



302 North 1st Avenue, Suite 300 ▲ Phoenix, Arizona 85003
Phone (602) 254-6300 ▲ FAX (602) 254-6490

April 7, 2009

TO: Members of the MAG Management Committee

FROM: Charlie McClendon, Avondale, Chair

SUBJECT: **REVISED** MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Wednesday, April 8, 2009 - 12:00 noon
MAG Office, Suite 200 - Saguaro Room
302 North 1st Avenue, Phoenix

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

Please park in the garage under the building, bring your ticket, parking will be validated. For those using transit, Valley Metro/RPTA will provide transit tickets for your trip. For those using bicycles, please lock your bicycle in the bike rack in the garage.

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admissions to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Valerie Day at the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

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

c: MAG Regional Council

**MAG MANAGEMENT COMMITTEE
REVISED TENTATIVE AGENDA
April 8, 2009**

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. Executive Director's Report

The MAG Executive Director will provide a report to the Management Committee on activities of general interest.

5. 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. Information and discussion.

5. Recommend approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

MINUTES

*5A. Approval of March 11, 2009, Meeting Minutes

5A. Review and approval of the March 11, 2009, meeting minutes.

TRANSPORTATION ITEMS***5B. 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 19, 2007, require revisions, which include refinements to policies on the Regional Area Road Fund (RARF) Closeout Process, the addition of substitute projects, and the amendment or termination of signed and effective Project Agreements. Other minor technical refinements are also included. The ALCP Working Group met on November 17, 2008 and January 9, 2009, to discuss the revisions and continued the discussion and refinement process via e-mail. Please refer to the enclosed material.

***5C. Arterial Life Cycle Program Status Report**

A Status Report on the Arterial Life Cycle Program (ALCP) is provided for the period between October 2008 and March 2009 and includes an update on ALCP Project work, the remaining FY 2009 ALCP schedule, and ALCP revenues and finances. Please refer to the enclosed material.

***5D. Section 5310 Elderly Individuals and Individuals with Disabilities Transportation Program Priority Listing of Applicants**

On March 20, 2009, the MAG Federal Transit Administration (FTA) Elderly and Persons with Disabilities Transportation Program Ad Hoc Committee developed a priority listing for the applications received for FTA Section 5310 funding. FTA provides these funds to the Arizona Department of Transportation (ADOT) for capital assistance to agencies and public bodies that provide transportation services for people who are elderly and for people who have a disability. This year, 13 applications were submitted for capital assistance awards. Twenty-three van requests and two mobility manager requests were received and considered by the Committee. Please refer to the enclosed material.

5B. Recommend approval of the proposed changes to the previously approved December 19, 2007, ALCP Policies and Procedures.

5C. Information and discussion.

5D. Recommend forwarding the priority listing of applicants for FTA Elderly and Persons with Disabilities Transportation Program to the Arizona Department of Transportation.

*5E. Regional Community Network Reporting Structure

The Regional Community Network (RCN) is a fiber optic communications network that, when completed, would connect all MAG member agencies for the primary purpose of coordinating traffic control operations between neighboring agencies. The first phase of the project is currently being implemented by Arizona Department of Transportation through an Intelligent Transportation Systems (ITS) project in the FY 2008 MAG Work Program. The RCN Working Group, consisting of agencies represented on the ITS Committee and Technology Advisory Group (TAG) have recommended the establishment of a reporting structure for future oversight and management of this regional communications system. The attached document describes a proposed reporting structure for the RCN that is based on the regional emergency 9-1-1 system, which is a similar regional system that was also developed by MAG and is overseen by the MAG 9-1-1 Oversight Team. This structure has been recommended for adoption by the ITS and TAG Committees and approval by Transportation Review Committee. Please refer to the enclosed material.

*5F. ADOT Red Letter Process

In June of 1996, the MAG Regional Council approved the Arizona Department of Transportation (ADOT) Red Letter process, which requires MAG member agencies to notify ADOT of potential development activities in freeway alignments. Development activities include actions on plans, zoning and permits. ADOT has forwarded a list of notifications from July 1, 2008, to December 31, 2008. Of the 254 notices received, 92 had an impact to the State Highway System. Please refer to the enclosed material.

5E. Recommend approval of the Regional Community Network reporting structure.

5F. Information and discussion.

AIR QUALITY ITEMS

*5G. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program (TIP). The proposed amendment and administrative modification involve several projects, including two FY 2009 paving projects from the City of Phoenix that require cost and scope changes. In addition, it is anticipated that member agency projects for the distribution of the MAG sub-allocated portion of the American Recovery and Reinvestment Act (ARRA) funds may be submitted to MAG by April 3, 2009. As a result, MAG may conduct consultation on a conformity assessment for any projects that are submitted for ARRA funding for a proposed amendment and/or administrative modification to the FY 2008-2012 MAG Transportation Improvement Program. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. Please refer to the enclosed material.

*5H. Consultant Selection for the MAG Air Quality Technical Assistance On-Call Services Request for Qualifications

The FY 2009 MAG Unified Planning Work Program and Annual Budget includes potential consultant assistance for air quality planning and modeling activities. Consultant services may be needed to assist MAG with supplemental analyses for the MAG Five Percent Plan for PM-10, Eight-Hour Ozone Plan, Conformity Analysis, and Evaluation of Congestion Mitigation and Air Quality Improvement (CMAQ) Projects. A request for qualifications was advertised on January 15, 2009 for technical assistance including air quality modeling, conformity, CMAQ evaluation, and the development of regional air quality plans. Eleven

5G. Consultation.

5H. Recommend approval of the following firms for the Air Quality Technical Assistance On-Call Services for an amount not to exceed \$280,000: (1) ENVIRON be qualified in Air Quality Modeling, Air Quality Monitoring and Meteorology, Surveys and Emissions Inventories, Analysis of Control Measures, Implementation and Tracking of Control Measures, Statistical Analysis of Data, Air Quality Plan Preparation, CMAQ Evaluation Methodologies, and Transportation Conformity; (2) Sierra Research be qualified in Air Quality Modeling, Surveys and Emissions Inventories, Analysis of Control Measures, Implementation and Tracking of Control Measures, Statistical Analysis of Data, Air Quality Plan Preparation, CMAQ Evaluation Methodologies, and Transportation Conformity; (3) Sonoma Technology be qualified

proposals were received by the February 17, 2009, deadline. On February 27, 2009, the consensus of the agency staff on the multi-jurisdictional evaluation team was to recommend consultants to MAG to perform the technical assistance. Please refer to the enclosed material.

in Air Quality Modeling, Air Quality Monitoring and Meteorology, Surveys and Emissions Inventories, Analysis of Control Measures, Implementation and Tracking of Control Measures, Statistical Analysis of Data, Remote Sensing, Air Quality Plan Preparation, CMAQ Evaluation Methodologies, and Transportation Conformity; (4) Technical & Business Systems be qualified in Air Quality Modeling, Air Quality Monitoring and Meteorology, Analysis of Control Measures, Statistical Analysis of Data, Remote Sensing, and Air Quality Plan Preparation; and (5) Traffic Research & Analysis be qualified in Surveys and Emissions Inventories.

GENERAL ITEMS

- *5I. Discussion and Update on the Draft FY 2010 MAG Unified Planning Work Program and Annual Budget

- 5I. Information and discussion.

Each year, the MAG Unified Planning Work Program and Annual Budget is developed incrementally in conjunction with member agency and public input. The Work Program is reviewed each year in April by the federal agencies and approved by the Regional Council in May. Since the budget presentation in March, there have been no significant changes to the draft budget. The Intermodal Planning Group meeting is scheduled for April 17, 2009 and any recommendations from that review, as well as any other significant budget revisions, will be brought to the May Management Committee meeting.

ITEMS PROPOSED TO BE HEARD

TRANSPORTATION ITEMS

- 6. Status of Local Sponsored Federal Funded Projects

- 6. Information and discussion.

MAG staff will provide member agencies with an update on the status of local sponsored federal funded projects for FY 2009 and FY 2010 projects. Please refer to the enclosed material.

7. Update on the American Recovery and Reinvestment Act of 2009: ADOT Portion, MAG Sub-Allocation, and MAG Region Transit Funds

The American Recovery and Reinvestment Act (ARRA) of 2009 was signed by President Obama on February 17, 2009. The Act directs transportation infrastructure funds to both highways and transit agencies in states and metropolitan planning organizations. On March 25, 2009, the MAG Regional Council approved the necessary Transportation Improvement Program (TIP) project changes for ADOT-led freeway projects and MAG regional transit projects that are programmed with ARRA funds. At the same meeting, the MAG Regional Council approved a member agency allocation for the distribution of the MAG sub-allocated portion of the ARRA funds, with four stipulations related to defining projects, technical MAG processes, and obligation deadlines. An update will be provided regarding project development for the MAG sub-allocated transportation ARRA funds, the status of the highway and transit funded ARRA projects, and any new developments.

8. Project Changes – Amendment and Administrative Modification to the FY 2008-2012 MAG Transportation Improvement Program and FY 2009 Arterial Life Cycle Program, Including Funding from the American Recovery and Reinvestment Act of 2009

The FY 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2007 Update were approved by the MAG Regional Council on July 25, 2007, and the FY 2009 Arterial Life Cycle Program (ALCP) was approved by Regional Council on June 25, 2008. Since that time, there have been requests from member agencies to modify projects in the programs. The proposed amendments and administrative modifications to the FY 2008-2012 TIP and FY 2009 ALCP are listed in Table A. These include changing funding amounts on two paving dirt road projects in Phoenix, changing funding type and amounts for projects related to

7. Information and discussion.

8. Recommend approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, the FY 2009 Arterial Life Cycle Program and as appropriate, to the Regional Transportation Plan 2007 Update as shown in the attached tables.

Beardsley Road, and the deferral of design and right of way work on Northern Parkway.

On March 25, 2009, the MAG Regional Council approved a member agency allocation for the distribution of the MAG sub-allocated portion of the ARRA funds with a requirement that projects are defined and submitted to MAG by April 3, 2009. The projects submitted for the use of the American Recovery and Reinvestment Act sub-allocated funds will be reviewed and compiled for the necessary TIP amendments and modifications the week of April 6, 2009. This information will be transmitted in Table B to the MAG Management Committee in a separate mailing prior to the meeting, if available, or it will be provided at the meeting. Please refer to the enclosed material.

9. Proposed Amendment to Add Stage One of the Phoenix Sky Harbor Automated Train System (Sky Train) to the FY 2008-2012 MAG Transportation Improvement Program and MAG Regional Transportation Plan 2007 Update and Inclusion of Stage Two of the Phoenix Sky Harbor Automated Train System (Sky Train) in the MAG Regional Transportation Plan 2007 Update as an Illustrative Project

The City of Phoenix is requesting that Stage One of the automated people mover project be added in an amendment to the FY 2008-2012 MAG Transportation Improvement Program and MAG Regional Transportation Plan 2007 Update. The Phoenix Sky Train project is a fully automated, grade separated transit system that will connect the major facilities at Phoenix Sky Harbor International Airport with the METRO light rail system. The City of Phoenix is requesting that Stage Two be added to the Regional Transportation Plan 2007 Update as an illustrative project. Stage Two is currently planned to link the remaining terminals and the Rental Car Center by 2020. Phoenix has been reviewing a federal credit program called the Transportation Infrastructure Financing Innovation Act of 1998 (TIFIA) for this portion of the project costing \$200 million. The

9. Recommend approval of a proposed amendment to add Stage One of the Phoenix Sky Harbor Automated Train System (Sky Train) to the FY 2008-2012 MAG Transportation Improvement Program and MAG Regional Transportation Plan 2007 Update for the necessary air quality conformity analysis, and to include Stage Two of the Phoenix Sky Harbor Automated Train System (Sky Train) in the MAG Regional Transportation Plan 2007 Update as an illustrative project.

funds would be used by Phoenix to accelerate a portion of Stage Two of the project to Terminals 2 and 3 so all passenger terminals are connected by 2013. In addition to the discretionary grant funds, the project would be financed by bonds paid by passenger facility charges – fees that airlines at Sky Harbor pay – and other airport revenues. Please refer to the enclosed material.

GENERAL ITEMS

10. Legislative Update

An update will be provided on legislative issues of interest.

11. 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.

10. Information, discussion and possible action.

11. Information.

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
March 11, 2009
MAG Office Building - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Rogene Hill for Charlie McClendon, Avondale	Christopher Brady, Mesa
Mark Pentz, Chandler, Vice Chair	Jim Bacon, Paradise Valley
# Matt Busby for George Hoffman, Apache Junction	Carl Swenson, Peoria
David Johnson for Jeanine Guy, Buckeye	Frank Fairbanks, Phoenix
Jon Pearson, Carefree	John Kross, Queen Creek
Wayne Anderson for Usama Abujbarah, Cave Creek	* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Pat Dennis for B.J. Cornwall, El Mirage	John Little, Scottsdale
Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation	# Michael Celaya for Randy Oliver, Surprise
* Rick Davis, Fountain Hills	Charlie Meyer, Tempe
* Rick Buss, Gila Bend	Reyes Medrano, Tolleson
David White, Gila River Indian Community	Gary Edwards, Wickenburg
George Pettit, Gilbert	Lloyce Robinson, Youngtown
Jessica Blazina for Ed Beasley, Glendale	John Halikowski, ADOT
John Fischbach, Goodyear	Kenny Harris for David Smith, Maricopa County
RoseMary Arellano, Guadalupe	Mike Taylor for David Boggs, Valley Metro/RPTA
Darryl Crossman, Litchfield Park	

* 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 Vice Chair Mark Pentz at 12:10 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Michael Celaya and Matt Busby joined the meeting via teleconference.

Vice Chair Pentz introduced two new members to the Management Committee: David White from the Gila River Indian Community, and John Halikowski from ADOT. Mr. White and Mr. Halikowski both expressed their appreciation for the opportunity to serve on the Committee.

Vice Chair Pentz noted that materials for agenda items #5B, #6B, #6C, #7, #8 and #10 were at each place.

Vice Chair Pentz announced that parking garage validation and transit tickets were available from Valley Metro/RPTA for those using transit to come to the meeting.

3. Call to the Audience

Vice Chair Pentz 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. Vice Chair Pentz 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. He noted that no public comment cards had been received.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, reported to the Management Committee on items of interest to the MAG region. He stated that Governor Brewer was informed by the Federal Transit Administration that the 2007 MAG Human Services Coordination Transportation Plan and the 2008 Update had won the United We Ride National Leadership Award. Mr. Smith noted that the MAG Plan, which coordinates the non profit organizations that receive federal funding, was ranked number one out of 45 plans submitted. Mr. Smith acknowledged the efforts of Amy St. Peter and DeDe Gaisthea.

Vice Chair Pentz thanked Mr. Smith for his report. No questions for Mr. Smith were noted.

5. Approval of Consent Agenda

Vice Chair Pentz stated that agenda items #5A, #5B, #5C, #5D, #5E, and #5F were on the Consent Agenda. He reviewed the public comment guidelines for the Consent Agenda. He noted that no public comment cards had been received.

Vice Chair Pentz asked if any member of the Committee had questions or a request to have a presentation on any Consent Agenda item.

Mr. Little requested a report on agenda item #5F.

Mr. Smith stated that the Brookings Intermountain Study and the ASU Sun Corridor Study are two goals included in the MAG Work Program that were presented to the Executive Committee in January. He explained that the Intermountain Study acknowledges that forces impacting MAG

region go beyond our borders. He said that MAG has a lot in common with the Intermountain West, especially Denver, Salt Lake City, and Las Vegas. Mr. Smith stated that the Brookings Institute has identified the Intermountain West as the fastest growing part of the United States. This proposal deals with how MAG could form alliances with other states that could be advantageous. Mr. Smith stated that Brookings has requested \$20,000 from each state for the study. He said that he had discussed the study with the Central Arizona Association of Governments and the Pima Association of Governments and they are willing to participate on a population basis.

Mr. Smith stated that the Sun Corridor Study was discussed by the Executive Committee and the discussion went back and forth. One viewpoint was to focus attention on Maricopa County because there is a lot of work to do here; the other viewpoint indicated that we already are being impacted by Pinal County, in areas such as the MAG travel demand model, the eight-hour ozone boundary, and the socioeconomic platform modeling.

Mr. Smith reported that the Executive Committee thought MAG should participate in both studies. He said that ASU indicated it could do a brief study for \$12,000 and this is an opportunity to have a neutral party attend a meeting of MAG, and Pima and Pinal Counties in Casa Grande and look at opportunities for all three counties. Mr. Smith advised that there is the concern that once a toe is put in the water, you could be looking at an infrastructure plan for a three-county area. He commented that this is a legitimate concern because there is not a large tax base in Pinal County, and MAG does not want to be a donor.

Mr. Smith indicated that in his opinion relationships with the other counties need to be established. He said that this was apparent when MAG was outvoted at the State Transportation Board meeting. Mr. Smith commented that while the counties have relationships at the technical level, there are limited relationships established at the political level, and there is a need to sit down and discuss joint interests. Mr. Smith noted that if the Management Committee desired, he would request that the Executive Committee remove these two goals from the Work Program, and continue the focus on Maricopa County alone.

Mr. Little explained that he requested a report because he wanted to have this discussion. He indicated his respect for the Brookings Institute and their work, and benefits from that type of collaboration could be derived, but he was concerned for creating any expectation of funding of infrastructure needs. Mr. Little commented that the MAG region has a difficult time funding its own infrastructure needs, and creating expectations outside the MAG area is worthy of discussion.

Mr. Fairbanks stated that ASU is a wonderful organization and a great partner, but it is the greatest supporter of the Sun Corridor concept and he did not think ASU is objective.

Mr. Pettit moved to recommend approval of Consent Agenda items #5A, #5B, #5C, #5D, #5E, and #5F. Mr. Kross seconded, and the motion carried unanimously.

5A. Approval of February 11, 2009, Meeting Minutes

The Management Committee by consent, approved the February 11, 2009, meeting minutes.

5B. Amendment of the FY 2009 MAG Unified Planning Work Program and Annual Budget to Accept FY 2009 Federal Highway Administration Planning Funding

The Management Committee by consent, recommended amending the FY 2009 MAG Unified Planning Work Program and Annual Budget to accept \$134,537.35 of FY 2009 Federal Highway Administration Planning Funding. Each year, MAG prepares a Unified Planning Work Program and Annual Budget that lists anticipated revenues for the coming year. On February 10, 2009, MAG was notified by the Arizona Department of Transportation that MAG received an additional amount of \$134,537.35 of FY 2009 Federal Highway Administration Planning (PL) funding. An amendment to the FY 2009 MAG Unified Planning Work Program and Annual Budget is needed to include this additional amount.

5C. Consultant Selection for the MAG Activity-Based Travel Forecasting Model Development (Phase I)

The Management Committee by consent, recommended that PB Americas, Inc. be selected to conduct the MAG Development of Activity-based Travel Forecasting Model (ABM) - Phase I for an amount not to exceed \$270,000. If negotiations with PB Americas, Inc. are not successful, that MAG negotiate with its second choice, Cambridge Systematics, Inc., to conduct the project. In May 2008, the MAG Regional Council approved the FY 2009 Unified Planning Work Program and Annual Budget, which included \$270,000 to conduct a first phase of the development of activity-based travel forecasting model (ABM) as a part of the ongoing contracts for on-call consulting services for transportation modeling. The project will ensure that current and future travel forecasting needs are addressed in a timely manner and will allow MAG to implement a new generation of the travel forecasting models that is required by emerging planning needs in the region. On December 18, 2008, MAG issued a Request for Proposals to conduct the study to the consultants pre-qualified through the on-call support contractual process. In response, three proposals were received. A multi-agency review team met on February 27, 2009, and recommended to MAG the selection of PB Americas, Inc. to conduct the development. In addition, the team recommended that if negotiations with PB Americas, Inc. on the task order are not successful, that MAG pursue negotiations with its second choice, Cambridge Systematics, Inc.

5D. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an administrative modification to the FY 2008-2012 MAG Transportation Improvement Program (TIP). The proposed administrative modification involves several Arizona Department of Transportation projects as part of the American Recovery and Reinvestment Act, including projects on Interstate-10, Interstate-17, and US 60. The administrative modification includes minor project revisions that do not require a conformity determination. This item was on the agenda for consultation.

5E. 2009 MAG Human Services Coordination Transportation Plan Update

The Management Committee by consent, recommended approval of the 2009 MAG Human Services Coordination Transportation Plan Update. The federal Safe and Efficient Transportation

Equity Act - A Legacy for Users (SAFETEA-LU) requires the establishment of a locally developed, coordinated public transit-human services transportation plan for all Federal Transit Administration (FTA) programs for underserved populations: the Elderly Individuals and Individuals with Disabilities program (Section 5310); the Job Access and Reverse Commute program (Section 5316); and the New Freedom program (Section 5317). MAG has developed this coordination plan each year in compliance with this requirement since 2007. The MAG Regional Council approved the 2008 Plan in January 2008. The 2009 MAG Human Services Coordination Transportation Plan Update was recommended for approval by the MAG Human Services Technical Committee on February 12, 2009.

5F. Amendment of the FY 2009 MAG Unified Planning Work Program and Annual Budget to Include Funding to Participate in a Brookings Intermountain Study and to Include Funding to Have Arizona State University North American Center for Transborder Studies Provide Research Regarding the Global Competitiveness of Arizona and the Sun Corridor

The Management Committee by consent, recommended amending the FY 2009 MAG Unified Planning Work Program and Annual Budget to include up to \$20,000 of MAG federal funds if needed to participate with the Brookings Metropolitan Policy Program on an Intermountain partnership and amending the Work Program to include up to \$12,000 of MAG federal funds if needed to have the Arizona State University Center for Transborder Studies to conduct a study to describe the global and North America forces that impact the MAG region and the Sun Corridor. The Brookings Metropolitan Policy Program is proposing a partnership with leading Intermountain West institutions and leaders to work out specific collaborative steps among the five "Mountain Megs" (and their states) to advance prosperity in their region through the achievement of specific, catalyzing federal policy reforms. Brookings is seeking approximately \$20,000 from the Mountain Mega states to convene working groups and conduct the research. MAG is estimating that 74.51 percent would be needed (\$14,902) if MAG, the Pima Association of Governments and the Central Arizona Association of Governments participated. If this participation did not occur, up to \$20,000 from MAG would be needed.

For the Sun Corridor area, the Arizona State University North American Center for Transborder Studies has proposed to describe the global and North America forces that impact MAG and vice versa. This paper would be the first iteration to conduct the planning analysis necessary to develop Maricopa County, the Sun Corridor and then the Intermountain West as more than just infrastructure and transportation, but as a job creation and economic "cluster." Staff, consulting and associated expense are estimated to be \$12,000. MAG is estimating that 74.51 percent would be needed (\$8,942) if MAG, the Pima Association of Governments and the Central Arizona Association of Governments participated. If this participation did not occur, up to \$12,000 from MAG would be needed.

6A. ADOT Portion of the American Recovery and Reinvestment Act Funds

Eric Anderson, MAG Transportation Director, reported that on February 20, 2009, the State Transportation Board considered the allocation of about \$349 million, which is the ADOT portion of the American Recovery and Reinvestment Act (ARRA) funds. He stated that the Board allocated 37 percent to the MAG region, 13 percent to the PAG region, and 50 percent to the

remainder of the Arizona Counties. Mr. Anderson stated that on February 25, 2009, the Regional Council approved a prioritized list of projects totaling approximately \$194 million for MAG's portion of the ADOT ARRA funds. He noted that most of the projects are part of Proposition 400, and added that some of the lower ranked projects were pavement rehabilitation projects.

Mr. Anderson stated that in 2006, the Legislature allocated \$307 million for the Statewide Transportation Acceleration Needs (STAN) account, and 60 percent of the \$307 million was allocated to the MAG region. Mr. Anderson stated that in January 2009, to balance the state budget, the Legislature swept \$104 million left in the STAN account that had not been obligated, of which \$94 million was for projects in the MAG region. Mr. Anderson noted that the I-10 and I-17 projects were ready to obligate in October 2008, and if the bids had been advertised, the projects would have been obligated and the Legislature would not have been able to sweep the funds.

Mr. Anderson stated that MAG was looking for some fairness by the State Transportation Board in its allocations. He said that during his testimony at the Board Study Session in February, he suggested that the MAG region be held harmless, especially with the I-10 and I-17 projects, which MAG did not know were being held until it was too late. On February 20, the Board went ahead with no discussion and allocated 37 percent to the MAG region.

