

SPECIAL NOTICE REGARDING PUBLIC MEETINGS

Due to the risks to public health caused by the possible spread of the COVID-19 virus at public gatherings, the Maricopa Association of Governments has determined that public meetings will be indefinitely held through technological means. Meetings will be open to the public through technological means. In reliance on, and compliance with, the March 13, 2020, Opinion issued by Attorney General Mark Brnovich, the Maricopa Association of Governments provides this special advance notice of the technological means through which public meetings may be accessed. While this special notice is in effect, public comment at meetings will only be accepted through written submissions, which may or may not be read aloud during meetings.

To attend the meeting noticed below by technological means, members of the public may:

1. To watch a live video stream of the meeting, [click here to go to MAG's YouTube channel](#).
2. Members of the public may submit written comments relating to this meeting to azmag.gov/comment. Comments may be sent at any time leading up to the meeting, but must be received at least one hour prior to the posted start time for the meeting.

If any member of the public has difficulty connecting to the meeting, please contact MAG at (602) 254-6300 for support.

August 12, 2020

TO: Members of the Transportation Policy Committee

FROM: Mayor Kate Gallego, Phoenix, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting – **11:30 a.m.**
Wednesday, August 19, 2020
Virtual Meeting

The Transportation Policy Committee meeting has been scheduled at the time noted above. The meeting will be held as a virtual meeting only, with no in-person attendance options available at this time. Instructions on how to participate will be provided via email to members of the committee. Members of the public will be able to view and listen to the meeting via a live video stream. You can watch the meeting online by [clicking here to go to MAG's YouTube channel](#). Public comments can be provided in written format through the MAG website at azmag.gov/comment. If you have questions, please contact the MAG office at (602) 254-6300.

In 1996, the Regional Council approved a simple majority quorum for all MAG advisory committees. If the Transportation Policy Committee does not meet the quorum requirement, members who have joined the meeting will be notified that a legal meeting cannot occur and the meeting will end. Your participation in the meeting is strongly encouraged.

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

If you have any questions regarding the meeting, please contact MAG at (602) 254-6300.

c: MAG Regional Council
MAG Management Committee



Transportation Policy Committee

TENTATIVE AGENDA

August 19, 2020

1. Call to Order

2. Approval of Consent Agenda

Council members may request that an item be removed from the consent agenda. Consent items are marked with an asterisk (*).

Action Requested:

Approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT *

*2A. Approval of the June 17, 2020, Meeting Minutes

Action Requested:

Approval.

*2B. Transportation Improvement Program Project Changes

The Fiscal Year (FY) 2020-2024 MAG Transportation Improvement Program (TIP) and the 2040 MAG Regional Transportation Plan (RTP) Update were approved by the Regional Council on February 26, 2020, and have since been amended three times.

Since approval of the last amendment, additional changes and modifications are needed. Please refer to the enclosed material.

Action Requested:

Recommend approval of amendments and administrative modifications as appropriate to the Fiscal Year 2020-2024 MAG Transportation Improvement Program, and 2040 MAG Regional Transportation Plan Update, as appropriate.

***2C. Arterial Life Cycle Program Status Report, January – June 2020**

The Arterial Life Cycle Program (ALCP) is the financial management tool for the arterial street component of the Regional Transportation Plan (RTP). Management of the program is guided by the ALCP Policies and Procedures, which were approved by the MAG Regional Council on June 24, 2015. The ALCP Policy and Procedures require that a status report is provided to MAG committee members to give an update on all project requirements and financial information. This agenda item reflects the second semi-annual update for FY 2020. Please refer to the enclosed material.

Action Requested:

Information.

ITEMS PROPOSED TO BE HEARD

3. Update on the Development of a New Regional Transportation Plan

MAG has initiated efforts to develop a new Regional Transportation Plan (RTP) that will serve as the basis for the extension of Proposition 400, which will expire at the end of calendar year 2025. An update on the planning work underway, including technical work associated with the development of the new RTP and activities associated with the Management Committee Work Group, will be provided. Please refer to the enclosed material.

Action Requested:

Information and discussion.

4. Legislative Update

An update will be provided on legislative issues of interest.

Action Requested:

Information and discussion.

5. Request for Future Agenda Items

Topics or issues of interest that the Transportation Policy Committee would like to have considered for discussion at a future meeting will be requested.

Action Requested:

Information.

6. Comments from the Committee

An opportunity will be provided for Transportation Policy Committee members to present a brief summary of current events. The Transportation Policy 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.

Action Requested:

Information.

Adjournment

MINUTES OF THE
 MARICOPA ASSOCIATION OF GOVERNMENTS
 TRANSPORTATION POLICY COMMITTEE MEETING
 June 17, 2020
 Web Conference via Zoom

MEMBERS ATTENDING

#Glendale, Mayor Jerry Weiers, Chair #Phoenix: Mayor Kate Gallego, Vice Chair #Avondale: Mayor Kenneth Weise *Buckeye: Mayor Jackie Meck #Chandler: Mayor Kevin Hartke *Gila River Indian Community: Lt. Governor Robert Stone #Gilbert, Mayor Jenn Daniels #Goodyear: Mayor Georgia Lord #Huellmantel and Affiliates: Charles Huellmantel #Maricopa: Mayor Christian Price #Maricopa County Board of Supervisors: Supervisor Jack Sellers	#Mesa: Mayor John Giles #Peoria: Councilmember Bridget Binsbacher *Queen Creek: Mayor Gail Barney #Roc Arnett Consulting: Roc Arnett #Scottsdale: Councilmember Suzanne Klapp #State Transportation Board: Sam Elters #Sunland Asphalt: Doug DeClusin *Surprise: Mayor Skip Hall #Swift Transportation: Dave Berry #Tempe: Mayor Mark Mitchell #Valley Partnership: Cheryl Lombard #Vulcan Materials Company: Mark Reardon
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* Those members neither present nor represented by proxy.

Participated by web/telephone conference call.

1. Call to Order

The meeting of the Transportation Policy Committee (TPC) was called to order by Chair Jerry Weiers, Glendale, at 11:31 a.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Weiers reminded members to mute their phones when not speaking and gave some additional meeting instructions to members.

Chair Weiers noted that members of the public were asked to submit written comments

related to this meeting on the MAG website one hour prior to the posted start time for the meeting.

No comments were received.

3. Approval of Consent Agenda

Chair Weiers stated that agenda items 3A through 3D were on the Consent Agenda.

Supervisor Sellers moved to approve the Consent Agenda items. Councilmember Klapp seconded the motion and the motion carried unanimously. Mr. Arnett, Mr. Barry, Councilmember Binsbacher, Mayor Daniels, Mr. DeClusin, Mr. Elters, Mayor Gallego, Mayor Giles, Mayor Hartke, Mr. Huellmantel, Councilmember Klapp, Mayor Lord, Ms. Lombard, Mayor Mitchell, Mr. Reardon, Mayor Price, Supervisor Sellers, Mayor Weise, and Mayor Weiers voted in favor of the motion. The vote on the motion carried unanimously.

3A. Approval of the May 13, 2020, Meeting Minutes

The Transportation Policy Committee, by consent, approved the May 13, 2020, meeting minutes.

3B. Transportation Improvement Program (TIP) Project Changes

The Transportation Policy Committee, by consent, recommended approval of amendments and administrative modifications to the Fiscal Year (FY) 2020-2024 MAG Transportation Improvement Program (TIP) and 2040 MAG Regional Transportation Plan Update, as appropriate.

The Fiscal Year (FY) 2020-2024 MAG Transportation Improvement Program (TIP) and the 2040 MAG Regional Transportation Plan (RTP) Update were approved by the Regional Council on February 26, 2020, and have since been amended two times. Since approval of the last amendment, additional changes and modifications are needed. It is important to note that some project changes requested are contingent on a new finding of conformity.

3C. Draft Fiscal Year 2021 Arterial Life Cycle Program

The Transportation Policy Committee, by consent, recommended approval of the Draft Fiscal Year 2021 Arterial Life Cycle Program, contingent on a finding of air quality conformity.

The 2003 Regional Transportation Plan (RTP) identified 94 arterial street projects to receive funding from the regional sales tax extension and MAG federal funds. The Arterial Life Cycle Program (ALCP) serves as the financial management tool to implement these projects. Information contained in the ALCP includes project location, regional funding, fiscal year for work, status of the project, and identification of the lead agency. As part of the ALCP process, lead agencies update information annually. MAG staff has programmed the draft Fiscal Year (FY) 2021 ALCP based on updated revenue streams, information provided by lead agencies, and the principles defined in the ALCP Policies and Procedures.

3D. Draft Fiscal Year 2021 Freeway Life Cycle Program

The Transportation Policy Committee, by consent, recommended approval of the Draft Fiscal Year 2021 Freeway Life Cycle Program, contingent on a finding of air quality conformity.

The Freeway Life Cycle Program (FLCP) is the management tool for the implementation of freeway and highway projects funded through Proposition 400. The Fiscal Year (FY) 2020 FLCP was approved by the MAG Regional Council on September 25, 2019. Each year, the program goes through an update process to reflect new revenue forecasts, updated cost estimates, and schedule changes. This agenda item reflects the annual update for FY 2021.

4. Introduction to Microtrenching for Fiber Installation

Representatives from Crown Castle gave the committee an introduction to microtrenching. Crown Castle Government Relations Representative Mr. Robert Pizorno began the presentation by commenting that the COVID-19 pandemic has added to the demand being placed on the system and the need for fast-moving fiber has never been more critical to moving Arizona forward.

Mr. Pizorno provided a description of what Crown Castle does and displayed a map of current and planned fiber in the MAG region. He explained there would be two times the expected growth in broadband speed from 2017 to 2022 as new technologies are driving greater data demand and usage. To support this growing demand, it is estimated the country will need 800,000 small cells by 2026—each supported by fiber.

Crown Castle Microtrench Expert Scott Scandalis explained the process for microtrenching and why it is faster and less disruptive from installation to restoration. He stated the process is a valuable tool to help Arizona remain competitive for business.

Supervisor Sellers asked if there were any local installations the committee could look at.

He commented microtrenching looks like a viable procedure and asked about next steps. Mr. Scandalis answered the company is in the early stages of introducing the process to this region and is looking for an opportunity to conduct a local pilot project. Mr. Pizorno added the company has been in contact with several jurisdictions in the valley.

Mr. DeClusin asked if the microtrenching work is done along the edge of a roadway, how the material used for the top layer reacts to milling when streets are being worked on. Mr. Scandalis stated the two materials used respond well to any milling and paving.

Chair Weiers asked what is the typical depth used for microtrenching. Mr. Scandalis stated the trench is 16-inches deep; the conduit goes inside the trench and there is a minimum 12 inches of cover above the two-inch wide conduit.

Chair Weiers asked if the conduit was round or rectangular. Mr. Scandalis stated the company uses a round conduit. Chair Weiers asked if there was ever a situation where there was more than one conduit. Mr. Scandalis stated two conduits are typical and there is built in capacity for future growth.

Mr. Elters asked about the cost of microtrenching per linear foot or other measure. Mr. Scandalis replied there are savings compared to other types of installation from the reduced amount of construction activity, equipment, and fast installation.

Chair Weiers asked if cities are reimbursed for right of way. Mr. Scandalis stated it would be the same process used for open trenching.

Supervisor Sellers asked for Crown Castle to update the committee when it has a local project.

5. Diamond Grind Pilot Program

MAG Transportation Economic and Finance Program Manager John Bullen presented an overview of the Diamond Grind Pilot Program. He stated today's presentation is a follow up to the diamond grind item that MAG has been working on for some time and that was discussed with the committee last fall. Mr. Bullen added staff's intention was to provide a lot of this information last March, but were unable to due to the COVID-19 pandemic.

Mr. Bullen gave the committee some context for the Diamond Grind Pilot Program. MAG staff previously presented on the results of the Freeway Pavement Noise Reduction Analysis study conducted through a partnership with MAG and ADOT. At that time, direction was provided to work with ADOT to explore potential candidate projects for a

pilot program to utilize a diamond grind surface treatment; three projects have since been identified.

Mr. Bullen began the presentation with a brief overview and history of rubberized asphalt in the region. He stated there were concerns in the early 2000's about freeway noise when the freeway system was being expanded so ADOT began investigating ways to mitigate this noise. ADOT ultimately decided on a rubberized asphalt overlay, Asphalt Rubber Asphaltic Concrete Friction Course (AR-ACFC), also known as quiet pavement or quiet pave. Mr. Bullen commented the rubberized asphalt does not qualify as a formal noise mitigation technique, which is why there is still the construction of sound walls and barriers.

Mr. Bullen displayed a graphic of rubberized asphalt on the region's freeways by installation year that showed most installation took place as initial capital investment between 2003 and 2006. He explained the challenge is the region has included rubberized asphalt as a project scope item, however, no funding was identified for its replacement. Currently, more than 50 percent of the region's rubberized asphalt is older than its 10-year life span. Mr. Bullen next displayed a graphic showing the percentage of failing rubberized asphalt pavement in 2018 by segment. He presented a third graphic showing replacement needs categorized into high, moderate, and low priority.

Mr. Bullen discussed the Freeway Pavement Noise Analysis Reduction Study that concluded in January 2020. He noted ADOT and MAG partnered on the study to test pavement surface treatment alternatives including diamond grind, whisper grind, and skidabrader. There are currently pavement test sections in the Valley located along the Loop 101 between Tatum Boulevard and Scottsdale Road as part of the freeway widening project. Staff presented details of the report to the RTP Management Committee Work Group in early March 2020, and to the full Management Committee later that month.

Mr. Bullen discussed typical pavement surface noise level over service life for the different types of treatments as well as noise levels, life span, and costs. Diamond grind was found to be the most effective alternative to rubberized asphalt. Diamond grind only requires maintenance every 15 years and these maintenance costs are significantly less than rubberized asphalt. The diamond grind surface becomes smoother over time. Mr. Bullen commented officials are dealing with the chipping of rubberized asphalt and potholes that you do not see with concrete and there also are aesthetics, glare and environmental impacts to consider.

Mr. Bullen presented a slide to give a perspective on noise level, life-span and costs of the treatments, which included the initial cost, as well as the system-wide cost. Over a 25-year period, the difference between using a diamond grind treatment versus rubberized asphalt

treatments is more than \$300 million.

Mr. Bullen indicated direction was provided at the earlier RTP Management Work Group and Management Committee meeting to work with ADOT to explore concrete-based surface treatments as an alternative to a rubberized asphalt overlay. Mr. Bullen noted diamond grind cannot be used on concrete that needs rehabilitation, so MAG worked with ADOT to determine which FLCP projects could be good candidates for the pilot program.

Mr. Bullen stated working with ADOT, MAG identified three different projects which included widening SR-101L, in the northwest valley between 75th Avenue and I-17; widening of SR-101L in the northeast valley between I-17 and Pima; and the widening to SR-101L southeast valley between Baseline to SR-202L. Two of these projects are currently under construction. He noted there are limited windows for installing rubberized asphalt, adding it can only be laid in the spring and fall.

Mr. Bullen stated moving forward, ADOT will assess the life cycle costs, quality of ride, and public acceptance of a concrete surface. If the pilot demonstrates diamond grind is less effective, funding would be provided for a rubberized asphalt overlay. He added that portions of the Loop 202 in Chandler already have the diamond grind surface and ADOT has reported favorable feedback from the community. Mr. Bullen stated staff is looking for formal approval to modify the project scope to replace rubberized asphalt with a diamond grind surface treatment.

Mayor Gallego noted Mr. Bullen mentioned differences in heat retention and absorption between rubberized asphalt and diamond grind. She asked if staff could work with Arizona State University or another partner to study heat impacts. Mr. Bullen stated that MAG could explore that idea with ADOT. He added that MAG is currently working with the ADOT Research Center to determine the potential impact of diamond grind on air quality because environmental impact is an important consideration.

Mayor Gallego indicated Mr. Bullen mentioned earlier if policymakers decides at a later date to go back to rubberized asphalt that the region would need to identify funding to reuse that surface. She asked Mr. Bullen to clarify what he meant by that. Mr. Bullen answered if for any reason diamond grind does not prove to be an effective treatment staff would work through the MAG committee process to identify when and how the region would use a different treatment. Mayor Gallego asked if the region would still use the same level of priority in treating the freeways most in need first. Mr. Bullen stated that is correct. Mayor Gallego stated it appears the region will be in a time of scarce resources and will not be able to do everything at once.

Chair Weiers asked if diamond grind runs left, right, or in the same direction of travel. Mr. Bullen answered it runs in the same direction of travel. Chair Weiers asked about the effect of diamond grind treatment on the road in relation to controlling a motorcycle. Mr. Bullen stated MAG worked with ADOT and a consultant and found that driving under dry conditions there was no significant impact. The surface will continue to be monitored and tested as it is installed. He added this surface is used in other parts of the country, including Texas.

Chair Weiers asked if diamond grind has any effect on hydroplane. Mr. Bullen stated ADOT's pavement engineers have studied those effects and feels it is a safe treatment. He added it will continue to be studied.

Chair Weiers indicated this region should learn from the experience of others states. He expressed concern for hydroplaning and the monsoon season and said he would like additional information.

Councilmember Klapp moved to recommend approval of the diamond grind pilot program. Mayor Gallego seconded the motion. Mr. Barry, Binsbacher, Daniels, Mr. Elters, Mayor Gallego, Mayor Giles, Mr. Huellmantel, Mayor Hartke, Councilmember Klapp, Ms. Lombard, Mayor Lord, Mayor Mitchell, Mayor Price, Supervisor Sellers, Mayor Weise, and Mayor Weiers voted in favor of the motion, which passed unanimously. Mr. DeClusin and Mr. Reardon abstained from the vote.

6. Update on the Development of a New Regional Transportation Plan

MAG Transportation Planning Program Manager Audra Koester Thomas provided an update on efforts to develop a new Regional Transportation Plan (RTP) that will serve as the basis for the extension of Proposition 400, including the planning work underway, technical work associated with the development of the new RTP, and activities associated with the RTP Management Committee work group.

Ms. Thomas noted the focus of today's presentation would be the RTP Call for Projects update including a summary of submissions and updated sketch estimates; performance-based evaluation framework that includes draft vision and goals, and draft regional significance definitions; as well as next steps. She indicated at the end of last year, staff heard direction from policymakers there is a priority to better include managers in the process to develop the RTP. At the end of last year the Management Committee created a work group composed of a group of managers to conduct deeper dives into some of details involved in this work in advance of this information being presented to policymakers. Ms. Thomas stated the information being presented today was already

presented and discussed with the work group prior to coming through the MAG policy committee process.

Ms. Thomas first provided a recap of existing Proposition 400-era programs that include the Freeway Life Cycle Program, Transit Life Cycle Program, and Arterial Life Cycle Program, but also several smaller, regionally significant programs, including air quality, active transportation and safety.

Ms. Thomas stated the member agency RTP call for projects was initiated in January and closed April 17, 2020, following an extension of the deadline in response to the COVID-19 pandemic. The results of this effort will populate the regional needs catalog. She reported nearly 1,300 individual project and program submissions were received.

Ms. Thomas noted the breakdown of type of projects submitted included approximately half for roadway and intersection suggestions, which span freeway and arterial projects as well as collector and local street improvements; approximately one quarter of submissions for transit investments; and a split between active transportation projects and set asides for the balance of suggestions. Staff further broke out the submissions into 15 "buckets" to better describe the composition that include: freeway, highway and parkway; arterial roadway; arterial intersection improvements; roadway other; pavement preservation; commuter rail; high capacity transit; regional bus service; other transit; active transportation; safety; intelligent transportation systems; transportation demand management; planning, support; and, other infrastructure.

Ms. Thomas reviewed some of the items that were not submitted, notably air quality programs, such as streetsweepers, paving of unpaved roads, and rideshare programs; because of air quality nonattainment, the region must remain committed to continuing or expanding these mitigation measures to ensure federal transportation funding continues to flow to our region. She also noted that, freeway management system (FMS) and other large-scale technology was not submitted.

Ms. Thomas went over sketch system costs. Last fall, as part of activities related to enabling legislation, staff reviewed these preliminary, high-level estimates. The information was intended to provide order-of-magnitude context and included known and studied projects. It did not include several other categories such as arterial capital needs, safety, and technology, and did not include any direct member agency submissions. She presented a slide showing the fall 2019 summary of sketch system costs and revenues. Sketch costs at that time for 2026 through 2050 totaled between \$49.23 billion and \$58.23 billion.

Ms. Thomas next reviewed the fall 2019 sketch revenue estimates for 2026 through 2050, which totaled \$29.08 billion with an additional estimate of between \$1.82 billion and \$4.28 billion in federal transit discretionary funding. The total sketch revenue estimates including discretionary funds at that time totaled between \$30.88 billion and \$33.34 billion.

Ms. Thomas next went over a slide with updated sketch estimates. She indicated that the updated estimates are based on a high-level analysis of the RTP call for projects submissions. The estimates are intended to demonstrate relative amounts for project categories, not actual submission data. She noted approximately half of submissions did not include cost estimates; there is inconsistency across submission estimates; and an extrapolation of submission concepts. Using this information, MAG updated sketch system costs for 2026-2050 that now total between \$62.97 billion and \$90.70 billion. Updated sketch revenue estimates for 2026-2050 total \$29.06 billion, plus an additional estimate of between \$2.00 billion and \$6.50 billion for federal transit discretionary funding, totaling between \$31.06 billion and \$35.56 billion in revenue.

