaining regional funds allocated to the Project;
 - 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. Project Savings may be reallocated:
1. To another ALCP Project or Projects, in the jurisdiction to address a budget shortfall, not to exceed 70% of the actual total Project costs.
 2. To advance a portion or entire existing ALCP Project or Projects 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.

IV. ALCP PROJECT REQUIREMENTS

SECTION 400: PROJECT OVERVIEW

[PREVIOUSLY LISTED AS SECTION 310]

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

SECTION 410: PROJECT AGREEMENT

[PREVIOUSLY LISTED AS SECTION 320]

- A. A Project Agreement between MAG and the designated Lead Agency is required for each Project before the reimbursement of expenditures will be initiated.
 1. If a Project is completed and eligible for reimbursement following the stipulations in Section **330 and 340** ~~420 and 430~~, a Project Agreement must be in place before Project Reimbursement Requests are submitted for reimbursement.

- a. If a Project is advanced, a Project Agreement must be in place before the completion of the Project.
 2. The scope, regional funding and schedule specified in the Project Agreement must correspond with the schedule specified in the RTP for the Project.
 - a. Project segmentation must be approved through the MAG Committee Process as described in Section 130 and the RTP and, as appropriate, the TIP amended showing those segmented Projects before Project Agreements can be executed for any of the segmented Projects.
 - i. The Project Agreement may be in a developmental stage while the amendment is being approved through the MAG Committee Process.
 - b. A Project Agreement will not be executed for segmented Projects or Projects with scopes less than that specified in the RTP, even if proposed subdivisions are already listed for preliminary programming and financial planning purposes in the TIP, unless the RTP and ALCP is amended.
 3. A Memorandum of Understanding (MOU) may be used as a bridge to a full Project Agreement.
 - a. Design studies may be initiated under a MOU to determine Project scope, costs and schedule by a jurisdiction, as needed, for multi-jurisdiction Projects.
 - b. The MOU may address other considerations, such as the roles and responsibilities for local jurisdictions in a multi-jurisdiction Project, or early right-of-way acquisition, as needed, in a preliminary manner prior to a full Project Agreement.
- B. 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; and,
 9. Conflicts of Interest.
- D. Upon approval of the Arterial Life Cycle Program, an update will be provided to the MAG Committees regarding the status of Projects, including active Project Agreements and new Project Agreements that will be executed during that fiscal year.
- 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 must be signatories to the Project Agreement:
1. To indicate their agreement to the Lead Agency designation and the terms of the agreement, the authorized representative must be the signing authority for that jurisdiction.
 2. To indicate roles and responsibilities in Project implementation.

SECTION 420: PROJECT REIMBURSEMENT REQUESTS
[PREVIOUSLY LISTED AS SECTION 330]

- A. A Project Reimbursement Request must 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:
 - a. may be submitted by the Lead Agency to MAG as needed, or
 - b. must be submitted by milestone completion (Section 420(D)(4)a-k) unless otherwise agreed to in the Project Overview.
 3. Project Reimbursement Requests may not be submitted more than once per month.
 4. Progress reports must reflect the work being invoiced.
 5. If an ALCP Project is advanced, progress reports must be submitted and ~~QA/QC meetings will be held~~ based on the milestones of the Project even though a full Project Reimbursement Request is not required at that time.
 - a. A full Project Reimbursement Request, including request for reimbursement and invoice is due at the time of Project completion.
 6. 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.
 7. 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.
 8. The Lead Agency must retain, certify, and make available all vendor receipts, invoices and as needed, any related Project records.
 - a. Vendor receipts or invoices must be available for five (5) years after final payment is made; auditors, MAG or its designees may make possible requests.
 - b. Receipts and invoices for Projects advanced by a jurisdiction may have a longer retention period.
 9. An authorized representative of the Lead Agency must sign all Project Reimbursement Request forms: the request for payment, invoice and a progress report, certifying that the request is true and correct per the terms of the Project Agreement and Project Overview.
 - 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 as a signatory in the Project Overview for that specific ALCP Project.