Mr. Anderson then explained three bar charts that showed options for the allocation of ADOT stimulus funds. The first bar chart was the unanimous State Transportation Board action on February 20, 2009, to allocate about \$129.5 million to MAG. He noted that this allocation did not include any funds to replace the STAN funds that were swept. Mr. Anderson stated that the second bar chart showed the \$188.7 million the MAG region would have received if the region had been held harmless from the STAN sweep. He explained that MAG staff recommended that the \$94 million be taken off the allocation ADOT receives, then the remainder would be split according to the RAAC allocation. Mr. Anderson stated that the third bar chart showed an allocation to MAG of about \$176 million, about \$46 million more than the Board allocated. He noted that the \$176 million included the I-10 and I-17 projects that were ready to obligate in October 2008, but were held specifically so that the funds would be available for a sweep by the Legislature to balance the budget. Mr. Anderson stated that this was the option that was recommended by ADOT staff to the State Transportation Board.

Mr. Anderson stated that in addition to MAG's testimony at the February Study Session, MAG staff also testified at the March 3, 2009, Board meeting that applying the formula, which is used by the Resource Allocation Advisory Committee (RAAC) to allocate ADOT Discretionary Funds, was an inappropriate use for new funds. Mr. Anderson commented that the RAAC probably should have been convened to make a recommendation on the stimulus funds.

Mr. Anderson explained some of the key indicators between MAG, PAG and the other 13 counties. He pointed out MAG's 37 percent share of the ADOT stimulus funds and MAG's sub-allocated share of \$88 million. Mr. Anderson said that gas sales in Maricopa County represent 59.5 percent of the sales statewide and Maricopa County accounts for 60 percent of the population. Mr. Anderson noted that 78 percent of the construction jobs lost statewide were lost

in Maricopa County. He pointed out that these figures demonstrate the disproportionate impact of the economic downturn on Maricopa County.

Mr. Anderson displayed a map of the prioritized projects approved by the Regional Council on February 25th. He noted that most of the freeway projects are on the west side because those are the projects that meet the criteria of being ready to go. Mr. Anderson noted that 50 percent of ADOT's funds need to obligate in 120 days, and 100 percent within one year of enactment (February 17, 2010). He noted that these are the five projects that are moving forward in the process. Mr. Anderson stated that the five projects total about \$131 million, which is close to the \$129.5 million allocated to MAG. He added that this is part of agenda item #7, to make the necessary TIP adjustments for the funding amounts.

Chair Pentz asked for clarification that had ADOT obligated the STAN projects in Fall 2008, the MAG region would have more stimulus money to allocate to other projects in the region. Mr. Anderson replied that was correct and the MAG region would have about \$73 million more funding.

Mr. Smith clarified that the new ADOT Director and ADOT staff recommended to the State Transportation Board that the STAN amount be taken off the top of the stimulus funds. He noted that these projects were held in October 2008 and MAG did not find out until January 2009. Mr. Smith stated that MAG did its best to communicate the 78 percent construction job loss, but was unsuccessful in convincing the Board of the need in Maricopa County. He noted that elected officials who were at the meeting reported to him that they did not know the hostility on the Board toward Maricopa County was so bad.

It was noted that no action on this agenda item was required.

6B. MAG Sub-Allocation Portion of the American Recovery and Reinvestment Act Funds Project and Allocation Scenarios

The American Recovery and Reinvestment Act (ARRA) legislation sub-allocates 30 percent of the funding (\$156.57 million) to local jurisdictions. Eileen Yazzie, MAG Transportation Program Manager, stated that the ARRA funds can be used on projects that meet the federal criteria of Surface Transportation Program and Transportation Enhancement Funds. She reported that MAG just was notified by ADOT and FHWA that the MAG sub-allocation portion of the ARRA funds is anticipated to be \$104.6 million, an increase of about \$15 million over the \$88 million previously thought. She advised that the \$104.6 million amount is still draft. Ms. Yazzie stated that the ARRA funds have a "use it or lose it" provision in which ADOT has 120 days to obligate 50 percent of its funds and transit has 180 days to obligate 50 percent of its funds from the March 10, 2009, date of enactment. She noted that MAG does not have this short-term provision, and all three groups must obligate 100 percent of its funds within one year. Ms. Yazzie stated that one year is a quick turnaround to complete the federal clearance processes.

Ms. Yazzie stated that the reporting requirements on the ARRA funds are still under revision by FHWA. She noted that transparency is one of the goals of President Obama and reports will be posted on www.recovery.gov.

Ms. Yazzie stated that at its February meeting, the Transportation Policy Committee requested that scenarios for the MAG sub-allocation be developed. She stated that the proposed scenarios, not in any priority order, are: Scenario #1 - Member agency allocation with different base amounts; Scenario #2 - Highway projects not funded by the ADOT allocation; Scenario #3 - Highway and Arterial (ALCP) projects; Scenario #4 - Combination of Highway, Arterial and Transit projects; Scenario #5 - Projects ready to go that are in the TIP, whether Proposition 400 or not, and are non-highway and non-transit projects.

Ms. Yazzie stated that Scenario #1A calculates a minimum agency allocation and then adds population to the minimum agency allocation. Scenario #1B provides jurisdictions with a minimum agency allocation and calculates population distribution after the minimum agency allocations are provided. She stated that in Scenario #1, member agencies would need to make a decision on which Option, A or B, and the minimum agency allocation. Ms. Yazzie stated that jurisdictions would have to identify specific projects for the use of the economic recovery funds with a possible quick deadline, and added that she believed member agency staff has already done the ground work to identify eligible projects. She advised that projects that would require a lengthy NEPA/environmental review process are not good candidates for these funds.

Ms. Yazzie stated that Scenario #2 includes only Proposition 400 Highway projects, and she noted that the Regional Council already made a decision to fund five of the projects with the ADOT portion of the ARRA funds. Ms. Yazzie noted that the TIP modification would be addressed in agenda item #7. Ms. Yazzie stated that seven Freeway/Highway ADOT projects, totaling \$43.1 million, and approved in priority order by the Regional Council, are not funded by the ADOT portion of the ARRA funds. She stated that there are also three Proposition 400 projects, non-prioritized by the Regional Council and totaling \$160.5 million, that remain. She displayed the projects on a map. Ms. Yazzie advised that if Scenario #2 is recommended, a decision on which projects to fund with ARRA funds would be needed, and she added that there are more projects than available funding.

Ms. Yazzie stated that Scenario #3 incorporates Scenario #2, but adds Proposition 400 Street projects to the Highway projects. She explained that there are four ALCP Projects totaling about \$50 million that are ready to go and another four ALCP Projects totaling about \$103 million that possibly could become ready by utilizing the consultants in the Local Government Section at ADOT. Ms. Yazzie displayed the projects on a map and advised that once again, there are more projects than available funding. She stated that if Scenario #3 is recommended, a decision would be needed on which projects to fund with ARRA funds.

Ms. Yazzie stated that Scenario #4 includes the projects in Scenario #2 and Scenario #3, and also includes Proposition 400 Transit projects that are not recommended for funding by RPTA. She advised that the list of transit projects is still under development by RPTA. Ms. Yazzie mentioned that if Scenario #4 is recommended, a decision would be needed on which projects to fund with ARRA funds.

Ms. Yazzie stated that Scenario #5 has three funding options and includes projects that are ready to go. She said that the amount needed to fund projects in the TIP Status A and NEPA Status A list is \$84 million; the STP-TEA projects raises the needed funding amount to \$95 million; the

projects in the TIP Status A and NEPA Status B list increases the funding need to \$121 million. She said if Scenario #5 is chosen, projects would have to be selected to be funded as the number of candidate projects is higher than the MAG sub-allocated amount.

Vice Chair Pentz thanked Ms. Yazzie for her presentation and asked if there were any questions.

Mr. Medrano asked for clarification how the three non-prioritized Proposition 400 projects in Scenario #2 would be prioritized. Ms. Yazzie responded that in the typical process, the prioritization of the projects would take place through the MAG committee process for final approval by the Regional Council.

Mr. Swenson moved to Approval of Scenario #1, Option A, with a Minimum Agency Allocation of \$500,000 plus population dated March 10, 2009, for the distribution of the MAG Sub-Allocation Portion of the American Recovery and Reinvestment Act Funds in accordance with the following: 1. Establish a deadline of April 3, 2009, to have MAG member agencies define and submit projects to MAG for the sub-allocated funds due to the very limited time to obligate the projects. 2. Have MAG prepare the necessary administrative adjustments/amendments to the FY 2008-2012 MAG Transportation Improvement Program and/or Regional Transportation Plan as appropriate. 3. Have MAG conduct the air quality consultation/conformity if necessary. 4. Establish a deadline of November 30, 2009 for projects to be obligated. Funds from projects that are not obligated will be reprogrammed to meet the federal obligation date of February 17, 2010 in order for Arizona to be eligible to receive funding from other states that are unable to obligate their funds. Mr. Fischbach seconded.

Vice Chair Pentz asked members for discussion of the motion.

Ms. Blazina stated that from the City of Glendale perspective, Glendale supports the allocation of the ARRA funds through the Proposition 400 process and believes that this is the most fair and equitable distribution of funding which provides the most benefit to the most people, and has been voter approved.

Vice Chair Pentz commented that there has been a lot of discussion about the stimulus funds going to infrastructure, and expressed the disappointment that the overall federal package has taken on a different character and was a lot less than anticipated. Vice Chair Pentz stated that the member agencies spent a lot of time submitting projects to MAG and he appreciated the efforts of MAG staff in the coordination. He said that if funding moves forward with only the projects that are shovel ready, a number of communities will not receive any funds, so he supported this motion.

Mr. Crossman stated that \$500,000 plus a population distribution is a decent proposal, but he was concerned that many communities will receive too small a portion to have a significant project, as \$500,000 in today's market will not do much. Mr. Crossman proposed Scenario #1A, but increasing the minimum agency allocation to \$1 million with a population distribution. He explained that on the chart, nine out of 29 communities will receive fewer dollars from this modification, and in order to offset that, he proposed taking the \$15.9 million difference between the previous MAG sub-allocation (\$88 million) and the current MAG sub-allocation (\$104.6

million) and dividing that among the nine communities according to population. Mr. Crossman stated that he thought the \$1 million plus population allocation would enable all communities to have at least one significant project. He stated that Litchfield Road to Luke Air Force Base is in terrible condition, and the \$500,000 will not touch the \$1.6 million needed to fix it. Mr. Crossman stated that the nine communities that would fall short from the change of a \$500,000 base to \$1 million base could take the \$15.9 million and divide that proportionately. He noted that the \$15.9 million would not be divided among all member agencies, just the nine communities. Mr. Crossman stated that Peoria, for example, would receive only \$60,000 less under his proposal.

Mr. Smith referenced Vice Chair Pentz's earlier comments that the stimulus funds were considered by many to be an infrastructure package. He said that the list MAG prepared included all types of projects totaled about \$7.3 billion, with \$5.3 billion being transportation projects. Mr. Smith noted that when all of the stimulus funds – ADOT, the MAG Sub-allocation and Transit – are added up, they total \$300 million, and with that amount, we will have a hard time pleasing everyone in Maricopa County. Mr. Smith added that the goal of the stimulus package was to get people back to work. He stated that another source of funding will become available next month – the closeout of federal funds. He said that MAG hopes to have ready projects, not covered by the Sub-allocation, that could move forward with the closeout funds. Mr. Smith advised that ADOT has staffing issues and MAG hopes to have precise closeout numbers. We need to look at all the federal money, whether stimulus or not, and address projects that are ready to go.

Wayne Anderson stated that the intersection at Cave Creek Road and Carefree Highway needs improvement. He said that it is probably the tenth busiest intersection in the Valley, serves more than four communities, and the bulk of the traffic is from outside Cave Creek. Mr. Anderson said that the design is completed, but Cave Creek has a small population and the amount coming to them will not come close to the \$2.2 million need to do this project.

Vice Chair Pentz asked Mr. Crossman if he intended his proposal as an amended motion. Mr. Crossman replied that he did. Mr. Rodriguez seconded the amended motion.

Mr. Fairbanks expressed that the City of Phoenix enthusiastically supported Scenario #1 as the allocation criteria, because all agencies have seen their HURF revenues declining. He said that if the motion passes, Phoenix intends to use the money for resurfacing and improving its existing streets. Mr. Fairbanks stated that Phoenix has a number of streets with cracks and potholes, due to the wet winter. He said that we need to take care of the people already here and paying taxes by taking care of the existing streets. Mr. Fairbanks stated that it is also prudent financially to do resurfacing early to prevent major costs later by a total reconstruction of a street. He stated his support for Scenario #1A. Mr. Fairbanks stated that all of the scenario alternatives essentially take away money from the large cities and give it to the smaller cities, and Phoenix is willing to do that. He added that Phoenix gives a greater proportion, and if shared fairly on a population basis, under Scenario #1A, Phoenix would take \$4 million to \$5 million out of its pocket and give it to the smaller cities, but it will make the sacrifice. Mr. Fairbanks stated that there are equity issues here, and it seems citizens in Phoenix should have the same rights as the citizens of other cities. He said that there needs to be balance. Phoenix will take some of its fair share and give it to the smaller cities, but there has to be a limit. Mr. Fairbanks stated that Phoenix eliminated 1,100 staff and \$270 million from its budget, which includes massive cuts to its transit and street

maintenance. Mr. Fairbanks stated that large streets, such as Indian School Road, Bell Road, and Greenway Road, cross Phoenix and also serve a lot of people. He expressed that if Phoenix does not get money to resurface its streets, the citizens of the County will be driving on streets with potholes. Mr. Fairbanks stated that Phoenix is happy to support Scenario #1A, which takes \$4 million to \$5 million from Phoenix and gives it to smaller cities, but with a \$1 million base, essentially 60 percent to 70 percent comes out of Phoenix. He said that this is a matter of what is fair and his question was how much more do the citizens of Litchfield Park deserve than the Phoenix citizens? Mr. Fairbanks also noted that the per capita income of Phoenix was lower than that of Litchfield Park. Mr. Fairbanks stated that Phoenix will support Scenario #1A, which takes \$4 million to \$5 million from Phoenix and gives it to smaller communities, but if the base was \$1 million, he was not sure he would be discharging his duty to the citizens of Phoenix.

Mr. Crossman expressed that the Management Committee members understood Mr. Fairbanks' position and they have had to make difficult decisions also. He said that Litchfield Park has had layoffs and cuts to its budget, and even had to eliminate its street program this year. Mr. Crossman stated that there are 29 jurisdictions listed, including the balance of the county. He explained that under the \$1 million base proposal, nine jurisdictions would receive an amount less than they would have gotten under the \$500,000 base. He said that he proposed that benefitting 20 communities and dividing the \$15.9 million among the nine communities that are receiving a lesser amount would offset Mr. Fairbanks' concern, which he respects.

Mr. Fairbanks expressed his appreciation for that accommodation, and asked why all the communities could not share in the \$15.9 million. He stated that as he understood Scenario #1A, all communities would share all of the sub-allocation.

Mr. Crossman stated that \$15.9 would be a small increase to share among so many cities, and the reason he suggested dividing it among nine communities would be to offset the loss from increasing the base of \$500,000 to \$1 million.

Mr. Fischbach expressed his appreciation for Phoenix's position and its willingness to give up for all of the communities. He said that he also appreciated Litchfield Park's position that there are not enough funds to make an impact. Mr. Fischbach stated that Goodyear would lose by taking \$1.8 million in Scenario 1A over the \$2.1 million in Mr. Crossman's recommendation, but they support Scenario #1A for the betterment of all.

Mr. Crossman noted that Goodyear would receive \$1.8 million in the \$1 million base proposal. Mr. Fischbach stated that the way he read it, under Scenario #1A, Goodyear would receive \$1.83 million and under the amended motion, Goodyear would receive \$2.116 million. Mr. Crossman noted that Mr. Fischbach was using the revised table that distributed all of the funds with a \$1 million base, not as he proposed, which was to use the original table that distributed the \$88 million with a \$1 million base and then allocate the extra \$15.9 million to the nine communities.

Ms. Yazzie clarified that the agenda packet material, dated March 3, 2009, showed Scenarios #1A and #1B with a total of \$88.7 million, and the material that was emailed to members March 10th showed Scenarios #1A and #1B with a total of \$104.6 million. Ms. Yazzie stated that Mr. Crossman is referencing the March 3 Scenario #1A amount of \$88.7 million and is asking that the

base of \$1 million be used and the additional funds of \$15.9 million be distributed to the nine communities.

Mr. Fischbach asked if the motion was based on the March 10, 2009, material. Ms. Yazzie replied that was correct. She clarified that the information she gave in her presentation and the scenario in Mr. Swenson's motion, Scenario #1A, includes a \$500,000 base, dated March 10, 2009.

Vice Chair Pentz recognized public comment from Margarita Garcia from Guadalupe. She said that she keeps hearing the word "city" and asked about small towns. Ms. Garcia stated that small towns have needs and are neglected in big projects. She said that it is important when making decisions that towns are included. Vice Chair Pentz clarified that the Town of Guadalupe was included in the motion.

With no further discussion, Vice Chair Pentz called for a vote taken on the amended motion. The amended motion failed, with Mr. Anderson, Mr. Rodriguez, Mr. White, Mr. Pettit, Ms. Arellano, Mr. Crossman, Mr. Edwards, and Ms. Robinson voting yes.

The vote on the motion made by Mr. Swenson and seconded by Mr. Fischbach passed, with Mr. Rodriguez, Ms. Blazina, and Mr. Crossman voting no.

Ms. Yazzie noted that next steps in the process include continuing work with RPTA, and targeting the March and April MAG committee meetings for approval of the sub-allocation projects. She advised that due to the short timeframe there is the possibility of additional or adjusted meeting dates and times.

6C. MAG Regional Portion of the American Recovery and Reinvestment Act -Transit

Ms. Yazzie reported on the Transit portion of the MAG Regional Portion of the American Recovery and Reinvestment Act. She said that the focus of her presentation was the status of MAG Regional Transit portion of ARRA and next steps, and noted that RPTA staff was available for any questions. Ms. Yazzie stated that \$65 million is dedicated to the MAG region for transit projects. She noted that on March 5, 2009, the Federal Transit Administration released the final funding allocation, which means the clock started ticking that day for RPTA's requirement to obligate 50 percent of its funds in 180 days. Ms. Yazzie added that RPTA has one year to obligate 100 percent of the funds.

Ms. Yazzie reported that on February 19, 2009, the RPTA Board of Directors recommended criteria for project selection that includes Proposition 400 projects; construction projects or projects that generate significant local job creation; ready to go projects; project size (larger is better); projects that may not qualify for federal funds; and projects that typically receive less federal funding.

Ms. Yazzie stated that on March 4, 2009, the RPTA Management Committee reviewed and discussed extensively the ARRA project list for funding and recommended projects that met the approved criteria for review by the RPTA Board of Directors. She noted that a 19-page

memorandum from RPTA was at each place. Ms. Yazzie displayed the recommended list of projects.

Ms. Yazzie stated that on March 6, 2009, the RPTA Budget and Finance Subcommittee met. She said that the Chair requested alternative funding scenarios be developed, and these are found on pages 13 to 18 of the RPTA memorandum.

Ms. Yazzie stated that this item is anticipated to be on the March 19, 2009, RPTA Board of Directors agenda for a recommendation to MAG for inclusion in the Transportation Improvement Program. Vice Chair Pentz thanked Ms. Yazzie for her report. No questions from the Committee were noted.

7. Project Changes – Administrative Modification to the FY 2008-2012 MAG Transportation Improvement Program for Funding from the American Recovery and Reinvestment Act of 2009

Ms. Yazzie reported that this item requests action to make administrative modifications to the FY 2008-2012 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan (RTP) 2007 Update for funding from the American Recovery and Reinvestment Act of 2009. She noted that the projects were referenced by Mr. Anderson in his presentation for agenda item #6A, and are the Highway projects approved by the MAG Regional Council for the ADOT portion of the ARRA funds. Vice Chair Pentz thanked Ms. Yazzie for her presentation and asked if there were any questions. None were noted. No requests for public comment were received.

Mr. Pettit moved to recommend approval of administrative modifications to the FY 2008-2012 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan (RTP) 2007 Update for funding from the American Recovery and Reinvestment Act of 2009. Mr. Swenson seconded, and the motion carried unanimously.

8. Census 2010 Outreach Efforts

Kelly Taft, MAG Communications Manager, provided an update on census outreach activities, and noted that direction was requested from the Committee in terms of funding for paid advertising efforts that are expected to take place in our region over the next year.

Ms. Taft stated that the 2010 Census will be April 1, 2010, and she noted that census data are used to determine the allocation of more than \$300 billion in federal funds to states and communities every year and determine the apportionment of Congressional seats. Ms. Taft added that census data are also used for emergency planning.

Ms. Taft noted that one of the biggest changes in Census 2010 is that everyone will receive the short form; the long form is now handled through the annual American Community Survey. Ms. Taft stated that address listers are in the field now and member agency Public Information Officers are notifying law enforcement agencies that they could possibly receive suspicious person calls.

Ms. Taft noted that the Bureau of the Census has the responsibility for developing an advertising campaign. She noted that at each place was a revised Media Buys Proposal, which reflected costs lower than in the original proposal.

Ms. Taft noted that the proposal consists of Idea One and Idea Two. She explained that Idea One is the least costly of the two approaches at a little more than \$327,000 and Idea Two is about \$426,000. She then provided a breakdown of each option in the categories of general media, Spanish media, and other minority media. Ms. Taft noted that the primary difference between the two ideas is that Idea Two includes network television purchases along with radio, cable, and print advertising buys, and ads in community sections of the newspapers that Idea One does not include.

Ms. Taft stated that the advertising campaign, which will cover the entire Valley using all stations and formats, is targeted for a five-week period beginning the first week of March. She advised that they will be approaching the stations for value-added matches.

Ms. Taft stated that accurate population counts are critical to MAG's transportation modeling efforts and for conducting effective planning. She said that this year, due to the extraordinary fiscal challenges facing the local governments, MAG asked the Federal Highway Administration if a portion of the MAG federal Surface Transportation Program (STP) funds can be used to pay for 50 percent of the costs for these outreach-related expenses. Ms. Taft noted that the FHWA has responded that it will allow MAG to use its federal STP planning funds for half of the census advertising costs, with an understanding that the MAG federal funds portion would not exceed \$234,500, which is half of the highest number in the original proposal. She pointed out the chart on the last page of the agenda material that showed each member agency's share of the media commitment per scenario.

Ms. Taft pointed out that the federal stimulus dollars might be directed to the census for marketing efforts, and if the Census Bureau pays for broadcast advertising in the region, these dollars would be applied toward costs.

Ms. Taft stated that the outreach group met on March 5th and unanimously preferred Idea Two, because they felt television buys would be the most effective in reaching residents. Ms. Taft noted that the Town Manager for Fountain Hills could not be at the Management Committee meeting, and called to pass along the Town's support for Idea Two.

Ms. Taft noted that the media buys do not represent the total commitment a jurisdiction may have to provide for local outreach, and they may want to include local outreach as a portion of their budgets. She advised that the costs in the proposal could change because standard advertising rates can fluctuate daily and the numbers could be higher or lower. Ms. Taft noted, however, that the paid advertising would remain within the overall approved program funding amount.

Mr. Pettit expressed his appreciation to Mr. Fairbanks for stepping forward, taking the lead, and making the City of Phoenix resources available to the rest of the region. Mr. Pettit stated that he did not see any payment or assistance to the City of Phoenix to do the Channel 11 pieces, and asked if this was included in the proposal. Ms. Taft replied that the census groups discussed using

the Phoenix or the MAG video capabilities, or city cable channels doing their own productions. She explained that a number of Phoenix subcommittee members represent a number of stations in the Valley, and they suggested the subcommittee provide them with scripts and allow them to produce the spots using their own talent.

Mr. Meyer said that he was not sure he knew the difference between Ideas One and Two, as they relate to Spanish language television. He indicated that they looked the same. Ms. Taft replied that he was correct, they are the same. She added that the difference is in the network buys and they would still be doing the same amount of Spanish television and print buys in both Ideas One and Two.

Mr. Bacon stated his agreement with Mr. Pettit's comments to the City of Phoenix. He expressed his support for Idea One, and encouraged that the group come back with an option, perhaps Idea One-A that increases outreach to all groups, which includes not only minority media, but also new media, such as the Internet, cable, etc. He indicated that he thought there was a third idea that was between Idea One and Idea Two.