Ms. Thomas went over draft RTP vision and goals, and reflected on the feedback received at the May work group meeting. She reviewed the six goals identified, which include economic vitality; resiliency; quality of life; safety; system preservation; and mobility. Ms. Thomas mentioned the alignment of MAG draft goals to Federal Highway (FHWA) planning factors. She also reviewed the committee the draft regional significance definitions discussed at the May work group meeting.

Ms. Thomas indicated that next steps in the RTP process focused around the performance-based evaluation process, including identifying performance measures, performing the technical assessment of the full needs catalog, and scenario planning of investment strategies.

There were no questions or comments.

7. Legislative Update

MAG Policy and Government Relations Director Nathan Pryor stated he would provide an update on the Investing in a New Vision for the Environment and Surface Transportation in America (INVEST) Act and then turn over the presentation to Mr. Bullen for an update on state transportation issues.

Mr. Pryor indicated the INVEST Act proposed in the House of Representatives is the surface transportation reauthorization bill that would replace the Fixing America's Surface Transportation (FAST) Act, which is set to expire at the end of September. If passed, the

INVEST Act would be in effect through 2025, with the first year being a continuation of the FAST Act and then the subsequent four years increasing in programmatic and spending levels. MAG is encouraged that it is seeing a significant investment in surface transportation levels in the proposal, including a 46 percent investment in transportation infrastructure.

Mr. Pryor indicated U.S. Representative Greg Stanton, who serves on the House Transportation Infrastructure Committee, hosted a roundtable discussion on the INVEST Act bill last week that included local elected officials and stakeholders, including TPC members Mayor Gallego and Mayor Giles as well as Mr. Anderson. He stated Representative Stanton walked through programs in the Act and noted there were many good things in the bill, including the level of transportation investment, but there were also a couple of issues of concern.

Mr. Pryor displayed a copy of a letter sent by MAG to Representative Stanton in regards to two issues that came up during the roundtable discussion. The letter notes that the region currently enjoys flexibility under the FAST Act for allocating program dollars to needed areas such as utilizing highway money for transit or bicycle and pedestrian needs. The INVEST Act, as proposed, would add new core programs, which takes away some of the region's flexibility to allocate money. He noted the second issue of concern is in regards to funding formulas. The Act would use traffic levels from 2005 as well as 2000 Census information. If enacted as proposed, the funding formulas used would be as old as 25 years by the end of the Act. Mr. Pryor commented that our state and region have experienced very high growth in the last 20 years and so this raises concern.

Mr. Pryor indicated these issues of concern were raised during the roundtable discussion and again in the letter signed by MAG Regional Council Chair Mark Mitchell and TPC Chair Weiers. He added that MAG would continue to monitor the progress of this bill as well as other federal activity.

Mr. Bullen discussed the outlook for state revenues between now and 2022. He reported MAG continues to track state and federal transportation funding activities. ADOT finance has generated preliminary Regional Area Road Fund (RARF) and Highway User Revenue Fund (HURF) estimates that reflect COVID-19 revenue impacts. Updated forecasts call for a cumulative 14 percent decrease in the RARF forecast between FY 2020 – FY 2022 and a cumulative 15 percent decrease in the HURF forecast between FY 2020 – FY 2022.

Mr. Bullen noted ADOT will be presenting the FY 2021-2025 five-year Transportation Construction Program to the State Transportation Board this week. The draft program includes significant reductions in statewide projects.

Mr. Bullen stated MAG and the TPC are responsible for transportation planning in the region and this includes the FY 2021 Freeway Life Cycle Program (FLCP) approved earlier on the consent agenda. He added because of requirements pertaining to conformity analysis, foundational elements of the draft FLCP were completed in February 2020 using estimates generated last fall and earlier this spring. Mr. Bullen commented that even if ADOT's most recent updates are used, the program remains in balance through FY 2023.

Mr. Bullen indicated MAG has been closely monitoring actual revenue collections as they come in. RARF collections in March 2020 were down 5.3 percent versus March 2019; April 2020 collections were down 12.2 percent versus April 2019. HURF collections in March 2020 were down 13.5 percent versus 2019 with no information available yet for April 2020. He added MAG would continue to track right of way and construction costs as well as any additional federal funding.

8. Request for Future Agenda Items

Topics or issues of interest that the Transportation Policy Committee would like to have considered for discussion at a future meeting were requested.

No requests were noted.

9. Comments from the Committee

An opportunity was provided for Transportation Policy Committee members to present a brief summary of current events. The Transportation Policy 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.

Chair Weiers thanked the committee for the work performed this year and noted the impact of the COVID-19 pandemic. He stated in the past 12 months, the region witnessed the opening of the South Mountain 202 as well as tremendous progress being made along the northern 101 connecting the west and east valley through Scottsdale, Phoenix, Glendale and Peoria. He mentioned there are major improvements planned to the I-10 extending from Buckeye to Tempe and said it is these accomplishments that remind the committee they are the decision makers that for years have led this region in tremendous growth. Chair Weiers stated he has complete confidence in incoming Chair Gallego and in her leadership to move this region forward as we continue to develop the new Regional Transportation Plan. He also thanked MAG staff for their tireless work to support this committee.

Mr. Reardon stated that he had technical difficulties earlier in the meeting and stated that he voted on the two items – voting in favor of the consent agenda and abstaining on the Diamond Grind Pilot Program.

Incoming Chair Gallego thanked outgoing Chair Weiers for his leadership and service during such a vital and unprecedented time and stated he left an important footprint in Maricopa County during his tenure. She stated she looks forward to serving as chair over the next year and working with the committee.

Adjournment

There being no further business, Chair Gallego adjourned the meeting at 1:04 p.m.

Secretary

Chair

Transportation Policy Committee

INFORMATION SUMMARY

AGENDA ITEM # 2B

DATE

August 12, 2020

SUBJECT

Transportation Improvement Program (TIP)
Project Changes

CONTACT

John Bullen, Transportation Economic and Finance
Program Manager or Aeysha Alam, Transportation
Analyst II, (602) 254-6300.

SUMMARY

The Fiscal Year (FY) 2020-2024 MAG Transportation Improvement Program (TIP) and the 2040 MAG Regional Transportation Plan (RTP) Update were approved by the Regional Council on February 26, 2020 and have since been amended three times.

Since approval of the last amendment, additional changes and modifications are needed. Please refer to the enclosed material. Project changes requested include:

Table A: General Roadway Projects

Table B: Transit Projects.

Table C: Arterial Life Cycle Program projects.

Table D: Arizona Department of Transportation and Freeway Life Cycle Program Projects.

All listings are included in the conformity consultation. Please refer to the enclosed tables.

PUBLIC INPUT

None

PROS & CONS

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS

TECHNICAL: Projects that use federal transportation funds are required to be listed in the TIP in the year that they are expected to be authorized and a conformity analysis or consultation may be required prior to listing. All federally funded, highway projects programmed for Federal Fiscal Year 2021 are to have their final paperwork submitted by the sponsoring agency for obligation to the Arizona Department of Transportation no later than June 1, 2021, or funding may be lost from the project and from the Region.

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

ACTION NEEDED

Recommend approval of amendments and administrative modifications to the Fiscal Year (FY) 2020-2024 MAG Transportation Improvement Program and 2040 MAG Regional Transportation Plan Update, as appropriate.

PRIOR COMMITTEE ACTIONS

On August 12, 2020, the MAG Management Committee recommended approval of amendments and administrative modifications to the Fiscal Year (FY) 2020-2024 MAG Transportation Improvement Program and 2040 MAG Regional Transportation Plan Update, as appropriate.

MEMBERS ATTENDING

<p>#Goodyear: Julie Arendall, Chair *Tempe: Andrew Ching, Vice Chair #ADOT: Katy Proctor as proxy for John Halikowski #Apache Junction: Bryant Powell #Avondale: Charles Montoya #Buckeye: Roger Klingler #Carefree: Gary Neiss *Cave Creek: Carrie Dyrek #Chandler: Marsha Reed #El Mirage: Amber Wakeman as proxy for Crystal Dyches #Florence: Brent Billingsley *Fort McDowell Yavapai Nation: Phil Dorchester #Fountain Hills: Grady Miller #Gila Bend: Kathy Valenzuela *Gila River Indian Community: Kathyleen Curley #Gilbert: Patrick Banger #Glendale: Kevin Phelps</p>	<p>#Guadalupe: Jeff Kulaga #Litchfield Park: Bill Stephens *City of Maricopa: Rick Horst #Maricopa County: Reid Spaulding as proxy for Joy Rich #Mesa: Christopher Brady #Paradise Valley: Jill Keimach #Peoria: Jeff Tyne #Phoenix: Ed Zuercher #Pinal County: Himanshu Patel as proxy for Louis Andersen #Queen Creek: John Kross, Past Chair *Salt River Pima-Maricopa Indian Community: Bryan Meyers #Scottsdale: Jim Thompson #Surprise: Mike Frazier *Tolleson: Reyes Medrano, Jr. #Valley Metro/RPTA: Scott Smith #Wickenburg: Vince Lorefice *Youngtown: Jeanne Blackman</p>
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* Those members neither present nor represented by proxy.

Participated by webinar/telephone conference call.

**TABLE A: Requested General Highway Project Changes to the
FY 2020-2024 MAG Transportation Improvement Program (TIP) and 2040 Regional Transportation Plan¹, TIP AMENDMENT #4**

Sort: Section, Agency, Location, Work Year

TIP Amendment #4																														
Agency	Section	MAG ID	Location	Federal Functional Classification	MAG Mode	Estimate Date for Completion/ Open to	AQ Area	In Program	Miles	Through Lanes		Performance Categories							TIP ID	Fed ID / Grant ID	TRACS / ALI	Work	Work Year ⁴	Funding Type	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request
										Before	After	PM1	PM2T	PM2N	PM2B	PM3F	PM3S	PM3E												
ADOT	Highway	15527	MAG Regional Freeways and Highways Systemwide, and Traffic Operations Center.	Principal Arterial - Interstate	ITS	OCT-DEC-2022	Maricopa	SM+O	0	0	0	Yes	No	No	No	Yes	No	Yes	DOT20-814	----	----	Procure vehicles, equipment, and associated operations for ADOT Incident Response Units (IRU) operations.	2021	CMAQ	2021	1,388,096	-----	83,904	1,472,000	Amend: Delete. Funding and work will be transferred to DOT20-814Ph1, DOT20-814Ph2 and DOT20-814Ph3.
ADOT	Highway	15527	MAG Regional Freeways and Highways Systemwide, and Traffic Operations Center.	Principal Arterial - Interstate	ITS	OCT-DEC 2021	Maricopa	SM+O	0	0	0	Yes	No	No	No	Yes	No	Yes	DOT20-814Ph1	----	----	Annual costs associated to the daily operations of the IRU., Year 1 of 3 years	2021	CMAQ	2021	465,000	-	28,107	493,107	Amend: Add new project. Transfers funding from DOT20-814
ADOT	Highway	15527	MAG Regional Freeways and Highways Systemwide, and Traffic Operations Center.	Principal Arterial - Interstate	ITS	OCT-DEC 2022	Maricopa	SM+O	0	0	0	Yes	No	No	No	Yes	No	Yes	DOT20-814Ph2	----	----	Annual costs associated to the daily operations of the IRU., Year 2 of 3 years	2022	CMAQ	2022	465,000	-	28,107	493,107	Amend: Add new project. Transfers funding from DOT20-814
ADOT	Highway	15527	MAG Regional Freeways and Highways Systemwide, and Traffic Operations Center.	Principal Arterial - Interstate	ITS	OCT-DEC 2023	Maricopa	SM+O	0	0	0	Yes	No	No	No	Yes	No	Yes	DOT20-814Ph3	----	----	Annual costs associated to the daily operations of the IRU., Year 3 of 3 years	2023	CMAQ	2023	458,096	-	27,690	485,786	Amend: Add new project. Transfers funding from DOT20-814
Chandler	Highway	21966	Chandler Boulevard: I-10 to 56th Street	Minor Arterial	Bike/Ped	OCT-DEC 2021	Maricopa	Other	0.6	6	6	No	No	No	No	Yes	Yes	CHN20-740	CHN-0(239)D	T007301C	Construct bike lanes	2020	CMAQ	2020	454,597	-	45,508	500,105	Admin Modification: Increase local cost by \$18,030	
Chandler	Highway	21966	Chandler Boulevard: I-10 to 56th Street	Minor Arterial	Bike/Ped	OCT-DEC 2021	Maricopa	Other	0.6	6	6	No	No	No	No	Yes	Yes	CHN20-740C	CHN-0(239)D	T007301C	Construct bike lanes	2020	CMAQ	2020	409,003	-	206,892	615,895	Admin Modification: Increase local cost by \$81,970	
MAG	Highway	5339	Regionwide		Other	N/A	Maricopa	Other	0	0	0	No	Yes	No	No	Yes	Yes	MAG21-780	----	----	FHWA Funding: Flex to Transit. Annual Amount Placeholder. See Program of Projects for Detail when developed. Funding transfers from FHWA to FTA.	2021	CMAQ	2021	18,856,078	1,139,763		19,995,841	Amend. Reduce federal amount from \$19,486,699 to \$18,856,078. Reduce regional amount from \$1,177,881 to \$1,139,763.	
MAG	Highway	5339	Regionwide		Other	N/A	Maricopa	Other	0	0	0	No	Yes	No	No	Yes	Yes	MAG22-880	----	----	FHWA Funding: Flex to Transit. Annual Amount Placeholder. See Program of Projects for Detail when developed.	2022	CMAQ	2022	19,132,089	1,156,447		20,288,536	Amend. Reduce federal amount from \$20,175,694 to \$19,132,089. Reduce regional amount from \$1,219,528 to \$1,156,447.	
MAG	Highway	5339	Regionwide		Other	N/A	Maricopa	Other	0	0	0	No	Yes	No	No	Yes	Yes	MAG23-007	----	----	FHWA Funding: Flex to Transit. Annual Amount Placeholder. See Program of Projects for Detail when developed. Funding transfers from FHWA to FTA.	2023	CMAQ	2023	19,576,278		1,183,296	20,759,574	Amend. Add new project. Highway placeholder for regular RTP transfer.	

**TABLE A: Requested General Highway Project Changes to the
FY 2020-2024 MAG Transportation Improvement Program (TIP) and 2040 Regional Transportation Plan¹, TIP AMENDMENT #4**

Sort: Section, Agency, Location, Work Year

TIP Amendment #4																															
Agency	Section	MAG ID	Location	Federal Functional Classification	MAG Mode	Estimate Date for Completion/ Open to	AQ Area	In Program	Miles	Through Lanes		Performance Categories							TIP ID	Fed ID / Grant ID	TRACS / ALI	Work	Work Year ⁴	Funding Type	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request	
										Before	After	PM1	PM2T	PM2N	PM2B	PM3F	PM3S	PM3E													Safety
MAG	Highway	5339	Regionwide		Other	N/A	Maricopa	Other	0	0	0	No	Yes	No	No	No	Yes	Yes	MAG24-007	----	----	FHWA Funding: Flex to Transit. Annual Amount Placeholder. See Program of Projects for Detail when developed. Funding transfers from FHWA to FTA.	2024	CMAQ	2024	19,898,229			1,202,756	21,100,985	Amend. Add new project. Highway placeholder for regular RTP transfer.
MAG	Highway	49248	Regionwide		Other	N/A	Maricopa	Other	0	0	0	No	Yes	No	No	No	Yes	Yes	MAG22-000	----	----	FHWA Funding: Flex to Transit. Return Loan Amount Placeholder. See Transit listing of projects for detail. Funding transfers from FHWA to FTA. GRE early advancement.	2022	CMAQ	2022	5,486,776			331,650	5,818,426	Amend. Add new project. Highway placeholder for return loan from GRE early advancement.
MAG	Highway	49248	Regionwide		Other	N/A	Maricopa	Other	0	0	0	No	Yes	No	No	No	Yes	Yes	MAG23-008	----	----	FHWA Funding: Flex to Transit. Return Loan Amount Placeholder. See Transit listing of projects for detail. Funding transfers from FHWA to FTA. GRE early advancement.	2023	CMAQ	2023	6,334,126			382,869	6,716,995	Amend. Add new project. Highway placeholder for return loan from GRE early advancement.
MAG	Highway	49248	Regionwide		Other	N/A	Maricopa	Other	0	0	0	No	Yes	No	No	No	Yes	Yes	MAG24-008	----	----	FHWA Funding: Flex to Transit. Return Loan Amount Placeholder. See Transit listing of projects for detail. Funding transfers from FHWA to FTA. GRE early advancement.	2024	CMAQ	2024	4,118,698			248,956	4,367,654	Amend. Add new project. Highway placeholder for return loan from GRE early advancement.
Maricopa County	Highway	7507	University Dr, Higley Rd to Power Rd	Minor Arterial	Bike/Ped	OCT-DEC 2023	Maricopa	Other	2	4	4	No	No	No	No	No	Yes	Yes	MMA21-802C			Construct Multiuse Path	2023	TA-MAG	2023	1,272,319			1,316,000	2,588,319	Amend: Defer work year and apportionment year from 2021 to 2023.
Mesa	Highway	4347	South Canal Shared Use Path: Consolidated Canal Shared Use Path to McKellips Road		Bike/Ped	OCT-DEC 2021	Maricopa	Other	1.2	0	0	No	No	No	No	No	Yes	Yes	MES19-740	MES-0(234)D	T012201C	Construct Shared-use Path with amenities	2021	TA-MAG	2021	1,020,411	-		1,509,947	2,530,358	Amend: Work description is updated from "Construct Shared-use Path in SRP and ADOT ROW between McDowell and Val Vista; includes amenities" to "Construct Shared-use Path with amenities".
Pinal County	Highway	24676	Stanfield Road, Talla Rd to Miller Rd		Air Quality	OCT-DEC-2020	Pinal	Other	3.5	2	2	No	No	No	No	No	No	Yes	PNL19-702C2	PPN-0(217)F	T006701C	Pave unpaved road	2020	CMAQ	2020	178,115		10,766	188,881	Amend: Delete project from the TIP.	
Pinal County	Highway	24676	Stanfield Road, Talla Rd to Miller Rd		Air Quality	OCT-DEC-2020	Pinal	Other	3.5	2	2	No	No	No	No	No	No	Yes	PNL19-702C3	PPN-0(217)F	T006701C	Pave unpaved road	2020	CMAQ-2.5	2020	264,040		15,960	280,000	Amend: Delete project from the TIP.	
Tempe	Highway	49670	Various Locations		Bike/Ped	OCT-DEC-2021	Maricopa	Other	0	0	0	No	No	No	No	No	No	Yes	TMP21-803	----	----	Acquisition of bikes, racks, kiosks	2021	CMAQ	2021	975,062		68,938	1,044,000	Amend: Delete project from the TIP.	

Notes

1. Rows in the report are sorted in order by the following columns: Section, Agency, Location, and Work Year. Changes are in red font. Deletions are shown in strike through font.
2. The following are used to indicate MAG Committees reviewing these TIP listings for amendment: TRC = Transportation Review Committee, MC = Management Committee, TPC = Transportation Policy Committee
3. The year the federal funds (if any) were apportioned by Congress. This item is included only for informational purposes.
4. For federal projects, this is the year the project will authorize. For transit projects, this is the year the project will appear in a grant.
5. Changes made since Management Committee are tinted in purple highlight.
6. Clerical changes since Regional Council approves are tinted in orange highlight.