- b. Electronic or scanned signatures will not be accepted.
10. Matching contributions, as required in the ALCP Policies and Procedures must be fully documented, invoiced and/or received, and cannot be in arrears.
- B. The request for payment shall be approved and signed by the duly authorized representative from the Lead Agency. Then, the request will be processed and approved at MAG and forwarded to ADOT for payment to the Lead Agency. The request for payment form must include the:
- 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 being requested for reimbursement;
 - 10. Mailing address for payment; and,
 - 11. Signatures of authorized representatives from Lead Agency, MAG and ADOT.
- C. The invoice will include:
- 1. Invoice number;
 - 2. Project name, description and RTP ID;
 - 3. Reimbursable items and related costs; and,
 - 4. An invoice with proper documentation of reimbursable items and costs. Proper invoice documentation may include:
 - 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;
 - c. A copy of the Court Order;
 - d. A copy of the Settlement Statement;
 - e. A copy of the City's payment documentation; or,
 - f. A completed Cost Attachment Form. If the Cost Attachment form is explaining dedicated right-of-way, easements, or Public Utility and Facilities Easements (PUFE), a signed letter from the appropriate department (Real Estate, Transportation, etc) must be included verifying the items in the cost attachment form. Please use costs that are relevant to the time of dedication and if necessary, use the inflation chart to inflate the costs to the current value.
 - 5. If an item for reimbursement (design, ROW, construction, etc.) has more than one backup invoice, a chart must be provided with each reimbursement request that:
 - a. Lists each invoice/backup documentation number and/or a describes the item(s) being considered for reimbursement;

- b. Documents the dollar amount of item; and
 - c. Includes the total dollar amount of all invoices, per each item for reimbursement. This total dollar amount should match the invoice.
 - d. MAG will provide an example chart/form.
- D. The progress report of the Project Reimbursement Request shall explain the status of the Project, milestones and other necessary information.
- 1. It is the responsibility of the jurisdiction to document the work accomplished for each invoice and/or milestone during the reporting period.
 - 2. Advanced Projects prior to the approved ALCP Policies and Procedures, will have special progress report requirements.
 - 3. For each progress report, the Lead Agency must provide the:
 - a. Percent of work complete;
 - b. Work accomplished;
 - c. Estimate v. real cost analysis;
 - d. Work schedule analysis;
 - e. Grievance/complaints reports;
 - f. Procurement process update (when necessary); and,
 - g. Documents produced.
 - 4. Milestones may be used to trigger a Project Reimbursement Request for a current Project. Milestones must be used to trigger a progress report for an advanced Project. The milestones are:
 - a. Studies;
 - b. Preliminary Design - 60%;
 - c. Final Design - 100%;
 - d. Construction – 25%;
 - e. Construction – 60%;
 - f. Final Acceptance; and,
 - g. Project Closeout.
- ~~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.~~
- ~~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. Upon MAG approval, the Project Reimbursement Request will be forwarded to ADOT for payment.

1. ADOT maintains the arterial street fund and will be responsible for issuing bonds, through the State Transportation Board, on behalf of the street program, as designated in ARS: 28-6303.D.2.
 - a. MAG will work with ADOT regarding budget, invoicing process and other fiscal matters.
2. MAG will work with ADOT to expedite payment dependent on availability of funds.
3. Checks will be distributed from ADOT and sent to Lead Agency.

APPENDIX A. GLOSSARY AND ACRONYMS

Acceleration	Acceleration means that all of the remaining Projects, including the reimbursements for advanced Projects, in the Arterial Life Cycle Program are moved forward in priority order.
ADOT	Arizona Department of Transportation
Administrative Adjustment	The ALCP and Project budgets will be adjusted annually to reflect the final Project reimbursement in the fiscal year. This falls after the adoption of the ALCP and will not require a program amendment.
Advancement	Advancement of a Project means that its implementation is moved earlier in time than previously scheduled in the MAG RTP and/or TIP, with the interest and any other incremental costs associated with the earlier implementation borne by the Lead and/or local agencies requesting the advancement. Reimbursement for the Project will remain in the year(s) in which the Project was scheduled before the proposed advancement.
ALCP	Arterial Life Cycle Program, or the “Program”
ALCP Regional Funds	ALCP Regional Funds are generated from the Maricopa County one-half cent sales tax extension and Federal Transportation Funds, including STP and CMAQ funds.
ARS	Arizona Revised Statutes
Certification Report	Periodic report produced, at least annually, for the ALCP to provide an update on the status of the Program, current revenue and cost projections. The report will provide supporting information for the RTP Annual Report
CIP	Capital Improvement Program
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: <ul style="list-style-type: none">– 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	“an addition that exceeds generally accepted engineering or design standards for the specific type of facility.” (HB 2456, 28-6351(2)) For the purposes of the ALCP, the term “enhancement” is defined more specifically as:

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

EA	Environmental Assessment
EIS	Environmental Impact Statement
Federal Aid Project	Any Project in which any federal aid funding is received. These Projects must follow the implementation processes established or required by the FHWA and administered through the ADOT Local Government Section.
Federal Fiscal Year	October 1 – September 31, example: October 1, 2005 – September 31, 2006
FHWA	Federal Highway Administration
Fiscal Year	July 1 – June 30 (i.e. July 1, 2005 – June 30, 2006)
ITS	Intelligent Transportation System
MAG	Maricopa Association of Governments
MAG Committee Process	Items are placed for action on the agendas of the MAG Transportation Review Committee (TRC), Management Committee, Transportation Policy Committee (TPC), as appropriate, and Regional Council
Major Arterial	“an interconnected thoroughfare whose primary function is to link areas in the region and to distribute traffic to and from controlled access highways, generally of region wide significance and of varying capacity depending on the travel demand for the specific direction and adjacent land uses.” (ARS 28-6304(c)(5))
Material Change	<p>In general, a material change is any change that could reasonably cause a change in decision regarding a Project or an amendment to a Project.</p> <p>It is further defined as any proposed change to a Project that:</p> <ol style="list-style-type: none"> 1. changes a Project scope by: <ol style="list-style-type: none"> a) modifying Project termini by a quarter-mile or more; b) changing a freeway- or highway–arterial interchange location by a

quarter mile or more, or changing the location so as to cause increased costs for the freeway or highway program, or any change in the design and/or location of the arterial Project affecting the freeway or highway not agreed by ADOT;

- c) changing the vertical alignment at a freeway or highway interchange between at-grade, depressed and elevated, or changing the alignment in such a way so as to cause increased costs for the freeway or highway program, or any change in vertical alignment affecting an interchange or grade separation not agreed by ADOT or as appropriate, any light rail crossing not agreed by Valley Metro;
- d) changing major design elements including, but not limited to, the number of lanes;
- e) otherwise significantly modifying the scope of the Project itself or negatively impacting a freeway, highway or light rail facility as determined in consultation with MAG staff.

2. changes costs:

- a) in excess of 5% of the Project budget as specified in the Project Overview or other agreement established for the Project, or in excess of \$1 million, but not less than \$200,000; and/or
- b) to increase the regional share of the budget to an amount over the dollar amount specified in the RTP, or to an amount that represents over 70% of the Project costs.

3. changes the Project completion by:

- a) one or more fiscal years from the year shown in the TIP or RTP;
- b) changes Project completion from one phase to another in the RTP; and/or,
- c) results from a finding of a performance and/or financial audit.

Memorandum of Understanding (MOU)

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

MPO

Metropolitan Planning Organization

Participating Agency

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

Program

ALCP or TIP, depending on context.

Project

ALCP arterial, arterial intersection and/or ITS Project, as described in the RTP and Project-related documents. The Project description includes funding, schedule, Project termini and number of lanes added and other Project features. See also "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	<p>For the purposes of the material change policy, Project completion means all lanes of the roadway segment or intersection are open to traffic.</p> <p>For purposes of Project Agreements or other Project-related legal agreements, Project completion means when all requirements of the Agreements have been completed to the satisfaction of MAG (i.e. it is contract or agreement completion).</p> <p>A Project Agreement may establish dates for Project completion considering administrative requirements or other requirements or needs, as determined by MAG to be necessary.</p>
Project Overview (PO)	A managerial document Lead Agencies must complete for each ALCP Project prior to signing a Project Agreement. The Project Overview includes the Lead Agency information, Project data, summary of the Project, history and background, maps/photographs, ITS components, timeline, Project data, cost estimates, summary of work and local, regional, federal and total costs.
Project Reimbursement Request (PRR)	The guidelines and forms (request for payment, invoice and progress reports) a Lead Agency must complete when requesting reimbursement for an ALCP Project.
Project Savings	ALCP regional funds found by MAG to be surplus to an ALCP Project, and for which certain criteria as established in the ALCP Policies and Procedures is met, may be noted as Project Savings and reallocated to an ALCP Project in that jurisdiction depending on the availability of Program funds.
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. Must be in conformance for air quality purposes and approved by the MAG Regional Council. The RTP may be updated or amended from time to time. Any references to the RTP means the currently approved version unless indicated otherwise. It is also referred to as the "Plan."
STIP	State Transportation Improvement Program
Segmented Projects	Segments of RTP Projects where the original Project as specified in the RTP is Projects segmented or proposed for subdivision into smaller, shorter segments or components that together comprise the original RTP Project in its entirety.