David Ramirez, Deputy Public Information Officer for the City of Phoenix, asked for clarification if Mr. Bacon was referring to such media as Facebook and Twitter. Mr. Bacon replied that was correct. Mr. Ramirez stated that the media committee recommended looking into that, and that Phoenix is developing a social media policy. He added that this plan does not reflect all of the free media, especially the Spanish media. He said that there could be opportunities through columns in La Voz and Prensa Hispana newspapers, radio shows on Campesina and La Nueva, and a TV telethon on Univision. Mr. Ramirez advised that Univision's participation pledge would cost about \$80,000 in other markets, and added that he knew of no other place in the county that has a television partnership. He said that there is a lot of media not included in this plan that will be available.

Mr. Bacon stated that in past censuses, the major network affiliates gave a large amount of free media in terms of feature and new stories. He expressed that part of his concern was based on putting an extra \$100,000 toward that which might be provided at no cost. Mr. Ramirez replied that they could look at that, but our media subcommittee includes representatives from all major channels. They have been receptive to promoting the census, not only with paid outreach, but also with unpaid news stories and features. Mr. Ramirez stated that these representatives are on our team, so it is safe to assume we will get coverage.

Ms. Dennis asked if the print buys would include the Northwest Valley. Mr. Ramirez replied that the print buys include all community sections.

Dennis Smith stated that the request today is to identify the amount for the media buys so that when jurisdictions are building their budgets, they will have two years to cover their commitment. Mr. Smith noted that staff could come back with more on the proposal at a future meeting, but this item was to let members know the amount as soon as possible.

Mr. Pettit asked the status of promotional items for community events, which were successful in prior censuses. Ms. Taft replied that two other subcommittees are working on marketing

materials, and she expected the Census Bureau might also be providing materials. Ms. Taft commented that members might want to include the cost of promotional materials in their budgets, and she noted that the cost for media advertising is not expected to impact municipal budgets until March 2010.

Mr. Pettit moved to recommend that Idea Two for the 2010 Census advertising costs be chosen and that the FY 2009 MAG Unified Planning Work Program and Annual Budget be amended to use MAG Federal Highway Administration STP funds not to exceed \$234,500 to pay for half of the 2010 Census advertising costs, with the understanding that if federal stimulus funds are received for this purpose, a commensurate reduction would be made to the request for funding. Mr. Fairbanks seconded.

Vice Chair Pentz expressed his appreciation to Mr. Pettit for all of his current and past work on Census counts in the region. He asked members if they had any discussion of the motion.

Mr. Little expressed his support for Idea Two, and said that he thought that alternative approaches to reaching the population, including young people, needed to be considered. He commented that the program should not look old school, and he noted that the 18- to 20-year-olds get their information in other ways.

With no further discussion, the vote on the motion passed, with Mr. Bacon voting no.

9. Development of the FY 2010 MAG Unified Planning Work Program and Annual Budget

Becky Kimbrough, MAG Fiscal Services Manager, stated that the development of the FY 2010 draft budget has been on the Management Committee, Executive Committee, and Regional Council agendas beginning in January 2009. Ms. Kimbrough noted that the draft budget is about 70 percent complete, and noted that a copy of the Work Program and the "MAG Programs in Brief" were included in the agenda packet.

Ms. Kimbrough stated that the Intermodal Planning Group meeting, which provides a forum for MAG as the Metropolitan Planning Organization (MPO), the Arizona Department of Transportation (ADOT), transit operators and Federal agencies to discuss planning issues, is scheduled for April 17th at the MAG office. She said that an update from this meeting will be provided to the Management Committee at the May meeting.

Ms. Kimbrough stated that the draft MAG Programs in Brief includes a narrative of the 16 proposed new projects for FY 2010, which were first presented in the February agenda packets. She noted that the new projects were presented at the February 19th MAG Budget Webinar presentation which is held each year for MAG members to give and receive early information and member input on the MAG draft budget.

Ms. Kimbrough stated that MAG is recommending no increase in staff salaries in the FY 2010 draft budget. She noted a correction in the Programs in Brief to adjust the number of Human Services staff positions from four staff to five staff.

Ms. Kimbrough stated that MAG includes a 15 percent contingency in the budget to have flexibility in its budget to address future issues. She noted that the current estimate for contingency is about \$1.5 million.

Ms. Kimbrough stated that in the past, the estimates for the MAG Dues and Assessments have been based on the consumer price index for all urban areas. She explained that in the FY 2009 Work Program, due to economic conditions, MAG recommended that dues and assessments not be increased, and for FY 2010, MAG is recommending that dues and assessments be reduced by 50 percent. Ms. Kimbrough added that any changes to individual members are due to population shifts.

Ms. Kimbrough stated that work continues on the draft budget and updates will be provided at the April meeting, with a request for approval in May. Vice Chair Pentz thanked Ms. Kimbrough for her report and asked members if they had questions.

Mr. Little said that a lot of the program areas are predicated on the assumption of population growth, while some economists are predicting a decrease in Arizona's population over the next 20 years. Mr. Little added that he did not know if this will be true for Maricopa County, but he requested that these underlying assumptions be reviewed for those types of programs in light of this economy.

Mr. Fairbanks commented that some indicators say that the population has already decreased. He then commended Mr. Smith and MAG staff for being proactive in lowering the MAG budget and trying to reduce costs to member agencies by decreasing the dues and assessments.

10. Legislative Update

Nathan Pryor, MAG Senior Policy Planner, provided an update on legislative issues of interest. He reported that on the federal side, the final FY 2009 Omnibus Appropriations Bill was passed late on the evening of March 10, and it is expected that the President will sign it. Mr. Pryor stated that transportation will receive 4.9 percent more than in FY 2008. He noted a \$3.5 million earmark for Arizona, which is the Phoenix to Tucson Commuter Rail Study, and commented that staff will continue to look through the bill for any other earmarks that could come to Arizona.

Mr. Pryor stated that the President's budget framework includes a 2.5 percent increase for the US Department of Transportation, but this amount decreases in the outer years. Mr. Pryor stated that the National Surface Transportation Financing Commission report pushes for a short-term fix in the gas tax with an increase of 10 cents per gallon on regular gas and 15 cents per gallon on diesel, and for the long-term, a mileage-based fee. Mr. Pryor stated that the White House Press Secretary was not supportive, but the option may be revisited.

Mr. Pryor reported on State legislation. He said that the FY 2010 budget has dominated work at the Legislature, and there has been slow movement on both the House and Senate sides. He noted that he is tracking three public private partnership bills: Senate Bill 1261 and Senate Bill 1463, both of which have stalled as legislators work on the FY 2010 budget. Mr. Pryor stated that

House Bill 2396 is a strike-everything amendment and is still being analyzed by staff to determine its meaning to the MAG region.

11. 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.

No comments from the Committee were noted.

There being no further business, the meeting adjourned at 1:35 p.m.

Secretary

Chairman

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 31, 2009

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 \$1.7 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 19, 2007. The proposed revisions include refinements to policies on the Regional Area Road Fund (RARF) closeout process, the addition of substitute projects, and the amendment or termination of signed and effective Project Agreements. Other minor technical refinements are also included.

MAG Staff and the ALCP Working Group met on November 17, 2008 and January 9, 2009 to discuss and develop the suggested technical changes to the December 19, 2007 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.

Policy language was incorporated to provide guidance on the reimbursement of High Priority Projects (HPP) with funds in the Arterial Life Cycle Program. Language specifying circumstances when an ALCP Project Agreement between MAG and a Member Agency would require an amendment or termination also was incorporated in the ALCP Policies and Procedures.

Refinements regarding policies and procedures to change the scope of an ALCP project or to substitute a new project for an existing ALCP project were made. Under the new provisions, agencies must present justification and information on the proposed changes to the MAG Street Committee for a technical review and recommendation for inclusion in the ALCP.

Specific deadlines pertaining to Regional Area Road Fund (RARF) Closeout and the ALCP annual update process were removed from the ALCP Policies and Procedures. Instead, deadlines will be published annually in the MAG Transportation Programming Guidebook. Removing the deadlines from the ALCP Policies and Procedures allowed MAG Staff to be flexible to member agency programming needs.

Other technical refinements to the ALCP Policies and Procedures include the addition of Capital Improvement Program disclosures, requiring Signature Cards on an annual basis, and expanding the list of project expenditures ineligible for reimbursement.

Text added to the approved December 19, 2007 ALCP Policies and Procedures is in **bold underline**. Text removed from the December 19, 2007 ALCP Policies and Procedures is noted in **~~bold strikeout~~**.

PUBLIC INPUT:

There was no public comment at the March 26, 2009 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 19, 2009 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 19, 2007, ALCP Policies and Procedures.

PRIOR COMMITTEE ACTIONS:

Transportation Review Committee recommended approval of the proposed changes to the ALCP Policies and Procedures on March 26, 2009.

MEMBERS ATTENDING

- Peoria: David Moody, Chair
- ADOT: Floyd Roehrich
- Avondale: David Fitzhugh
- * Buckeye: Scott Lowe
- Chandler: Patrice Kraus
- El Mirage: Lance Calvert
- Fountain Hills: Randy Harrel
- * Gila Bend: Rick Buss
- Gila River: Sreedevi Samudrala for David White
- Gilbert: Michelle Gramley for Tami Ryall
- Glendale: Terry Johnson
- Goodyear: Luke Albert for Cato Esquivel
- * Guadalupe: Jim Ricker
- * Litchfield Park: Mike Cartsonis

- Maricopa County: John Hauskins
- Mesa: Scott Butler
- * Paradise Valley: Robert M. Cicarelli
- Phoenix: Vacant
- Queen Creek: Mark Young
- RPTA: Bryan Jungwirth
- Scottsdale: Dave Meinhart for Mary O'Connor
- Surprise: Randy Overmyer
- Tempe: Carlos de Leon
- Valley Metro Rail: John Farry
- # Wickenburg: Gary Edwards
- Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

- Regional Bicycle Task Force: Jim Hash
- * Street Committee: Darryl Crossman
- * ITS Committee: Mike Mah

- Pedestrian Working Group: Brandon Forrey
- * Transportation Safety Committee: Kerry Wilcoxon

* 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

DRAFT



ARTERIAL LIFE CYCLE PROGRAM

POLICIES AND PROCEDURES

Update to the December 19, 2007

MARICOPA ASSOCIATION OF GOVERNMENTS

Additional text has been **bolded** and **underlined**

Deleted text has been **~~bolded~~** and **~~stricken-through~~**

Footnotes provide additional information.

TABLE OF CONTENTS

BACKGROUND	I
I. ARTERIAL LIFE CYCLE PROGRAM MANAGEMENT AND ADMINISTRATION	1 -
SECTION 100: PROGRAM OBJECTIVES	- 1 -
SECTION 110: APPLICABILITY OF ARTERIAL LIFE CYCLE PROGRAM POLICIES AND PROCEDURES ...	- 2 -
SECTION 120: PROGRAM REPORTING	- 2 -
SECTION 130: MAG COMMITTEE PROCESS	- 3 -
II. PROGRAMMING THE ARTERIAL LIFE CYCLE PROGRAM	4 -
SECTION 200: PROGRAMMING THE ALCP	- 4 -
SECTION 210: UPDATING ALCP PROJECTS IN THE ALCP	- 5 -
SECTION 220: TYPES OF ALCP PROJECT UPDATES	- 6 -
SECTION 230: PROGRAM OR PROJECT AMENDMENTS	- 8 -
SECTION 240: INFLATION IN THE ALCP	- 9 -
SECTION 250: ALCP ADMINISTRATIVE ADJUSTMENT	- 9 -
SECTION 260: ALCP RARF CLOSEOUT	- 10 -
SECTION 270: USE OF SURPLUS OR DEFICIT PROGRAM FUNDS	- 11 -
III. PROJECT DETAILS	12 -
SECTION 300: LEAD AGENCIES.....	- 12 -
SECTION 310: ALCP PROJECT BUDGETS.....	- 13 -
SECTION 320: PROJECT ELIGIBILITY	- 13 -
SECTION 330: ELIGIBLE COSTS FOR REIMBURSEMENT	- 16 -
SECTION 340: ELIGIBLE PRIOR ROW ACQUISITION AND/OR WORK FOR REIMBURSEMENT.....	- 17 -
SECTION 350: REALLOCATION OF PROJECT SAVINGS	- 18 -
IV. ALCP PROJECT REQUIREMENTS	19 -
SECTION 400: PROJECT OVERVIEW	- 19 -
SECTION 410: PROJECT AGREEMENT.....	- 19 -
SECTION 420: PROJECT REIMBURSEMENT REQUESTS	- 22 -
APPENDIX A. GLOSSARY AND ACRONYMS	25 -

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. **House Bill 2456 allocated 10.5 percent of Regional Area Road Funds collected for arterial streets, including capital expenses and implementation studies.**

The original version of the ALCP Policies and Procedures were approved by the Transportation Policy Committee reviewed and recommended the Policy and Procedures for approval on June 21, 2006 and by the Regional Council approved the Policies and Procedures on June 28, 2006. The current version of the ALCP Policies and Procedures was approved by the Regional Council on [MONTH] [DAY], [YEAR].

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. **Federally funded ALCP Projects** ~~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 Agreements¹**, 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. **Information provided in the status report will include the number of Project Overview, Project Agreements, and Project Reimbursement Requests submitted and processed by MAG Staff.**
- 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.

¹ Updates regarding ALCP Project Overviews and Project Agreements are provided in the ALCP Status Reports, which are approved through the MAG Committee Process

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.
1. **The regional funding is guided by the funding recommendations set forth in the MAG Regional Transportation Plan (RTP).**
 - a. **The RTP allocates 10.2 percent of Regional Area Road Funds (RARF) to capital expenses for streets.**
 - b. **The RTP allocates 0.3 percent of RARF to implementations studies.**
 2. **The regional funding for the ALCP is comprised of three revenue sources: the regional area road fund (RARF), otherwise known as the 1/2 cent sales tax, federal surface transportation program (STP) funds targeted for the MAG region, and federal congestion mitigation and air quality (CMAQ) targeted for the MAG region.**
 3. **The RARF funding distribution to the ALCP is bound by the requirements set forth in House Bill 2456 (2004).**
 4. **The RTP and ALCP include four reimbursement phases as outlined below.**
 - . **Phase I – Fiscal Years 2006 – 2010**
 - . **Phase II – Fiscal Years 2011 – 2015**
 - . **Phase III – Fiscal Years 2016 – 2020**
 - . **Phase IV – Fiscal Years 2021 -2026**
- 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.
1. **During the annual update of the ALCP, MAG Staff will review and analyze the Lead Agency's, and partnering agency's approved and/or draft Capital Improvement Program when programming ALCP Projects for reimbursement in the current and following fiscal year for fiscal commitments.**
- C. Programming of Projects funded by the ALCP must be consistent with the ALCP Program and the ALCP Policies and Procedures. **The Maricopa Association of Governments (MAG) is the agency designated by law to implement the Arterial Life Cycle Program ensuring the estimated cost of the program improvements does not exceed the total amount of available revenues.**
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.
- a. **During the annual update, all project change requests will be reviewed by MAG Staff for compatibility with Section 110.A and the current, and projected regional funds: RARF, STP, and CMAQ.**
 - b. **MAG Staff will coordinate with Lead Agency Staff to resolve project change requests that are not compatible with the availability of regional funds or Section 110.A. Methods to resolve these issues may include the:**
 - i. **Advancement/deferral of project reimbursements, projects, project segments, or work phases per Section 270;**
 - ii. **Change in fund type allocated to a project or work phase based on available funding;**
 - iii. **Change in the reimbursement amount allocated to a project, project segment, and/or work phase over multiple fiscal years.**
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.
 - c. **The availability of federal funds.**
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.
 - iv. 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.
 - a. **Reimbursement payments may be accelerated for projects approved for RARF Closeout Funds through the MAG Committee Process, per Section 260.**
- 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 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 may propose a substitute Project that would use the regional funds allocated to the original Project. **The substitute Project shall relieve congestion and improve mobility in the same general area addressed by the original Project, if possible.**²
 2. **Substitute projects may not be completed prior to inclusion in the Arterial Life Cycle Program.**
 3. The Lead Agency must submit a written request to MAG. The written request must include:
 - a. 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.
 - b. **How the proposed project would relieve congestion and improve mobility; and,**
 - c. **The proposed substitute project budget and schedule**
 - d. MAG Staff will work with jurisdictions on a case-by-case basis to ensure proper justification.
- 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, **revised budget and/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.
 3. **Project scope changes may not include completed portions of a project or project segment, which are not included in an Arterial Life Cycle Program approved through the MAG Committee process.**
- G. **All requests to change original ALCP project scope or a substitute a project in the ALCP must meet all requirements established in Sections 200, Section 210, and Section 220.**
1. **Before being approved through the standard MAG Committee Process, the requests will be presented by an employee of the Lead Agency to the MAG Street Committee for a technical review and recommendation. The presentation will address:**
 - a. **The reason(s) the original project was deemed not feasible;**

² Section was reformatted. Additions are underlined and bold.

- b. Explain how the change the original ALCP project scope or substitute project would relieve congestion and improve mobility;
 - c. The new/revised project cost estimate;
 - d. And other information as requested by the MAG Street Committee.
 - 2. After the Streets Committee technical review and recommendation on the proposed changes, the project(s) will be approved through the MAG Committee Process.
 - 3. Requests to change original ALCP project scope or substitute a project must be made by the deadline established in the ALCP Schedule published annually in the MAG Transportation Programming Guidebook.
 - 4. Reimbursements for substitute projects will :
 - a. Be programmed in the same fiscal year(s) as the original project
 - b. Be programmed with the same funding amount and type as the original project
- H. To use 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.³
- 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 **Project Budget 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;

³ Previously Section 220.G.

- 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;

B. MAG Staff will review each request for:⁴

- 1. 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. Potential negative impacts to other RTP Projects, including freeway/highway, arterial, public transportation or other mode Projects;
- 2. 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.

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 - CUUR0400SA0.
 - a. The inflation rate is calculated using the month of March 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.

⁴ Previously Section 230.B.2.a.vi and vii.

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.

SECTION 260: ALCP RARF CLOSEOUT

- 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. **Lead Agencies should submit a RARF Closeout Notification to MAG per eligible project.**
 1. **MAG Staff will provide a RARF Closeout Notification Form on the MAG ALCP website.**
- C. The ALCP RARF Closeout Process will begin at the April TRC and continue through the MAG Committee process in May, one month before the annual update of the ALCP.
 1. **The ALCP Schedule published annually in the MAG Transportation Programming Guidebook will specify all deadlines pertaining to the ALCP RARF Closeout Process, including due dates to submit RARF Closeout Notification forms and ALCP Project Requirements.**
 2. **MAG Staff will notify the ALCP Working Group, in advance, if a change in the ALCP Project Schedule is required.**
- D. To be considered as **an eligible project** for reimbursement with RARF Closeout funds:
 1. The Project or Project segment must be completed/closed out.
 2. The Lead Agency must completed the following Project Requirements:
 - a. Project Overview
 - b. Project Agreement, and
 - c. Project Reimbursement Request.
 3. All three requirements must be **completed and accepted by MAG Staff as complete by June 1st**.⁵
- E. The determination and allocation of ALCP RARF Closeout funds for eligible completed projects will be made according to the following priorities (in sequential order):
 1. Projects scheduled for reimbursement in the next fiscal year;

⁵ Section 260.D was reformatted for clarification.

2. All other Projects according to the chronological order of the programmed reimbursements.

F. **If two or more eligible projects are programmed for reimbursement in the same fiscal year, the reimbursement of the eligible projects will be made according to the following additional priorities (in sequential order):**

1. **The date of the Project's final invoice.**

2. **The date the Project Reimbursement Request was accepted by MAG Staff.**

SECTION 270: USE OF SURPLUS OR DEFICIT PROGRAM FUNDS

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

- 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 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

- 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.
 - 4. **Will be published in the approved Arterial Life Cycle Program.**
- C. Credits for local match requirements are not transferable between Projects.
- D. **The ALCP Project Budget for a Project(s) or Project segment(s) in the ALCP that is approved as a High Priority Project (HPP) and receives an 'earmark' of federal funds in a federal authorization or federal appropriations bill will be reprogrammed, as needed.** ⁶

SECTION 320: PROJECT ELIGIBILITY

- 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 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:

⁶ Refer to Section 320.G. for additional policies pertaining to HPPs.

- 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 **and lump-sum incentives**, as determined by MAG.
 6. **Expenditures that occur after a project or project segment is completed. This includes salaries, applied overhead, record keeping and facility maintenance.**
 7. **Salaries and other administrative expenditures pertaining to the completion of ALCP Project Requirements.**
- F. The use of federal funds or other funding sources may involve further restrictions on the use of funds or eligible matching contributions.
- G. **Since the primary sources of regional transportation funding have been included in the MAG RTP, funds that are the result of specific earmarks of either federal or state funds that have already been accounted for in the RTP (“below the line funding”) are not eligible for reimbursement or the local match under the Arterial Life Cycle Program. Any previous commitments to provide local funding for arterial projects included in the TIP, RTP, or ALCP should be maintained.**
1. **If a Project or Project segment in the ALCP is approved as a High Priority Project that receives an ‘earmark’ of federal funds in a federal authorization act, which reduces the distribution of federal funds to the region, the Project will be restricted as follows:**
 - a. **The earmarked federal funds will be ineligible for reimbursement through the ALCP.**
 - b. **The earmark federal funds will not be applicable towards the ALCP Project local match requirement.**
 2. **If a Project or Project segment in the ALCP is approved as a High Priority Project that receives an ‘earmark’ of federal funds in a federal appropriations act, which does not reduce the distribution of federal funds to the region, the Project will be restricted as follows:**
 - a. **The earmarked federal funds will be ineligible for reimbursement through the ALCP.**
 - b. **The earmark federal funds may be applied to towards the ALCP local match requirement.**
- H. 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.
- I. 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 320H.
- J. 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.
- K. 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

- A. Reimbursable expenditures are limited to ALCP Projects meeting the requirements set forth in Section 320 (Project Eligibility).
- B. No reimbursements will be made:
1. Prior to the execution of a Project Agreement.
 2. **For projects or project work phases not listed in an approved Transportation Improvement Program**
 3. 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.
- 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.
 - 1. Reimbursements will not be made for Project elements donated or funded via cash or cash equivalent donations, right-of-way donations, exactions and/or other third party or non-tax funding sources.
 - 2. Reimbursements from the ALCP will not be made for expenditures that have already been reimbursed from other sources, either in cash or cash equivalents or through third party contributions including, but not limited to, the provision of a transportation improvement Project such as a design or related study, right-of-way acquisition or donation or construction.
- F. Project elements not eligible for reimbursement under subsection 330 (A) and (B) may be eligible as credit toward matching costs if the requirements specified in Section 340 (Eligible Prior Right-of-Way Acquisition and/or Work for Reimbursement) and Section 320 (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 ROW ACQUISITION AND/OR WORK FOR REIMBURSEMENT

- 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

- A. Project Savings from the ALCP will not be determined by MAG to be eligible for reallocation, unless and until:⁷
 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; OR,
 - a. 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.
 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.
- 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.

⁷ Section 350.A was reformatted for clarification

IV. ALCP PROJECT REQUIREMENTS

SECTION 400: PROJECT OVERVIEW

- 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 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.
 - 1. **MAG Staff may require a new or revised Project Overview in the event of a substantial project change or the termination of a project agreement per Section 410.D.**
- 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. **A copy of the Lead Agency's current Capital Improvement Program demonstrating funding has been allocated to the project;**
 - 4. Funding sources;
 - 5. Map/photographs;
 - 6. Timeline;
 - 7. Management plan;
 - 8. Project data;
 - 9. Cost estimates;
 - 10. Contingencies;
 - 11. Cost savings;
 - 12. Summary of work, including: year of work, total cost, local share, federal share, regional share, year for reimbursement; and,
 - 13. Project documents, if needed: IGA, MOU, DCR, Corridor Study, Project Assessment, supporting document for developer contributions, Project amendments, environmental overview.
- F. A Project Overview template will be provided by MAG.

SECTION 410: PROJECT AGREEMENT

- 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, 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. Signed and effective Project Agreements may need to be amended or terminated due to substantial project changes or failing to submit a Material or Substantial Project Reimbursement Request, as outlined below.