**TABLE B: Requested Transit Project Changes to the
FY 2020-2024 MAG Transportation Improvement Program (TIP) and 2040 Regional Transportation Plan¹, TIP AMENDMENT #4**

Sort: Section, Agency, Location, Work Year

TIP Amendment #4																																
Agency	Section	MAG ID	Location	Federal Functional Classification	MAG Mode	Estimate Date for Completion/ Open to Traffic:	AQ Area	In Program	Miles	Through Lanes		Performance Categories							TIP ID	Fed ID / Grant ID	TRACS / ALI	Work	Work Year ⁴	Funding Type	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request		
										Before	After	Safety	Transit Asset Condition	PM1	PM2T	PM2N	PM2B	PM3F													PM3S	PM3E
													Pavement Condition	Bridge Condition	Travel Reliability	Non SOV Travel	CMAQ Emissions															
Gila River Indian Community	Transit	28845	Gila River Indian Community		Transit Bus	OCT-DEC 2021	Maricopa	Other	0	0	0	No	Yes	No	No	No	Yes	No	GRC21-010T	----	11.79.00	Administration	2021	5311	2020	98,000	-	24,500	122,500	Amend. Add new project. Annual 5311 award.		
Gila River Indian Community	Transit	28845	Gila River Indian Community		Transit Bus	OCT-DEC 2021	Maricopa	Other	0	0	0	No	Yes	No	No	No	Yes	No	GRC21-011T	----	30.09.02	Operating	2021	5311	2020	241,200	-	174,662	415,862	Amend. Add new project. Annual 5311 award.		
Gila River Indian Community	Transit	28845	Gila River Indian Community		Transit Bus	OCT-DEC 2021	Maricopa	Other	0	0	0	No	Yes	No	No	No	Yes	No	GRC21-012T	----	11.7A.00	Preventive Maintenance	2021	5311	2020	34,000	-	8,500	42,500	Amend. Add new project. Annual 5311 award.		
Gila River Indian Community	Transit	14767	Gila River Indian Community		Transit Bus	OCT-DEC 2021	Maricopa	Other	0	0	0	No	Yes	No	No	No	Yes	No	GRC21-013T	----	30.09.02	New CARES Operating	2021	5311-C	2020	317,690	-	-	317,690	Amend. Add new project. 5311 CARES award.		
Glendale	Transit	48295	Ten stops in Glendale		Transit Bus	OCT-DEC 2020	Maricopa	Other	0	0	0	No	Yes	No	No	No	Yes	No	GLN20-801T	----	----	ADA Improvements Round Five	2020	PTF	2017	-	129,468	32,367	161,835	Amend. Reduce regional from \$134,532 to \$129,468. Reduce local from \$33,633 to \$32,367. Glendale did not fully reimburse for their ATAN project.		
MAG	Transit	5800	Regionwide		Transit Bus	OCT-DEC 2019	Maricopa	Other	0	0	0	No	Yes	No	No	No	Yes	No	MAG17-404T	----	----	ADA Improvements	2018	PTF	2017	-	147,142	36,786	183,928	Amend. Add cost savings from GLN20-801T. Increase regional from \$142,079 to \$147,142 and increase local from \$35,520 to \$36,786.		
MAG	Transit	37858	Regionwide		Transit Bus	OCT-DEC 2024	Maricopa	Other	0	0	0	No	Yes	No	No	No	Yes	No	MAG21-703T	----	11.7A.00	Preventive Maintenance	2021	STBGP-AZ-Flex	2020	41,710	10,428	52,138	Amend. Delete project. Reprogram Preventive Maintenance to Phoenix.			
MAG	Transit	37858	Regionwide		Transit Bus	OCT-DEC 2024	Maricopa	Other	0	0	0	No	Yes	No	No	No	Yes	No	MAG22-801T	----	11.7A.00	Preventive Maintenance	2022	STBGP-AZ-Flex	2022	30,319	7,578	37,888	Amend. Delete project. Reprogram Preventive Maintenance to Phoenix.			
MAG	Transit	49367	Regionwide: Various		Transit Other	OCT-DEC 2021	Maricopa	Other	0	0	0	No	Yes	No	No	No	Yes	No	PNP21-011T	AZ-2019-038-00	11.7L.00	Chandler Gilbert Arc: Mobility Management	2021	5310-MAG	2019	36,000	-	9,000	45,000	Clerical. Change apportionment year form 2020 to 2019. Add grant ID		
MAG	Transit	49367	Regionwide: Various		Transit Other	OCT-DEC 2021	Maricopa	Other	0	0	0	No	Yes	No	No	No	Yes	No	PNP21-031T	AZ-2019-038-00	11.7A.00	Gompers: Preventive Maintenance	2021	5310-MAG	2019	42,134	-	10,534	52,668	Clerical. Change apportionment year form 2020 to 2019. Add grant ID		
MAG	Transit	49367	Regionwide: Various		Transit Other	OCT-DEC 2021	Maricopa	Other	0	0	0	No	Yes	No	No	No	Yes	No	PNP21-039T	AZ-2019-038-00	11.7A.00	Nobody's Perfect: Preventive Maintenance	2021	5310-MAG	2019	4,400	-	1,100	5,500	Clerical. Change apportionment year form 2020 to 2019. Add grant ID		
MAG	Transit	15363	Various (Regionwide)		Transit Other	N/A	Maricopa	Other	0	0	0	No	Yes	No	No	No	Yes	No	PNP20-809T	AZ-2019-038-00	11.7A.00	Chandler Gilbert Arc: Preventative Maintenance	2020	5310-MAG	2019	52,800	-	13,200	66,000	Amend. Increase federal amount from \$27,763 to \$52,800 and increase local amount from \$6,941 to \$13,200.		
MAG	Transit	15363	Various (Regionwide)		Transit Other	N/A	Maricopa	Other	0	0	0	No	Yes	No	No	No	Yes	No	PNP20-815T	AZ-2019-038-00	11.13.04	Civitan Foundation: Vehicle Expansion: (2)- Passenger Van No Lift	2020	5310-MAG	2019	48,000	12,000	60,000	Amend. Delete Project.			
MAG	Transit	15363	Various (Regionwide)		Transit Other	N/A	Maricopa	Other	0	0	0	No	Yes	No	No	No	Yes	No	PNP20-817T	AZ-2019-038-00	11.7A.00	Foothills Caring Corps: Preventative Maintenance	2020	5310-MAG	2019	17,480	-	4,370	21,850	Amend. Increase federal amount from \$8,286 to \$17,480 and increase local amount from \$2,071 to \$4,370.		
MAG	Transit	15363	Various (Regionwide)		Transit Other	N/A	Maricopa	Other	0	0	0	No	Yes	No	No	No	Yes	No	PNP20-822T	AZ-2019-038-00	11.12.04	Lifewell: Vehicle Replacement: (3)- Passenger Van No Lift and (2) Minivan No Ramp	2020	5310-MAG	2019	116,800	29,200	146,000	Amend. Delete Project.			
Maricopa (City)	Transit	13780	City of Maricopa		Transit Bus	OCT-DEC 2021	Maricopa	Other	0	0	0	No	Yes	No	No	No	Yes	No	MAR21-010T	----	11.79.00	Administration	2021	5311	2020	29,000	-	7,250	36,250	Amend. Add new project. Annual 5311 award.		

**TABLE B: Requested Transit Project Changes to the
FY 2020-2024 MAG Transportation Improvement Program (TIP) and 2040 Regional Transportation Plan¹, TIP AMENDMENT #4**

Sort: Section, Agency, Location, Work Year

TIP Amendment #4																															
Agency	Section	MAG ID	Location	Federal Functional Classification	MAG Mode	Estimate Date for Completion/ Open to Traffic:	AQ Area	In Program	Miles	Through Lanes		Performance Categories							TIP ID	Fed ID / Grant ID	TRACS / ALI	Work	Work Year ⁴	Funding Type	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request	
										Before	After	Safety	PM1	PM2T	PM2N	PM2B	PM3F	PM3S													PM3E
												Transit Asset Condition	Pavement Condition	Bridge Condition	Travel Reliability	Non SOV Travel	CMAQ Emissions														
Maricopa (City)	Transit	13780	City of Maricopa		Transit Bus	OCT-DEC 2021	Maricopa	Other	0	0	0	No	Yes	No	No	No	Yes	No	MAR21-011T	----	30.09.02	Operating	2021	5311	2020	180,000	-	130,345	310,345	Amend. Add new project. Annual 5311 award.	
Maricopa (City)	Transit	13780	City of Maricopa		Transit Bus	OCT-DEC 2021	Maricopa	Other	0	0	0	No	Yes	No	No	No	Yes	No	MAR21-012T	----	11.7A.00	Preventive Maintenance	2021	5311	2020	20,000	-	5,000	25,000	Amend. Add new project. Annual 5311 award.	
Maricopa (City)	Transit	30313	City of Maricopa		Transit Bus	OCT-DEC 2021	Maricopa	Other	0	0	0	No	Yes	No	No	No	Yes	No	MAR21-013T	----	30.09.02	New CARES Operating	2021	5311-C	2020	209,499	-	-	209,499	Amend. Add new project. 5311 CARES award.	
Phoenix	Transit	49396	Regionwide		Transit Bus	OCT-DEC 2024	Maricopa	Other	0	0	0	No	Yes	No	No	No	Yes	No	PHX21-020T	----	11.7A.00	Preventive Maintenance	2021	STBGP-AZ-Flex	2020	15,691	-	3,923	19,614	Amend. Add new project.	
Phoenix	Transit	47276	Regionwide		Transit Bus	OCT-DEC 2024	Maricopa	Other	0	0	0	No	Yes	No	No	No	Yes	No	PHX23-015T	----	11.7A.00	Preventive Maintenance	2023	STBGP-AZ-Flex	2022	30,310	-	7,578	37,888	Amend. Add new project. Funds coming from MAG22-801T	
Phoenix	Transit	9007	Regionwide: Phoenix		Transit Bus	OCT-DEC 2021	Maricopa	TLCP	0	0	0	No	Yes	No	No	No	Yes	No	PHX22-014T		11.12.04	Purchase bus: standard 40 foot - 15 replace	2022	5339	2020	6,948,750	1,226,250	-	8,175,000	Amend. Add new Project. Phoenix awarded funds from competitive process for Bus & Bus Facilities NOFO released on 1/30/2020	
Salt River Pima-Maricopa Indian Community	Transit	32289	Salt River Pima-Maricopa Indian Community		Transit Bus	OCT-DEC 2021	Maricopa	Other	0	0	0	No	Yes	No	No	No	Yes	No	SRP21-010T	----	11.79.00	Administration	2021	5311	2020	99,400	-	24,850	124,250	Amend. Add new project. Annual 5311 award.	
Salt River Pima-Maricopa Indian Community	Transit	32289	Salt River Pima-Maricopa Indian Community		Transit Bus	OCT-DEC 2021	Maricopa	Other	0	0	0	No	Yes	No	No	No	Yes	No	SRP21-011T	----	30.09.02	Operating	2021	5311	2020	159,750	-	115,681	275,431	Amend. Add new project. Annual 5311 award.	
Salt River Pima-Maricopa Indian Community	Transit	32289	Salt River Pima-Maricopa Indian Community		Transit Bus	OCT-DEC 2021	Maricopa	Other	0	0	0	No	Yes	No	No	No	Yes	No	SRP21-012T	----	11.7A.00	Preventive Maintenance	2021	5311	2020	22,720	-	5,680	28,400	Amend. Add new project. Annual 5311 award.	
Salt River Pima-Maricopa Indian Community	Transit	47050	Salt River Pima-Maricopa Indian Community		Transit Bus	OCT-DEC 2021	Maricopa	Other	0	0	0	No	Yes	No	No	No	Yes	No	SRP21-013T	----	30.09.02	New CARES Operating	2021	5311-C	2020	231,969	-	-	231,969	Amend. Add new project. 5311 CARES award.	
Valley Metro/RPT A	Transit	36839	Regionwide		Transit Bus	OCT-DEC 2021	Maricopa	Other	0	0	0	No	Yes	No	No	No	Yes	No	VMT21-023T	----	30.09.02	New CARES Intercity	2021	5311-C	2020	320,710	-	-	320,710	Amend. Add new project. 5311 CARES award.	
Valley Metro/RPT A	Transit	36839	Regionwide		Transit Bus	OCT-DEC 2021	Maricopa	Other	0	0	0	No	Yes	No	No	No	Yes	No	VMT21-024T	----	30.09.01	New CARES Operating	2021	5311-C	2020	134,533	-	-	134,533	Amend. Add new project. 5311 CARES award.	
Valley Metro/RPT A	Transit	22100	Regionwide: Valley Metro		Transit Bus	OCT-DEC 2021	Maricopa	Other	0	0	0	No	Yes	No	No	No	Yes	No	VMT21-019T	----	11.79.00	Administration	2021	5311	2020	92,000	-	23,000	115,000	Amend. Add new project. Annual 5311 award.	
Valley Metro/RPT A	Transit	22100	Regionwide: Valley Metro		Transit Bus	OCT-DEC 2021	Maricopa	Other	0	0	0	No	Yes	No	No	No	Yes	No	VMT21-020T	----	30.09.02	Intercity	2021	5311	2020	346,500	-	250,914	597,414	Amend. Add new project. Annual 5311 award.	

**TABLE B: Requested Transit Project Changes to the
FY 2020-2024 MAG Transportation Improvement Program (TIP) and 2040 Regional Transportation Plan¹, TIP AMENDMENT #4**

Sort: Section, Agency, Location, Work Year

TIP Amendment #4																														
Agency	Section	MAG ID	Location	Federal Functional Classification	MAG Mode	Estimate Date for Completion/ Open to Traffic:	AQ Area	In Program	Miles	Through Lanes		Performance Categories							TIP ID	Fed ID / Grant ID	TRACS / ALI	Work	Work Year ⁴	Funding Type	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request
										Before	After	PM1	PM2T	PM2N	PM2B	PM3F	PM3S	PM3E												
Valley Metro/RPT A	Transit	22100	Regionwide: Valley Metro		Transit Bus	OCT-DEC 2021	Maricopa	Other	0	0	0	No	Yes	No	No	No	Yes	No	VMT21-021T	----	30.09.01	Operating	2021	5311	2020	93,150	-	67,453	160,603	Amend. Add new project. Annual 5311 award.
Valley Metro/RPT A	Transit	22100	Regionwide: Valley Metro		Transit Bus	OCT-DEC 2021	Maricopa	Other	0	0	0	No	Yes	No	No	No	Yes	No	VMT21-022T	----	11.7A.00	Preventive Maintenance	2021	5311	2020	112,000	-	28,000	140,000	Amend. Add new project. Annual 5311 award.
Valley Metro/RPT A	Transit	10865	Regionwide:Valley Metro/RPTA		Transit Bus	OCT-DEC 2022	Maricopa	TLCP	0	0	0	No	Yes	No	No	No	Yes	No	VMT21-706T	----	11.13.15	Purchase vanpools: 18 expand	2021	STBGP-AZ Flex	2020	860,400	-	-	860,400	Amend. Reduce number of vehicles from 25 to 18. Defer 7 to FY 2021. Reduce federal amount from \$1,195,000 to \$860,400
Valley Metro/RPT A	Transit	10865	Regionwide:Valley Metro/RPTA		Transit Bus	OCT-DEC 2022	Maricopa	TLCP	0	0	0	No	Yes	No	No	No	Yes	No	VMT21-706T1	----	11.13.15	Purchase vanpools: 7 expand	2022	STBGP-AZ-Flex	2021	334,600	-	-	334,600	Amend. New Project. 7 of 25 vanpools being deferred from FY 2020 to FY 2022.

Notes

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2. The following are used to indicate MAG Committees reviewing these TIP listings for amendment: TRC = Transportation Review Committee, MC = Management Committee, TPC = Transportation Policy Committee

3. The year the federal funds (if any) were apportioned by Congress. This item is included only for informational purposes.

4. For federal projects, this is the year the project will authorize. For transit projects, this is the year the project will appear in a grant.

5. Changes made since Management Committee are tinted in purple highlight.

6. Clerical changes since Regional Council approves are tinted in orange highlight.

**TABLE C: Requested Arterial Life Cycle Program (ALCP) Project Changes to the
FY 2021 Arterial Life Cycle Program, FY 2020-2024 MAG Transportation Improvement Program (TIP), and 2040 Regional Transportation Plan¹, TIP AMENDMENT #4**

Agency	Section	RTP ID	Location	Federal Functional Classification	MAG Mode	Estimate Date Open:	AQ Area	In Program	Miles	Through Lanes		Performance Categories							TIP ID	Work	Work Year ⁴	Funding Type	Federal	Regional	Local	Total	Reimb. Fiscal Year	Fund Type	Regional Reimb.	TIP Change Request
										Before	After	PM1	PM2T	PM2N	PM2B	PM3F	PM3S	PM3E												
										Safety	Transit Asset Condition	Pavement Condition	Bridge Condition	Travel Reliability	Non SOV Travel	CMAQ Emissions														
Chandler	Highway	ACI-PRC-10-03-B	Chandler Heights Road: McQueen Road to Gilbert Rd	Principal Arterial Other	Street	OCT-DEC 2022	Maricopa	ALCP	2	2	4	No	No	No	No	Yes	No	No	CHN20-113CZ	Construct roadway widening (AC)	2021	Local	-	-	14,182,800	14,182,800	--	--	-	Amend: Update (increase) local amount from \$12,697,200 to \$14,182,800. Defer work year from 2020 to 2021.
Chandler	Highway	ACI-LND-10-03	Lindsay Road: Ocotillo Rd to Hunt Hwy	Minor Arterial	Street	JUL-SEP 2024	Maricopa	ALCP	3	2	4	No	No	No	Yes	No	No	CHN22-123RWZ	Acquisition of right-of-way for roadway widening	2022	Local	-	-	2,390,000	2,390,000	--	--	-	Amend: Update (increase) local amount from \$896,000 to \$2,390,000.	
Chandler	Highway	ACI-LND-10-03	Lindsay Road: Ocotillo Rd to Hunt Hwy	Minor Arterial	Street	JUL-SEP 2024	Maricopa	ALCP	3	2	4	No	No	No	Yes	No	No	CHN24-123CZ	Construct roadway widening	2023	Local	-	-	19,538,000	19,538,000	--	--	-	Amend: Update (increase) local amount from \$19,503,800 to \$19,538,000.	
Chandler	Highway	ACI-PRC-10-03-K	Chandler Heights Rd: Gilbert Rd to Val Vista Rd	Minor Arterial	Street	OCT-DEC 2024	Maricopa	ALCP	2	2	4	No	No	No	Yes	No	No	CHN23-122CZ	Construct roadway widening	2023	Local	-	-	11,103,400	11,103,400	--	--	-	Amend: Update (increase) local amount from \$6,799,962 to \$11,103,400.	
Chandler	Highway	ACI-ALM-10-03-A	Alma School Road: Pecos Rd to Germann Rd	Principal Arterial Other	Street	OCT-DEC 2024	Maricopa	ALCP	1	4	6	No	No	No	Yes	No	No	CHN21-124CZ	Construct roadway widening	2021	Local	-	-	5,100,000	5,100,000	--	--	-	Amend: Update (increase) local amount from \$3,054,600 to \$5,100,000.	
Chandler	Highway	AII-RAY-20-03-B	Ray Rd at Dobson Rd (Phase II)	Principal Arterial Other	Street	APR-JUN 2026	Maricopa	ALCP	0.3	4	6	No	No	No	Yes	No	No	CHN24-105DRB	Design Intersection Improvement	2026	STBGP-MAG	660,250	-	282,964	943,214	2026	STBGP-MAG	660,250	Amend: Update work year from 2024 to 2026 and reimbursement year from 2027 to 2026.	
Chandler	Highway	AII-RAY-20-03-B	Ray Rd at Dobson Rd (Phase II)	Principal Arterial Other	Street	APR-JUN 2026	Maricopa	ALCP	0.3	4	6	No	No	No	Yes	No	No		Acquisition of right-of-way for intersection improvement	2027	STBGP-MAG	1,063,463	-	455,770	1,519,232	2027	STBGP-MAG	1,063,463	Amend: Update work year from 2025 to 2027.	
Chandler	Highway	AII-RAY-20-03-B	Ray Rd at Dobson Rd (Phase II)	Principal Arterial Other	Street	APR-JUN 2026	Maricopa	ALCP	0.3	4	6	No	No	No	Yes	No	No		Construct Intersection Improvement	2027	STBGP-MAG	4,727,831	-	2,026,213	6,754,045	2027	STBGP-MAG	4,727,831	Amend: Update work year from 2026 to 2027.	
Maricopa County	Highway	ACI-MCK-40-03	McKelips Rd: Loop 101 (Pima Fwy) to SRP-MC/Alma School Rd	Principal Arterial Other	Street	APR-JUN 2022	Maricopa	ALCP	2	4	4	No	No	No	Yes	No	No	MMA21-121DRB	Design Roadway Improvements	2021	RARF	-	834,976	(834,976)	-	2021	RARF	834,976	Amend: Correct TIP ID.	
Mesa	Highway	ACI-SOU-10-03-B	Southern Ave at Stapley Dr	Principal Arterial Other	Street	APR-JUN 2021	Maricopa	ALCP	1	4	6	Yes	No	No	Yes	No	No	MES20-150CRB3	Construct intersection improvement	2021	HIP-MAG	2,940,959	-	177,676	3,118,635	2021	HIP-MAG	2,940,959	Amend: Correction to include local amount.	
Scottsdale	Highway	ACI-SAT-10-03-G	Raintree Drive: Hayden Road to Loop 101	Minor Arterial	Street	OCT-DEC 2021	Maricopa	ALCP	1	8	8	No	No	Yes	No	Yes	No	SCT21-118DRB	Design roadway improvements	2021	RARF	-	332,062	(332,062)	-	2021	RARF	332,062	Amend: Correct TIP ID.	
Maricopa County	Highway	ACI-NOR-10-03-D	Northern Parkway: 99th Ave to 87th Ave	Principal Arterial Other	Street	APR-JUN 2024	Maricopa	ALCP	1.5	4	8	No	No	No	Yes	No	No	MMA24-112CZ	Construct Roadway Widening (Reimb)	2025	STBGP-MAG	2,840,816	-	(2,840,816)	-	2025	STBGP-MAG	2,840,816	Amend: Correct TIP ID.	
ADOT	Highway	ACI-MLR-10-03-A	101 (Pima): I-17 - Pima Road & Miller Rd Underpass	Principal Arterial Other Freeway or Expressway	Freeway	OCT-DEC 2020	Maricopa	5-year	13	8	10	Yes	No	Yes	No	Yes	No	DOT20-831CZ	Design-build widening and underpass (Reimb)	2020	HIP-MAG	5,596,679	-	(5,596,679)	-	2020	HIP-MAG	5,596,679	Amend: Reduce reimbursement amount from 7,672,570 to 5,596,679. Defer remaining balance of 2,075,891 to FY 2021.	
ADOT	Highway	ACI-MLR-10-03-A	101 (Pima): I-17 - Pima Road & Miller Rd Underpass	Principal Arterial - Other Freeway or Expressway	Freeway	OCT-DEC 2020	Maricopa	ALCP	13	8	10	Yes	No	Yes	No	Yes	No	DOT21-831CZ	Design-build widening and underpass (Reimb)	2021	STBGP-MAG	2,075,891	-	(2,075,891)	-	2021	STBGP-MAG	2,075,891	Amend: New TIP listing. Funds transferred from TIP listing DOT20-831CZ in order to defer this portion of the reimbursement from FY 2020 to FY 2021.	
Gilbert	Highway	ACI-GER-20-03-A	Germann Rd: Gilbert Rd to Val Vista Rd	Principal Arterial Other	Street	OCT-DEC 2021	Maricopa	ALCP	2	2	6	No	No	No	Yes	No	No	GLB19-115DRB	Design roadway widening	2020	RARF	-	1,041,720	(1,041,720)	-	2020	RARF	1,041,720	Amend: Reduce reimbursement amount from \$1,042,008.00 to \$1,041,720.04.	
Gilbert	Highway	ACI-GER-20-03-A	Germann Rd: Gilbert Rd to Val Vista Rd	Principal Arterial Other	Street	OCT-DEC 2021	Maricopa	ALCP	2	2	6	No	No	No	Yes	No	No	GLB19-115RRB	Acquisition of right-of-way for roadway widening	2020	RARF	-	825,561	(825,561)	-	2020	RARF	825,561	Amend: Reduce reimbursement amount from \$825,561.00 to \$825,560.85.	
Gilbert	Highway	ACI-GER-20-03-A	Germann Rd: Gilbert Rd to Val Vista Rd	Principal Arterial Other	Street	OCT-DEC 2021	Maricopa	ALCP	2	2	6	No	No	No	Yes	No	No	GLB21-115RRB	Acquisition of right-of-way for roadway widening	2021	RARF	-	2,308,827	(2,308,827)	-	2021	RARF	2,308,827	Amend: Increase reimbursement amount from \$2,308,827.00 to \$2,308,827.02.	
Gilbert	Highway	ACI-LND-20-03-B	Lindsay Road: Pecos Road to Germann Road	Minor Arterial	Street	APR-JUN 2020	Maricopa	ALCP	1	2	6	No	No	No	Yes	No	No	GLB18-123DRB	Design roadway widening	2020	RARF	-	503,556	(503,556)	-	2020	RARF	503,556	Amend: Decrease reimbursement amount from \$503,566.00 to \$503,556.26.	