**Third Party
Contribution**

Contribution made to an ALCP Project other than cash or cash equivalent funding, typically involving the donation of right-of-way, but may also include other aspects of Project implementation, such as design and construction.

TIP

MAG's Transportation Improvement Program. The TIP must be in conformance for air quality purposes, approved by the MAG Regional Council, and approved by the Governor for inclusion in the STIP. The TIP may be amended from time to time. Any references to the TIP mean the currently approved version unless indicated otherwise.

TPC

MAG Transportation Policy Committee

TRC

MAG Transportation Review Committee

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

October 30, 2007

SUBJECT:

Vendor Selection for Digital Aerial Photography

SUMMARY:

In May 2007, the MAG Regional Council approved the FY 2008 Unified Planning Work Program and Annual Budget, which included \$85,000 for digital aerial photography for use in planning activities by both MAG and its member agencies. As in past years, this photography has been made available at no charge to MAG member agencies. MAG issued an Invitation for Bids and, on September 14, 2007, received three bids to provide this product, from Aerials Express, AirPhotoUSA (Digital Globe) and Landiscor. A multi jurisdictional evaluation team reviewed the bids, and it was recommended to MAG that the lowest bid of \$32,250 plus tax from Aerials Express be selected. The MAG Management Committee is requested to recommend approval of Aerials Express to provide digital aerial photography in an amount of \$32,250 plus applicable tax.

PUBLIC INPUT:

None has been received.

PROS & CONS:

PROS: The digital aerial photography will enable member agencies to visually track growth and changes in their communities.

CONS: There are none.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The digital aerial photography can be used in many applications that are currently in place at the jurisdictions.

POLICY: The digital aerial photography is available at no extra cost for all member agencies to use.

ACTION NEEDED:

Recommend approval of Aerials Express to provide digital aerial photography in an amount of \$32,250 plus applicable tax.

PRIOR COMMITTEE ACTIONS:

On September 14, 2007, a multi jurisdictional evaluation team reviewed the bids, and it was recommended to MAG that the lowest bid of \$32,250 plus tax from Aerials Express be selected.

Evaluation Team

Jeff Forney, City of Chandler
Tim Smothers, City of Peoria
Rob Chasan, City of Scottsdale

Jason Howard, MAG
Peter Burnett, MAG

CONTACT PERSON:

Rita Walton, MAG, (602) 254-6300

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

DATE:

October 30, 2007

SUBJECT:

Approval of the Draft July 1, 2007 Maricopa County and Municipality Resident Population Updates

SUMMARY:

MAG staff has prepared draft July 1, 2007, Maricopa County and Municipality Resident Population Updates. The Updates were prepared using the 2005 Census Survey for Maricopa County as the base and housing unit data supplied and verified by MAG member agencies. The method used to calculate the updates was approved by the MAG Population Technical Advisory Committee (POPTAC). Because there may be changes to the Maricopa County control total by the Arizona Department of Economic Security (DES), the MAG POPTAC recommended approval of these Updates provided that the Maricopa County control total is within one percent of the final control total. The Updates are used to allocate \$23 million in lottery funds to local jurisdictions, prepare local budgets and set expenditure limitations.

The State Population Technical Advisory Committee will be considering these updates along with those for the remainder of the State on December 7, 2007. The Director of DES is required to forward the Updates to the Economic Estimates Commission by December 15th of each year.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: The July 1, 2007 Maricopa County and Municipality Resident Population Updates are needed to gauge growth in the region, distribute \$23 million in lottery funds to cities and towns, prepare budgets and set expenditure limitations.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The July 1, 2007 Maricopa County and Municipality Resident Population Updates have been prepared using a methodology that is consistent for all counties and municipalities in the State of Arizona.

POLICY: The July 1, 2007 Maricopa County and Municipality Resident Population Updates are needed by local officials to accommodate and budget for growth.

ACTION NEEDED:

Recommend approval of the July 1, 2007 Maricopa County and Municipality Resident Population Updates provided that the Maricopa County control total is within one percent of the final control total.

PRIOR COMMITTEE ACTIONS:

MAG POPTAC: On October 23, 2007, the MAG Population Technical Advisory Committee unanimously recommended approval of the July 1, 2007 Maricopa County and Municipality Resident Population Updates provided that the Maricopa County control total is within one percent of the final control total.