1. **Changes to project expenditures and regional reimbursements that do not require the amendment or termination of a project agreement include:**
 - a. **The advancement or deferral of project, project segment or work phase within the 5-year period of the TIP listed in the effective project agreement.**
 - b. **The reallocation of programmed funds between work phases for that project or project segment.**
 - c. **Changes to project work phases, such as the addition or deletion of a work phase.**
 - d. **The annual inflation of programmed reimbursements per Section 240.**
2. **A signed and effective Project Agreement may require an amendment due to project amendments or administrative modifications in the TIP or ALCP, which.**
 - a. **Change the project limits.**
 - b. **Require a revised Project Overview due to a significant change in the project scope.**
 - c. **Defer the Project schedule outside the years of the approved TIP listed in the effective Project Agreement**
3. **An effective Project Agreement may be terminated if:**
 - a. **The Project undergoes a substantial project change. Examples of substantial project changes include:**

- i. The Project improvement type (arterial or intersection) listed in the agreement changes;
 - ii. The Project change affects more than one project or project segment in the ALCP
 - iii. The Project change affects more than one effective Project Agreement; or
 - iv. The Lead Agency of a Project changes.
 - b. A Material Project Reimbursement Request has not been accepted by MAG within 18 months.
 - c. A Substantial Project Reimbursement Request has not been accepted by MAG within 30 months.
- C. 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.
- D. 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.
- E. 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.
- F. 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.
- G. 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 REQUESTS⁸

- 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.
- B. For a current ALCP Project, the Project Reimbursement Request:
 - 1. may be submitted by the Lead Agency to MAG as needed, or
 - 2. must be submitted by milestone completion (Section 420(D)(4)a-k) unless otherwise agreed to in the Project Overview.
- C. If an ALCP Project is advanced, progress reports must be submitted and based on the milestones of the Project even though a full Project Reimbursement Request is not required at that time.
 - 1. A full Project Reimbursement Request, including request for reimbursement and invoice is due at the time of Project completion.
- D. Project Reimbursement Requests may not be submitted more than once per month.
- E. All Project Reimbursement Requests shall be submitted to MAG for authorization for payment.
 - 1. 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.
- F. 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.
- G. The Lead Agency may inflate project expenditures to current year dollars, per Section 240. It is the responsibility of the Lead Agency to calculate the inflation for project expenditures in the ALCP project requirements submitted to MAG, including Project Reimbursement Requests.**
- H. The Lead Agency must retain, certify, and make available all vendor receipts, invoices and as needed, any related Project records.
 - 1. 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.
 - 2. Receipts and invoices for Projects advanced by a jurisdiction may have a longer retention period.
- I. 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.
 - 1. The duly authorized representative for the Lead Agency may be the respective Town/City Managers, County/Community Administrator, designee or a higher level representative of the organization that is designated to sign MAG funding request documents on behalf of that jurisdiction has signing authority. In addition, the authorized representative must be **listed as a** designated signatory **on the Lead Agency's signature card for that fiscal year.**
 - 2. Electronic or scanned signatures will not be accepted.
- J. Matching contributions, as required in the ALCP Policies and Procedures must be fully documented, invoiced and/or received, and cannot be in arrears.

⁸ Section 420 was reformatted and reordered for clarification. Additions are underlined and bold. Deletions are stricken-through and bold.

- K. 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.
- L. The invoice **form must will** include:
1. Invoice number;
 2. Project name, description and RTP ID;
 3. **Amount of Regional fund requests;**
 4. **Remaining Regional funds;**
 5. **Type of work being requested for reimbursement;**
 6. **Signatures of authorized representatives from the Lead Agency.**
 7. **Proper documentation/description of the reimbursable items and/or work performed. related costs; and,** Proper 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.
- M. 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:
1. Lists each invoice/backup documentation number and/or a describes the item(s) being considered for reimbursement;

2. Documents the dollar amount of item; and
 3. Includes the total dollar amount of all invoices, per each item for reimbursement. This total dollar amount should match the invoice.
 4. MAG will provide an example chart/form.
- N. 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.
- O. 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
CMAQ	<u>Congestion Mitigation and Air Quality. A categorical Federal-aid funding program that directs funding to projects that contribute to meeting National air quality standards. CMAQ funds generally may not be used for projects that result in the construction of new capacity available to SOVs (single-occupant vehicles).</u>
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	<p>“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:</p> <ol style="list-style-type: none"> 1. Projects, Project elements or Project additions that are not design, right-of-way or construction related, including any Project, Project element or addition that is not a needed study, right-of-way acquisition or capacity or safety-related infrastructure improvement. Examples include drainage in excess of typical needs for the roadway or intersection, “improvements” that tend to reduce through capacity, such as deletion of lanes and other traffic calming measures. 2. Project additions after 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)
Incentives	<u>Any expenditure, which involves a monetary reward for the inducement of behavior, as related to a project in the ALCP (i.e. Giving a contractor/consultant a bonus for completing a project ahead of schedule).</u>
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	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.

It is further defined as any proposed change to a Project that:

1. changes a Project scope by:
 - 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.

<u>Material Project Reimbursement Request</u>	<u>A Project Reimbursement Request that has been accepted by MAG Staff as complete and includes all required information, signatures, and backup documentation.</u>
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.
RARF	<u>Regional Area Road Fund(s). Revenues collected from the half-cent sales tax extension approved through Proposition 400 went into effect on January 1, 2006. (May refer to the account or the revenues.) As specified in ARS 42-6105.E, 56.2 percent of all sales tax collections will be distributed to freeways and highways; 10.5 percent will be distributed to arterial street improvements; and 33.3 percent of all collections will be distributed to transit.</u>
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.

<u>ROW</u>	<u>Right-of-Way</u>
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
STP or STP-MAG	<u>Surface Transportation Program. A federal-aid highway funding program that funds a broad range of surface transportation capital needs, including many roads, transit, sea and airport access, vanpool, bike, and pedestrian facilities. Funds may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intra-city and intercity bus terminals and facilities</u>
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.
<u>Substantial Project Change</u>	<u>Changes to a project, such as a change in Lead Agency, change in improvement type, or any change that affects more than one project, project segment or executed Project Agreement.</u>
<u>Substantial Project Reimbursement Request</u>	<u>A Project Reimbursement Request (PRR) that invoices for at least \$100,000 or 10 percent of the programmed reimbursement for the fiscal year of the invoice, whichever is less.</u>
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



ARTERIAL LIFE CYCLE PROGRAM

Status Report

October 2008 – March 2009

CONTENTS

- ALCP Revenue and Finance 1
- RARF Revenue Forecast2
- MAG Gov Delivery3
- ALCP Policies and Procedures4
- ALCP Project Status4
- Fiscal Year 2009 ALCP Schedule5
- ALCP Project Status Tables for FY 20096

Fiscal Year (FY) 2009 is the third full fiscal year of implementation for the Arterial Life Cycle Program (ALCP). The ALCP has 38 projects programmed for work in Fiscal Year 2009. The work programmed varies from studies, pre-design, design, purchasing right-of-way, and construction. In addition to the work programmed, \$118 million is programmed for reimbursement in FY09.

ALCP REVENUE AND FINANCE

The ALCP receives dedicated sales tax revenues (RARF) for transportation improvements to the arterial road network in Maricopa County. RARF revenues are deposited into the arterial account on a monthly basis. 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 \$118 million Regional

Table 1. FY08 RARF Collections (July 2008 - January 2009)

Month	Freeways	Arterial Streets	Transit	Prop. 400 (total)
July	\$16,835,832.89	\$3,133,980.47	\$9,939,195.21	\$ 29,909,009
August	15,902,360.81	2,962,370.28	9,394,945.73	\$ 28,259,677
September	16,142,825.11	2,990,288.19	9,483,485.39	\$ 28,616,599
October	16,314,068.90	3,044,822.87	9,656,438.24	\$ 29,015,330
November	15,197,168.09	2,823,702.69	8,955,171.41	\$ 26,976,042
December	14,959,456.38	2,790,086.05	8,848,558.60	\$ 26,598,101
January	\$17,710,482.92	3,297,070.27	10,456,455.84	\$ 31,464,009
Total	\$ 113,062,195	\$ 21,042,321	\$ 66,734,250	\$ 200,838,766

Area Road Funds have been collected for the arterial account. As of March 2009, the RARF account balance was \$58.4 million. Table 1 provides a breakdown of RARF revenues collected between July 2008 and January 2009 by mode.

During the first seven months of FY2009, \$200 million in total RARF revenues have been collected. However, the amount collected is more than \$20 million lower than the \$221 million forecasted. RARF Revenue collection continues to decline. As of January 2009, RARF revenues collected during the fiscal year were 10.6 percent lower than forecasted. Table 2 summarizes the estimated and actual RARF revenue collections from July 2008 to January 2009.

**Table 2. Total RARF Collections
Estimate v. Actual FY2008 (July 2008 - January 2009)**

	Estimated Total RARF	Actual Total RARF	Percentage Difference
July	\$ 31,989,000	\$29,909,008.57	-6.50%
August	\$ 29,649,000	28,259,676.82	-4.69%
September	\$ 30,390,000	28,616,598.69	-5.84%
October	\$ 31,159,000	29,015,330.01	-6.93%
November	\$ 30,676,000	26,976,042.19	-12.06%
December	\$ 30,563,000	26,598,101.03	-12.97%
January	\$ 37,669,000	31,464,009.03	-16.47%
Total	\$ 222,095,000	\$ 200,838,766	-9.6%



RARF REVENUE FORECASTS

The Arizona Department of Transportation (ADOT) estimates the Transportation Excise Tax revenues for Maricopa County annually, at a minimum. The excise tax revenues flow into Regional Area Road Fund (RARF) and are a major funding source for the Arterial Life Cycle Program. At times, ADOT may issue an interim forecast to address economic conditions that impact the forecast for the current fiscal year (FY).

Since 1986, ADOT has used a comprehensive regression-based econometric model to estimate the Transportation Excise Tax revenues. The revenue forecast is highly dependent on independent variables estimates contained in the model, which include:

- Construction Employment Growth (Maricopa County)
- Consumer Price Index (Phoenix)
- Housing Start Growth (U.S.)
- Population Growth (Maricopa County)
- Prime Interest Rate
- Real Income Growth per Capita (Maricopa County)
- Sky Harbor Passenger Traffic Growth
- Total Non-Farm Employment Growth (Maricopa County)

To address the variability between estimated and actual values, ADOT initiated the Risk Analysis Process, which includes a probability analysis and independent evaluation of the model's variables by an expert panel of economists. The process results in a series of forecasts, with specified probabilities of occurrence, rather than a single or "best guess" estimate. The forecast is commonly referred to as the RARF Revenue Forecast.

ADOT released the first FY2009 RARF Forecast in November 2008. The forecast was developed based on a panel discussion conducted in August 2008. Since the forecast was developed, economic conditions have worsened. As a result, ADOT released a revised RARF Revenue Forecast in February 2009. Table 3 displays the RARF Revenue Forecasts from November 2003, November 2008, and February 2009 (draft). The table also illustrates the change from the original forecast (in millions).

At the February meeting of the Transportation Review Committee, MAG Staff apprised Committee members about the decrease in projected RARF Revenue. MAG Staff explained that in order to maintain the fiscal balance of the Arterial Life Cycle Program that Section 270 of the ALCP Policies and Procedures (Use of Surplus or Deficit Program Funds) would need to be applied. Under Section 270B, ALCP projects may be delayed in priority order if there is a deficit of program funds.

On March 10, 2009, MAG Staff released the first Draft of the FY 2010 Arterial Life Cycle Program. The Draft ALCP included a shift in programmed reimbursements of one to three years. As a result of the decrease revenue projection, more than \$97 million in reimbursements were programmed in unfunded years of the ALCP. To obtain a copy of the Draft FY 2010 ALCP, please contact Christina Hopes at chopes@mag.maricopa.gov.



ARTERIAL LIFE CYCLE PROGRAM ALLOCATION - 2008\$					
FY	Nov 2003 (Original) Forecast	Nov 2008 Forecast		January 2009 Forecast	
		Forecasted	Change from 2003 Forecast	Forecasted	Change from 2003 Forecast
2009	42.69	39.95	(2.74)	36.30	(6.39)
2010	45.95	41.66	(4.28)	36.84	(9.10)
2011	49.47	45.31	(4.16)	38.68	(10.78)
2012	53.05	49.13	(3.92)	41.58	(11.47)
2013	56.95	53.06	(3.90)	44.91	(12.04)
2014	61.23	57.21	(4.01)	48.43	(12.80)
2015	65.81	61.49	(4.33)	52.05	(13.77)
2016	70.47	65.81	(4.65)	55.70	(14.76)
2017	75.56	70.41	(5.15)	59.60	(15.96)
2018	81.18	75.08	(6.10)	63.55	(17.63)
2019	87.18	79.74	(7.44)	67.49	(19.69)
2020	93.52	85.04	(8.48)	71.98	(21.55)
2021	100.37	90.52	(9.85)	76.62	(23.75)
2022	107.34	96.40	(10.94)	81.60	(25.75)
2023	115.04	102.77	(12.26)	86.99	(28.05)
2024	123.23	109.59	(13.64)	92.76	(30.47)
2025	132.32	116.78	(15.54)	98.85	(33.47)
2026	82.88	72.30	(10.57)	61.17	(21.70)
TOTALS	\$1,555.14	\$1,431.77	(\$131.96)	\$1,234.60	(\$329.13)

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In an effort to make information delivery faster, MAG implemented an e-mail notification system that will make it easier to receive documents such as agendas, minutes and reports. Through a free subscription service called GovDelivery, MAG member agencies and the public will have better access to information that is posted on the MAG Web site.

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Project Requirements and Forms

- [Project Overview Form](#) (Blank. MS Word)
- [Project Reimbursement Request Form](#) (Blank. MS Word)
- [ALCP Project Change Request Form](#) (Blank. Excel)

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ALCP POLICIES AND PROCEDURES

The ALCP Policies and Procedures (“Policies”) guide the implementation of the Arterial Life Cycle Program. The current Policies were approved through the MAG Committee Process on December 19, 2007. During the fall, MAG Staff began revising the current policies in cooperation with ALCP Working Group and Lead Agency Staff. The ALCP Working Group met on November 17, 2008 and January 9, 2009 to discuss the revisions and continued the discussion and refinement process via e-mail and informal discussions.

Based on MAG Staff and the ALCP Working Group input, a series of refinements to existing policies were added to the current Draft. Key refinements to the Policies include:

- Capital Improvement Program Disclosure (Sections 220.B and 400.E)
- Requirements for Proposed Scope Changes/Substitute Projects (Section 220.E – 220.F)
- Regional Area Road Fund (RARF) Closeout Process (Section 260)
- High Priority Projects (Section 310.D and 320.D)
- Ineligible Project Expenditures (Section 320.E)
- Project Agreement Amendment and Termination Language (Section 410.B)

The revised ALCP Policies and Procedures will begin the approval process at the Transportation Review Committee Meeting on March 26, 2009. To obtain a copy of the ALCP Policies and Procedures DRAFT, please contact Christina Hopes at chopes@mag.maricopa.gov.

ALCP PROJECT STATUS

Over the last 6 months, two ALCP project overview reports were prepared by the lead agencies for projects in FY09. This brought the total of project overview reports submitted to 42. 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. Thus far, six project agreements have been executed in FY09, bringing the total number of signed project agreements to 32.



At the start of FY 2009, six Lead Agencies were programmed to receive \$118 million in reimbursements through the Arterial Life Cycle Program. Throughout the fiscal year, MAG reimbursed \$20.4 million to Lead Agencies for work conducted on ITS, arterial capacity and intersection improvements. ALCP Project receiving reimbursements in FY 2009 included:

- Pima Rd: SR 101 to Thompson Peak Parkway
- Power Rd: East Maricopa Floodway to Loop 202/Santan Fwy
- Warner Rd/Cooper Rd Intersection Improvements

FY 2009 ARTERIAL LIFE CYCLE PROGRAM SCHEDULE

March	<p>20th: Due Date, Member agencies submit comments for Draft FY2010 ALCP</p> <p>26th: TRC review/recommend/approve project changes to amend/administratively modify the current TIP, RTP, and ALCP*</p>
April	<p>Managers, TPC and RC review/recommend/approve project changes to amend/administratively modify the current TIP, RTP, and ALCP*</p> <p>15th: MAG Staff will determine the availability of RARF Closeout Funds and Eligible Projects</p> <p>23rd: TRC review/recommend ALCP projects for RARF Closeout Funds</p>
May	<p>Managers, TPC and RC review/recommend/approve ALCP projects for RARF Closeout Funds</p> <p>28th: TRC review/recommend/approve Draft FY2010 ALCP</p>
June	<p>1st: Due Date, Member Agencies submit final Project Reimbursement Requests for FY2009</p> <p>1st: Due Date, Member Agencies recommended to receive RARF Closeout Funds submit final versions of all ALCP project requirements</p> <p>Managers, TPC and RC review/recommend/approve Draft FY2010 ALCP</p>

**if necessary*

This is the ninth Status Report for the Arterial Life Cycle Program (ALCP). Semi-annually, MAG staff will provide member agencies with an update on the projects in the ALCP. This report and all other ALCP information are available online at <http://www.mag.maricopa.gov/project.cms?item=5034>.



Arterial Life Cycle Program Status Report

ARTERIAL STREET LIFE CYCLE PROGRAM
October 2008 - March 2009, Project Status of Projects Underway
(2008 and Year of Expenditure, Dollars in Millions, Consistent with the FY09 - January 28, 2009 ALCP)

Lead Agency & Facility	Project Requirement Completed 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			Total Expenditures (Exp.)		FY(s) for Reimb.	FY for Final Constr.	Other Project Information
			Programmed Reimb. FY09	Estimated Future Reimb. FY 2010 - 2026 (2008\$)	Reimb. To Date	Exp. through FY 2009 (YOE\$)	Estimated Future Exp. FY 2010 - 2026 (2008\$)			
CHANDLER										
Chandler Blvd at Alma School Rd	PO, PA	D, R	1.304	2.411	-	-	9.633	2009-2011	2011	
Chandler Blvd at Dobson Rd	PO, PA	D, R, C	3.627	-	0.084	0.774	6.912	2007-2009	2009	Study 100% complete; Design is 92% complete
Gilbert Rd: Chandler Heights Rd to Hunt Hwy		D	-	5.895	-	NA	NA	2024	2011	
Gilbert Rd: Queen Creek Rd to Chandler Heights Rd		D	-	7.940	-	NA	NA	2023	2011	
Gilbert Rd: SR202L/Germann Rd to Queen Creek Rd	PO, PA	D, R, C	-	6.773	-	-	11.874	2021	2009	
Queen Creek Rd: Arizona Ave to McQueen Rd	PO, PA	D, R, C	-	4.318	-	-	9.597	2012	2009	
Queen Creek Rd: McQueen Rd to Lindsay Rd		D	-	11.967	-	NA	NA	2011-2012	2011	
Ray Rd at Alma School Rd	PO, PA	D, R	2.080	1.492	0.137	0.196	9.513	2008-2010	2010	Design 30% Complete
Ray Rd at McClintock Dr	PO	D	-	3.714	-	-	8.102	2011	2011	
FOUNTAIN HILLS										
Shea Blvd: Palisades Blvd. to Fountain Hills Blvd.	PO, PA	D	0.288	-	0.248	0.355	0.057	2009		Studies and ROW 100% Complete; Design 95% complete
Shea Blvd: Technology Dr to Cereus Wash	PO, PA	D, R	1.089	4.614	0.038	0.055	8.092	2009-2010	2010	Studies 95% complete; Design 8% complete
GILBERT										
Guadalupe Rd/Cooper Rd: Intersection Improvements		D, R, C	3.714	-	-	NA	NA	2009	2009	
Power Rd at Pecos: Intersection Improvement	PO	D, R, C	5.327	4.666	-	-	8.700	2009-2010	2009	
Power Rd: Santan Fwy to Pecos Rd		D, R, C	4.060	6.316	-	NA	NA	2009-2010	2010	

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			Programmed Reimb. FY09	Estimated Future Reimb. FY 2010 - 2026 (2008\$)	Reimb. To Date	Exp. through FY 2009 (YOE\$)	Estimated Future Exp. FY 2010 - 2026 (2008\$)			
GILBERT										
Warner Rd at Cooper Rd	PO, PA	C/O	3.714	-	-	-	6.817	2009	2008	
MARICOPA COUNTY										
El Mirage Rd: Bell Rd to South of Beardsley Rd		D, R	-	9.568	-	NA	NA	2016-2018	2010	
El Mirage Rd: Deer Valley Drive to L303		D, C	-	9.722	-	NA	NA	2016-2018	2009	
El Mirage Rd: Thunderbird Rd to Bell Rd	PO, PA	P, R	0.680	19.978	-		71.539	2006, 2008-2015	2015	
El Mirage Rd: Thunderbird to Northern Ave.	PO	P	-	16.535	-		24.020	2016-2018	2018	
McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd		P	-	38.820	-	NA	NA	2009, 2013-2015	2015	
Northern Parkway: Corridorwide ROW Protection		R	1.810	3.338	-	NA	NA	2009-2011		
Northern Parkway: Sarival to Dysart		P, D, R	19.699	35.060	-	NA	NA	2009-2011	2011	
Power Rd: Baseline Rd to East Maricopa Floodway	PO, PA	D, R, C	4.882	-	2.820	8.948	6.264	2008-2009	2009	
MESA										
Broadway Rd: Dobson Rd to Country Club Dr	PO, PA	P, D, R	1.920	5.305	0.080	0.115	19.098	2008-2010	2010	
Country Club at University	PO, PA	D, R	-	2.756	-		6.995	2017	2010	
Dobson Rd at Guadalupe Rd	PO, PA	P, D, R	0.543	2.092	0.106	0.152	5.761	2008-2010	2010	Design 60% Complete
Dobson Rd at University Dr		D	-	2.756	-	NA	NA	2020	2011	
Gilbert Rd at University Dr	PO, PA	D, R, C	-	2.756	-		8.100	2022	2009	

Arterial Life Cycle Program Status Report

ARTERIAL STREET LIFE CYCLE PROGRAM
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			Programmed Reimb. FY09	Estimated Future Reimb. FY 2010 - 2026 (2008\$)	Reimb. To Date	Exp. through FY 2009 (YOE\$)	Estimated Future Exp. FY 2010 - 2026 (2008\$)			
MESA										
Greenfield Rd: Baseline Rd to Southern Ave	PO, PA	D, R	0.617	4.086	0.455	0.650	7.165	2008-2010	2010	Design 90% Complete; ROW 30% Complete
Hawes Rd: Santan Fwy to Ray Rd		D	-	2.329	-	NA	NA	2021	2010	
McKellips Rd at Lindsay Rd	PO, PA	D, R	1.956	4.278	0.045	0.061	8.285	2008-2010	2010	Design 15% Complete
Mesa Dr at Broadway Rd	PO	P	0.150	0.701	-	-	18.700	2009-2012	2012	
Mesa Dr: US-60 (Superstition Fwy) to Southern	PO, PA	P, D, R	3.449	4.879	0.044	0.063	21.650	2008-2010	2010	
Power Rd: East Maricopa Floodway to Santan Fwy/Loop 202		D, R, C	10.092	-	-	NA	NA	2009	2009	
Ray Rd: Sossaman Rd to Ellsworth Rd		D, R	-	3.759	-	NA	NA	2022	2010	
Southern Ave at Country Club Dr	PO	D	0.307	4.504	-		6.400	2009-2011	2011	
Southern Ave at Lindsay Rd	PO	D	0.315	4.415	-		6.303	2009-2011	2011	
Southern Ave at Stapley Dr	PO, PA	P, D	1.221	11.259	0.119	0.170	16.630	2008-2011	2011	
Thomas Rd: Gilbert Rd to Val Vista Dr		D, R	1.746	3.766	-	NA	NA	2009-2010	2010	
PEORIA										
Beardsley Rd Connection: Loop 101 to Beardsley Rd at 83rd Av/Lake Pleasant Pkwy	PO, PA	D, R, C	-	22.885	-	-	30.700	2011-2012	2009	
Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave		D, R, C	-	20.369	-	NA	NA	2021-2023	2009	
Lake Pleasant Pkwy: Dynamite Blvd to L303	PO	D	-	4.793	22.334	47.578	-	2011-2014	2011	

Arterial Life Cycle Program Status Report

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(2008 and Year of Expenditure, Dollars in Millions, Consistent with the FY09 - January 28, 2009 ALCP)

Lead Agency & Facility	Project Requirement Completed 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			Total Expenditures (Exp.)		FY(s) for Reimb.	FY for Final Constr.	Other Project Information
			Programmed Reimb. FY09	Estimated Future Reimb. FY 2010 - 2026 (2008\$)	Reimb. To Date	Exp. through FY 2009 (YOE\$)	Estimated Future Exp. FY 2010 - 2026 (2008\$)			
PHOENIX										
Happy Valley Rd: 43rd Ave to 55th Ave		D	-	4,138	-	NA	NA	2024	2012	
Sonoran Blvd: Central Ave to 32nd St	PO	D	-	32,111	-	-	44,244	2011-2014	2013	
SCOTTSDALE										
Loop 101 (Pima Fwy) North Frontage Rd: Hayden Rd to Scottsdale Rd	PO, PA	C/O	3,805	-	3,745	5,349	3,379	2008-2009	2008	
Pima Rd at Happy Valley Rd		C/O	-	-	-	NA	NA	2009	2008	
Pima Rd: McKellips Rd to Via Linda		P, D, R	5,592	24,602	-	NA	NA	2008-2011	2011	
Pima Rd: SR101L to Thompson Peak Parkway	PO, PA	C/O	13,639	-	13,639	19,485	-	2009	2008	
Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	PO, PA	D, R, C	8,013	5,442	0,449	0,641	18,553	2009-2010	2010	
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd		P, D	-	11,409	-	NA	NA	2011	2011	
Shea at 120/124th Streets		D, R, C	-	0,377	-	NA	NA	2022	2009	
Shea Auxiliary Lane from 90th St to Loop 101		D	-	3,411	-	NA	NA	2023-2024	2010	
Shea Blvd - 96th St to 144th St ITS Improvements		D, R	-	2,322	-	NA	NA	2024	2010	
Shea Blvd - SR-101L to 96th St, ITS Improvements		D, C	-	0,377	-	NA	NA	2022	2009	
Shea Blvd at 114th Street		D, R	-	0,261	-	NA	NA	2022-2023	2010	
Shea Blvd at 115th Street		D	-	0,109	-	NA	NA	2024	2010	
Shea Blvd at 136th Street		D	-	0,174	-	NA	NA	2024	2011	
Shea Blvd at Frank Lloyd Wright Blvd		D, R	-	0,653	-	NA	NA	2022	2010	

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

DATE:

March 31, 2009

SUBJECT:

Section 5310 Elderly Individuals and Individuals with Disabilities Transportation Program Priority Listing of Applicants

SUMMARY:

The Federal Transit Administration (FTA) provides Section 5310, Elderly Individuals and Individuals with Disabilities Transportation Program funding, to the Arizona Department of Transportation (ADOT). These capital assistance awards support agencies and public bodies that provide transportation services for older adults and for people who have a disability. The Councils of Governments, including MAG, prepare priority listings of applications for ADOT to be used when determining awards.