**TABLE C: Requested Arterial Life Cycle Program (ALCP) Project Changes to the
FY 2021 Arterial Life Cycle Program, FY 2020-2024 MAG Transportation Improvement Program (TIP), and 2040 Regional Transportation Plan¹, TIP AMENDMENT #4**

Agency	Section	RTP ID	Location	Federal Functional Classification	MAG Mode	Estimate Date Open:	AQ Area	In Program	Miles	Through Lanes		Performance Categories							TIP ID	Work	Work Year ⁴	Funding Type	Federal	Regional	Local	Total	Reimb. Fiscal Year	Fund Type	Regional Reimb.	TIP Change Request
										Before	After	PM1	PM2T	PM2N	PM2B	PM3F	PM3S	PM3E												
										Safety	Transit Asset Condition	Pavement Condition	Bridge Condition	Travel Reliability	Non SOV Travel	CMAQ Emissions														
Gilbert	Highway	ACI-LND-20-03-B	Lindsay Road-Pecos Road to Germann Road	Minor Arterial	Street	APR-JUN-2020	Maricopa	ALCP	1	2	6	No	No	No	No	Yes	No	No	GLB21-123DRB	Design roadway widening	2021	-RARF	-	-421,728	(421,728)	-	2021	-RARF	-421,728	Amend: Delete TIP Listing.
Gilbert	Highway	ACI-LND-20-03-B	Lindsay Road: Pecos Road to Germann Road	Minor Arterial	Street	APR-JUN-2020	Maricopa	ALCP	1	2	6	No	No	No	No	Yes	No	No	GLB21-123RRB	Acquisition of right-of-way for roadway widening	2021	RARF	-	23,542	(23,542)	-	2021	RARF	23,542	Amend: Decrease reimbursement amount from \$756,334.99 to \$23,541.99.
Scottsdale	Highway	ACI-PMA-10-03-B	Happy Valley Rd: Pima Rd to Alma School Rd	Principal Arterial Other	Street	OCT-DEC-2022	Maricopa	ALCP	2.2	2	4	No	No	Yes	No	Yes	No	No	SCT19-139DRB	Design Roadway Widening	2019	RARF	-	285,807	(285,807)	-	2019	RARF	285,807	Amend: Increase reimbursement amount from \$263,740.54 to \$285,806.96.
Scottsdale	Highway	ACI-PMA-10-03-B	Happy Valley Rd: Pima Rd to Alma School Rd	Principal Arterial Other	Street	OCT-DEC-2022	Maricopa	ALCP	2.2	2	4	No	No	Yes	No	Yes	No	No	SCT21-139RRB	Acquisition of right-of-way for roadway widening	2021	RARF	-	1,631,399	(1,631,399)	-	2021	RARF	1,631,399	Amend: Increase reimbursement amount from \$1,400,000.00 to \$1,631,398.98

Notes

1. Rows in the report are sorted in order by the following columns: Section, Agency, Location, and Work Year. Changes are in red font. Deletions are shown in strike through font.

2. The following are used to indicate MAG Committees reviewing these TIP listings for amendment: TRC = Transportation Review Committee, MC = Management Committee, TPC = Transportation Policy Committee

3. The year the federal funds (if any) were apportioned by Congress. This item is included only for informational purposes.

4. For federal projects, this is the year the project will authorize. For transit projects, this is the year the project will appear in a grant.

5. Changes made since Management Committee are tinted in purple highlight.

6. Changes made since Transportation Policy Committee are tinted in green highlight.

**TABLE D: Requested Freeway Life Cycle Program (FLCP) Project Changes to the
FY 2021 Freeway Life Cycle Program (FLCP), FY 2020-2024 MAG Transportation Improvement Program (TIP) and 2040 Regional Transportation Plan¹, TIP AMENDMENT #4**

TIP Amendment #4																								
Agency	Section	MAG ID	Location	Federal Functional Classification (Click on to Access ADOT Maps)	MAG Mode	Estimate Date for Completion/Open to Traffic: M/M/YY	AQ Area	In Program	Miles		Through Lanes		TIP ID	Fed ID / Grant ID	TRACS / ALI	Work	Work Year ⁴	Funding Type	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request
									Before	After	Before	After												
ADOT	Highway	16036	10 (Papago)- SR85 to Perryville Rd	Principal Arterial - Other Freeway or Expressway	Freeway	APR-JUN-2022	Maricopa	FLCP	30	2	2	DOT20-883	---	---	Design-FMS Improvements	2020	CMAQ	2020	330,050		19,950	350,000	Amend: Delete TIP listing. Transfer funds to construction phase programmed in FY 2021 - TIP listing DOT21-841, project ID 85213.	
ADOT	Highway	16036	10 (Papago)- SR85 to Perryville Rd	Principal Arterial - Other Freeway or Expressway	Freeway	APR-JUN-2022	Maricopa	FLCP	30	2	2	DOT21-841	---	---	Construct-FMS Improvements	2021	CMAQ	2021	3,300,500		199,500	3,500,000	Amend: Delete TIP listing. Transfer funds to construction phase programmed in FY 2021 - TIP listing DOT21-841, project ID 85213.	
ADOT	Highway	85213	10 (Papago): SR85 - Verrado Way	Principal Arterial - Interstate	Freeway	APR-JUN 2022	Maricopa	FLCP	10	2	2	DOT21-823	-----	-----	Construct FMS Improvements	2021	CMAQ	2021	3,812,441	-	230,444	4,042,885	Amend: New TIP listing. Funds transferred from project segment ID 16036. Added \$3,500,000 of CMAQ funds from FY 2021 construction phase - TIP listing DOT21-841. Added \$350,000 of CMAQ funds from FY 2020 design phase - TIP listing DOT20-883. Update costs; amounts reflect year of expenditure basis.	
ADOT	Highway	85213	10 (Papago): SR85 - Verrado Way	Principal Arterial - Interstate	Freeway	APR-JUN 2022	Maricopa	FLCP	8	4	6	DOT19-823	-----	-----	Construct widening	2021	NHPP	2021	54,605,200	16,655,922	-	71,261,122	Admin: No change. Listing shown for display purposes only.	
ADOT	Highway	85213	10 (Papago): SR85 - Verrado Way	Principal Arterial - Interstate	Freeway	APR-JUN 2022	Maricopa	FLCP	8	4	6	DOT19-823C2	-----	-----	Construct widening	2021	NHFP	2021	33,000,000	2,970,000	-	35,970,000	Amend: National Highway Freight Program (NHFP) updated to reflect fixed amount of \$33M from prior YOY amount of 34,653,300. Regional amount updated to reflect match requirement.	
ADOT	Highway	60858	10 (Maricopa): SR202L Santan - Riggs Rd	Principal Arterial - Interstate	Freeway	JAN-MAR 2027	Maricopa	FLCP	6	4	8	DOT20-804	-----	-----	Coordination with Gila River Indian Community for freeway widening	2021	RARF	2021	-	210,000	-	210,000	Amend: Update costs; amounts reflect year of expenditure basis.	
ADOT	Highway	36644	101 (Agua Fria) at 75th Avenue	Principal Arterial - Other Freeway or Expressway	Freeway	JAN-MAR 2026	Maricopa	FLCP	0	0	0	DOT24-017	-----	-----	Design interchange improvements	2024	RARF	2024	-	2,036,325	-	2,036,325	Amend: Update costs; amounts reflect year of expenditure basis. Update Open to Traffic date from APR-JUN 2026 to JAN-MAR 2026	
ADOT	Highway	36644	101 (Agua Fria) at 75th Avenue	Principal Arterial - Other Freeway or Expressway	Freeway	JAN-MAR 2026	Maricopa	FLCP	0	0	0	DOT24-018	-----	-----	Acquire right of way for interchange improvements	2024	RARF	2024	-	7,661,035	-	7,661,035	Amend: Update costs; amounts reflect year of expenditure basis. Update Open to Traffic date from APR-JUN 2026 to JAN-MAR 2026.	
ADOT	Highway	36644	101 (Agua Fria) at 75th Avenue	Principal Arterial - Other Freeway or Expressway	Freeway	JAN-MAR 2026	Maricopa	FLCP	0	0	0	--	-----	-----	Construct interchange improvements	2025	RARF	2025	-	22,003,898	-	22,003,898	Amend: Update costs; amounts reflect year of expenditure basis. Update Open to Traffic date from APR-JUN 2026 to JAN-MAR 2026.	
ADOT	Highway	48510	202 (Santan): Lindsay Road TI	Principal Arterial - Other Freeway or Expressway	Freeway	JUL-SEP 2022	Maricopa	FLCP	0	0	0	DOT21-826	--	--	Construct traffic interchange and frontage roads	2021	NHPP	2021	22,800,000	5,864,992	-	28,664,992	Amend: Corrected amounts from \$23,515,413 federal and \$2,225,000 regional; listing reflects ADOT portion of the project.	
ADOT	Highway	48510	202 (Santan): Lindsay Road TI	Principal Arterial - Other Freeway or Expressway	Freeway	JUL-SEP 2022	Maricopa	ALCP	0	0	0	GLB21-122CZ	--	--	Construct traffic interchange and frontage roads (ALCP Reimb)	2021	STBGP-MAG	2021	1,354,939	-	81,900	1,436,839	Amend: Update ALCP portion of project costs (frontage roads) from \$3,954,674 to reflect actual costs. After transferring ADOT funding to regional funding programmed for construction, remaining funds transferred of \$870,078 transferred to savings.	

**TABLE D: Requested Freeway Life Cycle Program (FLCP) Project Changes to the
FY 2021 Freeway Life Cycle Program (FLCP), FY 2020-2024 MAG Transportation Improvement Program (TIP) and 2040 Regional Transportation Plan¹, TIP AMENDMENT #4**

TIP Amendment #4																							
Agency	Section	MAG ID	Location	Federal Functional Classification (Click on to Access ADOT Maps)	MAG Mode	Estimate Date for Completion/Open to Traffic: M/M/Y	AQ Area	In Program	Miles			TIP ID	Fed ID / Grant ID	TRACS / ALI	Work	Work Year ⁴	Funding Type	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request
									Before	After	After												
ADOT	Highway	48510	202 (Santan): Lindsay Road TI	Principal Arterial - Other Freeway or Expressway	Freeway	JUL-SEP 2022	Maricopa	Other	0	0	0	GLB22-122CZ	--	--	Construct traffic interchange and frontage roads (Special Projects Fund Reimb)	2021	STBGP-MAG	2021	2,096,500	-	126,725	2,223,225	Amend: Update ALCP portion of project costs (frontage roads). Added local match of \$126,725.
ADOT	Highway	48510	202 (Santan): Lindsay Road TI	Principal Arterial - Other Freeway or Expressway	Freeway	JUL-SEP 2022	Maricopa	FLCP	0	0	0	GLB23-122RRB	--	--	ALCP project savings for traffic interchange and frontage roads	2021	STBGP-MAG	2021	870,078	-	-	870,078	Amend: Change listing to reflect ALCP federal fund savings.. Change TIP ID from GLB23-122CZ to GLB23-122RRB.
ADOT	Highway	10389	30 (Tres Rios): SR303L - SR202L South Mountain, Phase 1	Principal Arterial - Other Freeway or Expressway	Freeway	OCT-DEC 2030	Maricopa	FLCP	13.8	0	6	DOT21-836	----	----	Right of way and utilities for new freeway	2021	NHPP	2021	41,906,000	25,037,500	-	66,943,500	Amend: Corrected funding split: Federal from 52,000,000 to 41,906,000 and Regional from 14,943,500 to 25,037,500.
ADOT	Highway	85620	24 (Williams Gateway): Ellsworth Rd - Meridian Rd, Phase 1	Principal Arterial - Other Freeway or Expressway	ITS	OCT-DEC 2021	Maricopa	SM+O	4.6	4	4	DOT20-060C	----	----	Construct Installation of ITS Enhancements, conduit, pull boxes, and fiber optic cabling (Mesa)	2020	CMAQ	2020	450,509	-	27,231	477,740	Admin: Update MAG ID from 11585 to 85620 and location from SR 24 City of Mesa, Town of Queen Creek, and ADOT ITS Enhancements to 24 (Williams Gateway): Ellsworth Rd - Meridian Rd, Phase 1.
ADOT	Highway	85620	24 (Williams Gateway): Ellsworth Rd - Meridian Rd, Phase 1	Principal Arterial - Other Freeway or Expressway	ITS	OCT-DEC 2021	Maricopa	SM+O	4.6	4	4	DOT20-060C2	----	----	Construct Installation of ITS Enhancements, conduit, pull boxes, and fiber optic cabling (Queen Creek)	2020	CMAQ	2020	373,334	-	22,567	395,901	Admin: Update MAG ID from 11585 to 85620 and location from SR 24 City of Mesa, Town of Queen Creek, and ADOT ITS Enhancements to 24 (Williams Gateway): Ellsworth Rd - Meridian Rd, Phase 1.
ADOT	Highway	85620	24 (Williams Gateway): Ellsworth Rd - Meridian Rd, Phase 1	Principal Arterial - Other Freeway or Expressway	ITS	OCT-DEC 2021	Maricopa	SM+O	4.6	4	4	DOT20-060C3	----	----	Construct Installation of ITS Enhancements, conduit, pull boxes, and fiber optic cabling (ADOT)	2020	CMAQ	2020	38,285	-	2,314	40,599	Admin: Update MAG ID from 11585 to 85620 and location from SR 24 City of Mesa, Town of Queen Creek, and ADOT ITS Enhancements to 24 (Williams Gateway): Ellsworth Rd - Meridian Rd, Phase 1.
ADOT	Highway	13761	10 (Papago): W of Salome Rd - W of Tonopah	Principal Arterial - Interstate	Freeway	JAN-MAR 2025	Maricopa	5-year	10	4	4	DOT21-006	----	F0345	Design	2021	NHPP	2021	377,360	-	22,640	400,000	Amend: New TIP listing. This is the design phase of an ADOT pavement preservation project that falls within the MAG boundary.
ADOT	Highway	13761	10 (Papago): W of Salome Rd - W of Tonopah	Principal Arterial - Interstate	Freeway	JAN-MAR 2025	Maricopa	5-year	10	4	4	DOT21-007	----	F0345	Construction	2021	NHPP	2021	19,811,400	-	1,188,600	21,000,000	Amend: New TIP listing. This is the construction phase of an ADOT pavement preservation project that falls within the MAG boundary.
ADOT	Highway	31546	17: Moores Gulch Bridges	Principal Arterial - Interstate	Freeway	OCT-DEC 2024	Maricopa	5-year	1	2	2	DOT16-441	FA 017-A(232)T	H8454	Design Bridge Rehab/Replacement	2016	NHPP	2016	854,361	-	51,258	905,619	Amend: Increase project design costs: Federal from 847,757.00 to 854,361 and Local from 51,243.00 to 51,258.00.

**TABLE D: Requested Freeway Life Cycle Program (FLCP) Project Changes to the
FY 2021 Freeway Life Cycle Program (FLCP), FY 2020-2024 MAG Transportation Improvement Program (TIP) and 2040 Regional Transportation Plan¹, TIP AMENDMENT #4**

TIP Amendment #4																							
Agency	Section	MAG ID	Location	Federal Functional Classification (Click on to Access ADOT Maps)	MAG Mode	Estimate Date for Completion/Open to Traffic: M/M/YY	AQ Area	In Program	Miles	Through Lanes		TIP ID	Fed ID / Grant ID	TRACS / ALI	Work	Work Year ⁴	Funding Type	Apport. Year ³	Federal	Regional	Local	Total	TIP Change Request
										Before	After												
ADOT	Highway	31546	17: Moores Gulch Bridge SB #339	Principal Arterial - Interstate	Freeway	OCT-DEC 2023	Maricopa	5-year	1	2	2	DOT21-008	FA 017-A(232)T	H8454	Design Bridge Overlay	2021	NHPP	2021	113,208	-	6,792	120,000	Amend: New TIP Listing. Since the design-build project has been placed on hold, the SB bridge has been re-scoped as a stand alone bridge overlay project using the original ADOT project number and Federal ID number. The outcome of NB bridge scope is unknown as this time. The additional \$120K is to re-scope and re-package the project as a single bridge overlay project.
ADOT	Highway	26214	79: Gila River Bridge #501	Minor Arterial	Other	JAN-MARCH 2025	Pinal	5-year	1	2	2	DOT20-012	STBGP-079-A(210)T	F0102	Design Bridge Replacement	2020	STBGP-AZ-Flex	2020	2,711,486	-	164,514	2,876,000	Amend: New TIP listing. This is an ADOT project within the MAG Region
ADOT	Highway	26214	79: Gila River Bridge #501	Minor Arterial	Other	JAN-MARCH 2025	Pinal	5-year	1	2	2	DOT21-009	STBGP-079-A(210)T	F0102	Right of Way	2021	STBGP-AZ-Flex	2021	56,580	-	3,420	60,000	Amend: New TIP listing. This is an ADOT project within the MAG Region
ADOT	Highway	26214	79: Gila River Bridge #501	Minor Arterial	Other	JAN-MARCH 2025	Pinal	5-year	1	2	2	DOT23-012	STBGP-079-A(210)T	F0102	Construct Bridge Replacement	2023	STBGP-AZ-Flex	2023	18,860,000	-	1,140,000	20,000,000	Amend: New TIP listing. This is an ADOT project within the MAG Region

Notes

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3. The year the federal funds (if any) were apportioned by Congress. This item is included only for informational purposes.

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6. Changes made since Transportation Policy Committee are tinted in green highlight.

Transportation Policy Committee

INFORMATION SUMMARY

AGENDA ITEM # 2C

DATE

August 12, 2020

SUBJECT

Arterial Life Cycle Program Status Report, January – June 2020

CONTACT

Arminta Syed, Transportation Planner II,
(602) 254-6300.



SUMMARY

The Arterial Life Cycle Program (ALCP) is the financial management tool for the arterial street component of the Regional Transportation Plan (RTP). Management of the program is guided by the ALCP Policies and Procedures, which were approved by the MAG Regional Council on June 24, 2015. The ALCP Policy and Procedures require that a status report is provided to MAG committee members to give an update on all project requirements and financial information. The ALCP Status Report traditionally has been published on a semi-annual basis.

The January 2020 – June 2020 Status Report is the second for Fiscal Year (FY) 2020. The Report provides information on the 47 projects scheduled for reimbursement this fiscal year as of May 20, 2020 (the final update for the FY 2020 ALCP). Of these 47 projects, 32 were reimbursed for design expenses, 20 projects were reimbursed for right of way

expenses, and 23 were reimbursed for construction expenses in FY 2020. Nine projects are scheduled to be open to traffic in 2020.

Scheduled ALCP project reimbursements in FY 2020 total \$157.9 million. Federal funds compromise \$24.1 million of the total programmed reimbursements while the remaining balance of the \$133.9 million is programmed with a portion of the half-cent sales tax, known as the Regional Area Road Fund (RARF), allocated to arterial roads. Actual revenue collections in FY 2020 have totaled \$51.4 million through June 2020.

A list of ALCP project requirements received to date can be found on pages four through six of the attached ALCP Status Report. The report also provides additional details on the status of projects, revenues, and other relevant program information.

PUBLIC INPUT

None.

PROS & CONS

PROS: The Arterial Life Cycle (ALCP) Status Report represents a valuable tool to monitor the ALCP and the arterial component of the MAG Regional Transportation Plan.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS

TECHNICAL: The information in the Arterial Life Cycle (ALCP) Status Report provides an update on all project requirements and financial information.

POLICY: The ALCP Status Report is required by ALCP Policies and Procedures, which were approved by the MAG Regional Council on June 24, 2015.

ACTION NEEDED

Information.

PRIOR COMMITTEE ACTIONS

This item was on the August 12, 2020, MAG Management Committee agenda for information.