Member/Proxy

- George Pettit, Gilbert, Chairman
- * Apache Junction: Bryant Powell
- Avondale: John Vader
- Buckeye: Brian Rose
- * Cave Creek: Usama Abujbarah
- Chandler: Jason Crampton
- El Mirage: Mark Smith
- # Fountain Hills: Ken Valverde
- * Gila River Indian Community: Terry Yergan
- * Gila Bend: Bev Turner
- * Glendale: Thomas Ritz
- * Goodyear: Katie Wilken
- * Guadalupe: Mark Johnson
- * Litchfield Park: Sunny Culbreth
- Mesa: Wahid Alam
- # Paradise Valley: Molly Hood
- Peoria: Carolyn Ruiz
- Phoenix: Tim Tilton
- Queen Creek: Shawny Ekadis
- Scottsdale: Harry Higgins
- Surprise: Janice See
- Tempe: Sherri Lesser for Lisa Collins
- # Youngtown: Vince Micallef
- * Wickenburg: Miles Johnson
- Maricopa County: John Verdugo

*Those not present

Participated via audioconference

MAG POPTAC Ad Hoc Subcommittee: On October 23, 2007, the MAG Population Technical Advisory Committee Ad Hoc Subcommittee unanimously recommended approval of the Maricopa County and Municipality July 1, 2007 Resident Population Updates provided that the final update is within one percent of 3,904,828 people.

Member/Proxy*

- Tim Tilton, Chairman, Phoenix
- Scottsdale: Harry Higgins
- Chandler: Jason Crampton
- * Glendale: Thomas Ritz
- Mesa: Wahid Alam
- * Tempe: Lisa Collins
- Maricopa County: John Verdugo

*Those not present

CONTACT PERSON:

Harry Wolfe or Anubhav Bagley, MAG, (602) 254-6300.

DRAFT

**POPULATION BY JURISDICTION
2005 CENSUS SURVEY AND JULY 1, 2007**

Jurisdiction	Total Population			Percent Growth		Share	
	September 1, 2005 (Census Survey)	July 1, 2007	Change	Overall	Annual	Share of Growth	Share of County
Apache Junction *	275	276	1	0.3%	0.2%	0.0%	0.0%
Avondale	69,356	75,180	5,824	8.4%	4.5%	2.9%	1.9%
Buckeye	25,406	40,273	14,867	58.5%	28.6%	7.3%	1.0%
Carefree	3,684	3,868	184	5.0%	2.7%	0.1%	0.1%
Cave Creek	4,766	5,025	259	5.4%	2.9%	0.1%	0.1%
Chandler	230,845	241,073	10,228	4.4%	2.4%	5.0%	6.2%
El Mirage	32,061	33,563	1,502	4.7%	2.5%	0.7%	0.9%
Fort McDowell	824	824	0	0.0%	0.0%	0.0%	0.0%
Fountain Hills	24,492	25,527	1,035	4.2%	2.3%	0.5%	0.7%
Gila Bend	1,808	1,890	82	4.6%	2.5%	0.0%	0.0%
Gila River *	2,742	2,742	0	0.0%	0.0%	0.0%	0.1%
Gilbert	173,072	203,262	30,190	17.4%	9.2%	14.8%	5.2%
Glendale	242,369	246,029	3,660	1.5%	0.8%	1.8%	6.3%
Goodyear	46,213	55,829	9,616	20.8%	10.9%	4.7%	1.4%
Guadalupe	5,555	5,606	51	0.9%	0.5%	0.0%	0.1%
Litchfield Park	4,528	5,048	520	11.5%	6.1%	0.3%	0.1%
Mesa	448,096	456,238	8,142	1.8%	1.0%	4.0%	11.7%
Paradise Valley	13,863	14,211	348	2.5%	1.4%	0.2%	0.4%
Peoria *	138,109	151,368	13,259	9.6%	5.1%	6.5%	3.9%
Phoenix	1,475,834	1,537,760	61,926	4.2%	2.3%	30.3%	39.4%
Queen Creek *	15,916	21,293	5,377	33.8%	17.2%	2.6%	0.5%
Salt River	6,796	6,834	38	0.6%	0.3%	0.0%	0.2%
Scottsdale	234,752	240,057	5,305	2.3%	1.2%	2.6%	6.1%
Surprise	88,265	104,681	16,416	18.6%	9.8%	8.0%	2.7%
Tempe	165,796	167,845	2,049	1.2%	0.7%	1.0%	4.3%
Tolleson	6,498	6,678	180	2.8%	1.5%	0.1%	0.2%
Wickenburg	6,077	6,376	299	4.9%	2.7%	0.1%	0.2%
Youngtown	6,163	6,330	167	2.7%	1.5%	0.1%	0.2%
Balance of County	226,355	239,142	12,787	5.6%	3.0%	6.3%	6.1%
Total	3,700,516	3,904,827	204,311	5.5%	3.0%	100.0%	100.0%

Note: These figures are preliminary and are subject to change. Totals may not add due to rounding.