In March 2009, the MAG FTA Elderly and Persons with Disabilities Transportation Program Ad Hoc Committee met three times to receive training on the application process, to interview all applicants, and to develop a priority listing. This year, 13 agencies submitted requests for 23 vans and two mobility management projects. The priority listing reflects 24 requests because the committee determined one of the mobility management projects did not fulfill FTA guidelines.

Approximately \$3.9 million is available statewide for funding this year's projects. This funding comprises traditional FTA 5310 formula funds and federal Surface Transportation Program (STP) Flexible Funds. The latter is from additional funding targeted by the State Transportation Board to augment rural-area programs. Applicants within small and large urban planning regions are eligible for STP funding if they can substantiate predominately rural routes or service areas within these regions.

PUBLIC INPUT:

Public comment was solicited through a public notice in January 2009, and another notice in March 2009. No public comment has been received. Opportunities for input were also offered at the three Committee meetings in March 2009. No input was given.

PROS & CONS:

PROS: MAG advises ADOT for the FTA Elderly Individuals and Persons with Disabilities Transportation Program awards. Forwarding this priority listing assists ADOT in awarding capital transportation equipment for special needs in the MAG region. Awards are made on a statewide competitive basis. Arizona chooses to include urban and rural area needs in this program.

CONS: The MAG region does not receive FTA Elderly Individuals and Individuals with Disabilities Transportation Program capital awards in relation to its population. Applicants continue to project growth in the number of people who will require special transportation including additional numbers due to a decrease in public transit services.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: ADOT procures accessible and non-accessible passenger vans and ancillary equipment with these funds. The FTA provides 90 percent of the award cost, and the applicant provides a 10 percent match plus 1.5 percent to cover costs related to state program administration. All awards meet requirements and inspection standards of federal laws and regulations including the Americans with Disabilities Act (ADA). ADOT takes care of the technical specifications, procures the equipment, and satisfies all inspection requirements before delivery. ADOT holds liens on vehicles for four years or 100,000 miles, whichever comes first.

POLICY: The Arizona Department of Transportation receives Elderly Individuals and Individuals with Disabilities Transportation Program funds on a formula basis from the U.S. Department of Transportation, Federal Transit Administration. STP funds are targeted at vehicle replacement needs in predominately rural areas, including rural areas of mostly urban counties such as Maricopa County.

ACTION NEEDED:

Recommend forwarding the priority listing of applicants for the FTA Elderly Individuals and Individuals with Disabilities Transportation Program to the Arizona Department of Transportation.

PRIOR COMMITTEE ACTIONS:

On March 20, 2009, the MAG Ad Hoc Elderly and Persons with Disabilities Transportation Committee developed the priority listing of applicants for the FTA Elderly Individuals and Individuals with Disabilities Transportation Program and unanimously recommended it be forwarded to the Arizona Department of Transportation.

MEMBERS:

John Fischbach, City of Goodyear, Chair
Gary Bretz, RPTA
Matt Dudley, City of Glendale
Gregg Kiely, Arizona Department of Transportation
Julie Howard, City of Mesa

Julie Howard, City of Mesa
Kristen Taylor, City of Avondale
* Ann Marie Riley, City of Chandler
Wendy Miller, City of Phoenix
Ken-Ichi Maruyama, Town of Gilbert

*Those members neither present nor represented by proxy.

CONTACT PERSON:

DeDe Gaisthea, MAG, (602) 254-6300

**FTA ELDERLY INDIVIDUALS AND INDIVIDUALS WITH DISABILITIES
TRANSPORTATION PROGRAM GRANT 30 (2009)
RECOMMENDED RANKING OF MAG REGION APPLICATIONS**

PRIORITY	APPLICANT & CAPITAL REQUEST(S)	POPULATION SERVICE
Group A		
1	TERROS, INC. < Mobility Manager	Terros serves adults who have serious mental illness and may have substance abuse issues. Most have been determined to be disabled and are dependent for transportation. Coordination includes these agencies: Triple R, New Arizona Family and Arizona Healthcare.
2	CHANDLER/GILBERT ARC < One Type 4, Minivan, no lift/ramp (replacement)	Clients of all ages in southeastern Maricopa County with developmental disabilities who need transportation to the agency's supervised day program, employment training, medical and therapy appointments, and social-recreational events.
3	ARIZONA RECREATION CENTER FOR THE HANDICAPPED (ARCH) < One Type 2, Lift equip cutaway (replacement)	Provides services to individuals with developmental disabilities related to recreation, education, socialization, living skills, and community independence.
4	UNITED CEREBRAL PALSY OF CENTRAL ARIZONA, INC. (UCP) < One Type 2, Lift equip cutaway (replacement)	Provides persons with disabilities transportation to and from daily programming which includes day treatment and training for adults and children, work adjustment training, employment services.
5	CITY OF AVONDALE < One Type 2, Lift equip cutaway (expand)	Provides services to seniors and persons with disabilities to social services, rehabilitation, shopping, and recreational activities. In addition providing low to moderate income people with transportation to and from the new resource center.
6	PPEP, INC. /ENCOMPASS < One Type 2, Lift equip cutaway (replacement)	Provides services to adults with developmental/physical disabilities and serious mental illnesses. Service includes activities related to job training, employment socialization, medical care and community independence.
7	HORIZON HUMAN SERVICES < One Type 1, Lift equip maxivan (replacement)	Private, nonprofit agency serving individuals with psychiatric disabilities and/or developmental disabilities, some who are elderly. Programs include behavioral health treatment, prevention and other services.
8	VALLEY OF THE SUN SCHOOLS AND HABILITATION CENTER < One Type 5, five passenger minivan, with ramp (replacement)	Provides services to individuals with developmental disabilities for their medical, dental, nutritional, dialysis, and surgery appointments from their group homes and day program areas to their respective destinations.
9	TRIPLE R BEHAVIORAL HEALTH < One Type 1, 12 passenger maxivan, no lift/ramp (replacement)	Triple R Behavioral Health provides residential and rehabilitation services, including transportation to treatment sites, community resources, medical appointments, rehabilitation and public services, socialization activities and retail activities of daily living.
10	SCOTTSDALE TRAINING AND REHABILITATION SERVICES, INC. (STARS) < One Type 3, 12 passenger maxivan, no lift (replacement)	Provides individuals with severe disabilities a variety of programs, including Day Treatment and Training, Sheltered Employment, Job Development and Placement, on the job training, and Residential Treatment.

**FTA ELDERLY INDIVIDUALS AND INDIVIDUALS WITH DISABILITIES
TRANSPORTATION PROGRAM GRANT 30 (2009)
RECOMMENDED RANKING OF MAG REGION APPLICATIONS**

11	FOOTHILLS COMMUNITY FOUNDATION/FOOTHILLS CARING CORP < One Type 1, Lift equip maxivan (replacement)	Provides transportation for elderly and disabled to and from medical and nutrition appointments, grocery and other shopping, social and recreational outings.
12	HACIENDA HEALTHCARE < One Type 2, Lift equip cutaway (replacement)	Provides transportation services to the developmentally disabled and ventilator dependent individuals who require respiratory therapists during transport.
13	THE CENTERS FOR HABILITATION < One Type 4, Minivan, no lift/ramp (replacement)	Clients are a diverse population that includes low income children and adults with developmental and physical disabilities. Providing transportation to and from various medical facilities and social activities.
Group B		
14	CHANDLER/GILBERT ARC < One Type 4, Minivan, no lift/ramp (replacement)	Clients of all ages in southeastern Maricopa County with developmental disabilities who need transportation to the agency's supervised day program, employment training, medical and therapy appointments, and social-recreational events.
15	UNITED CEREBRAL PALSY OF CENTRAL ARIZONA, INC. (UCP) < One Type 2, Lift equip cutaway (expand)	Provides persons with disabilities transportation to and from daily programming which includes day treatment and training for adults and children, work adjustment training and employment services.
16	TRIPLE R BEHAVIORAL HEALTH < One Type 4, Minivan, no lift/ramp (replacement)	Triple R Behavioral Health provides residential and rehabilitation services, including transportation to treatment sites, community resources, medical appointments, rehabilitation and public services, socialization activities and retail activities of daily living.
17	THE CENTERS FOR HABILITATION < One Type 4, Minivan, no lift/ramp (replacement)	Clients are a diverse population that includes low income children and adults with developmental and physical disabilities. Providing transportation to and from various medical facilities and social activities.
Group C		
18	TRIPLE R BEHAVIORAL HEALTH < One Type 4, Minivan, no lift/ramp (replacement)	Triple R Behavioral Health provides residential and rehabilitation services, including transportation to treatment sites, community resources, medical appointments, rehabilitation and public services, socialization activities and retail activities of daily living.
19	TRIPLE R BEHAVIORAL HEALTH < One Type 4, Minivan, no lift/ramp (replacement)	Triple R Behavioral Health provides residential and rehabilitation services, including transportation to treatment sites, community resources, medical appointments, rehabilitation and public services, socialization activities and retail activities of daily living.
20	TRIPLE R BEHAVIORAL HEALTH < One Type 4, Minivan, no lift/ramp (expand)	Triple R Behavioral Health provides residential and rehabilitation services, including transportation to treatment sites, community resources, medical appointments, rehabilitation and public services, socialization activities and retail activities of daily living.

**FTA ELDERLY INDIVIDUALS AND INDIVIDUALS WITH DISABILITIES
TRANSPORTATION PROGRAM GRANT 30 (2009)
RECOMMENDED RANKING OF MAG REGION APPLICATIONS**

21	<p>TRIPLE R BEHAVIORAL HEALTH</p> <p>< One Type 4, Minivan, no lift/ramp (expand)</p>	<p>Triple R Behavioral Health provides residential and rehabilitation services, including transportation to treatment sites, community resources, medical appointments, rehabilitation and public services, socialization activities and retail activities of daily living.</p>
22	<p>TRIPLE R BEHAVIORAL HEALTH</p> <p>< One Type 4, Minivan, no lift/ramp (expand)</p>	<p>Triple R Behavioral Health provides residential and rehabilitation services, including transportation to treatment sites, community resources, medical appointments, rehabilitation and public services, socialization activities and retail activities of daily living.</p>
23	<p>TRIPLE R BEHAVIORAL HEALTH</p> <p>< One Type 1, Maxivan, with lift</p>	<p>Triple R Behavioral Health provides residential and rehabilitation services, including transportation to treatment sites, community resources, medical appointments, rehabilitation and public services, socialization activities and retail activities of daily living.</p>
24	<p>TRIPLE R BEHAVIORAL HEALTH</p> <p>< One Type 1, Maxivan, with lift</p>	<p>Triple R Behavioral Health provides residential and rehabilitation services, including transportation to treatment sites, community resources, medical appointments, rehabilitation and public services, socialization activities and retail activities of daily living.</p>

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 31, 2009

SUBJECT:

Regional Community Network Management Reporting Structure

SUMMARY:

The Regional Community Network (RCN) is a fiber optic communications network connecting member agency Traffic Management Centers (TMCs), that, when completed, would connect all MAG member agencies for the primary purpose of coordinating traffic control operations between neighboring agencies. The first phase of the project is currently being implemented by Arizona Department of Transportation through an Intelligent Transportation Systems (ITS) project in the FY 2008 MAG Work Program. The network is being created by closing the gaps between agency-owned fiber optic infrastructure. The active electronics will be installed after the fiber optic infrastructure is in place and the first year of network management will be included in that contract. After that time, responsibility for management of the network will revert to MAG.

The RCN Working Group, consisting of agencies represented on the ITS Committee and Technology Advisory Group (TAG) is working to identify network management strategies for moving forward. This will be done through a number of documents that will outline the proposed place of the network in the MAG reporting structure, the roles and responsibilities of all involved parties, and recommended policies and procedures for the operation, maintenance and expansion of the network. The document under consideration is a framework for how management of this network might fit into the MAG reporting structure and allow technical decisions on simple service additions and the day-to-day operation of the network to take place in the technical committees following policies established by the Regional Council. This framework is modeled on the MAG 911 Oversight Committee which invests some decision making abilities in a technical committee.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: The proposed structure will facilitate timely decision making for the RCN.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Technical decisions about network management will be made in accordance with policy set by the Regional Council and will occur in a timely manner.

POLICY: This document invests some decision making authority in the MAG Technology Advisory Group and the MAG Intelligent Transportation Systems Committee. These committees will act cooperatively and the authority will be limited by policies set by the Regional Council.

ACTION NEEDED:

Recommend approval of the Regional Community Network reporting structure.

PRIOR COMMITTEE ACTIONS:

MAG Transportation Review Committee: On March 26, 2009, the MAG Transportation Review Committee recommended approval of the Proposed RCN Management Reporting Structure.

MEMBERS ATTENDING

- Peoria: David Moody, Chair
- ADOT: Floyd Roehrich
- Avondale: David Fitzhugh
- * Buckeye: Scott Lowe
- Chandler: Patrice Kraus
- El Mirage: Lance Calvert
- Fountain Hills: Randy Harrel
- * Gila Bend: Rick Buss
- Gila River: Sreedevi Samudrala for David White
- Gilbert: Michelle Gramley for Tami Ryall
- Glendale: Terry Johnson
- Goodyear: Luke Albert for Cato Esquivel
- * Guadalupe: Jim Ricker
- * Litchfield Park: Mike Cartsonis
- Maricopa County: John Hauskins
- Mesa: Scott Butler
- * Paradise Valley: Robert M. Cicarelli
- Phoenix: Vacant
- Queen Creek: Mark Young
- RPTA: Bryan Jungwirth
- Scottsdale: Dave Meinhart for Mary O'Connor
- Surprise: Randy Overmyer
- Tempe: Carlos de Leon
- Valley Metro Rail: John Farry
- # Wickenburg: Gary Edwards
- Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

- Regional Bicycle Task Force: Jim Hash
- * Street Committee: Darryl Crossman
- * ITS Committee: Mike Mah
- Pedestrian Working Group: Brandon Forrey
- * Transportation Safety Committee: Kerry Wilcoxon

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

MAG Telecommunications Advisory Group: On February 19, 2009, the MAG Telecommunications Advisory Group recommended adoption of the Proposed RCN Management Reporting Structure.

MEMBERS ATTENDING

- Randy Jackson, Surprise, Chair
- #Kevin Hinderleider, Avondale
- Dee Hathaway, Buckeye
- +Jim Keen, Carefree
- Patrick Hait, Chandler
- #Pat Timlin, El Mirage
- *Mike Ciccarone, Fountain Hills
- #Shawn Woolley, Gilbert
- #Kenneth Arnold, Glendale
- *Cindy Sheldon, Goodyear
- *David Boynton, Maricopa County
- *Dale Shaw, Mesa
- *Duncan Miller, Paradise Valley
- #John Imig, Peoria
- *Greg Binder, Phoenix
- *Lester Godsey, Queen Creek
- #Kevin Sonoda, Scottsdale
- #Dave Heck, Tempe
- Arkady Bernshteyn, Valley Metro Light Rail

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

MAG Intelligent Transportation Systems Committee: On February 11, 2009, the MAG Transportation Review Committee recommended adoption of the Proposed RCN Management Reporting Structure.

MEMBERS ATTENDING

Lydia Warnick for Scott Nodes, ADOT

*Soyoung Ahn, ASU

Margaret M. Boone-Pixley for Gus

Woodman, City of Avondale

*Thomas Chlebanowski, Town of Buckeye

Mike Mah, City of Chandler

Mike Lockhart, DPS

Jerry Horacek City of El Mirage

Alan Hansen, FHWA

Kurt Sharp, Town of Gilbert

Debbie Albert, City of Glendale

*Luke Albert, City of Goodyear

Nicolaas Swart, Maricopa County

Jeff Jenq, City of Mesa

Ron Amaya, City of Peoria

Marshall Riegel, City of Phoenix

Bob Ciotti, Phoenix Public Transit

Michael Pacelli, Town of Queen Creek

*Bruce Dressel, City of Scottsdale

John Abraham, City of Surprise

Jim Decker, City of Tempe

Arkady Bernshteyn, Valley Metro Rail

* Those members neither present nor represented by proxy.

CONTACT PERSON:

Audrey Skidmore (602) 254-6300.

Proposed Regional Community Network Management Reporting Structure

The Regional Community Network (RCN) is a fiber optic communications network that, when completed, would connect all MAG member agencies for the primary purpose of coordinating traffic control operations between neighboring agencies. The RCN communications network will allow the sharing of video and live traffic count data, and would help each jurisdiction manage its signal network more efficiently, thus improving safety, and reducing traffic delay and emissions. In addition, the RCN may be a significant communications asset in the event of a regional emergency evacuation due to a natural or a man-made cause. The network will also be available to support other interagency data sharing applications, including videoconferencing, Information Technology, and possibly public safety communications.

A number of larger cities and towns in the region have developed Traffic Management Centers that serve as the coordination centers for traffic management. Efficient management of the regional road network relies heavily on efficient communications between these centers. At present a number of local agencies rely on local fiber networks as well as expensive leased phone lines for their agency-to-agency electronic communications. The RCN would eliminate the need for some leased fiber and/or phone lines and result in cost savings for those agencies. The RCN will also link the Arizona Department of Transportation's (ADOT) Freeway Traffic Operations Center, City of Phoenix's Transit Control Center, and METRO Rail's LRT Control Center to the rest of the regional traffic management network. The following is a subset of the information that will be shared:

- Real-time traffic conditions
- Crash bottlenecks
- Plans for relief routes
- Freeway cameras showing traffic heading toward local streets

The initial RCN design was developed as part of a study in which MAG examined ways to increase access to telecommunications and leverage existing agency infrastructure investments. Each agency agreed in principle to provide at least two fiber strands in key locations to allow the creation of a network connecting all MAG member agencies. The design called for filling key gaps to connect one agency's fiber to another's.

ADOT is currently overseeing the construction of Phase 1A of the RCN. This project will create the core ring and abbreviated East Valley and West Valley rings that will eventually be expanded into the full RCN. The original RCN concept specified a network carrying both general information technology data and transportation data, using advanced equipment to create multiple networks on a single pair of fiber. Limiting Phase 1A to accommodate the available budget reduced the scope to a single network carrying transportation data and supporting the Regional Videoconferencing System (RVS). The advanced electronics may still be added at a later date without discarding any equipment provided in Phase 1A.

D R A F T

Proposed Regional Community Network Management Reporting Structure

The RCN Working Group (RCNWG) is comprised of representatives of the member agencies serving on the MAG Technology Advisory Group (TAG) and the MAG Intelligent Transportation Systems (ITS) Committee. This group currently develops recommendations for the management and future expansion of the Regional Community Network. The Working Group forwards recommendations to the TAG and ITS committees for approval and from there the recommendations move through the normal MAG committee structure. Following completion of Phase 1A of the RCN, the design consultant, Kimley-Horn, and the selected turn-key solution provider, will manage the network for one year. This will give member agencies time to develop a funding mechanism for ongoing maintenance, a plan for the ongoing management of the network, and policies for its operation and expansion.

The RCNWG will work to identify a number of policies and procedures to assure that the network will fulfill the promise of increased access for Information Technology uses without compromising the primary transportation requirement imposed by the use of Federal Highway Administration (FHWA) funding for construction and purchase of equipment. Additionally, the RCNWG will recommend a network manager after the completion of the first year.

The TAG, ITS, and the RCNWG envision a formal structure whereby the day-to-day operations and routine addition of services to the network would be efficiently managed. To that end, the committees propose that they draft an initial set of policies and delineation of tasks to provide a framework for timely decisions while maintaining the oversight and policy role of the existing MAG process. The following details a suggested program.

Regional Council, Management Committee, Transportation Review Committee

- Approve the initial set of policies.
- Approve annual funding to support network management activities, including a small budget for incidentals as identified and included through the TIP process.
- Review and approve any requests for additional funding for system maintenance.
- Review and approve any requests for expansion funding.
- Review and approve any policy changes.
- Review and approve any removal of a previously approved agency service.
- Receive annual reports on the status and function of the RCN.

ITS and TAG

- Approve new services that have passed the RCNWG assessments.
- Review and recommend approval of RCNWG policies to the Transportation Review Committee (TRC).
- Approval of RCNWG guidelines.
- Review and recommend approval of annual funding to support network management activities including a small budget for incidentals.

D R A F T

Proposed Regional Community Network Management Reporting Structure

- Receive annual reports on the status and function of the RCN generated by the Network Manager and recommend them to the TRC.
- Identify expansion projects and recommend approval to the TRC.
- Approve no-cost expansions of the RCN on recommendation from the RCNWG.

RCNWG

- Recommend initial policies and guidelines.
- Develop a risk assessment procedure for new services.
- Develop a risk assessment procedure for expansions.
- Oversee the Network Manager and receive quarterly status reports.
- Recommend additional service support.
- Recommend expansion support.
- Recommend annual funding levels.

Network Manager

- Oversee the day-to-day operations of the RCN.
- Coordinate repairs and maintenance.
- Maintain the safety of the RCN.
- Act as a resource for the connected agencies in troubleshooting applications.
- Perform risk assessments for new services.
- Perform risk assessments for expansions.
- Generate quarterly status reports.
- Monitor bandwidth and enforce restrictions on usage per the defined policy.
- Identify bandwidth limitations and issues.

Member Agency RCN Representative

- Coordinate access to agency facilities for repairs and maintenance.
- Act as the main resource in troubleshooting applications and determining if the problem lies with the RCN.
- Act as the single point of contact for the Network Manager.

D R A F T

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 31, 2009

SUBJECT:

ADOT Red Letter Process

SUMMARY:

The Regional Council approved the Red Letter Process in 1996 to provide early notification of potential development in planned freeway alignments. Development activities include actions on plans, zoning, and permits. Key elements of the process include:

Notifications:

- ADOT will periodically forward Red Letter notifications to MAG.
- Notifications will be placed on the consent agenda for information and discussion at the Transportation Review Committee, Management Committee, and Regional Council meetings.
- If a member wishes to take action on a notification, the item can be removed from the consent agenda for further discussion. The item could then be placed on the agenda of a subsequent meeting for action.