MEMBERS ATTENDING

<p>#Goodyear: Julie Arendall, Chair *Tempe: Andrew Ching, Vice Chair #ADOT: Katy Proctor as proxy for John Halikowski #Apache Junction: Bryant Powell #Avondale: Charles Montoya #Buckeye: Roger Klingler #Carefree: Gary Neiss *Cave Creek: Carrie Dyrek #Chandler: Marsha Reed #El Mirage: Amber Wakeman as proxy for Crystal Dyches #Florence: Brent Billingsley *Fort McDowell Yavapai Nation: Phil Dorchester #Fountain Hills: Grady Miller #Gila Bend: Kathy Valenzuela *Gila River Indian Community: Kathyleen Curley #Gilbert: Patrick Banger #Glendale: Kevin Phelps</p>	<p>#Guadalupe: Jeff Kulaga #Litchfield Park: Bill Stephens *City of Maricopa: Rick Horst #Maricopa County: Reid Spaulding as proxy for Joy Rich #Mesa: Christopher Brady #Paradise Valley: Jill Keimach #Peoria: Jeff Tyne #Phoenix: Ed Zuercher #Pinal County: Himanshu Patel as proxy for Louis Andersen #Queen Creek: John Kross *Salt River Pima-Maricopa Indian Community: Bryan Meyers #Scottsdale: Jim Thompson #Surprise: Mike Frazier *Tolleson: Reyes Medrano, Jr. #Valley Metro/RPTA: Scott Smith #Wickenburg: Vince Lorefice *Youngtown: Jeanne Blackman</p>
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* Those members neither present nor represented by proxy.

Participated by webinar/telephone conference call.

ARTERIAL LIFE CYCLE PROGRAM



STATUS REPORT

January 2020 - June 2020



CONTENTS



Page 1:	ALCP Revenue and Finance ALCP
Page 2:	Project Highlight: Mesa Dr: 8th Avenue to Main Street
Page 3:	FY 2020 Arterial Life Cycle Program
Page 3:	ALCP Project Status
Pages 4-11:	ALCP Project Status Tables
Page 12:	Appendix A: Federal Funding - FY 2020 ALCP

ALCP REVENUE AND FINANCE

In November 2004, the voters of Maricopa County approved Proposition 400, which extended the ½-cent sales tax for transportation through 2025. The tax extension was divided among freeways (56.2%), transit (33.3%) and arterial streets (10.5%). The portion of the tax extension allocated to arterial streets is managed through the Arterial Life Cycle Program (ALCP). Table 1 provides a breakdown of Proposition 400 revenues collected in fiscal year (FY) 2020 by mode.

**TABLE 1. FY 2020 PROPOSITION 400 COLLECTIONS
(July 2019 - June 2020)**

	Freeways	Arterial Streets	Transit	TOTAL
July	\$22,357,627	\$4,177,137	\$13,247,491	\$39,782,255
August	\$22,148,173	\$4,138,004	\$13,123,384	\$39,409,561
September	\$22,519,680	\$4,207,414	\$13,343,511	\$40,070,605
October	\$21,372,750	\$3,993,129	\$12,663,925	\$38,029,804
November	\$23,368,253	\$4,365,955	\$13,846,314	\$41,580,522
December	\$23,748,619	\$4,437,020	\$14,071,691	\$42,257,329
January	\$27,563,717	\$5,149,805	\$16,332,238	\$49,045,760
February	\$23,296,255	\$4,352,503	\$13,803,653	\$41,452,411
March	\$22,583,696	\$4,219,374	\$13,381,443	\$40,184,513
April	\$23,169,402	\$4,328,803	\$13,728,489	\$41,226,694
May	\$19,767,985	\$3,693,307	\$11,713,059	\$35,174,351
June	\$23,237,268	\$4,341,482	\$13,768,701	\$41,347,451
TOTAL	\$275,133,426	\$51,403,931	\$163,023,898	\$489,561,255

**Amount excludes debt service from Prop 300*

***June 2020 Actuals are available in July 2020 and will be updated accordingly*

In addition to the ½-cent sales tax, the Regional Transportation Plan (RTP) allocates federal Surface Transportation Block Grant Program – MAG Funds (STBGP-MAG) and federal Congestion Mitigation and Air Quality Improvement Program Funds (CMAQ) to fund projects in the ALCP.

Revenues from the ½-cent sales tax allocated to arterials are deposited into the Regional Area Road Fund (RARF) arterial account on a monthly basis. From July 2019 to the end of May 2020, actual RARF revenue collections were 1.6% lower than the 2019 Arizona Department of Transportation (ADOT) RARF revenue forecast. Table 2 provides a summary of estimated versus actual arterial RARF revenue collections over that period.



Fiscal Year 2020 started on July 1, 2019. Through May, \$47.1 million of additional RARF revenues have been deposited into the arterial account. To date, approximately \$570 million RARF revenues have been collected for arterial improvements in the region, \$10.3 million has been earned through income from investments, and more than \$453.1 million of project expenses have been reimbursed. As of the end of June 2020, the RARF project account balance was \$108.7 million.

The RTP dedicates approximately 3.65% percent of the ALCP RARF funds for planning and implementation studies in the region. The funding allocated for implementation studies is contingent on RARF revenue collections. As a result, the amounts programmed in the ALCP are estimates derived the ADOT RARF revenue forecasts published annually. The remaining regional budget for the implementation studies fluctuate concurrently with the forecasts. Since 2006, \$19.8 million in RARF revenues have been deposited into the RARF Studies account.

For more information about the MAG Implementation and Planning Studies, please see the appendices in the approved Arterial Life Cycle Program available for download at: <http://www.azmag.gov/ALCP>

**TABLE 2. TOTAL ARTERIAL RARF COLLECTIONS
Estimate v. Actual FY 2020 (July 2019 - June 2020)**

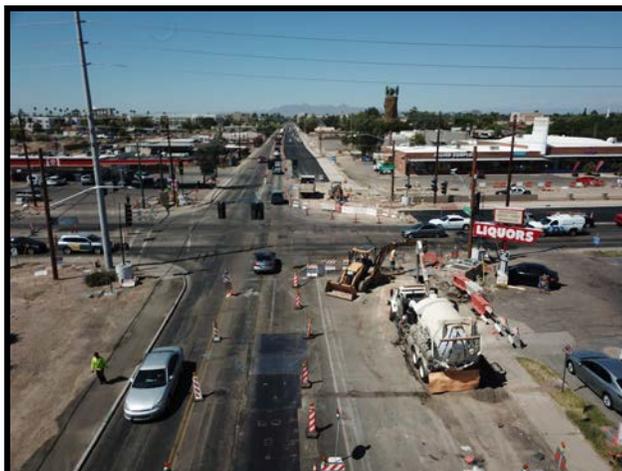
	Estimated Total RARF	Actual Total RARF*	Percentage Difference
July	\$4,347,907	\$4,177,137	-3.9%
August	\$4,133,647	\$4,138,044	0.1%
September	\$4,217,261	\$4,207,414	-0.2%
October	\$4,196,358	\$3,993,129	-4.8%
November	\$4,196,358	\$4,365,955	4.0%
December	\$4,264,294	\$4,437,020	4.1%
January	\$5,048,171	\$5,149,805	2.0%
February	\$4,128,422	\$4,352,503	5.4%
March	\$4,222,487	\$4,219,374	-0.1%
April	\$4,729,394	\$4,328,803	-8.5%
May	\$4,347,907	\$3,693,307	-15.1%
June	\$4,426,295	\$4,341,482	-1.9%
TOTAL	\$52,258,500	\$51,403,973	-1.6%

*Amount excludes debt service from Prop 300

**June 2020 Actuals are available in July 2020 and will be updated accordingly

ALCP PROJECT HIGHLIGHT:

MESA DRIVE: 8TH AVENUE TO MAIN STREET ARTERIAL CAPACITY IMPROVEMENT



After the project originally initiated in 2014, constraints were found due to right-of-way, driveways, drainage, and other issues within the project area. As a result, the City decided to perform a Design Concept Report (DCR) which resulted in an updated scope containing both an intersection improvement and a road reconstruction component.

Despite its initial setback, the revised project began construction as planned in July 2019. The project is expected to be completed in early 2021. For additional information, please contact the City of Mesa Engineering Public Relations Department at (480) 644-3800.

FY 2021 ARTERIAL LIFE CYCLE PROGRAM

On June 24, 2020 the MAG Regional Council approved the FY 2021 Arterial Life Cycle Program, the MAG FY 2020-2024 Transportation Improvement Program (TIP), and the 2040 Regional Transportation Plan (RTP).

An electronic copy of the updated FY 2021 ALCP may be downloaded from the MAG website at:

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

ALCP PROJECT STATUS

Detailed information about projects underway is provided in Tables 3 and 4. Table 3 lists whether projects are programmed for work and/or reimbursement in FY 2020, the amount programmed for reimbursement in FY 2020, and ALCP project requirements submitted to-date. Table 4 details project reimbursements and expenditures for projects programmed for work and/or reimbursement in FY 2020.

This is the 31st Status Report for the Arterial Life Cycle. Semi-annually, MAG provides member agencies with an update on the projects in the ALCP. This report and all other ALCP information are available online at: <http://www.azmag.gov/ALCP>.



TABLE 3. FY 2020 ARTERIAL LIFE CYCLE PROGRAM
SCHEDULE FOR PROJECTS PROGRAMMED FOR WORK AND/OR REIMBURSEMENT IN FY20

RTP Project	Programmed in the FY20 ALCP	Programmed Reimb. in FY20	Reimb. in FY20	ALCP Project Requirements		
				Overview (PO)	Agreement (PA)	Needed in FY20
CHANDLER						
Chandler Heights Rd: Arizona Ave to McQueen Rd	Work and Reimbursement	69,485.35	6,099,617.08	Completed 9/2014	Completed 12/2014	PRR
Chandler Heights Rd: McQueen Rd to Gilbert Rd	Work and Reimbursement	Funds Obligated FFY17 & FFY19	241,076.32	Completed 8/2016	Completed 10/2016	PRR
Ocotillo Rd: Cooper Rd to Gilbert Rd	Work and Reimbursement	4,999,308.37	308,388.18	Completed 8/2016	Completed 10/2016	PRR
Chandler Heights Rd: Gilbert Rd to Val Vista Rd	Work Only	-	-	---	---	PO/PA
Ocotillo Rd: Gilbert Rd to 148th Street	Work and Reimbursement	2,357,546.00	137,782.84	Completed 8/2016	Completed 10/2016	PRR
Cooper Rd: Alamosa Drive to Riggs Rd (ROW)	Work and Reimbursement	966,818.49	824,343.13	Completed 1/2018	Completed 5/2018	PRR
Cooper Rd: Alamosa Drive to Riggs Rd (DES/CONST)	Work and Reimbursement	7,426,295.67	123,443.23	Completed 1/2018	Completed 5/2018	PRR
Lindsay Road: Ocotillo Rd to Hunt Hwy	Work and Reimbursement	1,214,325.00	-	---	---	PO/PA
CHANDLER & GILBERT						
Queen Creek Rd: McQueen Rd to Gilbert Rd	Work and Reimbursement	Funds Obligated in FFY16 & FFY18	1,953,260.94	Completed 4/2014	Completed 7/2014	PRR
EL MIRAGE						
Thunderbird Rd: 127th Ave to Grand Avenue	Work and Reimbursement	280,397.00	280,397.34	Completed 9/2013	Completed 11/2013	PRR
El Mirage Rd: Peoria Ave to Cactus Rd	Work and Reimbursement	5,916,894.00	50,702.56	Completed 10/2013	Completed 1/2014	PRR
El Mirage Rd: Cactus to Grand Avenue	Work and Reimbursement	-	-	Completed 9/2013	Completed 11/2013	PRR
Dysart Rd: Northern Ave to Peoria Ave	Work and Reimbursement	1,373,148.32	-	Completed 8/2019	Completed 5/2020	PRR
FOUNTAIN HILLS						
Shea Blvd: Palisades Blvd to Technology Dr	Work and Reimbursement	150,000.00	-	---	---	PO/PA/PRR
GILBERT						
Elliot Rd at Cooper Rd: Intersection Improvements	Work and Reimbursement	1,060,378.63	91,212.35	Completed 8/2014	Completed 5/2015	PRR
Germann Rd: Gilbert Rd to Val Vista Dr	Work and Reimbursement	10,562,522.03	1,867,280.89	Completed 9/2016	Completed 11/2016	PRR
Higley Rd at Baseline Rd: Intersection Improvements	Work and Reimbursement	3,364,257.70	2,830,345.76	Completed 3/2018	Completed 5/2018	PRR
Lindsay Road/SR-202L Transportation Interchange & Frontage Road	Work Only	-	-	---	---	PO/PA
Lindsay Road: Pecos Road to Germann Road	Work and Reimbursement	3,925,284.60	3,901,742.61	Completed 2/2020	Completed 2/2020	PRR
Val Vista Dr: Appleby Rd to Riggs Rd	Work and Reimbursement	4,924,606.38	2,644,652.00	Completed 12/2019	Completed 3/2020	PRR
MARICOPA COUNTY						
El Mirage Rd: Northern Ave to Peoria Ave	Work and Reimbursement	989,659.00	989,658.56	Completed 11/2012	Completed 1/2013	PRR
Gilbert Rd: Bridge over the Salt River	Work Only	-	-	Completed 3/2016	Completed 5/2016	---
McKellips Rd: Loop 101 to SRP-MIC/Alma School Rd	Work and Reimbursement	1,946,232.87	111,251.86	Completed 9/2016	Completed 3/2017	PRR
Northern Parkway: Dysart to 111th	Work and Reimbursement	19,294,904.00	13,311,218.56	Completed 6/2012	Completed 10/2012	PRR

SCHEDULE FOR PROJECTS PROGRAMMED FOR WORK AND/OR REIMBURSEMENT IN FY20

RTP Project	Programmed in the FY20 ALCP	Programmed Reimb. in FY20	Reimb. in FY20	ALCP Project Requirements		
				Overview (PO)	Agreement (PA)	Needed in FY20
MARICOPA COUNTY (Cont.)						
Northern Parkway: 99th Ave to 87th Ave	Work and Reimbursement	500,000.00	-	Completed 11/2012	Completed 1/2013	PRR
Northern Parkway: Dysart Overpass	Work and Reimbursement	Funds obligated in FFY 2017	9,843.08	Completed 9/2013	Completed 11/2013	PRR
Northern Parkway: 111th Ave to Grand	Work Only	-	-	---	---	---
Northern Parkway: Loop 101 to Grand Ave Scoping Assessment	Work and Reimbursement	Funds obligated in FFY 2017	98,104.56	Completed 6/2017	Completed 8/2017	PRR
Northern Parkway: Sarival to Dysart Safety Improvements	Work Only	-	-	---	---	PO/PA
Northern Parkway: El Mirage Alternative Access	Work and Reimbursement	532,000.00	248,156.00	Completed 4/2018	Completed 8/2018	PRR
Northern Parkway: El Mirage Overpass	Work and Reimbursement	Funds obligated in FFY 2017	16,470.22	Completed 7/2017	Completed 12/2017	PRR
Northern Parkway: Agua Fria to 99th Ave	Work and Reimbursement	2,168,600.00	407,927.50	Completed 7/2018	Completed 9/2018	PRR
MESA						
Broadway Rd:Country Club Dr to Mesa Dr	Work and Reimbursement	750,000.00	-	---	---	PO/PA/PRR
Broadway Rd: Mesa Dr to Stapley Dr	Work and Reimbursement	2,135,162.00	180,256.59	Completed 8/2018	Completed 5/2019	PRR
Elliot Rd: Ellsworth Rd to Signal Butte Rd	Work and Reimbursement	8,560,425.94	3,443,365.58	Completed 3/2017	Completed 4/2017	PRR
Mesa Dr: US 60 to Southern Ave	Work and Reimbursement	53,184.00	-	Completed 3/2007	Completed 1/2008	PRR
Mesa Dr: 8th Avenue to Main Street	Work and Reimbursement	9,869,978.03	1,920,457.29	Completed 6/2014	Completed 8/2014	PRR
Signal Butte Rd: Williams Field Rd to Germann Rd.	Work and Reimbursement	1,688,490.00	280,036.08	Completed 6/2019	Completed 8/2019	PRR
Southern at Country Club Dr: Intersection Improvements	Work Only	-	-	---	---	---
Southern Ave at Stapley Dr: Intersection Improvements	Work and Reimbursement	7,952,108.00	675,175.00	Completed 8/2017	Completed 10/2017	PRR
Southern Ave: Gilbert Rd to Val Vista Dr	Work and Reimbursement	232,148.47	-	Completed 8/2017	Completed 10/2017	PRR
Southern Avenue: Greenfield Rd to Higley Rd	Work and Reimbursement	3,606,085.17	68,740.33	Completed 7/2016	Completed 7/2016	PRR
Val Vista Dr: Baseline Rd to US-60	Work and Reimbursement	2,012,180.71	897,607.59	Completed 7/2016	Completed 7/2016	PRR
Baseline Rd: 24th Street to Consolidated Canal	Work and Reimbursement	5,726,059.21	2,631,550.57	Completed 7/2016	Completed 7/2016	PRR
PEORIA						
Happy Valley Rd: Agua Fria to Loop 303	Work Only	-	--	---	---	---
Happy Valley Rd: Lake Pleasant Parkway to Agua Fria	Work and Reimbursement	700,216.92	-	Completed 7/2016	Completed 8/2016	PRR
Jomax Rd: SR-303L to Vistancia Blvd	Work and Reimbursement	1,000,000.00	-	Completed 9/2019	Completed 12/2019	PRR
PHOENIX						
Avenida Rio Salado Phase I: 51st Ave to 43rd Ave and 35th Ave to 7th Street	Reimbursement Only	Funds obligated FFY12 - FFY15	588,207.04	Completed 1/2012	Completed 5/2012	PRR
Avenida Rio Salado Phase II: 51st Ave to 35th Ave, 7th Ave, and 7th Street	Work Only	-	-	Completed 1/2012	Completed 5/2012	---
Happy Valley Rd: I-17 to 35th Ave Scoping and Environmental Study	Work and Reimbursement	500,000.00	-	Completed 9/2019	Completed 3/2020	PRR

SCHEDULE FOR PROJECTS PROGRAMMED FOR WORK AND/OR REIMBURSEMENT IN FY20

RTP Project	Programmed in the FY20 ALCP	Programmed Reimb. in FY20	Reimb. in FY20	ALCP Project Requirements		
				Overview (PO)	Agreement (PA)	Needed in FY20
SCOTTSDALE/CAREFREE						
Happy Valley Rd: Pima Rd to Alma School Rd	Work and Reimbursement	1,275,683.95	192,497.05	Completed 12/2017	Completed 2/2018	PRR
Pima Rd: Pinnacle Peak to Happy Valley Rd	Work and Reimbursement	13,511,013.47	879,278.18	Completed 04/2016	Completed 7/2016	PRR
SCOTTSDALE						
Miller Rd/SR-101L Underpass	Work and Reimbursement	7,672,570.00	-	---	Completed 2/2017	PRR
Pima Rd: Via Linda to Via De Ventura	Work and Reimbursement	1,237,408.41	9,636.31	Completed 9/2014	Completed 12/2014	PRR
Pima Rd: Krail St to Chaparral Rd	Work and Reimbursement	13,751,344.07	757,150.89	Completed 9/2014	Completed 10/2017	PRR
Frank Lloyd Wright Blvd at Loop 101 Traffic Interchange	Work and Reimbursement	510,000.00	-	---	---	PO/PA/PRR
Raintree Dr at Loop 101 Traffic Interchange	Work and Reimbursement	85,000.00	-	---	---	PO/PA/PRR
Redfield Rd: Raintree Dr to Hayden Rd	Work and Reimbursement	1,500,000.00	-	Completed 8/2014	Completed 12/2014	PRR
Raintree Drive: Scottsdale Rd to Hayden Rd	Work and Reimbursement	13,214,476.60	2,439,506.81	Completed 8/2014	Completed 12/2014	PRR
Raintree Dr: Hayden Rd to Loop 101	Work and Reimbursement	4,023,392.30	91,330.48	Completed 10/2017	Completed 2/2018	PRR
Scottsdale Rd: Jomax Rd to Dixileta Dr	Work and Reimbursement	1,190,000.00	-	Completed 04/2020	Completed 04/2020	PRR
Shea Blvd Intersection Improvements	Work and Reimbursement	700,000.00	-	Completed 05/2020	Completed 05/2020	PRR
Shea Blvd at 124th St: Intersection Improvements	Reimbursement Only	428,411.92	-	Completed 12/2017	Completed 2/2018	PRR
Legacy Blvd Hayden Rd to Pima Rd	Work and Reimbursement	110,000.00	-	---	---	PO/PA/PRR
Drinkwater Blvd Bridge	Work and Reimbursement	4,276,000.00	4,196,758.06	Completed 7/2019	Completed 9/2019	PRR

TABLE 4A. ARTERIAL LIFE CYCLE PROGRAM
STATUS OF RARF-FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2020
 Consistent with the Fiscal Year 2020 ALCP approved on May 20, 2020