* Maricopa County portion only

Sources: U.S. Bureau of the Census Year 2000 Census and Maricopa Association of Governments
Prepared by the Maricopa Association of Governments, October, 2007



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October 30, 2007

TO: Members of the MAG Management Committee

FROM: Jeff Romine, MAG Senior Regional Economist

SUBJECT: REPORT ON THE MAG INCARCERATION OF MUNICIPAL PRISONERS
STAKEHOLDERS GROUP

On Monday, October 29, 2007, the MAG Incarceration of Municipal Prisoners Stakeholders Group held its third meeting. The stakeholders reached consensus on a number of recommendations to be reported to the Management Committee. Two issues remain to be resolved prior to reporting the findings: base rates to be used in the five year rate projections and the timing of the draft annual booking and per diem rate levels.

Maricopa County Jail Per Diem Rates Study

Maricopa County is currently completing a consultant analysis of the methodology and costs related to local jurisdictional reimbursement rates for booking and per diem expenses of municipal prisoners. The Maricopa County jail system is relatively unique by providing jail facilities to house municipal prisoners. In general, a comparable approach which is used within most states is for county jails to provide overflow facilities for local, state, and federal prisoners.

The study by MGT of America (Mr. Joel Nolan, Director of National Cost Practice) is expected to be completed in December 2007. Maricopa County has offered to have the consultant present summary findings to the MAG Incarceration Stakeholders Group and the Management Committee. At this time preliminary results of this study are not available, but it is anticipated that the study will be used as the basis for estimating revised Fiscal Year 2007-08 incarceration rates and future annual rates.

The Incarceration Stakeholder Group has been working on five year rate projections. These rate projections will show the anticipated rate of change in the factors used to determine the annual rates. Preliminary findings show an anticipated rate change resulting in annual increases of six to eight percent. The primary factors affecting the Jail Per Diem Billing Rates are wage levels, benefit costs, vacancy expenses (resulting in sustained initial training, recruitment, and overtime), changes in general operating expenses (primarily utility and transportation), and Correctional Health Services program costs. Over the last five years, Maricopa County opened two jails accounting for nearly 4,500 hard beds and closed the Madison Street Jail with nearly 1,000 beds. These jail openings resulted in a need for a detention staff increase of more than 1,300 employees. Over the next five year period, the Maricopa County Sheriff's

Office does not anticipate a growth in the number of authorized detention personnel beyond normal employee turnover.

Preliminary Annual Billing Rate Change Information

Maricopa County Finance Department staff had previously expressed a desire to provide earlier information, within the understanding that the final announced rate may change. County staff had agreed to provide preliminary bill rate information to member agencies in February of each year. The current agreement between the County and municipal member agencies calls for the billing rates to be provided in April of each year.

In the discussion of the recommendations of the Incarceration Stakeholder Group, it was expressed by several member agencies that the February rate information is preferred to April. However, to provide useful information for local budget process, municipal members of the Stakeholders Group stated the annual updated jail billing rates would be needed as early as October of the previous year. County budget and finance staff explained that the County budget process begins in December of the previous year for the fiscal year starting on July 1st. County staff again expressed a desire to provide timely rate data, and is currently investigating the earliest date when reasonable preliminary billing rate data could be made available to member agencies.

Next Steps

The MAG Incarceration of Municipal Prisoners Stakeholders Group is planning to hold one additional meeting in early 2008 to discuss the findings of the County Rate Study, the resulting five year rate projections, the timing of preliminary annual rate information, and other recommendations and findings. Upon completion of the Stakeholders Group's work, MAG staff will present a draft report to the MAG Management Committee outlining the recommendations of the Stakeholders Group.

If you have any further questions, please contact me at (602) 254-6300.

cc: MAG Incarceration of Municipal Prisoners Stakeholders Group
MAG Intergovernmental Representatives