Advance acquisitions:

- ADOT is authorized to proceed with advance right-of-way acquisitions up to \$2 million per year in funded corridors.
- Any change in the budgets for advance right-of-way acquisitions constitutes a material cost change as well as a change in freeway priorities and therefore, would have to be reviewed by MAG and would require Regional Council action.
- With the passage of Proposition 400 on November 2, 2004, the Regional Transportation Plan (RTP) includes funding for right-of-way acquisition as part of the funding for individual highway projects. This funding is spread over the four phases of the Plan. Funding for advance acquisitions may be made available on a case-by-case basis.

For information, the ADOT Advance Acquisition policy allows the expenditure of funds to obtain right-of-way where needed to address hardship cases (residential only), forestall development (typical Red Letter case), respond to advantageous offers or, with remaining funds, acquire properties in the construction sequence for which right-of-way acquisition has not already been funded.

In addition to forestalling development within freeway corridors, ADOT, under the Red Letter Process, works with developers on projects adjacent to or close to existing and proposed routes that may have a potential impact on drainage, noise mitigation, and/or access. For this purpose, ADOT needs to be informed of all zoning and development activity within one-half mile of any existing and planned facility. Without ADOT input on development plans adjacent to or near existing and planned facilities, there is a potential for increased costs to the local jurisdiction, the region and/or ADOT.

ADOT has forwarded a list of notifications from July 1, 2008 to December 31, 2008. Of the 254 notices received, 92 had an impact to the State Highway System. These 92 notices are attached.

PUBLIC INPUT:

No comments were received at the March 26, 2009, meeting of Transportation Review Committee.

PROS & CONS:

PROS: Notification can lead to action to forestall development activity in freeway corridors and help minimize costs as well as ensure eventual completion of the facility.

CONS: By utilizing funds for advance purchase of right-of-way, these funds are not available for other uses such as design and construction.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Unless precluded early in the process, development within freeway alignments will result in increased right-of-way costs in the future.

POLICY: With the passage of Proposition 400 on November 2, 2004, the RTP includes funding for right-of-way acquisition as part of the funding for individual highway projects. This funding is spread over the four phases of the Plan. Funding for advance acquisitions may be made available on a case-by-case basis.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

Transportation Review Committee: This item was on the March 26, 2009, agenda for information and discussion.

MEMBERS ATTENDING

- Peoria: David Moody, Chair
- ADOT: Floyd Roehrich
- Avondale: David Fitzhugh
- * Buckeye: Scott Lowe
- Chandler: Patrice Kraus
- El Mirage: Lance Calvert
- Fountain Hills: Randy Harrel
- * Gila Bend: Rick Buss
- Gila River: Sreedevi Samudrala for David White
- Gilbert: Michelle Gramley for Tami Ryall
- Glendale: Terry Johnson
- Goodyear: Luke Albert for Cato Esquivel
- * Guadalupe: Jim Ricker
- * Litchfield Park: Mike Cartsonis
- Maricopa County: John Hauskins
- Mesa: Scott Butler
- * Paradise Valley: Robert M. Cicarelli
- Phoenix: Vacant
- Queen Creek: Mark Young
- RPTA: Bryan Jungwirth
- Scottsdale: Dave Meinhart for Mary O'Connor
- Surprise: Randy Overmyer
- Tempe: Carlos de Leon
- Valley Metro Rail: John Farry
- # Wickenburg: Gary Edwards
- Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

- Regional Bicycle Task Force: Jim Hash
- * Street Committee: Darryl Crossman
- * ITS Committee: Mike Mah
- Pedestrian Working Group: Brandon Forrey
- * Transportation Safety Committee: Kerry Wilcoxon

* Members neither present nor represented by proxy.

+ - Attended by Videoconference
- Attended by Audioconference

CONTACT PERSON:

Eric Anderson, MAG, (602) 254-6300, or John Eckhardt III, ADOT, (602) 712-7900.



Arizona Department of Transportation
Intermodal Transportation Division
 206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

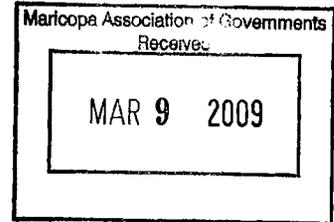
Janice K. Brewer
 Governor

Floyd Roehrich Jr.
 State Engineer

John S. Halikowski
 Interim Director

March 5, 2009

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



Re: Red Letter Report - Notices from July 1, 2008 to December 31, 2008

Dear Mr. Smith:

Below is the list of "Red Letter" notices received by the ADOT Right of Way Project Management Section from the period of July 1, 2008 to December 31, 2008. During this period, our office received notices from Local Municipalities as well as various Developers, Architects, Engineers and Attorney's.

<u>LOCAL MUNICIPALITIES</u>	<u>NOTICES RECEIVED</u>	<u>IMPACT RESPONSES</u>
Arizona State Land Dept.	10	04
City of Avondale	02	01
Town of Buckeye	12	10
City of Chandler	07	03
Town of Gilbert	08	02
City of Glendale	04	02
City of Goodyear	28	07
Maricopa County	35	16
City of Mesa	15	06
City of Peoria	11	05
City of Phoenix	68	25
City of Surprise	52	10
City of Tempe	<u>02</u>	<u>01</u>
Total Received	254	92

The Arizona Department of Transportation expends several resources to research future developments and plans adjacent to the state highway system, to ensure ADOT's Right of Way is not adversely impacted or jeopardized. Other notices received include road access, zoning changes, outdoor advertising, and annexations.

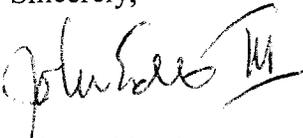
Receipt of early notification in the planning and design process, the "Red Letter" process, helps to reduce costs, saving money for both ADOT and tax payers. The Department appreciates the cooperation of the Maricopa Association of Government's members and looks forward to your continued support as we maintain and strive to improve all lines of communication.

Page 2
Mr. Dennis Smith
March 5, 2009

ADOT's Red Letter Coordinator is Annette Close, ADOT Right of Way Project Management Section, and she can be reached at (602) 712-8876 or at AClose@azdot.gov.

Please feel free to contact my office should you have any questions. I can be reached at (602) 712-7900, or by email at JEckhardt@azdot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "John Eckhardt III". The signature is written in a cursive style with a large, stylized "M" at the end.

John Eckhardt III, Manager
Right of Way Project Management

JE/ac

cc: John S. Halikowski, Interim Director, ADOT

MARICOPA ASSOCIATION OF GOVERNMENTS REPORT OF RED LETTERS

Of the 254 notices received, 92 had an impact on the State's Highway System. Those 92 notices are summarized as follows:

ARIZONA STATE LAND DEPARTMENT:

1. Lake Pleasant Parkway and 303L, received notice of an application for the installation of communication lines. Advised them the proposed project could impact the 303L widening project from Happy Valley Road to Lake Pleasant Parkway.
2. SR 79, 11 miles north of Florence, AZ., received an application for new road construction. Referred them to ADOT's District Office in Tucson so they can coordinate the project with the Developers.
3. SR 93 and I-40, received notice of access to a public road. Referred them to our Kingman District for further assistance.
4. SR 66, 15 miles northwest of Seligman, AZ. Referred them to our Kingman District for further assistance.

CITY OF AVONDALE:

1. I-10 from 111th Avenue to 119th Avenue, received a Public Hearing notice. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.

TOWN OF BUCKEYE:

1. SWC of Riggs Road and SR 85, received notice from a Law Firm of a Site Plan. Referred them to our Yuma District Office for further assistance and to obtain a permit if needed
2. West of 315th Avenue, Johnson and Bruner Road to the East, South of I-10 to Southern Avenue. Received a copy of a Planned Master Community. Referred them to our Yuma District Office for further assistance and to obtain a permit if needed.
3. SEC of Watson Road and I-10, received notice of a Public Hearing. Advised the City due to the proximity of the project to I-10 a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
4. SWC of Miller Road, South of I-10, received Zoning Change. Requested a copy of the plans from the developer for review, to ensure no access/encroachment or drainage issues existed. Provided contact information for obtaining a permit.
5. SWC of I-10 and SR 85, received notice of a Zoning Change from an independent Right of Way Service Company. Provided contact information for obtaining a permit.

6. West of SR 85, received notice from a Law Firm regarding a Zoning Change. Requested a copy of the plans to review to ensure no access/encroachment issues existed.
7. SWC of Watson Road and I-10, received notice from an Engineer of a Public Hearing. Requested a copy of the plans from the developer to review, to ensure no access/encroachment or drainage issues existed. Provided contact information for obtaining a permit.
8. NWC of Yuma Road and Apache, received notice of a Public Hearing. Advised the City due to the proximity of the project to I-10 a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
9. North and South of I-10 between 215th Avenue East and Dean Road West, received notice from an Architect Firm of a Public Hearing. Requested a copy of the plans from the developer for review, to ensure no access/encroachment or drainage issues existed. Provided contact information for obtaining a permit.
10. North Sundance Parkway and 234th Lane, received notice from an Engineer of a Public Hearing. Requested a copy of the plans from the developer for review, to ensure no access/encroachment issues existed.

CITY OF CHANDLER:

1. SEC of Arizona Road and Chandler Heights, received copy of Site Plans. Provided contact information for obtaining a permit due to the proximity to SR 87.
2. SEC of 202L and Alma School Road, received notice of a PAD Modification from a Law Firm. Provided contact information for obtaining a permit due to the proximity to 202L.
3. SEC of Pecos and Alma School Road, received notice of a Site Plan. Provided contact information for obtaining a permit due to the proximity to 202L.

TOWN OF GILBERT:

1. Various Locations in Gilbert, received notice of a Zoning Amendment on building heights. Requested copy of Site Plans to ensure no access problems exist.
2. SEC of the 202L and Pecos Road, received notice of a Public Hearing. Provided contact information for obtaining a permit due to the proximity to 202L.

CITY OF GLENDALE:

1. SWC of 99th Avenue and Bethany Home Road, received notice of a Zoning Change from a Law Firm. Advised the City due to the proximity of the project to the 101L a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.

2. NWC of the 101L and Camelback, received notice of a Zoning Change from a Law Firm. Advised the City due to the proximity of the project to the 101L a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.

CITY OF GOODYEAR:

1. Received notice of the City's General Plan Amendment, requested a copy of the plans to review to ensure no access problems exist.
2. NWC of I-10 and Bullard Avenue, received Site Plan. Advised the City due to the proximity of the project to I-10 a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
3. NEC of Indian School and Cotton lane, received copy of Final Plat. Recommended they contact Pete Eno, ADOT Right of Way Coordinator for this area, due to the widening project for the 303 which could impact this project.
4. NWC of Yuma Road and Cotton Lane, received Final Plat. Advised the City the project was in the study corridor for the future 303L. Recommended they contact Pete Eno, ADOT Right of Way Coordinator for this area for further assistance.
5. SEC of I-10 and Bullard Avenue, received notice of a Use Permit for three (3) signs along I-10. Referred the City to our Phoenix Maintenance Permits Section that handles outdoor advertising to ensure compliance.
6. NWC of Broadway and 157th Avenue, received copy of a Site Plan. Advised the City the project was in the study corridor for the future 801. Referred them to Nancy Wilcox, ADOT Right of Way Coordinator for this area.
7. SWC of Litchfield Road and I-10, received copy of Final Plat. Advised the City due to the proximity of the project to I-10 a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.

MARICOPA COUNTY:

1. 6426 S. 119th Avenue, received copy of a Site Plan. Advised the County the project was within the study corridor for SR 801. Referred them to our website to review other alternatives.
2. SWC of Wintersburg Road and I-10, received notice of a Zoning Change. Forwarded the notice to our Yuma District who handles this area for further assistance. Provided contact information.
3. NEC of Camelback Road and the 303L, received notice of a Special Use Permit. Referred the County to Pete Eno, ADOT Right of Way Coordinator, due to the future 303 interchange and proposed detention basin that could have an impact to this project.

4. I-17 and New River Road, received notice of a Public Hearing. Provided contact information for obtaining a permit.
5. SWC of Wintersburg Road and I-10. Forwarded information to the Yuma District who handles this area for further assistance. Provided contact information.
6. South of I-10 between 335th Avenue and 351st Avenue, received notice of a Master Plan. Forwarded information to the Yuma District who handles this area for further assistance. Provided contact information.
7. I-17 at Exit 242, received copy of a Use Permit and Plan Amendment. Advised the County due to the proximity of the project to I-17 Frontage Road a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
8. SR 87, received Special Use Permit. Provided contact information for obtaining a permit.
9. 21113 N.W. Highway 60, received Special Use Permit. Due to the proximity of the project to US 60 a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
10. NEC of Camelback Road and 303L, received Use Permit. Referred them to Pete Eno, ADOT Right of Way Coordinator, for more information due to the proximity to the 303L.
11. Received a copy of the County's Comprehensive Plan. Requested copies of the plans for further review.
12. South of the SWC of Curry Road and Miller Road, received notice of a proposed billboard. Referred the County to our Phoenix Maintenance District who handles signs/billboards to ensure compliance due to the proximity to the 202L.
13. NEC of 43rd Avenue & Southern Avenue, received notice of a proposed billboard. Referred the County to our Phoenix Maintenance District who handles signs/billboards to ensure compliance due to the proximity to the 202L.
14. South of I-10 between 335th Avenue and 351st Avenue, received notice of a Public Hearing. Forwarded information to the Yuma District who handles this area for further assistance. Provided contact information.
15. North of I-10 in Tonopah, AZ. received copy of a Site Plan. Forwarded information to the Yuma District who handles this area for further assistance. Provided contact information.
16. East of Scottsdale Road on Gilbert Road, received notice of a billboard. Forwarded information to the Yuma District who handles this area for further assistance. Provided contact information.

CITY OF MESA:

1. SWC of 202L and US 60, received Rezoning Application. Recommended they contact Nancy Wilcox, ADOT Right of Way Coordinator for further information due to proximity to the 202L.
2. NWC of Baseline and 202L, received notice of a Zoning Change from a Law Firm. Due to proximity to 202L provided contact information for obtaining a permit.
3. SWC of US 60 and 202L, received notice of a Zoning Change. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
4. NEC of Baseline and 202L, received notice of a Zoning Change. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
5. North of the NWC of Ellsworth and Ray Road, received Zoning Change from a Law Firm. Due to proximity to the future 802 provided contact information for obtaining a permit.
6. SWC of US60 and 202L, received copy of General Plan Amendment and Zoning Change from a Law Firm. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.

CITY OF PEORIA:

1. 8559 N. 75th Avenue, received Preliminary Site Plan. Due from an Engineering Firm. Due to the proximity to US 60, advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
2. SWC of Olive and 91st Avenue, received a copy of Site Plan. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
3. South of the SWC of 91st Avenue and Olive Avenue, received Site Plan. Due to the proximity to the 101L, advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
4. SWC of 88th Avenue and US 60, received notice of a Zoning Change. Due to the proximity to US 60, advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
5. SWC of 91st Avenue and Olive Avenue, received Site Plan. Due to the proximity to the 101L, advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.

CITY OF PHOENIX:

1. SWC of 59th Avenue and Broadway, received copy of Preliminary Site Plan. Advised the City the proposed project was in the proximity of the future South Mountain 202. Recommend they contact Nancy Wilcox, ADOT Right of Way Coordinator, for further information.
2. Received copy of City's General Plan Amendment. Requested copies of the plans to ensure no access issues existed.
3. NEC of 59th Avenue and Buckeye Road, received copy of Site Plan. Advised the City project was in the proximity of the future South Mountain 202. Provided link to website to review alternates. Recommended they contact Nancy Wilcox, ADOT Right of Way Coordinator for this area, for further information.
4. NWC of I-10 and 73rd Avenue, received copy of Site Plan. Due to the proximity of the project to I-10, advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
5. NWC of SR 143 and Washington Street, received an email from the City. Requested copies of the Site Plan to review due to the proximity to SR 143.
6. North of I-17, South of Williams Drive, received an email from the City. Requested copies of the Site Plan to review due to the proximity to I-17.
7. 1632 South 22nd Avenue, received a Site Plan. Provided contact information for obtaining a permit due to the proximity to I-17.
8. SEC of 83rd Avenue and I-10, received copy of Site Plan. Due to proximity to I-10, advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
9. NWC of 79th Avenue and Van Buren Street, received copy of Site Plan. Provided contact information for obtaining a permit due to the proximity to I-10.
10. NWC of I-17 and Royal Palm Road, received an email from the City. Provided contact information for obtaining a permit due to the proximity to I-17.
11. 2050 S. 59th Avenue, received an email regarding a billboard which could impact the future South Mountain 202. Referred the City to our Phoenix Maintenance District who handles signs/billboards to ensure compliance due to the proximity to the 202L.
12. 3001 E. Elwood Street, received notice of a Zoning and Use Permit. Provided contact information for obtaining a permit due to the proximity to I-10.
13. NW of the NWC of Tatum Boulevard and the 101L, received Site Plan. Provided contact information for obtaining a permit due to the proximity to 101L.

14. SEC of 63rd Avenue and Lower Buckeye Road, received notice of a Zoning Change. Advised the City the proposed project was in the proximity of the future South Mountain 202. Provided link to our website to review alternates. Recommended they contact Nancy Wilcox, ADOT Right of Way Coordinator for this area, for further information.
15. Received a Scoping Letter regarding improvements to Runway 25L at the Sky Harbor Airport. Referred the City to our Aeronautics Division.
16. SEC of 59th Avenue and Watkins Road, received Zoning Change for a site expansion. Advised the City the project was in the proximity of the future South Mountain 202. Provided link to our website to review alternates. Recommended they contact Nancy Wilcox, ADOT Right of Way Coordinator for this area, for further assistance.
17. SEC of 63rd Avenue and Lower Buckeye Road, received Zoning Change. Advised the City the project was in the proximity of the future South Mountain 202. Provided link to our website to review alternates. Recommended they contact Nancy Wilcox, ADOT Right of Way Coordinator for this area, for further assistance.
18. 1075 N. 51st Avenue, received notice of a Zoning Change and Use Permit. Advised the City the project was in the proximity of the future South Mountain 202. Provided link to our website to review alternates. Recommended they contact Nancy Wilcox, ADOT Right of Way Coordinator for this area, for further assistance.
19. NW of the NWC of Elwood Street and I-10, received Preliminary Site Plan from a Law Firm advising them of our future plans to widen I-10. Provided copies of our preliminary plans for the widening project. Requested they contact Paul Betken, ADOT Right of Way Coordinator, for further information.
20. SEC of I-17 and Bell Road, received an email and copy of Site Plan. Due to proximity to the I-17, advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
21. 22413 N. Black Canyon Highway, received an email from the City. Requested copies of the Site Plan to review due to the proximity to I-17.
22. NWC of I-17 and Happy Valley Road, received copy of Site Plan. Due to the proximity to I-17, advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
23. SWC of the 101L and 19th Avenue, received copy of Site Plan. Due to the proximity to the 101, advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.

24. 59th Avenue – 63rd Avenue, North of RID Canal and South to Elwood Road, received notice of a Zoning Change. Requested copies of the Site Plan to review due to the proximity to the South Mountain 202L. Provided link to our website to review alternates. Recommended they contact Nancy Wilcox, ADOT Right of Way Coordinator for this area, for further assistance.
25. South Mountain Park to Pecos Road, South between 27th Avenue and 19th Avenue. Received a Major Plan Amendment. Advised the City the project is located within the future South Mountain 202L. Provided link to our website to review alternates. Recommended they contact Nancy Wilcox, ADOT Right of Way Coordinator for this area, for further assistance.

CITY OF SURPRISE:

1. US 60 South of Parkview Place, received copy Final Plat. Due to proximity to US 60, advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
2. US 60 and Deer Valley Road, received notice of a Zoning Change. Due to proximity to US 60, advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
3. SWC of 303L and Bell Road, received Final Plat. Due to proximity to the 303L, advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
4. 14707 W. Grand Avenue, received copy of a Preliminary Application. Due to proximity to US 60, advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
5. SWC of 303L and Bell Road, received copy of Site Plan. Provided contact information for obtaining a permit.
6. US 60 and Patton Road, received notice of a Conditional Use Permit. Due to proximity to US 60, advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
7. SWC of Jomax Road and US 60, received notice of a Zoning Change. Due to the proximity to US 60, advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
8. SWC of Grand Avenue and Mountain View, received Final Plat. Due to the proximity to US 60, advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
9. 12779 and 12817 W. Grand Avenue, received Conditional Use Permit. Advised the City the plans submitted did not coincide with our ROW dimensions. Provided copies of our plans and recommended they contact Pete Eno, ADOT Right of Way Coordinator, for further information.

10. SEC of Bell Road and Grand Avenue, received Conditional Use Permit. Advised the City a Temporary Construction Easement would be required to replace the paving in the existing driveway. Recommended they contact Pete Eno, ADOT Right of Way Coordinator, for further information.

CITY OF TEMPE:

1. 2040 E. Technology Circle, received notice from a Construction Company of the expansion of ASU's Research Park. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 31, 2009

SUBJECT:

Conformity Consultation

SUMMARY:

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program (TIP). The proposed amendment and administrative modification involve several projects, including two FY 2009 paving projects from the City of Phoenix that require cost and scope changes.

In addition, it is anticipated that member agency projects for the distribution of the MAG sub-allocated portion of the American Recovery and Reinvestment Act (ARRA) funds may be submitted to MAG by April 3, 2009. As a result, MAG may conduct consultation on a conformity assessment for any projects that are submitted for ARRA funding for a proposed amendment and/or administrative modification to the FY 2008-2012 MAG Transportation Improvement Program.

The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. A description of the projects is provided in the attached interagency consultation memorandum. Comments on the conformity assessment are requested by April 17, 2009.

PUBLIC INPUT:

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

PROS & CONS:

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

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

TECHNICAL & POLICY IMPLICATIONS:

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

POLICY: Federal transportation conformity regulations require interagency consultation on development of the transportation plan, TIP, and associated conformity determinations to include a

process involving the Metropolitan Planning Organization, State and local air quality planning agencies, State and local transportation agencies, Environmental Protection Agency, Federal Highway Administration, and the Federal Transit Administration. Consultation on the conformity assessment has been conducted in accordance with federal regulations, MAG Conformity Consultation Processes adopted by the Regional Council in February 1996 and MAG Transportation Conformity Guidance and Procedures adopted by the Regional Council in March 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

ACTION NEEDED:

Consultation.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

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

March 31, 2009

TO: Leslie Rogers, Federal Transit Administration
Robert Hollis, Federal Highway Administration
John Halikowski, Arizona Department of Transportation
Patrick Cunningham, Arizona Department of Environmental Quality
David Boggs, Regional Public Transportation Authority
Debbie Cotton, City of Phoenix Public Transit Department
Lawrence Odle, Maricopa County Air Quality Department
Maxine Leather Brown, Central Arizona Association of Governments
Donald Gabrielson, Pinal County Air Quality Control District
Wienke Tax, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: CONSULTATION ON A CONFORMITY ASSESSMENT FOR A PROPOSED
AMENDMENT AND ADMINISTRATIVE MODIFICATION TO THE FY 2008-2012
MAG TRANSPORTATION IMPROVEMENT PROGRAM

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program. The proposed amendment and administrative modification involve several projects, including two FY 2009 paving projects from the City of Phoenix that require cost and scope changes. Comments on the conformity assessment are requested by April 17, 2009.

MAG has reviewed the projects for compliance with the federal conformity rule and has found that consultation is required on the conformity assessment. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. The conformity finding of the TIP and the associated Regional Transportation Plan 2007 Update, as amended, that was made by the Federal Highway Administration and Federal Transit Administration on August 14, 2008 remains unchanged by this action. The conformity assessment is being transmitted for consultation to the agencies listed above and other interested parties. If you have any questions or comments, please contact me at (602) 254-6300.