FACILITY/LOCATION	SCHEDULE FOR WORK (W) AND/OR REIMB. (R) FY 2020	REGIONAL FUNDING (Millions)					TOTAL EXPENDITURES (Millions)			FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFORMATION
		Reimb. through FY19 (YOE\$)	FY 2020 Est. Reimb. (2019\$)	Est. Reimb. FY21-FY26 (2019\$)	Total Reimb. FY06-FY26 (2019\$, YOE\$)	Unfunded Due to Deficit (2019\$)	Expend through FY19 (YOE\$)	Est. Future Expend FY20-FY26 (2019\$)	Total Expend FY06-FY26 (2019\$, YOE\$)			
CHANDLER												
Chandler Heights Rd: Arizona Ave to McQueen Rd	W/R	0.261	0.069	0.000	0.331	0.000	0.370	0.340	0.710	2020	1.00	ROW only. Des & Const. federally funded.
Ocotillo Rd: Cooper Rd to Gilbert Rd	W/R	1.500	4.999	0.000	6.499	0.000	2.583	1.177	3.760	2020	2.50	
Cooper Rd: Alamosa Drive to Riggs Rd (ROW)	W/R	0.257	0.967	0.000	1.224	0.000	0.367	1.178	1.545	2021	1.80	
EL MIRAGE												
Thunderbird Rd: 127th Ave to Grand Avenue	W/R	10.060	0.280	0.000	10.340	0.000	14.371	0.401	14.772	2017	0.50	ROW & Const. only.
El Mirage Rd: Peoria Ave to Cactus Rd	W/R	6.138	5.917	0.000	12.055	0.000	8.792	0.050	8.842	2016	1.00	ROW & Const. only.
El Mirage Rd: Cactus to Grand Avenue	W/R	2.395	0.000	0.000	2.395	0.000	3.422	10.131	13.553	2017	1.50	ROW & Const. only.
Dysart Rd: Northern Ave to Peoria Ave	W	0.000	1.373	0.000	1.373	0.000	0.000	14.756	14.756	2022	2.00	
FOUNTAIN HILLS												
Shea Blvd: Palisades Blvd to Technology Dr	W/R	0.000	0.150	2.022	2.172	0.692	0.000	5.443	5.443	2023	2.20	
GILBERT												
Elliot Rd at Cooper Rd: Intersection Improvements	W/R	0.300	1.060	6.554	7.914	0.000	0.319	9.687	10.006	2021	0.50	
Germann Rd: Gilbert Rd to Val Vista Dr	W/R	0.904	10.563	4.938	16.404	0.000	3.959	16.955	20.913	2021	2.00	
Higley Rd at Baseline Rd: Intersection Improvements	W/R	0.411	3.364	0.000	3.775	0.000	4.868	0.095	4.963	2021	0.50	
Lindsay Road: Pecos Road to Germann Road	W/R	0.000	3.925	3.683	7.608	0.000	5.574	6.997	12.571	2021	1.00	
Val Vista Dr: Appleby Rd to Riggs Rd	W/R	0.000	4.925	14.872	19.796	4.515	3.778	22.185	25.963	2021	2.50	
MARICOPA COUNTY												
El Mirage Rd: Northern Ave to Peoria Ave	W/R	7.964	0.990	0.000	8.954	0.000	11.527	2.400	13.926	2019	2.00	
Gilbert Rd: Bridge over Salt River	W/R	3.600	0.000	39.037	42.637	0.000	5.215	36.022	41.237	2025	1.60	

Reimb. Reimbursement(s)
FY Fiscal Year

YOE Year of Expenditure
Expend Expended/Expenditures

\$ Dollars
Est. Estimated

* Measured in centerline miles

TABLE 4A. ARTERIAL LIFE CYCLE PROGRAM
STATUS OF RARF-FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2020
 Consistent with the Fiscal Year 2020 ALCP approved on May 20, 2020

FACILITY/LOCATION	SCHEDULE FOR WORK (W) AND/OR REIMB. (R) FY 2020	REGIONAL FUNDING (Millions)					TOTAL EXPENDITURES (Millions)			FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFORMATION
		Reimb. through FY19 (YOE\$)	FY 2020 Est. Reimb. (2019\$)	Est. Reimb. FY21-FY26 (2019\$)	Total Reimb. FY06-FY26 (2019\$, YOE\$)	Unfunded Due to Deficit (2019\$)	Expend through FY19 (YOE\$)	Est. Future Expend FY20-FY26 (2019\$)	Total Expend FY06-FY26 (2019\$, YOE\$)			
		MARICOPA COUNTY (Cont.)										
McKellips Rd: Loop 101 to SRP-MIC/Alma School Rd	W/R	0.644	1.946	10.001	12.591	14.567	1.079	19.670	20.749	2022	2.00	
MESA												
Broadway Rd:Country Club Dr to Mesa Dr	W/R	0.000	0.750	4.890	5.640	0.000	0.000	16.121	16.121	2022	4.50	
Broadway Rd: Mesa Dr to Stapley Dr	W/R	0.000	2.135	13.332	15.467	0.000	0.258	21.838	22.095	2023	1.00	
Elliot Rd: Ellsworth to Signal Butte Rd	W/R	4.078	8.560	0.000	12.638	0.000	10.744	7.639	18.383	2020	2.00	
Mesa Dr: US 60 to Southern Ave	W/R	16.531	0.053	0.000	16.584	0.000	23.857	0.000	23.857	2014	1.00	
Mesa Dr: 8th Avenue to Main Street	W/R	1.902	9.870	0.000	11.772	0.000	5.381	11.309	16.690	2022	1.00	
Signal Butte Rd: Williams Field Rd to Germann Rd.	W/R	0.000	1.688	0.000	1.688	0.000	0.400	17.533	17.933	2026	2.00	
Southern at Country Club Dr: Intersection Improvements	W	0.342	0.000	0.000	0.342	0.000	0.534	7.738	8.272	2024	0.50	
Southern Ave at Stapley Dr: Intersection Improvements	W/R	1.051	0.675	3.000	4.726	0.000	2.764	6.077	8.841	2021	1.00	HSIP recipient.
Southern Ave: Gilbert Rd to Val Vista Dr	W/R	0.000	0.232	4.483	4.715	0.000	0.000	9.240	9.240	2023	2.50	
Southern Avenue: Greenfield Rd to Higley Rd	W/R	0.628	3.606	2.000	6.234	0.000	0.703	5.816	6.519	2020	1.50	
Val Vista Dr: Baseline Rd to US-60	W/R	0.182	2.012	1.404	3.598	4.722	1.542	0.000	1.542	2020	1.00	
Baseline Rd: 24th Street to Consolidated Canal	W/R	0.414	5.726	2.000	8.140	0.000	4.351	0.000	4.351	2020	1.00	
PEORIA												
Happy Valley Rd: Agua Fria to Loop 303	W	0.000	0.000	0.000	0.000	0.000	0.000	47.200	47.200	2019	0.75	
Happy Valley Rd: Lake Pleasant Parkway to Agua Fria	W/R	1.195	0.700	0.000	1.895	11.114	1.707	15.148	16.856	2021	1.50	

Reimb. Reimbursement(s)
FY Fiscal Year

YOE Year of Expenditure
Expend Expended/Expenditures

\$ Dollars
Est. Estimated

* Measured in centerline miles

TABLE 4A. ARTERIAL LIFE CYCLE PROGRAM
STATUS OF RARF-FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2020
 Consistent with the Fiscal Year 2020 ALCP approved on May 20, 2020

FACILITY/LOCATION	SCHEDULE FOR WORK (W) AND/OR REIMB. (R) FY 2020	REGIONAL FUNDING (Millions)					TOTAL EXPENDITURES (Millions)			FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFORMATION
		Reimb. through FY19 (YOE\$)	FY 2020 Est. Reimb. (2019\$)	Est. Reimb. FY21-FY26 (2019\$)	Total Reimb. FY06-FY26 (2019\$, YOE\$)	Unfunded Due to Deficit (2019\$)	Expend through FY19 (YOE\$)	Est. Future Expend FY20-FY26 (2019\$)	Total Expend FY06-FY26 (2019\$, YOE\$)			
		PHOENIX										
Happy Valley Rd: I-17 to 35th Ave Scoping and Environmental Study	W/R	0.000	0.500	0.000	0.500	0.000	0.750	0.000	0.000	--	5.00	
SCOTTSDALE/CAREFREE												
Happy Valley Rd: Pima Rd to Alma School Rd	W/R	0.264	1.276	11.040	12.580	0.000	0.684	22.136	22.820	2021	2.20	
Pima Rd: Pinnacle Peak to Happy Valley Rd	W/R	0.792	13.511	1.688	15.991	0.000	5.448	17.395	22.844	2022	1.00	
SCOTTSDALE												
Pima Rd: Via Linda to Via De Ventura	W/R	0.101	1.237	0.000	1.339	0.000	0.158	2.196	2.354	2020	1.30	
Pima Rd: Krail St to Chaparral Rd	W/R	1.142	13.751	0.000	14.894	0.000	2.714	15.637	18.351	2021	2.00	
Frank Lloyd Wright Blvd at Loop 101 Traffic Interchange	W/R	0.000	0.510	0.000	0.510	0.000	0.000	2.247	2.247	2022	0.40	
Raintree Dr at Loop 101 Traffic Interchange	W/R	0.000	0.085	0.650	0.735	0.000	0.000	7.524	7.524	2023	0.40	
Redfield Rd: Raintree Dr to Hayden Rd	W/R	0.000	1.500	0.000	1.500	0.000	0.000	5.645	5.645	2020	1.00	
Raintree Drive: Scottsdale Rd to Hayden Rd	W/R	5.214	13.214	0.000	18.429	0.000	11.930	10.890	22.820	2021	1.20	
Raintree Drive: Hayden Rd to Loop 101	W/R	0.299	4.023	0.000	4.322	0.000	0.557	7.699	8.256	2022	1.00	
Scottsdale Rd: Jomax Rd to Dixileta Dr	W/R	0.000	1.190	0.000	1.190	0.000	0.000	23.799	23.799	2023	2.00	
Shea Blvd Intersection Improvements	W/R	0.000	0.700	9.227	9.927	0.000	0.000	14.181	14.181	2022	0.30	
Shea Blvd at 124th St: Intersection Improvements	R	0.000	0.428	0.000	0.428	0.000	0.000	1.217	1.217	2018	0.25	
Legacy Blvd Hayden Rd to Pima Rd	W/R	0.000	0.110	19.730	19.840	0.000	0.000	28.342	28.342	2023	1.50	
Drinkwater Blvd Bridge	W/R	0.000	4.276	1.723	5.999	0.000	5.995	2.582	8.577	2020	0.20	

Reimb. Reimbursement(s)
FY Fiscal Year

YOE Year of Expenditure
Expend Expended/Expenditures

\$ Dollars
Est. Estimated

* Measured in centerline miles

TABLE 4B. ARTERIAL LIFE CYCLE PROGRAM
STATUS OF FEDERALLY FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2020
 Consistent with the Fiscal Year 2020 ALCP approved on May 20, 2020

FACILITY/LOCATION	SCHEDULE FOR WORK (W) AND/OR REIMB. (R) FY 2020	OBLIGATIONS (Millions)					TOTAL EXPENDITURES (Millions)			FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFORMATION
		Obligated through FFY19	Est. Obligations FFY20	Est. Obligations FFY21-FFY26	Total Federal Funding FFY2006 - FFY2026	Unfunded Due to Deficit (2019\$)	Expend through FY19 (YOES)	Est. Future Expend FY20-FY26 (2019\$)	Total Expend FY06-FY26 (2019\$.YOES)			
CHANDLER												
Chandler Heights Rd: Arizona Ave to McQueen Rd	W/R	7.075	0.000	0.000	7.075	0.000	8.481	2.705	11.186	2020	1.00	Design & Const only. ROW RARF funded.
Chandler Heights Rd: McQueen Rd to Gilbert Rd	W/R	3.001	0.000	6.582	9.583	0.000	1.271	16.604	17.875	2021	3.00	
Chandler Heights Rd: Gilbert Rd to Val Vista Rd	W	0.000	0.000	2.587	2.587	0.000	0.000	11.103	11.103	2023	2.00	
Ocotillo Rd: Gilbert Rd to 148th Street	W/R	0.820	2.358	0.000	3.178	0.000	0.611	7.869	8.480	2021	2.00	
Cooper Rd: Alamosa Drive to Riggs Rd	W/R	1.037	7.426	2.599	11.063	0.474	1.019	10.167	11.186	2021	1.80	Const. only. ROW RARF funded.
Lindsay Road: Ocotillo Rd to Hunt Hwy	W/R	0.000	1.214	6.237	7.451	0.211	0.000	23.862	23.862	2024	3.00	
CHANDLER & GILBERT												
Queen Creek Rd: McQueen Rd to Gilbert Rd	W/R	11.797	0.000	0.000	11.797	5.112	16.397	0.000	16.397	2020	2.00	
GILBERT												
Lindsay Road/SR-202L Transportation Interchange & Frontage Road	W	0.000	0.000	8.339	8.339	0.000	2.704	14.249	16.953	2022	1.25	
MARICOPA COUNTY												
McKellips Rd: Loop 101 to SRP-MIC/Alma School Rd	W/R	0.294	0.000	0.000	0.294	0.000	0.421	0.160	0.581	2022	2.00	Pre-design only. Design RARF funded.
Northern Parkway: Dysart to 111th	W/R	54.718	0.000	5.209	59.927	0.000	50.199	11.989	62.188	2020	2.50	
Northern Parkway: 99th Ave to 87th Ave	W/R	0.000	0.500	15.600	16.100	0.000	0.002	40.020	40.022	2021	0.50	
Northern Parkway: Dysart Overpass	W/R	0.833	0.000	0.000	0.833	0.000	0.707	3.077	3.784	2020	0.10	Design Only.
Northern Parkway: 111th Ave to Grand	W/R	0.000	0.000	0.000	0.000	0.000	0.000	12.600	12.600	2021	5.50	
Northern Parkway: Sarival to Dysart Safety Improvements	W/R	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2022	4.10	
Northern Parkway: Loop 101 to Grand Ave Scoping Assessment	W/R	0.943	0.000	0.000	0.943	0.000	1.330	0.000	1.330	2018	0.00	Pre-Design/Scoping Only.

Reimb. Reimbursement(s)
FY Fiscal Year

YOE Year of Expenditure
Expend Expended/Expenditures

\$ Dollars
Est. Estimated

* Measured in centerline miles

TABLE 4B. ARTERIAL LIFE CYCLE PROGRAM
STATUS OF FEDERALLY FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2020
Consistent with the Fiscal Year 2020 ALCP approved on May 20, 2020

FACILITY/LOCATION	SCHEDULE FOR WORK (W) AND/OR REIMB. (R) FY 2020	OBLIGATIONS (Millions)					TOTAL EXPENDITURES (Millions)			FINAL FY for CONST	LENGTH* (Miles)	OTHER PROJECT INFORMATION
		Obligated through FFY19	Est. Obligations FFY20	Est. Obligations FFY21-FFY26	Total Federal Funding FFY2006 - FFY2026	Unfunded Due to Deficit (2019\$)	Expend through FY19 (YOE\$)	Est. Future Expend FY20-FY26 (2019\$)	Total Expend FY06-FY26 (2019\$,YOE\$)			
MARICOPA COUNTY (Cont.)												
Northern Parkway: El Mirage Alternative Access	W/R	0.248	0.000	3.199	3.447	0.000	0.385	6.865	7.250	2021	0.75	
Northern Parkway: El Mirage Overpass	W/R	0.943	0.000	0.000	0.943	0.000	0.929	0.071	1.000	2020	0.40	Design Only.
Northern Parkway: Agua Fria to 99th Ave	W/R	3.301	0.000	2.169	5.469	0.000	0.561	2.939	3.500	2026	2.50	Design Only.
MESA												
Southern Ave at Stapley Dr: Intersection Improvements	W/R	0.000	7.277	0.000	7.277	0.000	2.764	12.258	15.022	2021	1.00	Construction only.
PHOENIX												
Avenida Rio Salado Phase I: 51st Ave to 43rd Ave and 35th Ave to 7th Street	W/R	44.193	0.000	0.000	44.193	0.000	60.754	11.155	71.909	2015	5.00	
Avenida Rio Salado Phase II: 51st Ave to 35th Ave, 7th Ave, and 7th Street	W	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2018	3.00	
SCOTTSDALE												
Miller Rd/SR-101L Underpass	W/R	1.602	7.673	4.030	13.305	0.000	0.462	8.136	1.000	2021	0.40	

Reimb. Reimbursement(s)
FY Fiscal Year

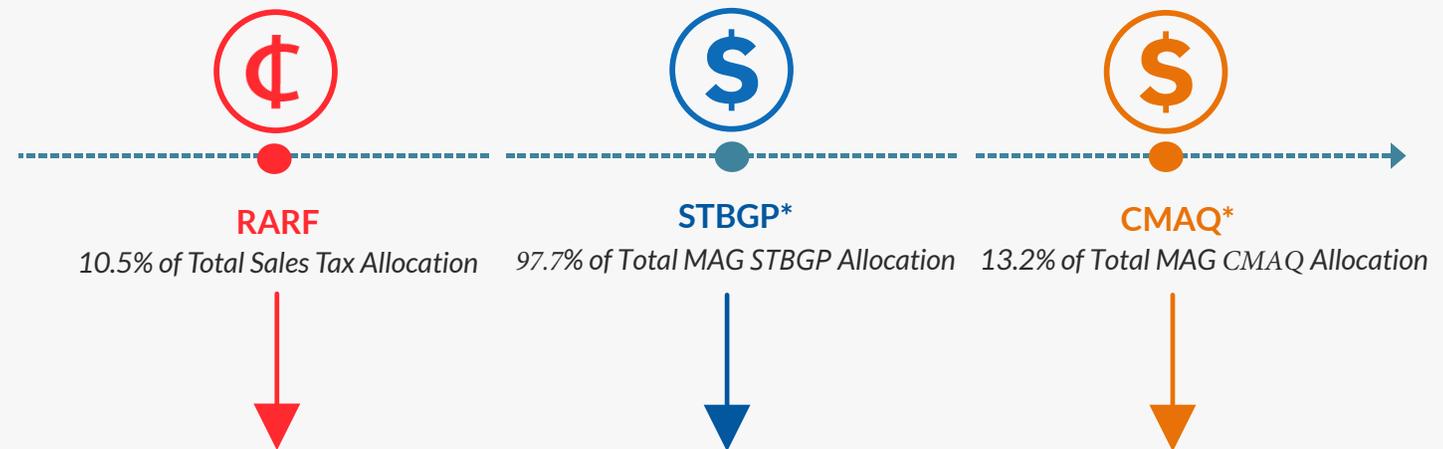
YOE Year of Expenditure
Expend Expend/Expenditures

\$ Dollars
Est. Estimated

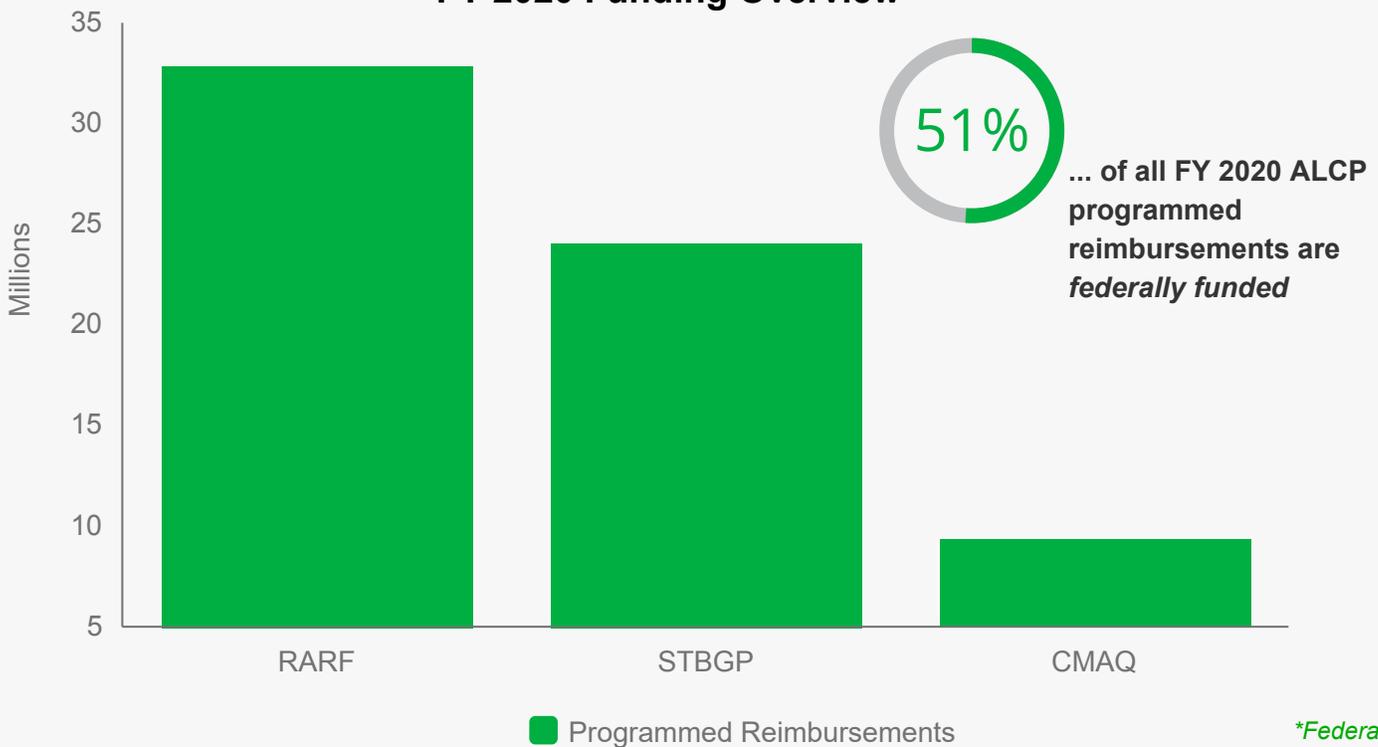
* Measured in centerline miles

APPENDIX A: Federal Composition

FY 2020 ALCP



FY 2020 Funding Overview



How is Federal Funding Leveraged?