Attachment

cc: Nancy Wrona, Arizona Department of Environmental Quality
Rakesh Tripathi, Arizona Department of Transportation
Mark Hodges, Arizona Department of Transportation
Michelle Conkle, Arizona Department of Transportation

A Voluntary Association of Local Governments in Maricopa County

ATTACHMENT

CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT AND ADMINISTRATIVE MODIFICATION TO THE FY 2008-2012 MAG TRANSPORTATION IMPROVEMENT PROGRAM

The federal transportation conformity rule (40 CFR 93.105) requires interagency consultation when making changes to a Transportation Improvement Program (TIP) and Transportation Plan. The consultation processes are also provided in the Arizona Conformity Rule (R18-2-1405). This information is provided for consultation as outlined in the MAG Conformity Consultation Processes document adopted by the MAG Regional Council on February 28, 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

The amendment includes projects that may be categorized as exempt from conformity determinations. Types of projects considered exempt are defined in the federal transportation conformity rule. The administrative modification includes minor project revisions that do not require a conformity determination. Examples of minor project revisions include funding changes, design, right-of-way, and utility projects. The proposed administrative modification to the FY 2008-2012 MAG Transportation Improvement Program includes the projects on the attached table. The project number, agency, and description is provided, followed by the conformity assessment.

MAG has reviewed the projects for compliance with the federal conformity rule and consultation is required on the conformity assessment. The projects are not expected to create adverse emission impacts or interfere with Transportation Control Measure implementation. The conformity finding of the TIP and the associated Regional Transportation Plan that was made by the Federal Highway Administration and Federal Transit Administration on August 14, 2008 remains unchanged by this action.

Amendment and Administrative Modification to the FY 2008-2012 MAG Transportation Improvement Program

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost - ARRA	Federal Cost - Other	Total Cost	Requested Change	Conformity Assessment
PHX07-741	Phoenix	Various Locations	Pave dirt shoulders	2009	11.9	CMAQ	\$ 875,000		\$ 875,000	\$ 1,750,000	Reduce CMAQ funds by \$650,304, from \$1,525,304 to \$875,000 and project length from 12.10 miles to 11.9 miles.	A minor project revision is needed to change the scope and amount of funds. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
PHX07-740	Phoenix	Various Locations	Pave dirt roads	2009	8.25	CMAQ	\$ 2,628,954		\$ 2,628,954	\$ 5,257,908	Increase CMAQ funds by \$650,304, from \$1,978,650 to \$2,628,954 and reduce the project length from 8.79 miles to 8.25 miles.	A minor project revision is needed to change the scope and amount of funds. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
PEO100-07AC1	Peoria	Beardsley Rd Connection: Loop 101 (Agua Fria Fwy) to Beardsley Rd at 83rd Av/Lake Pleasant Pkwy	Advance construct Beardsley Road extension and bridge over New River	2009	2	ARRA, STP-MAG & Local	\$ 1,716,621	\$ 3,980,451	\$ 5,792,615	\$11,489,687	Change local funding costs to ARRA, STP-MAG and Local. This project is programmed with ARRA funds sub-allocated to the region.	A minor project revision is needed to change the type of funding. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
PEO100-07AC2	Peoria	Beardsley Rd Connection: Loop 101 (Agua Fria Fwy) to Beardsley Rd at 83rd Av/Lake Pleasant Pkwy	Advance construct new frontage road and Texas U-Turn structure over Loop 101	2009	2	Local & STP-MAG	\$24,928,000			\$24,928,000	Delete Project as it is a duplicate project. Project DOT12-840 is the same project.	An amendment is required to delete PEO100-07AC2 and add DOT12-840 with change in type of funding. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
DOT12-840	ADOT	101 (Agua Fria Fwy) at Union Hills Dr/Beardsley Rd	Construct traffic interchange, construct new frontage road and Texas U-Turn structure over Loop 101	2009	2.2	ARRA, STP-MAG & Local	\$ 1,592,263	\$ 9,250,000	\$ 17,092,182	\$ 27,934,445	Change local funding costs to STP-MAG and Local.	
MMA09-916	Maricopa County	Northern Parkway: Sarival to Dysart	Acquisition of right-of-way for roadway widening	2010	4	STP-MAG & Local	\$ 7,066,000		\$ 16,485,000	\$23,551,000	Defer project from 2009 to 2010	A minor project revision is needed to defer the project to FY 2010. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
MMA09-913	Maricopa County	Northern Parkway: Corridorwide right-of-Way Protection	Acquisition of right-of-way for roadway widening and intersection improvements	2010	12.5	STP-MAG & Local	\$ 112,000		\$ 261,000	\$ 373,000	Defer project from 2009 to 2010	A minor project revision is needed to defer the project to FY 2010. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 31, 2009

SUBJECT:

Consultant Selection for the MAG Air Quality Technical Assistance On-Call Services Request for Qualifications

SUMMARY:

The FY 2009 MAG Unified Planning Work Program and Annual Budget includes potential consultant assistance for air quality planning and modeling activities. Consultant services may be needed to assist MAG with supplemental analyses for the Five Percent Plan for PM-10, Eight-Hour Ozone Plan, Conformity Analysis, and Evaluation of Congestion Mitigation and Air Quality Improvement (CMAQ) Projects. A request for qualifications was advertised on January 15, 2009 for technical assistance in air quality modeling, conformity, and the development of regional air quality plans.

Eleven proposals were received by the February 17, 2009 deadline. The proposals were submitted by Alpine Geophysics, AMEC Earth & Environmental, Arizona State University's Center for Environmental Fluid Dynamics, Countess Environmental, ENVIRON, ICF International, Sierra Research, Sonoma Technology, Technical & Business Systems, Traffic Research & Analysis, and University of California - Riverside's Center for Environmental Research and Technology. A multi-jurisdictional Proposal Evaluation Team consisting of the Arizona Department of Environmental Quality; Arizona Department of Transportation; the cities of Glendale, Mesa, and Phoenix; Maricopa County; and MAG staff reviewed the proposals on February 27, 2009. The consensus of the agency staff on the multi-jurisdictional evaluation team was to recommend to MAG that the following firms be qualified for the Air Quality Technical Assistance On-Call Services in selected areas of expertise: ENVIRON, Sierra Research, Sonoma Technology, Technical & Business Systems, and Traffic Research & Analysis.

PUBLIC INPUT:

No public input has been received.

PROS & CONS:

PROS: The procurement of on-call consultant services will enable MAG to obtain technical expertise in air quality modeling and plan development that may be required for supplemental analyses for the MAG Five Percent Plan for PM-10; Eight-Hour Ozone Plan; updating CMAQ methodologies and assumptions; and analyses for transportation conformity.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The procurement of technical assistance will provide consultant expertise to MAG in several areas, including: analysis of control measures, air quality modeling, air quality monitoring and meteorology, implementation of control measures, surveys and emissions inventories, statistical analysis of data, remote sensing, air quality plan preparation, CMAQ evaluation methods, and transportation conformity.

POLICY: As the designated Regional Air Quality Planning Agency for the Maricopa area, the Maricopa Association of Governments conducts air quality modeling and prepares air quality plans to attain and maintain the National Ambient Air Quality Standards. On March 12, 2008, the Environmental Protection Agency strengthened the eight-hour ozone standard by lowering it from .08 parts per million to .075 parts per million. Presently, eight out of twenty monitors in the nonattainment area are meeting the new 2008 ozone standard and twelve monitors have violations. It is anticipated that this region will be designated nonattainment. A new plan will be due to EPA in 2013.

As approved by the MAG Regional Council on May 23, 2007, MAG will be issuing a report on the status of the implementation of the committed measures in the MAG Five Percent Plan for PM-10 by the cities, towns, Maricopa County, and the State each year. MAG will also be conducting an inventory of dirt roads and the estimated traffic counts by jurisdiction to measure the progress in eliminating dirt roads each year. In addition, MAG may need to provide supplemental analyses and information for the Five Percent Plan for PM-10 to the Environmental Protection Agency.

ACTION NEEDED:

Recommend approval of the following firms for Air Quality Technical Assistance On-Call Services for an amount not to exceed \$280,000: (1) ENVIRON be qualified in Air Quality Modeling, Air Quality Monitoring and Meteorology, Surveys and Emissions Inventories, Analysis of Control Measures, Implementation and Tracking of Control Measures, Statistical Analysis of Data, Air Quality Plan Preparation, CMAQ Evaluation Methodologies, and Transportation Conformity; (2) Sierra Research be qualified in Air Quality Modeling, Surveys and Emissions Inventories, Analysis of Control Measures, Implementation and Tracking of Control Measures, Statistical Analysis of Data, Air Quality Plan Preparation, CMAQ Evaluation Methodologies, and Transportation Conformity; (3) Sonoma Technology be qualified in Air Quality Modeling, Air Quality Monitoring and Meteorology, Surveys and Emissions Inventories, Analysis of Control Measures, Implementation and Tracking of Control Measures, Statistical Analysis of Data, Remote Sensing, Air Quality Plan Preparation, CMAQ Evaluation Methodologies, and Transportation Conformity; (4) Technical & Business Systems be qualified in Air Quality Modeling, Air Quality Monitoring and Meteorology, Analysis of Control Measures, Statistical Analysis of Data, Remote Sensing, and Air Quality Plan Preparation; and (5) Traffic Research & Analysis be qualified in Surveys and Emissions Inventories.

PRIOR COMMITTEE ACTIONS:

On February 27, 2009, a multi-jurisdictional Proposal Evaluation Team consisting of the Arizona Department of Environmental Quality; Arizona Department of Transportation; the cities of Glendale, Mesa, and Phoenix; Maricopa County; and MAG staff reviewed the eleven proposals for the Air Quality Technical Assistance On-Call Services. The consensus of the agency staff on the multi-jurisdictional evaluation team was to recommend to MAG that the following firms be qualified for the Air Quality Technical Assistance On-Call Services in selected areas of expertise: (1) ENVIRON be qualified in Air Quality Modeling, Air Quality Monitoring and Meteorology, Surveys and Emissions Inventories, Analysis of Control Measures, Implementation and Tracking of Control Measures, Statistical Analysis of Data, Air Quality Plan Preparation, CMAQ Evaluation Methodologies, and Transportation Conformity; (2) Sierra Research be qualified in Air Quality Modeling, Surveys and Emissions Inventories, Analysis of Control Measures, Implementation and Tracking of Control Measures, Statistical Analysis of Data, Air Quality Plan Preparation, CMAQ Evaluation Methodologies, and Transportation Conformity; (3) Sonoma Technology be qualified in Air Quality Modeling, Air Quality Monitoring and Meteorology, Surveys and Emissions Inventories, Analysis of Control Measures, Implementation and Tracking of Control Measures, Statistical Analysis of Data, Remote Sensing, Air Quality Plan Preparation, CMAQ Evaluation Methodologies, and Transportation Conformity; (4) Technical & Business Systems be

qualified in Air Quality Modeling, Air Quality Monitoring and Meteorology, Analysis of Control Measures, Statistical Analysis of Data, Remote Sensing, and Air Quality Plan Preparation; and (5) Traffic Research & Analysis be qualified in Surveys and Emissions Inventories.

Proposal Evaluation Team

Maricopa County: Jo Crumbaker
City of Phoenix: Gaye Knight
Arizona Department of Environmental
Quality: Leonard Montenegro
City of Mesa: Scott Bouchie

City of Glendale: Doug Kukino
Arizona Department of Transportation:
Beverly Chenausky
MAG staff: Randy Sedlacek and Taejoo Shin

Others Attending

Cathy Arthur, MAG Associate

CONTACT PERSON:

Randy Sedlacek, MAG, (602) 254-6300.

MAG Federally Funded Projects Status Report

Since October 2002, MAG staff has produced a status report on the progress of local member agency, MAG federally funded projects in the ADOT administered, federal clearance and design approval process. The information in this report is based on information obtained from the ADOT Local Governments Section and feedback from various MAG member agencies. This report includes information for projects that are sponsored by local governments in the MAG area, that are in the current and next fiscal year of the TIP, funded by CMAQ or sub allocated STP, and are classified as 'Street', 'Bicycle', 'Pedestrian', 'AQ or TDM' or 'ITS' projects.

Report Layout

Box 1			Box 2	Box 3	Box 4												Box 5															
GLB06-203B	SS 637 01C	CM-GLB-0(200)A	CMAQ \$368,401	ADOT Contact Bill Snarr (602) 712-7025	Phase	06	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	IGA under development.	
Gilbert - Gilbert Town Center, Design traffic management center (phase B) and purchase further equipment			HURF \$126,599	Agency Contact Rick Hooker (480) 503-6933	DCR												A															This is a procurement project and should obligate in 2007.
Active			Total \$495,000		Envir												A															
			ITS		Design												A															
					Bid Date																											

Box 1. Project Identification Numbers, Location and Description Information

- Top Row: This row lists various identification numbers for the project: MAG TIP Identification Number, the ADOT Tracs Number and, the Federal Project Number
- Middle Rows: These rows provide the location and work description of the project as it is listed in the MAG TIP.
- Bottom Row: This row identifies the status and mode of the project. Status field values are as follows:
 - a. Abandoned. The project has been abandoned for federal funding by the sponsoring agency.
 - b. Active. The project is under active development at ADOT Local Governments.
 - c. At-Risk. The project is highly unlikely to obligate in the fiscal year it is programmed.
 - d. Authorized. The project has obligated.
 - e. Closeout Project: Project is included for closeout and is generally already designed or is procurement or design project.
 - f. Deferral Requested. The sponsoring agency has requested to defer the project.
 - g. Inactive. The project sponsor has not contacted ADOT or at most has only obtained project numbers from ADOT.

Box 2. Project Funding Information. This box lists project funding sources and amounts as listed in the MAG TIP.

Box 3. Contacts. This box lists contact information for ADOT Local Governments staff and the project sponsor.

Box 4. Development Schedule. This is a simplified calendar that shows the month when key clearances and design approvals were achieved by the project. A capital 'A' in a column indicates the approval by ADOT. The columns in the calendar are as follows:

- Phase: This identifies an item to be approved. The labels in this column are as follows:
 - a. DCR - The Design Concept Report for the project
 - b. Envir. - Environmental Clearance for the project
 - c. Design - The plans, specification and estimates package for the project
- 06: This refers to activity that was approved in FY 2006 or earlier.
- The remainder of the columns identify months of the federal fiscal year where an approval is achieved.
- The bottom row lists the bid date of the project. This field is not currently being maintained.

Box 5. Summary Note: Provides a short summary note concerning the project.

Federal FY 2009 MAG Federal Projects Only

Project Identification Numbers, Location and Description Information	Project Funding	Contacts	Development Schedule																								Summary Note	
			Phase	Federal FY 2009												Federal FY 2010												
				08	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J		A
CHN06-214 SS 625 03D & 01C Chandler - Citywide, Install Chandler Fire/Police Department signal system integration and variable message signs Active ITS	CMAQ \$377,200 Bonds \$22,800 Total \$400,000	ADOT Contact Jeffrey Miles (602) 712-8336 Agency Contact	Phase	08																						3/5/09: 100% plans submitted		
DCR	A																											
Envir	A																											
Design																												
Bid Date																												
CHN07-601 SS706 01C CM-CHN-0(203)A Chandler - Commonwealth Ave: Hamilton St to McQueen Rd, Pave dirt road At-Risk AQ or TDM	CMAQ \$325,000 Impact Fees \$517,100 Total \$842,100	ADOT Contact Jeffrey Miles (602) 712-8336 Agency Contact	Phase	08																					3/5/2009: Nothing received by ADOT since July, 2008			
DCR																												
Envir																												
Design																												
Bid Date																												
CHN08-610C SS712 01C Chandler - Loop 101 (Price Freeway) at Galveston Street, Construct multi-use path and bridge over the Loop 101 (Price Freeway) at Galveston Street At-Risk Pedestrian	CMAQ \$1,164,992 Local \$1,315,808 Total \$2,480,800	ADOT Contact Jeffrey Miles (602) 712-8336 Agency Contact	Phase	08																					12/08/08 ADOT Local Govt: Federal funding was authorized to design the project; project numbers requested on 9/10/08; documents for DCR and environmental clearance have not been submitted.			
DCR																												
Envir																												
Design																												
Bid Date																												
CHN09-802 Chandler - Chandler Blvd: Delaware St to Gilbert Rd, Install fiber-optic cable traffic signal interconnection At-Risk ITS	CMAQ \$309,653 Bonds \$140,347 Total \$450,000	ADOT Contact Agency Contact	Phase	08																				12/08/08 ADOT Local Govt: Nothing has been received on this project; project numbers and ADOT manager cannot be assigned until agency sponsor initiates project.				
DCR																												
Envir																												
Design																												
Bid Date																												
CHN11-710 SS11-710 01C CM-CHN-0(204)A Chandler - Western Canal bike path at Dobson Rd, Alma School Rd and Arizona Ave, Install three pedestrian actuated crossing signals Authorized Pedestrian	CMAQ \$271,000 Bonds \$117,000 Total \$388,000	ADOT Contact Jeffrey Miles (602) 712-8336 Agency Contact	Phase	08																				12/08/08 ADOT Local Govt: FHWA to authorized project.				
DCR																												
Envir																												
Design																												
Bid Date																												
ELM09-802 SS 723 01C CM-ELM-0(200)A El Mirage - 125th Ave and 127th Ave: Varney Rd to Peoria Ave, Pave unpaved roads At-Risk AQ or TDM	CMAQ \$381,031 Local \$1,102,252 Total \$1,483,283	ADOT Contact Bill Snarr (602) 712-7025 Agency Contact (623) 876-2976	Phase	08																				3/5/09: Project numbers assigned.				
DCR																												
Envir																												
Design																												
Bid Date																												
FTH07-301 SS 646 01C STP-FTH-0(200)A Fountain Hills - Shea Blvd: Palisades Blvd to Fountain Hills Blvd, Widen for third (westbound) climbing lane and bicycle lane Active Street	STP-MAG \$1,076,000 General Fun \$269,000 Total \$1,345,000	ADOT Contact Bill Snarr (602) 712-7025 Agency Contact Larry Woodlan (480) 816-5158	Phase	08																				3/5/2009: Environmental Clearance 1/29/2009				
DCR																												
Envir																												
Design																												
Bid Date																												

Federal FY 2009 MAG Federal Projects Only

Project Identification Numbers, Location and Description Information	Project Funding	Contacts	Development Schedule																								Summary Note	
			Phase	Federal FY 2009												Federal FY 2010												
				08	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J		A
MES09-607 Mesa - Various locations, Upgrade TMC equipment and purchase central components, field cameras and VMS At-Risk ITS	CMAQ \$396,600 General Fun \$169,950 Total \$566,550	ADOT Contact Agency Contact	Phase																							5/3/2009 ADOT Local Govt: Nothing received on the project		
MES09-809 Mesa - Along sections of Broadway, Dobson, Alma School and Baseline Rds, Establish fiber-optic link on Broadway Rd and connect to west ITS loop At-Risk ITS	CMAQ \$651,254 HURF \$992,746 Total \$1,644,000	ADOT Contact Agency Contact	Phase																							03/09/09 ADOT Local Govt: Nothing received on the project		
PVY09-601 SS 698 01C CM-PVY-0(201)A Paradise Valley - Various locations (12 intersections), Install video detection systems Authorized ITS	CMAQ \$89,600 HURF \$38,400 Total \$128,000	ADOT Contact Jeffrey Miles (602) 712-8336 Agency Contact Richard Oversen	Phase																							3/5/2009 ADOT Local Govt: The project has authorized		
PEO06-202C SS 603 03D & 01C CM-PEO-0(009)A Peoria - 91st Ave at Olive Ave, Construct intersection project Active Street	CMAQ \$800,000 Bonds \$2,100,000 Total \$2,900,000	ADOT Contact John Dickson (602) 712-8683 Agency Contact Ben Wilson (623) 773-7212	Phase																							3/8/2009 ADOT Local Govt: The project is nearing final design and bid approval.		
PEO08-602 SS657 01C CM-PEO-0(201)A Peoria - 84th Ave: Peoria Ave to Monroe St, Design and construct at-grade pedestrian improvements At-Risk Pedestrian	CMAQ \$1,164,057 Sales Tax \$1,013,030 Total \$2,177,087	ADOT Contact Bill Snarr (602) 712-7025 Agency Contact Rick Costa (623) 773-7951	Phase																							3/5/2009 ADOT Local Govt: Revised scope submitted.		
PEO13-904 SS 721 01C CM-PEO-0(203)A Peoria - Within the city of Peoria, connecting existing traffic signals to the central system using a hybrid wireless fiber system. 35 additional signals will be connected with this project., Existing traffic signals At-Risk ITS	CMAQ \$296,548 Local \$225,000 Total \$521,548	ADOT Contact Bill Snarr (602) 712-7025 Agency Contact Jam Rahimi (623) 723-7224	Phase																							12/08/08 ADOT Local Govt: Project numbers requested 11/24/2008		
PHX07-308 Phoenix - 16th St at Glendale Ave, Widen intersection At-Risk Street	CMAQ \$800,000 HURF \$1,200,000 Total \$2,000,000	ADOT Contact TBD Agency Contact Susan Beitler (602) 534-9564	Phase																							As of 1/29/09 Design study underway by Phoenix		

Federal FY 2010 MAG Federal Projects Only

Project Identification Numbers, Location and Description Information	Project Funding	Contacts	Development Schedule																								Summary Note	
			Phase	Federal FY 2009												Federal FY 2010												
				08	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J		A
SUR10-614 Surprise - Greenway Rd: US-60 (Grand Ave) to Cotton Ln, Construct fiber optic interconnection of traffic signals, cameras and VMS Active ITS	CMAQ \$500,000 Impact Fees \$500,000 Total \$1,000,000	ADOT Contact Agency Contact	DCR																									
TMP10-620 Tempe - Broadway Rd: Rural Rd to Mill Ave, Construct pedestrian and bicycle facilities improvements Active Pedestrian	CMAQ \$2,571,780 General Fun \$2,571,780 Total \$5,143,560	ADOT Contact Agency Contact	DCR																									
TMP10-629 Tempe - Salt River: SR143 Hohokam Freeway to Priest Drive, Construct multi-use path Active Pedestrian	CMAQ \$400,000 General Fun Total \$400,000	ADOT Contact Agency Contact	DCR																									
TMP10-803 Tempe - Citywide, Install video detection system Active ITS	CMAQ \$305,568 HURF \$138,969 Total \$444,537	ADOT Contact Agency Contact	DCR																									

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 31, 2009

SUBJECT:

Project Changes – Amendment and Administrative Modification to the FY 2008-2012 MAG Transportation Improvement Program and FY 2009 Arterial Life Cycle Program, Including Funding from the American Recovery and Reinvestment Act of 2009

SUMMARY:

The FY 2008-2012 Transportation Improvement Program (TIP) was approved by the MAG Regional Council on July 25, 2007, and the FY 2009 Arterial Life Cycle Program (ALCP) was approved by the MAG Regional Council on June 25, 2008. Since that time, there have been requests from member agencies to modify projects in the programs. The proposed amendments to the FY 2008-2012 TIP for highway projects are listed in Table A, and proposed administrative modifications and amendments to the ALCP are listed in Table B.

As per the Draft MAG Federal Fund Programming Principles, a request to change a programmed Federal Fund Project in the TIP will go through the MAG committee processes beginning at the appropriate technical advisory committee. There are two Congestion Mitigation Air Quality (CMAQ) funded projects requesting a project change noted in Table A. The project change request for PHX07-741 and PHX07-740 was heard and unanimously recommended for approval at the February 26, 2009, Air Quality Technical Advisory Committee meeting. The original application for these two projects was submitted to MAG by Phoenix as one project. When programmed, the projects were split into two separate projects: paving dirt roads and paving dirt shoulders. The project estimates are now complete, and the CMAQ funds are requested to be increased and decreased by the same amount, \$650,304, causing no fiscal impact to the MAG FY 2008-2012 TIP.

Table A also shows the needed adjustments and amendments for projects related to the Beardsley Road/Union Hills traffic interchange and the Northern Parkway project. While gathering project information for possible funding scenarios for the American Recovery and Reinvestment Act (ARRA) funds in February 2009, it was brought to MAG's attention that the Beardsley Road project was designed and cleared to federal standards. This project is both part of the ALCP and part of the Arizona Department of Transportation's (ADOT's) freeway program. The Arizona State Board and the MAG Regional Council agreed to fund the ADOT portion of the Beardsley Road project with Highway ARRA funds - \$9,250,000. The Peoria portion of the project is \$18,250,000. Since it is part of the ARRA funded project, ADOT will be bidding the project in the next couple of months.

During the same time period, MAG worked with all ALCP involved agencies to update project status for the Draft FY 2010 ALCP. Northern Parkway's work components were updated and it is understood that the phases programmed in 2009 with Surface Transportation Program (STP)-MAG funds will not be obligated in 2009, and will move forward in 2010.

Since MAG is the agency responsible for the fiscal management of the ALCP, it is requested to make project changes to defer the Northern Parkway projects from 2009 to 2010 and modify the type of funds and funding amounts on the Beardsley Road projects to obligate the maximum possible amount of STP-

MAG funds in 2009. MAG has completed the financial analysis for this request and the STP-MAG funds needed for Northern Parkway in 2010 can be accommodated.