The 2003 Regional Transportation Plan, which was the basis for the Proposition 400 ballot initiative, included \$1.464 billion (2002\$) for arterial street improvements in the MAG Region. These improvements were funded through a combination of the half cent sales tax and federal transportation sources allocated to the MAG region. Specifically, 58.9 percent of the arterial street program's funding was from the half cent sales tax while the remaining 41.1 percent was from federal Surface Transportation Block Grant Program (STBGP) and Congestion Mitigation and Air Quality (CMAQ) funds.

The proportion of funding from each of these three sources into the arterial street program was also established by the 2003 Regional Transportation Plan, and in the case of the half cent sales tax, later codified in state statute. As such, the exact split between the half cent sales tax and federal transportation sources has changed over time as revenues have fluctuated. In the FY 2021 ALCP, 52.8 percent of the program's funding comes from the half cent sales tax while 47.2 percent is from STBGP and CMAQ funds.

August 12, 2020

TO: Members of the Transportation Policy Committee

THROUGH: Eric Anderson, Executive Director

FROM: Audra Koester Thomas, Transportation Planning Program Manager

SUBJECT: MANAGEMENT COMMITTEE WORK GROUP UPDATE

June Recap

RTP Vision and Goals

The draft vision and draft goals were initially presented at the May 27, 2020, Management Committee Work Group, and then subsequently at the June 2020 Management Committee, Transportation Policy Committee and Regional Council meetings. Based on feedback received, the following final vision and goals were presented at the July 1, 2020, Management Committee Work Group:

The transportation system plays a critical role in ensuring a high quality of life for residents of the MAG region. The purpose of the Regional Transportation Plan is to establish a sustainable, resilient, multimodal transportation investment program that connects people with opportunities to prosper and thrive. We will deliver a world-class transportation system that reflects the following mission-critical goals:

- Prosperity – support economic competitiveness and growth through strategic transportation investments.
- Responsiveness – expand travel choices that accommodate future growth and are flexible in adapting to changing needs and innovations.
- Livability – invest in a transportation system that supports health and well-being, and sustains the environment.
- Safety – provide for the safety and security of pedestrians, bicyclists, riders and drivers.
- Preservation – maintain our region’s transportation infrastructure to protect existing investments for the future.

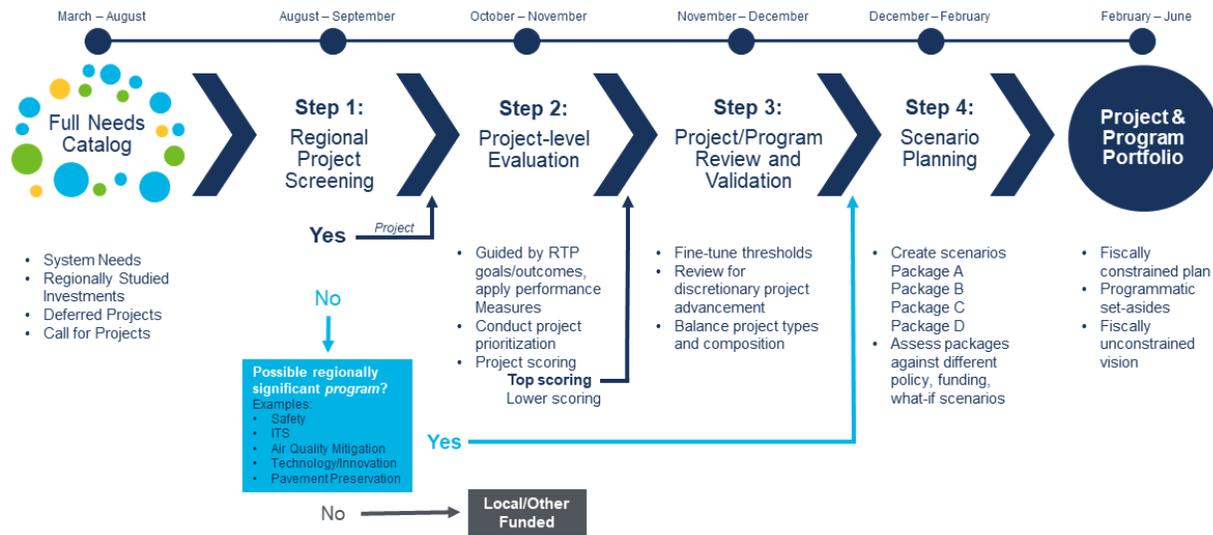
- Mobility – ensure ease of movement for people and goods throughout the region, providing equitable and appropriate access to essential services and destinations.

Feedback from Management Committee Work Group was positive, giving concurrence that the revisions were reflective of comments received.

RTP Performance-Based Evaluation Process

Both federal and state guidance require a performance-based evaluation process in developing the fiscally constrained plan and investment strategy. The performance-based evaluation process was presented at the July 1, 2020, Management Committee Work Group and is depicted in Figure 1. This process illustrates how the regional needs catalogue—comprised of system identified needs, regionally studied investments, deferred projects from Proposition 400, and member agency submissions from the RTP Call for Projects—will be evaluated to identify the highest performing projects and programs.

Figure 1: RTP Performance-Based Evaluation Process



To conduct Step 1 Regional Project Screening, draft definitions were presented at the May 27, 2020, Management Committee Work Group and presented at the June 2020 Management Committee, Transportation Policy Committee, and Regional Council meetings. After receiving concurrence, these definitions will now be applied as Step 1 of the RTP performance-based evaluation process, sorting regionally significant candidate projects that will be evaluated individually, from smaller groups of projects that when bundled could be considered as a regionally significant program.

- A *regionally significant project* is one that substantially contributes to the regional transportation system, benefitting the movement of people and goods across jurisdictions and connecting communities, activity centers, and destinations. The benefits of a regionally significant project should be as high for users outside the jurisdiction for which it is located as it is for those that reside within that jurisdiction. Projects are often high capacity (e.g., freeway, highway, rail, BRT) or contribute to a system network (e.g., regional bus network, grid arterial network, bridge/connect a gap).
- A *regionally significant program* is one that is consistent with the regions values/vision and achieves unique or distinct priorities shared across the region.

Management Committee Work Group July Feedback

Management Committee Work Group met twice in July (July 1 and July 29) to review technical aspects of the performance-based evaluation process. Two homework assignments were also distributed to solicit additional information and can be referenced as attachments to this transmittal.

MCWG Feedback Received: Step 2 (Project-level Evaluation)

Table 1: Step 2 Project-Level Evaluation Feedback

Project Mode	Freeway/Highway	Arterial	High Capacity Transit
Measures of Emphasis	<ul style="list-style-type: none"> • Prosperity: existing, future employment • Mobility: bottlenecks, level of service (*safety) 	<ul style="list-style-type: none"> • Safety: locations with crash history (including bike/ped) • Prosperity: existing, future employment 	<ul style="list-style-type: none"> • Mobility: transit propensity analysis, ridership demand
Other Potential Measures	<ul style="list-style-type: none"> • Mobility: future residential growth • Responsiveness: can support/accommodate multimodal • Prosperity: connects major activity centers (e.g., medical, education) 	<ul style="list-style-type: none"> • Safety: complete street considerations (e.g., pedestrian and bicyclist considerations) • Mobility: future residential growth; connects with educational establishments 	<ul style="list-style-type: none"> • Connections to activity centers (e.g., medical, education, entertainment) • Connection(s) to existing/planned HCT, existing transit service • Serve existing, future high density residential
Weighting	Mobility, Safety, Prosperity	Safety, Mobility, Prosperity, Preservation	Mobility

Step 3 (Project/Program Review and Validation) and Step 4 (Scenario Planning & Trade Off Analysis)

A large portion of the July 29, 2020, Management Committee Work Group was spent in a facilitated scenario planning workshop intended to generate dialogue regarding the specific policy issues that will inform development of plan concepts, as well as the specific uncertainties of which to test the resiliency of plan scenarios against. The following summarizes feedback received.

What are the policy issues that are especially important to consider during this process?

- Roles and responsibilities regarding preservation and maintenance (freeway/highway, arterial, local street)
- Revenue alternatives (e.g., sales tax rate)
- Impact of annexation and land use implications
- Implications of transportation investments on land use
- Regional equity
- Weight or preference to deferred projects
- Identification of investments that best support the region's economic competitiveness (relative to peers)
- Analyzing the implications of how decisions anchored in the new regional transportation plan—and the assumptions it's built upon—impact the big-picture and regional outcomes desired (e.g., implications of historic auto-centric planning at fossil fuel tipping-point)
- Balancing development of an unconstrained, long-range transportation vision alongside a more discrete, fiscally-constrained investment policy/strategy
- Balancing ongoing program flexibility with a transportation portfolio that will resonate with voters

What are specific uncertainties you want to test?

- Rideshare, autonomous vehicles
- Remote work and alternative work schedules
- Unknown future technology (e.g., drones)
- Long-term impacts of COVID (specifically on transit ridership and demand)
- Political uncertainty
- Voter sentiment

What key questions do you want to get feedback from the public on in the near term?

- Receive feedback on how the public wants to achieve the outlined vision and goals for the regional transportation plan

What's Next

Presentation of the RTP Performance-Based Evaluation Process will be presented at the August policy committees, including Management Committee, Transportation Policy Committee and Regional Council meetings. Feedback and direction on the regionally-significant project-level evaluation measures (Step 2), as well as policy considerations and uncertainties will be sought. Feedback from the August policy committees will inform development of refined project-evaluation frameworks (Step 2) to be presented at the September 9, 2020, Management Committee Work Group. In addition, the needs catalogue, results of Step 1 Regional Project Screening, and draft Step 3 Project/Program Review Framework considerations will be presented.

Attachments: MCWG Performance Evaluation Input Questionnaire
MCWG Scenario Planning Pre-Workshop Questionnaire
MCWG Scenario Planning Workshop Presentation



MAG RTP Managers Working Group – Performance Evaluation Input Questionnaire

At the July 1, 2020, RTP Managers Working Group Meeting, MAG presented revised RTP vision and goals, which reflected prior feedback provided by the Managers Working Group:

The transportation system plays a critical role in ensuring a high quality of life for residents of the MAG region. The purpose of the Regional Transportation Plan is to establish a sustainable, resilient, multimodal transportation investment program that connects people with opportunities to prosper and thrive. We will deliver a world-class transportation system that reflects the following mission-critical goals:

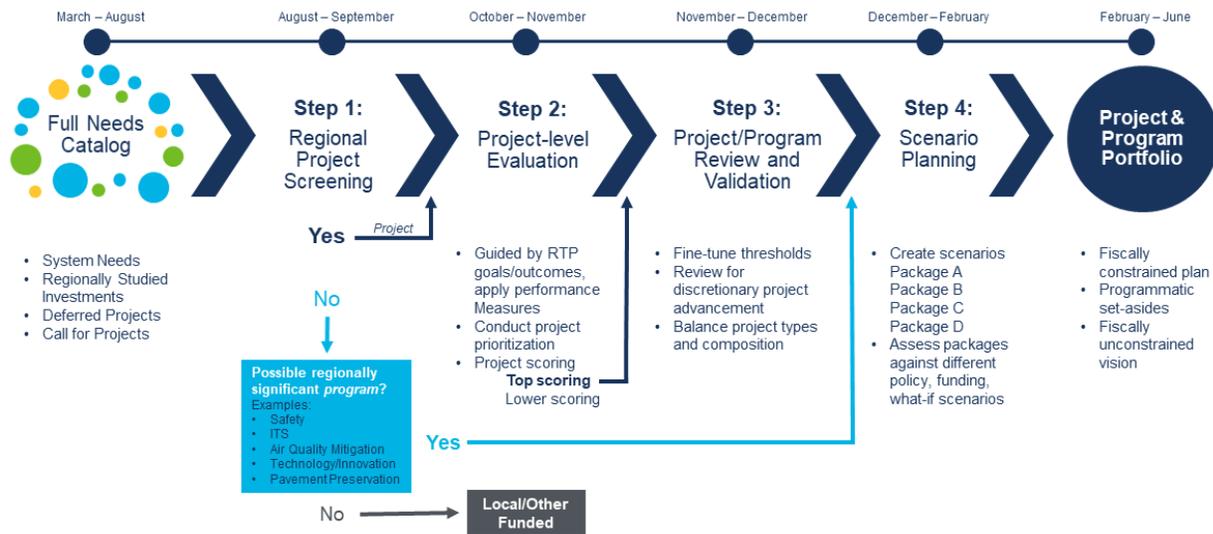
- **Safety** – provide for the safety and security of pedestrians, bicyclists, riders and drivers.
- **Prosperity** – support economic competitiveness and growth through strategic transportation investments.
- **Responsiveness** – expand travel choices that accommodate future growth and are flexible in adapting to changing needs and innovations.
- **Livability** – invest in a transportation system that supports health and well-being, and sustains the environment.
- **Preservation** – maintain our region’s transportation infrastructure to protect existing investments for the future.
- **Mobility** – ensure ease of movement for people and goods throughout the region, providing equitable and appropriate access to essential services and destinations.

At the meeting, MAG also presented the performance-based evaluation process on how the universe of identified regional needs will be considered and evaluated to develop a fiscally constrained plan. That process is depicted in Figure 1. We have prepared this packet of materials to gather your feedback on the following:

- Are there goals that are more important than others? Why?
- Will the draft evaluation outcomes and performance measures sufficiently identify projects that help achieve the regional vision and goals?
- Are there outcomes, criteria or measures that we’re missing?

Your feedback is important in strengthening the performance evaluation process and will be used to further the conversation at the July 29, 2020, working group. **Responses are requested by July 24.**

Figure 1: RTP Performance-Based Evaluation Process



RTP Goals

1. In thinking about the goals, do you believe they all should receive equal consideration or do you believe some are more important than others?

- No, all goals are of equal importance.
- Yes.

If yes, how would you rank their order of priority or importance for the region's transportation future?

RTP Goals	Rank (1 most important to 6 least important)	Why?
Safety		
Prosperity		
Responsiveness		
Livability		
Preservation		
Mobility		

Outcomes, Criteria, Measures

During **Step 2** of the performance-based evaluation process (as shown in Figure 1), candidate projects will be evaluated to identify the highest performing highway/freeway, high capacity transit and arterial projects. Development of a performance-based plan places emphasis on available data, and specific to Step 2, identification of measures that can be used to evaluate individual project performance within each major modal category. In Step 2, the evaluation and scoring will be performed on like candidate projects



within modal categories, not across modes. Because projects in each modal category possess mode-specific attributes, there are slightly differentiated draft outcomes, criteria, and measures corresponding to each of the three major modal categories (freeway/highway, arterial, high capacity transit). Each makes use of readily available data that can be applied in a project-level evaluation. As currently drafted, the Livability goal is not included as part of a project-level evaluation (Step 2) and will instead be applied during Project/Program Review and Validation (Step 3) and Scenario Planning (Step 4).

Freeway/Highway Project Performance Framework

The following table outlines potential outcomes, criteria, and measures by which individual projects can be evaluated using available data sources. As noted, the Livability goal is intended to be used in Steps 3 and 4.

Table 1: Draft Freeway/Highway Project Performance Framework

Goals	Intended Outcome	Evaluation Criteria	Performance Measures	Potential Data Sources
Safety	Does the project improve locations with crash concerns?	Improve Crash Rate	Total Crash Rate	Safety Data Database
	Does the project improve locations with fatal and serious crash concerns?	Improve Serious & Fatal Crash Rate	Serious & Fatal Crash Rate	
Prosperity	Does the project serve existing employment locations?	Connect Existing Employment	Current Employment (TAZ)	MAG Travel Demand Model / Socioeconomic Data
	Does the project benefit future employment locations?	Connect Future Employment	Future Employment (TAZ)	
Responsiveness	Does this project address an area with reliability concerns?	System Reliability	Planning Time Index	INRIX/HERE Database
			Truck Planning Time Index (NHS only)	
Livability *				
Preservation	Does the project improve existing maintenance or preservation issues?	Pavement Condition	Pavement Condition	ADOT Pavement Condition (IRI, Rutting, % Cracking)
	Does the project improve existing maintenance or preservation issues?	Bridge Condition	Bridge Rating	ADOT Bridge Inspection Inventory
Mobility	Does the project address a location with travel delay?	Reduce Travel Times	Travel Time Index	INRIX/HERE Database
	Does the project address a location with recurring traffic congestion?	Ease of Movement	Volume / Capacity (LOS)	MAG Travel Demand Model
			Top Freeway/Highway Bottlenecks	INRIX
	Does the project improve freight vehicle efficiency?	Improve Freight Efficiency	Truck Travel Time Index (NHS only)	INRIX/HERE Database
Does the project improve access for critical populations?	Improve Access	% EJ populations	US Census Data	

* The Livability RTP goal will be incorporated in Step 3 (Project/Program Review and Validation) and Step 4 (Scenario Planning) to assess the cumulative impact of the draft investment portfolio.



2. In reviewing Table 1, are any outcomes/evaluation criteria/performance measures missing that would be important in evaluating candidate freeway/highway projects? If so, please specify in the table below.

Goal	Intended Outcome	Evaluation Criteria	Performance Measures	Potential Data Sources
[[]]	[[]]	[[]]	[[]]	[[]]

3. Which outcomes/evaluation criteria/performance measures do you feel are most important in identifying the highest performing freeway/highway projects?

[[]]



Arterial Project Performance Framework

The following table outlines potential outcomes, criteria, and measures by which individual projects can be evaluated using available data sources. As noted, the Livability goal is intended to be used in Steps 3 and 4.

Table 2: Draft Arterial Project Performance Framework

Goals	Intended Outcome	Evaluation Criteria	Performance Measures	Potential Data Sources
Safety	Does the project improve locations with crash concerns?	Improve Crash Rate	Total Crash Rate	Safety Data Database
	Does the project improve locations with fatal and serious crash concerns?	Improve Serious & Fatal Crash Rate	Serious & Fatal Crash Rate	
Prosperity	Does the project serve existing employment locations?	Connect Existing Employment	Current Employment (TAZ)	MAG Travel Demand Model / Socioeconomic Data
	Does the project benefit future employment locations?	Connect Future Employment	Future Employment (TAZ)	
Responsiveness	Does this project address an area with reliability concerns?	System Reliability	Planning Time Index	INRIX/HERE Database
Livability*				
Preservation	Does the project improve existing maintenance or preservation issues?	Pavement Condition	Pavement Condition	Arterial Bridge Needs Assessment Dataset
	Does the project improve existing maintenance or preservation issues?	Bridge Condition	Bridge Rating	ADOT Bridge Inspection Inventory
Mobility	Does the project address a location with travel delay?	Reduce Travel Times	Travel Time Index	INRIX/HERE Database
	Does the project address a location with recurring traffic congestion?	Ease of Movement	Volume / Capacity	MAG Travel Demand Model
			Intersection Volume / Capacity	
			Top Arterial Bottlenecks	INRIX
Does the project improve access for critical populations?	Improve Access	% EJ populations	US Census Data	

* The Livability RTP goal will be incorporated in Step 3 (Project/Program Review and Validation) and Step 4 (Scenario Planning) to assess the cumulative impact of the draft investment portfolio.

4. In reviewing Table 2, are any outcomes/evaluation criteria/performance measures missing that would be important in evaluating candidate arterial projects? If so, please specify in the table below.

Goal	Intended Outcome	Evaluation Criteria	Performance Measures	Potential Data Sources
[[]]	[[]]	[[]]	[[]]	[[]]



5. Which outcomes/evaluation criteria/performance measures do you feel are most important in identifying the highest performing arterial projects?

High Capacity Transit Project Performance Framework

The following table outlines potential outcomes, criteria, and measures by which individual projects can be evaluated using available data sources. As noted, the Livability goal is intended to be used in Steps 3 and 4. Additionally, as part of this proposed framework, the Safety and Preservation goals would not be applied to evaluating high capacity transit projects in Step 2, given the characteristics of high capacity transit. Also, given the lack of applicable safety and preservation data sources, there are no evaluative criteria that could meaningfully differentiate project performance against these goals.

Table 3: Draft High Capacity Transit Project Performance Framework

Goal	Intended Outcome	Evaluation Criteria	Performance Measures	Potential Data Sources
Safety*				
Prosperity	Does the project serve existing employment locations?	Connect Existing Employment	Current Employment (TAZ)	MAG Travel Demand Model / Socioeconomic Data
	Does the project benefit future employment locations?	Connect Future Employment	Future Employment (TAZ)	
Responsiveness	Does the project increase competitive travel choices?	Expand Travel Choices	Network Analysis	
Livability*				
Preservation*				
Mobility	Does the project serve a high transit propensity corridor with unmet transit needs?	Gap Closure	Transit Propensity Analysis	Demographic Analysis
	Does the project improve access for critical populations?	Improve Access	% EJ populations	US Census Data
	Does the project eliminate transfers and reduce total travel time?	Reduce Travel Time Eliminate Transfers	Travel time comparison Trip transfer comparison	Transit service plans/schedules

** The Safety, Livability and Preservation RTP goals will be incorporated in Step 3 (Project/Program Review and Validation) and Step 4 (Scenario Planning) to assess the cumulative impacts of the draft investment portfolio.*



6. Are any outcomes/evaluation criteria/performance measures missing that would be important in evaluating high capacity transit projects? If so, please specify in the table below.