In addition, the Peoria-led project for Beardsley Road (PEO100-07AC1) is requested to be programmed with \$3.9 million of the ARRA funds that are sub-allocated to the MAG region and directed to the City of Peoria.

All of the projects to be amended may be categorized as exempt from conformity determinations and an administrative modification does not require a conformity determination.

On March 25, 2009, the MAG Regional Council approved a member agency allocation for the distribution of the MAG sub-allocated portion of the ARRA funds with a requirement that projects are defined and submitted to MAG by April 3, 2009. The projects submitted for the use of the American Recovery and Reinvestment Act sub-allocated funds will be reviewed and compiled for the necessary TIP amendments and modifications the week of April 6, 2009. This information will be transmitted to the MAG Management Committee in a separate mailing prior to the meeting, if available, or it will be provided at the meeting. Please refer to the Attachment, which lists the project changes known at the time of the agenda mailout.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Approval of this TIP amendment will allow the projects to proceed in a timely manner.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Projects that wish to utilize transportation federal funds need to be shown in the TIP in the year that they expect to commence and may need to undergo an air quality conformity analysis or consultation.

POLICY: This amendment request is in accord with MAG guidelines.

ACTION NEEDED:

Recommend approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, the FY 2009 Arterial Life Cycle Program and as appropriate, to the Regional Transportation Plan 2007 Update as shown in the attached tables.

PRIOR COMMITTEE ACTIONS:

MAG Transportation Review Committee: On March 26, 2009, the MAG Transportation Review Committee recommended approval of the amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, the FY 2009 Arterial Life Cycle Program and as appropriate, to the Regional Transportation Plan 2007 Update as shown in Table A.

MEMBERS ATTENDING

Peoria: David Moody, Chair
ADOT: Floyd Roehrich
Avondale: David Fitzhugh
* Buckeye: Scott Lowe
Chandler: Patrice Kraus
El Mirage: Lance Calvert
Fountain Hills: Randy Harrel
* Gila Bend: Rick Buss
Gila River: Sreedevi Samudrala for David White

Maricopa County: John Hauskins
Mesa: Scott Butler
* Paradise Valley: Robert M. Cicarelli
Phoenix: Vacant
Queen Creek: Mark Young
RPTA: Bryan Jungwirth
Scottsdale: Dave Meinhart for Mary O'Connor
Surprise: Randy Overmyer
Tempe: Carlos de Leon

Gilbert: Michelle Gramley for Tami Ryall
Glendale: Terry Johnson
Goodyear: Luke Albert for Cato Esquivel
* Guadalupe: Jim Ricker
* Litchfield Park: Mike Cartsonis

Valley Metro Rail: John Farry
Wickenburg: Gary Edwards
Youngtown: Grant Anderson for Lloyce
Robinson

EX-OFFICIO MEMBERS ATTENDING

Regional Bicycle Task Force: Jim Hash
* Street Committee: Darryl Crossman
* ITS Committee: Mike Mah

Pedestrian Working Group: Brandon Forrey
* Transportation Safety Committee: Kerry
Wilcoxon

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

MAG Air Quality Technical Advisory Committee: On February 26, 2009, the MAG Air Quality Technical Advisory Committee unanimously recommended approval to the change the amounts of funding for projects PHX07-741 and PHX07-740.

MEMBERS ATTENDING

John Kross, Town of Queen Creek, Chairman
Sue McDermott, Avondale
Elizabeth Biggins-Ramer, Buckeye
Jim Weiss, Chandler
Jamie McCullough, El Mirage
Kurt Sharp for Tami Ryall, Gilbert
Doug Kukino, Glendale
James Nichols, Goodyear
Greg Edwards for Scott Bouchie, Mesa
Joe Gibbs for Gaye Knight, Phoenix
* Larry Person, Scottsdale
Antonio DeLaCruz, Surprise
Oddvar Tveit, Tempe
* Mark Hannah, Youngtown
* Walter Bouchard, Citizen Representative
* Corey Woods, American Lung Association of
Arizona
* Barbara Sprungl, Salt River Project
* Brian O'Donnell, Southwest Gas Corporation
Mark Hajduk, Arizona Public Service Company
* Gina Grey, Western States Petroleum Association
* Valley Metro/RPTA
Dave Berry, Arizona Motor Transport Association
Jeannette Fish, Maricopa County Farm Bureau
Russell Bowers, Arizona Rock Products
Association
* Greater Phoenix Chamber of Commerce

Amanda McGennis, Associated General
Contractors
* Spencer Kamps, Homebuilders Association
of Central Arizona
* Mannie Carpenter, Valley Forward
Kai Umeda, University of Arizona
Cooperative Extension
Beverly Chenausky, Arizona Department of
Transportation
Diane Arnst, Arizona Department of
Environmental Quality
* Wienke Tax, Environmental Protection
Agency
Jo Crumbaker, Maricopa County Air Quality
Department
Duane Yantorno, Arizona Department of
Weights and Measures
* Ed Stillings, Federal Highway
Administration
* Judi Nelson, Arizona State University
Christopher Horan, Salt River
Pima-Maricopa Indian Community
* David Rueckert, Citizen Representative

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

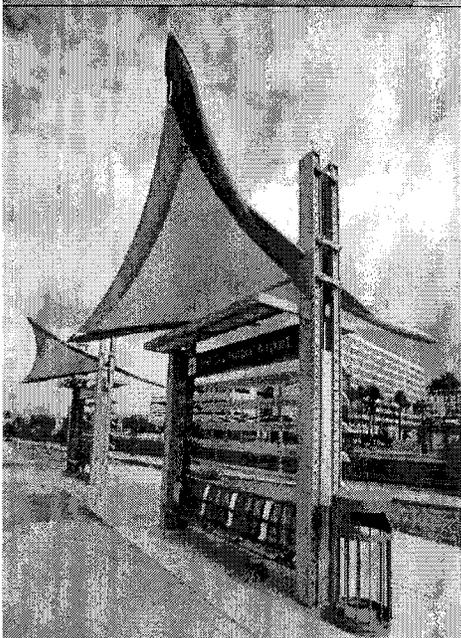
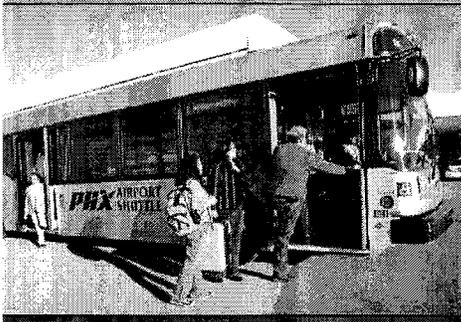
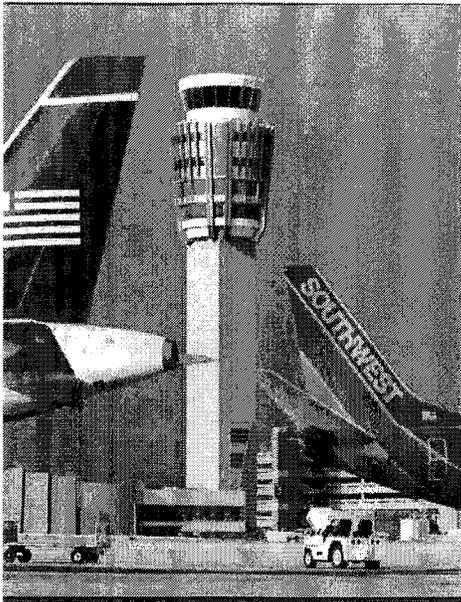
CONTACT PERSON:

Eileen O. Yazzie (602) 254-6300.

Request for Project Change
Amendments and Administrative Modifications to the FY08-12 TIP, and Administrative Modifications to the FY09 June 25, 2008 ALCP
MAG Management Committee - April 2009

Table A - Approved at the Transportation Review Committee											
Highway Projects - TIP FY2008-2012 Amendments & Administrative Modifications											
TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost - ARRA	Federal Cost - Other	Total Cost	Requested Change
PHX07-741	Phoenix	Various Locations	Pave dirt shoulders	2009	11.9	CMAQ	\$ 875,000		\$ 875,000	\$ 1,750,000	Admin Mod: Reduce CMAQ funds by \$650,304, from \$1,525,304 to \$875,000 and project length from 12.10 miles to 11.9 miles.
PHX07-740	Phoenix	Various Locations	Pave dirt roads	2009	8.25	CMAQ	\$ 2,628,954		\$ 2,628,954	\$ 5,257,908	Admin Mod: Increase CMAQ funds by \$650,304, from \$1,978,650 to \$2,628,954 and project length from 8.79 miles to 8.25 miles.
PEO100-07AC1	Peoria	Beardsley Rd Connection: Loop 101 (Agua Fria Fwy) to Beardsley Rd at 83rd Av/Lake Pleasant Pkwy	Advance construct Beardsley Road extension and bridge over New River	2009	2	ARRA, STP-MAG & Local	\$ 1,716,621	\$ 3,980,451	\$ 5,792,615	\$ 11,489,687	Admin Mod: Change local funding costs to ARRA, STP-MAG, and Local. This project is programmed with ARRA funds sub-allocated to the region.
PEO100-07AC2	Peoria	Beardsley Rd Connection: Loop 101 (Agua Fria Fwy) to Beardsley Rd at 83rd Av/Lake Pleasant Pkwy	Advance construct new frontage road and Texas U-Turn structure over L101	2009	2	Local & STP-MAG	\$ 24,928,000	\$ -		\$ 24,928,000	Amend: Delete Project as it is a duplicate project. Project DOT12-840 is the same project.
DOT12-840	ADOT	101 (Agua Fria Fwy) at Union Hills Dr/Beardsley Rd	Construct traffic interchange, construct new frontage road and Texas U-Turn structure over L101	2009	2.2	ARRA, STP-MAG & Local	\$ 1,592,263	\$ 9,250,000	\$ 17,092,182	\$ 27,934,445	Admin Mod: Change local funding costs to STP-MAG and Local.
MMA09-916	Maricopa County	Northern Parkway: Sarival to Dysart	Acquisition of right-of-way for roadway widening	2010	4	STP-MAG & Local	\$ 7,066,000		\$ 16,485,000	\$ 23,551,000	Admin Mod: Defer project from 2009 to 2010
MMA09-913	Maricopa County	Northern Parkway: Corridorwide ROW Protection	Acquisition of right-of-way for roadway widening and intersection improvements	2010	12.5	STP-MAG & Local	\$ 112,000		\$ 261,000	\$ 373,000	Admin Mod: Defer project from 2009 to 2010

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Phoenix Sky Harbor's Automated Train System

UPON COMPLETION:

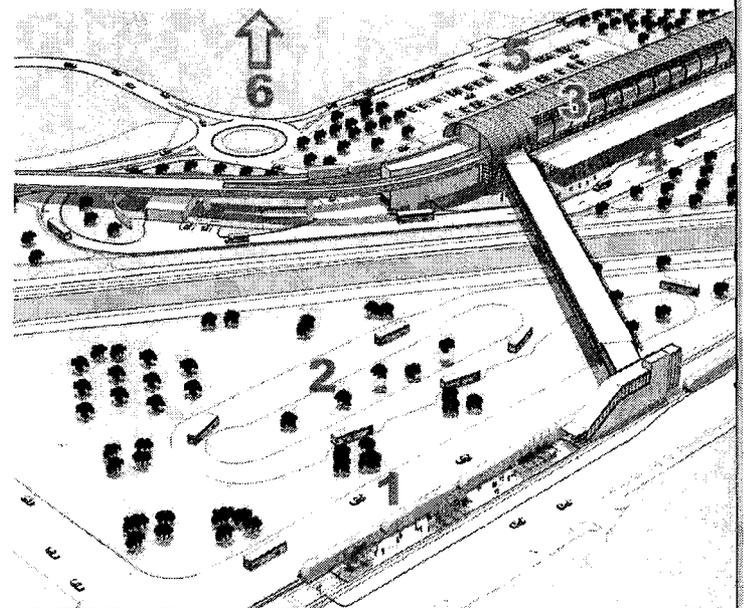
- Daily train ridership will be more than 96,000 passengers
- Airport Automated Train will create a direct link to the regional METRO light rail system
- More than 100 buses will be eliminated from circulating the airport and public roadways
- Greenhouse gas emissions will be reduced by 5,500 tons
- Create 5,900 jobs (Stage 1, see map on back)
- Airport Automated Train is being designed to be sustainable and will be one of the first transit systems in the nation to be LEED certified



NOW



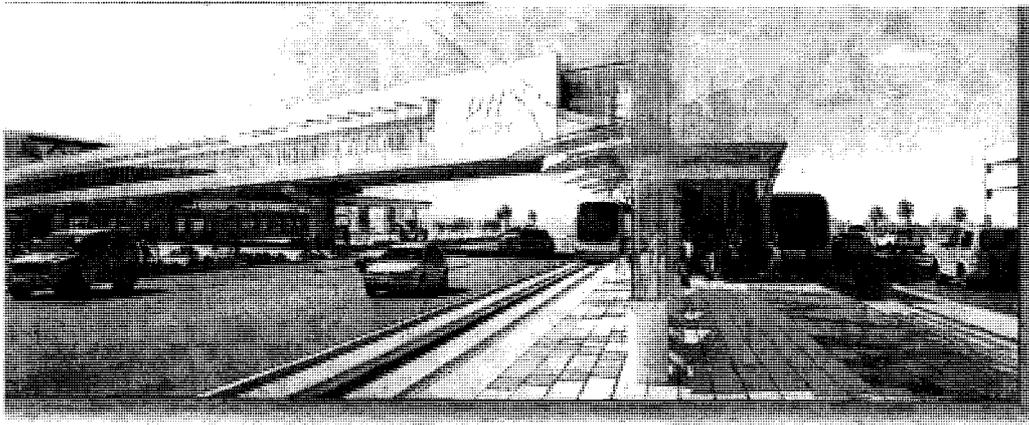
Aviation Transit Center to METRO Light Rail



Intermodal Transportation Center Site Plan

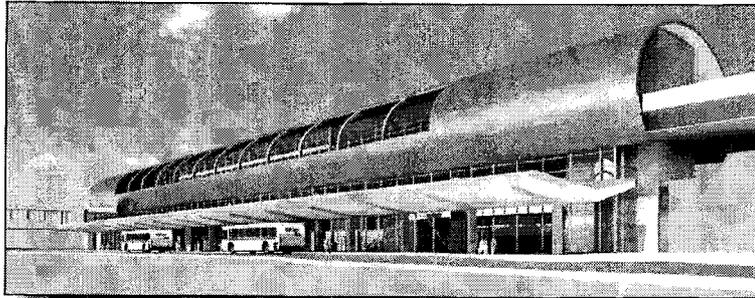
INCLUDES:

1. METRO LIGHT RAIL
2. AVIATION TRANSIT CENTER
3. AIRPORT AUTOMATED TRAIN STATION
4. GROUND TRANSPORTATION
5. CELL PHONE WAITING LOT
6. FUTURE COMMUTER RAIL LINK



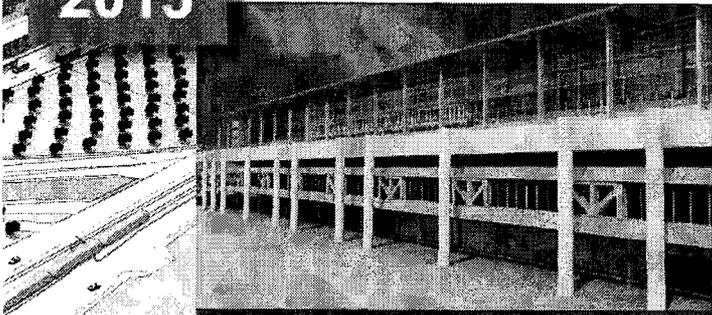
Rendering of Enclosed Moving Walkway Connection Between METRO Light Rail and Airport Automated Train Station

- Now and in the Future.



Rendering of Future Airport Automated Train Station at Intermodal Transportation Center

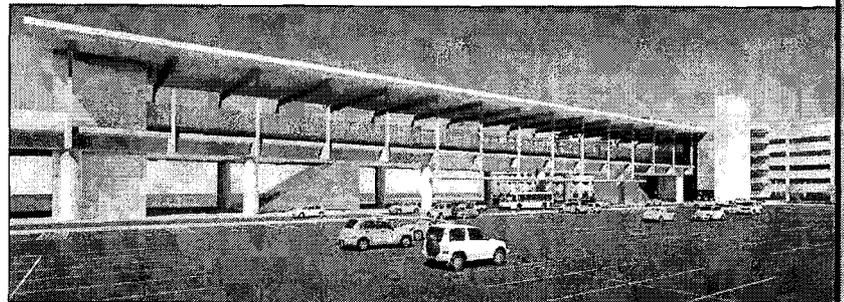
2013



Terminal 4 Station



Interior Terminal 4 Station



East Economy Lot Station

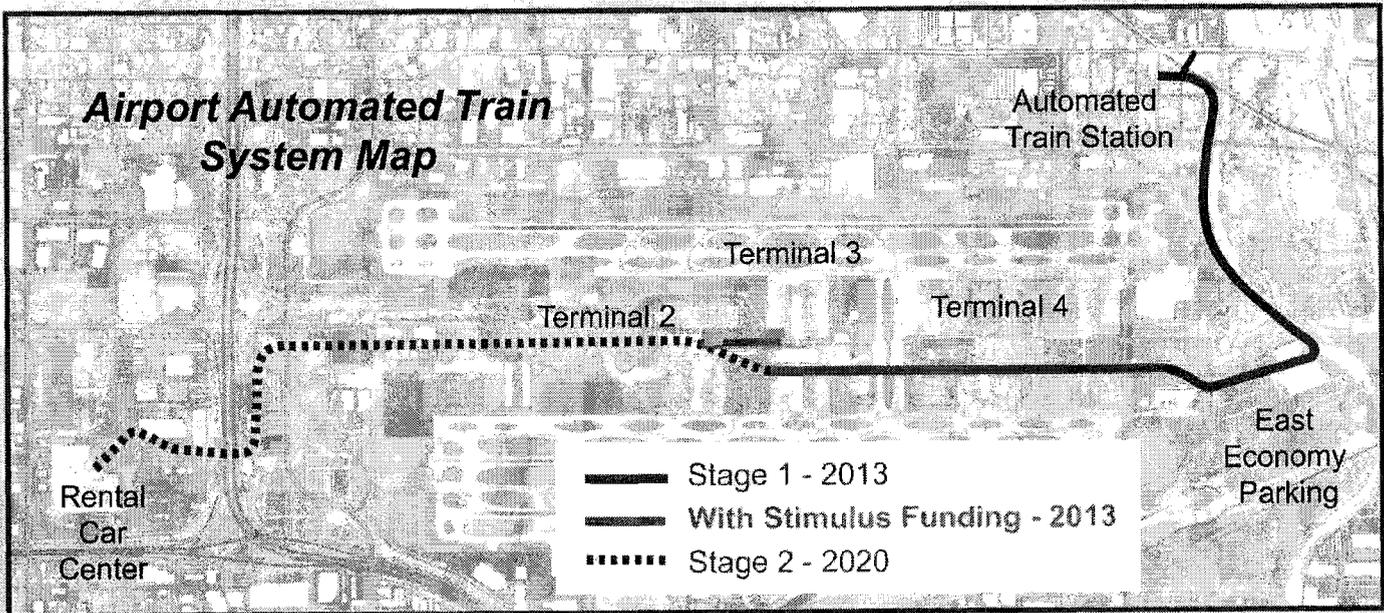
Project Changes With \$200 Million DOT Discretionary Funds

- Provides train service to all three terminals
- Creates 1,000 more jobs
- Eliminates 15% additional buses
- Serves 10,000 additional passengers daily
- Connects all three terminals seven years earlier

New Date: 2013

2020

Airport Automated Train System



TRAIN:

Automated, electric, rubber tire vehicle

SYSTEM LENGTH 4.9 MILES:

Stage 1: 1.7 miles - three stations

Stimulus Funding: 1.0 miles - one station and one walkway

Stage 2: 2.2 miles - three stations

TOTAL BUDGET \$1.57 BILLION:

Stage 1: \$625 million

Stimulus Funding: \$200 million

Stage 2: \$745 million

SCHEDULE:

Stage 1: Operational December 2013

Stimulus Funding: Operational 2013

(Includes link to Terminal 3/Terminal 2)

Stage 2: Operational 2020

OPERATING FACTS:

24 hours a day, free service, peak frequency less than 3 minutes, minimum speed 35 mph, car capacity 52-56 passengers, maximum train capacity 126-176 passengers

TRAVEL TIMES:

Stage 1: 5 minutes one-way (Airport Automated Train Station to Terminal 4)

Stimulus Funding: 1 minute one-way (Terminal 4 to Terminal 3/Terminal 2)

Stage 2: 6 minutes one-way (Rental Car Center to Terminal 3)

ESTIMATED RIDERSHIP:

Stage 1: 28,000 passengers per day

Annual Ridership = 10 million passengers

Stimulus Funding: 10,000 passengers per day

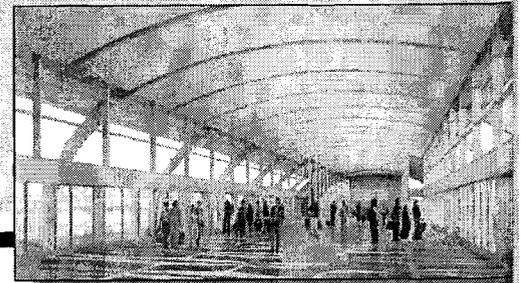
Annual Ridership = 4 million passengers

Stage 2: 58,000 passengers per day

Annual Ridership = 21 million passengers

TOTAL DAILY RIDERSHIP = 96,000 passengers

TOTAL ANNUAL RIDERSHIP = 35 million passengers



**PHOENIX SKY HARBOR
INTERNATIONAL AIRPORT**

PHOENIX SKY HARBOR INTERNATIONAL AIRPORT

3400 E SKY HARBOR BLVD - SUITE 3300 - PHOENIX - AZ 85034

PHONE 602.273.3300 - FAX 602.273.2100 - www.phxskyharbor.com



City of Phoenix

To: Frank Fairbanks
City Manager

Date: April 7, 2009

From: Karen Peters
Government Relations Director

Subject: PHOENIX SKY HARBOR INTERNATIONAL AIRPORT - PHX SKY TRAIN PROGRAM

Project Description

The PHX Sky Train project is a fully automated, grade separated transit system that will connect the major facilities at Phoenix Sky Harbor International Airport with the METRO light rail system. PHX Sky Train will replace buses that currently shuttle passengers and employees between METRO, terminals, parking facilities and the Rental Car Center. The need for the PHX Sky Train is due to constraints with the roadway and curbs at the Airport and the inability to expand them to meet the growth projections for Phoenix Sky Harbor International Airport. The Sky Train will serve passengers, visitors, and employees with frequent, convenient, and reliable service and will be an integral part of the airport's transportation infrastructure and an important link to the regional transportation system.

The PHX Sky Train project has received National Environmental Protection Act (NEPA) approvals and construction has started on Phase One. Train system procurement approvals are expected within the next two months.

PHX Sky Train's Stage One will consist of three stations:

- 44th and Washington Streets with passenger walkway to the METRO station
- East Economy Parking
- Terminal 4

Stage One is estimated to cost \$562 million dollars and is fully funded with local revenue sources. This first segment is estimated to be operational by the end of 2013.

PHX Sky Train's Stage Two is currently planned to link the remaining terminals and the Rental Car Center by 2020. The Airport would prefer that the system be completed in one phase; however funding limitations have required a two phase construction plan.

Current Efforts

City Staff has been working to advance PHX Sky Train to Terminals 2 and 3 so all Passenger Terminals are connected by 2013. This portion of Stage Two is estimated to cost \$200 million.

Staff has been reviewing a federal credit program called the Transportation Infrastructure Financing Innovation Act of 1998 (TIFIA) for this portion of the PHX Sky Train project. TIFIA was established as a federal credit program for eligible transportation projects with a national or regional significance, including transit and rail systems. Their assistance is provided as direct loans, loan guarantees, or lines of credit. This program requires that a project be on the State Transportation Plan before the project can apply for the program. Because these TIFIA applications are allocated on a rolling application schedule, City of Phoenix is requesting this amendment to be eligible to apply for this loan program as early as this summer.