Goal	Intended Outcome	Evaluation Criteria	Performance Measures	Potential Data Sources
[[]]	[[]]	[[]]	[[]]	[[]]

7. Which outcomes/evaluation criteria/performance measures do you feel are most important in identifying the highest performing high capacity transit projects?

Livability Goal

8. As currently drafted, the Livability goal is not included as part of a project-level evaluation (Step 2) and will instead be applied during Project/Program Review and Validation (Step 3) and Scenario Planning (Step 4). From your perspective, in what ways should transportation projects advance the Livability goal of health, well-being, and environmental sustainability? In what ways is this goal particularly important to your community and the region?





MAG RTP Managers Working Group – RTP Scenario Planning Workshop Questions

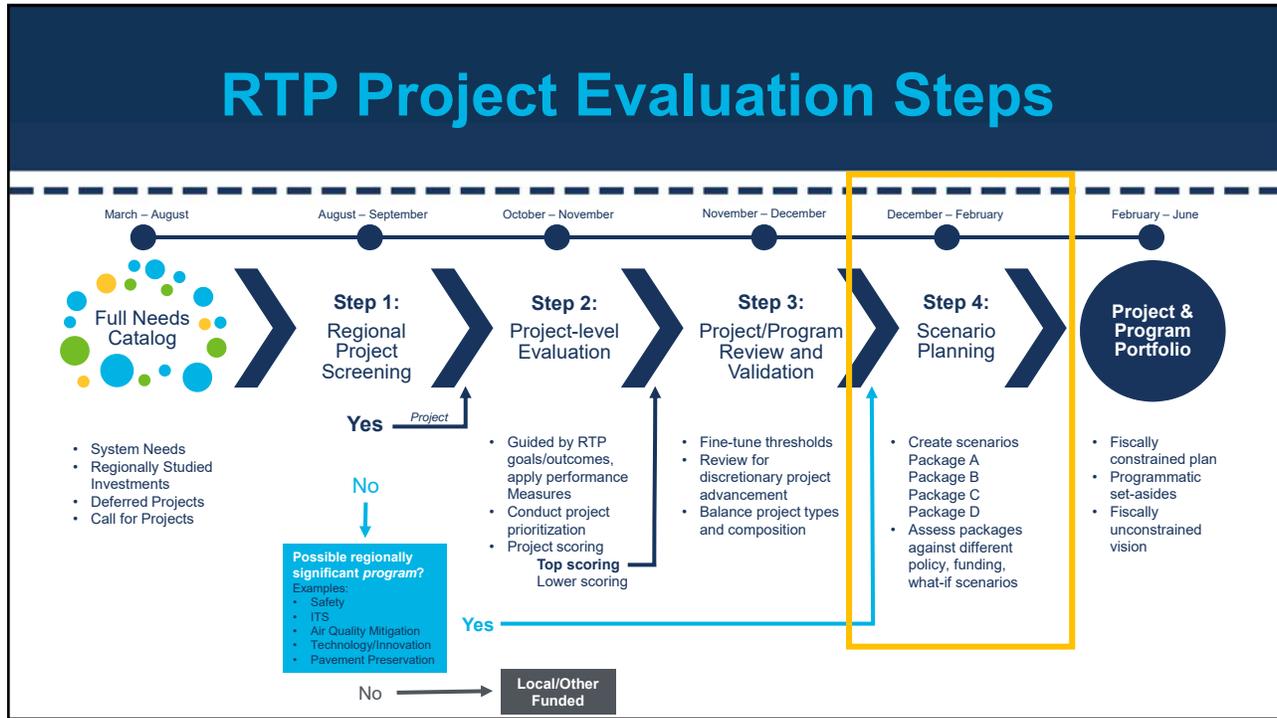
Scenario Planning & Trade Off Analysis (Step 4) Homework Questions – via online survey

1. What do you think are the most notable opportunities or issues that may transform your town or community?
2. What do you think are the most notable opportunities or issues that may transform the MAG Region?
3. Has your town or community begun planning for the potential of new mobility technologies or innovations (such as vehicle electrification or Mobility As A Service)? If so, what are those plans?
4. Have you considered the potential impact that increased telecommuting/work from home might have in your community? If so, what are those considerations?
5. Aside from participation with MAG and your General/Comprehensive Planning efforts, is your community actively engaging in additional long-range planning efforts? If so, what?
6. Are there any specific policy issues that are especially important to consider during this process?
7. Please give an example of something you view as a shared need or goal between the MAG region and your community. This can be as specific as a shared policy or project (i.e. 'add capacity to Interstate 17') or as abstract as an overall goal ('reduce water use').

Scenario Planning Workshop

Scenario Planning Workshop

- Scenario Planning Team Introductions
- National Trends in Metropolitan Transportation
- Scenario Planning in the RTP Process
- Discussion
 - Shared Community Goals
 - Potential Scenarios
- Scenario Planning Team Next Steps



Scenario Planning Team Intro

- Steven Duong
Urban Planning Director

- Tatum Lau
Senior Urban Designer

- Jamie DeAngelo
Urban Planner

- Megan Keith
Urban Planner

National Trends

Connected, Automated, Shared, and Electric (CASE)

- Commercial delivery
- Personal travel
- Internet of Things

Implications

- Congestion management
- Working while commuting
- Vehicle gas tax

You said:

We are engaged in planning for the potential of new mobility technologies or innovations as evidenced by our partnership with Waymo, initiating a microtransit study, implementing a first-mile last-mile partnership with Lyft, and having a technology savvy transportation masterplan that plans for future technologies such as autonomous vehicles.

[We are launching]... a pilot program on autonomous vehicles, installing improved signal technology, and implementing new targeted fixed route connector bus service.



Image Source: Daniel Lawrence Lu, CC BY-SA 4.0

National Trends

Mobility as a Service (MaaS)

- Personal mobility
- Last-mile connections
- Mode-to-mode transfer

Implications

- Vehicle ownership
- Funding
- Inequitable distribution of infrastructure

You said:

Mobility as a Service (MaaS) has a primary function of shifting passengers away from personally owned vehicles towards transportation/mobility provided as a service – something which can be achieved through existing and future transit services.

[We are launching]...an on-going Micro-Mobility Pilot Program to work cooperatively with transportation providers such as Bird and Lime.

It is essential to ensure our residents have transportation options that provide reliable, timely and safe travel to and from all parts of the MAG region.



Image Source: Whim App

National Trends

Work from Home

- Teleworking
- 5G
- Digital divide

Implications

- Office space
- Decoupling land from land use
- Sprawl

You said:

Our experiences today prove that increased telecommuting and work from home is improving/reducing travel demands, congestion and air quality which has immediate and long-lasting effects on economic development and quality of life.

More so than ever, telecommuting is now being reevaluated in the calculation for all aspects of how we deliver city services and a new lifestyle experience for our community.



Image Source: Adobe Spark

National Trends

Freight & Commercial Shipping

- Just in time delivery
- Drones

Implications

- Retail
- Curb management
- Safety

You said:

SkyBridge Arizona, housed on the premises, hosts U.S. & Mexican customs for ease of international transportation of goods and services.

Fiber, internet, broadband, 5G and other types of connectivity need to be incorporated into our regional and local infrastructure plans.



Image Source: Adobe Spark

National Trends

Climate & Weather

- Rise in heat deaths
- Increased wear and tear on infrastructure
- Flooding and drought

Implications

- Urban design
- Vulnerable populations
- Brownouts
- Economic

The management and discussion of key environmental issues that will shape both the region and our communities, including addressing challenges from the urban heat island effect and managing water rights and other water related issues.

You said:

Private development within our community will likely have the biggest impact on our future. Beyond the general economic development impacts, these types of projects will impact traffic flows within the town and impact our need for transportation and infrastructure improvements.

Environmental Heat Deaths in Maricopa County, 2006-2018

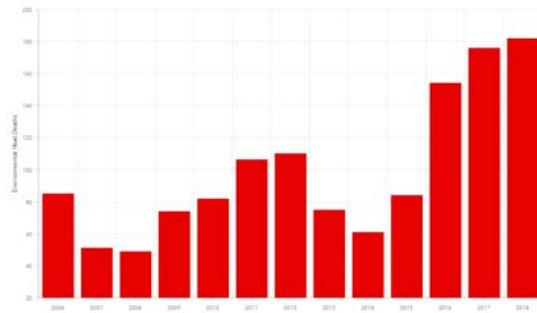


Image Source: Maricopa County Public Health

National Trends

Generational Preferences

- Gen Z
- Millennial
- Gen X
- Baby Boomers

Implications

- Living arrangements
- Car and home ownership

You said:

The city is developing strategies to implement a 20-minute city. Important destinations identified by all population groups can be accessed by bus, walking and bicycles within 20 minutes.

We also have our own, city-specific Livability Goals. Included in this is the notion of Integrated Transportation, which intends to create a range of mobility options that are safe and efficient for all types of users.

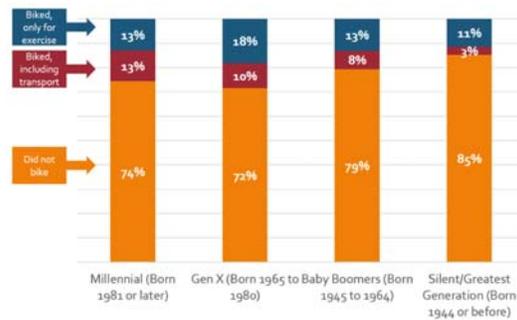


Image Source: Transportation Education and Research Center

What We Heard From You

Transformative Opportunities and Challenges

We asked:

What do you think are the most notable opportunities or issues that may transform **your town or community**?

You said:

- New development along major freeways and arterials.
- Increased walkability and active transport.
- Increased transit options connecting to employment centers.
- Reducing single-occupancy vehicular use.
- Deploying new technologies to understand and manage traffic flow.

What We Heard From You

Transformative Opportunities and Challenges

We asked:

What do you think are the most notable opportunities or issues that may transform **the MAG Region**?

You said:

- Major growth in areas such as ASU campuses and airports.
- The future of the ½ cent regional sales tax.
- New job centers centered around mixed uses and multi-modal connections.
- New transportation technology at scale.

What We Heard From You

New Technologies

We asked:

Has your town or community begun planning for the potential of new mobility technologies or innovations, such as vehicle electrification or Mobility as a Service (MaaS)? If so, what are those plans?

You said:

- Yes!
- Common areas of overlap include electric vehicles, micro-mobility, autonomous vehicles.
- Early forms of MaaS and unified payment platforms.
- Supporting technology infrastructure such as fiber, Intelligent Transportation Systems, and real time data.

What We Heard From You

New Technologies

We asked:

Have you considered the potential impact that increased telecommuting/work from home might have in your community?

If so, what are those considerations?

You said:

- Unsure if telecommuting is an acute event or longer-term trend.
- Is the effect more about flattening peak congestion or are overall vehicle miles traveled (VMTs) down? How does it affect trip time?
- City of Tempe/ASU study on telecommuting in progress.
- Are there unintended effects on retail, shopping, and employment?
- If telecommuting is the future, we need better digital infrastructure paired with better active transport in communities to support a different lifestyle.

What We Heard From You

Long-Range Planning

We asked:

Aside from participation with MAG and your General/Comprehensive Planning efforts, is your community actively engaging in additional long-range planning efforts? If so, what?

You said:

- There is a lot of transportation and general planning related efforts happening across the region.
- These plans need to be considered and incorporated, if possible, into the overall MAG RTP effort.

What We Heard From You

Policy

We asked:

Are there any specific policy issues that are especially important to consider during this process?

You said:

- Incorporate priorities of each member agency into a shared philosophy or vision.
- Funding distribution: ensure regional funding decisions are equitable.
- Funding sources: balance existing funding sources and identify new ones.
- Funding intent: new capacity or operations & maintenance?
- Flexible and responsive policies that can help the region adapt to future conditions.

What We Heard From You

Shared Need or Goal

We asked:

Please give an example of something you view as a shared need or goal between the MAG region and your community.

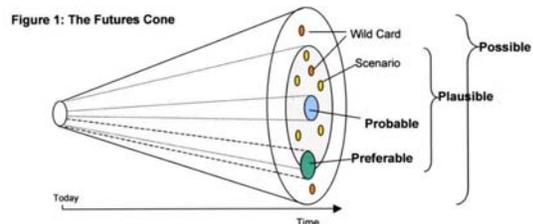
You said:

- Improve existing freeway facilities within the region.
- Incorporate discussion of new technologies, such as 5G or electric vehicle charging, into regional and local infrastructure plans.
- Add more mobility options and increased active transportation.
- Manage key environmental issues, such as air quality, water quality, and urban heat island effect.
- Help member agencies better adapt to handle changing shifts in technology.

Scenario Planning in the RTP Process

What is scenario planning?

- Scenario planning is a form of long-term strategic planning that creates representations of multiple, plausible futures.
- It is used to manage risk, understand trade-offs, and make decisions.
- There are three types of scenario planning:
 - predictive (what will happen)
 - exploratory (what can happen)
 - normative (how a specific target can be reached)



The Futures Cone, Voros, 2003.

What Scenarios Are, and Are Not



Are:

- Explorations of trends
- Composed of plausible outcomes that are feasible
- Built from input
- Based on priorities and areas of greatest concerns
- Broad guidance for policy making and choices in the future
- Iterative and flexible



Are Not:

- Predictions of the future
- Composed of highly unlikely or implausible outcomes
- Built in a black box
- Based on pre-set technical assumptions and processes
- Narrow decisions about, or commitments to, specific policies
- Conclusive or fixed

Why Scenario Planning?

The Limits of Traditional Planning

- Dresden, Germany, after the fall of the Berlin Wall experienced rapid population fluctuations.
- The city used incorrect assumptions about population growth and decline.
- Assumptions had real world impacts on construction of housing and land use decisions.

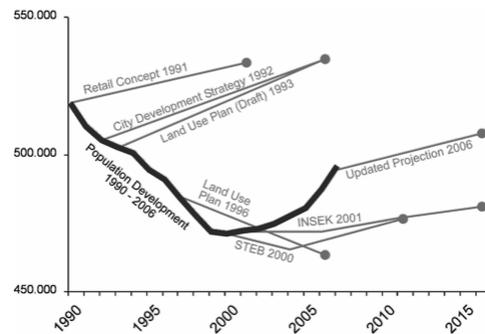


Chart Source: Wiechmann, 2018

Scenario Process Overview

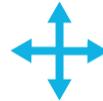
There are four main steps to the scenario planning process:

1. Identify '**driving forces**', major trends you expect to impact your area.
2. Identify **critical uncertainties**-- trends you are most concerned about exploring.
3. Develop **plausible scenarios** that test these critical uncertainties in different combinations and levels of intensity.
4. **Discuss implications** of scenarios, and if desired evaluate scenarios using key performance indicators (KPIs).

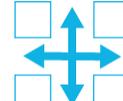
Identify Driving Forces



Identify Critical Uncertainties



Develop Plausible Scenarios



Discuss Paths & Implications



Scenario Development

The Oregon Department of Transportation defines the Scenario Process with 6 steps:

1. Create a **Framework** for the scenario process.
2. Set **Evaluation Criteria**.
3. Set up for scenario planning: evaluation tools, data, and building blocks.
4. Develop and evaluate **base-year** conditions and a reference case.
5. Develop and **evaluate alternative** scenarios.
6. **Select or create the preferred scenario.**

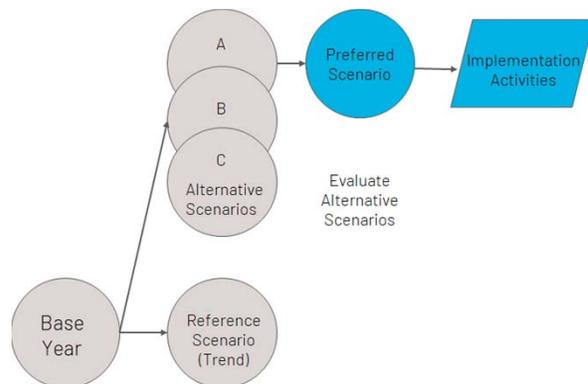


Chart Source: Goodspeed, 2020

Constructing Alternative Scenarios



Example Scenario


Meet Maria & Juan
(Couple in their 40's)

Moved to City of Sun Valley from out of state due to **great communities** that cater to **raising a family** and **good quality of life**.

They each find medium wage white color tech jobs in a neighboring city and **commute on a daily basis**.


Population
The Phoenix region continues its growth trajectory and momentum


Technology
Adoption of technologies such as ridesharing and work from home rapidly accelerate


Transportation Projects
½ cent tax continues, and revenue remains largely the same


Working from Home
Maria's office job is using remote work. This likely means less commuting trips


Transportation
Juan uses ridesharing services for household errands and their kids use Uber instead of driving. Does this lead to more trips?


Uncertain Impacts?
Do the sum of these changes due to technology make something like MaaS more financially preferable than car ownership?

Case Study 1: Futures 2040, New Mexico

- In 2013, the Albuquerque MPO used scenarios to create its long-range metropolitan transportation plan (MTP).
- Stakeholder committee **developed a framework for alternatives based on key regional challenges and needs.**
 - Climate change
 - Jobs-to-housing balance
 - Water scarcity

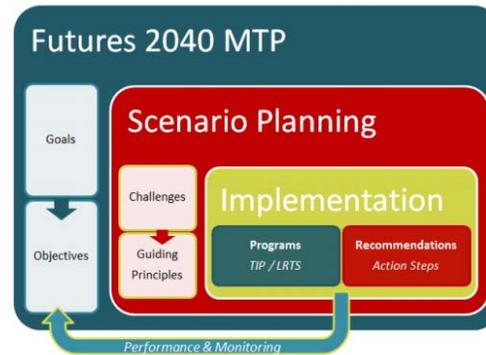
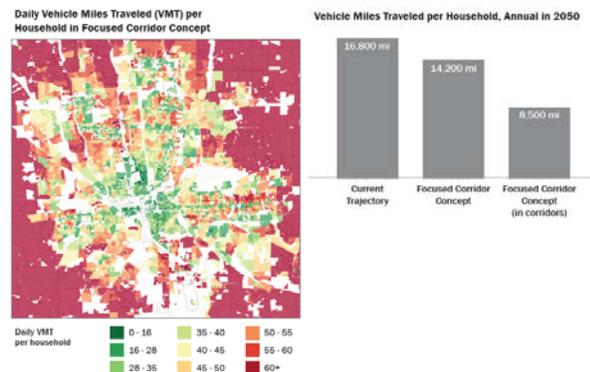


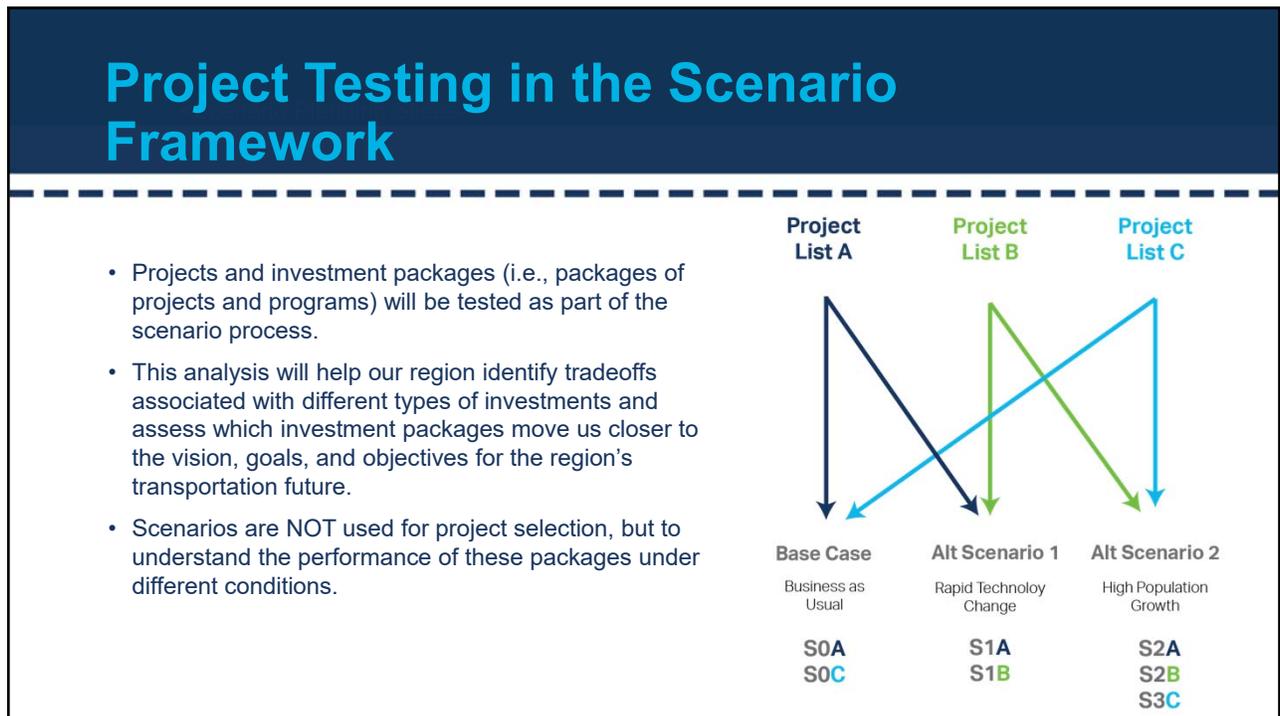
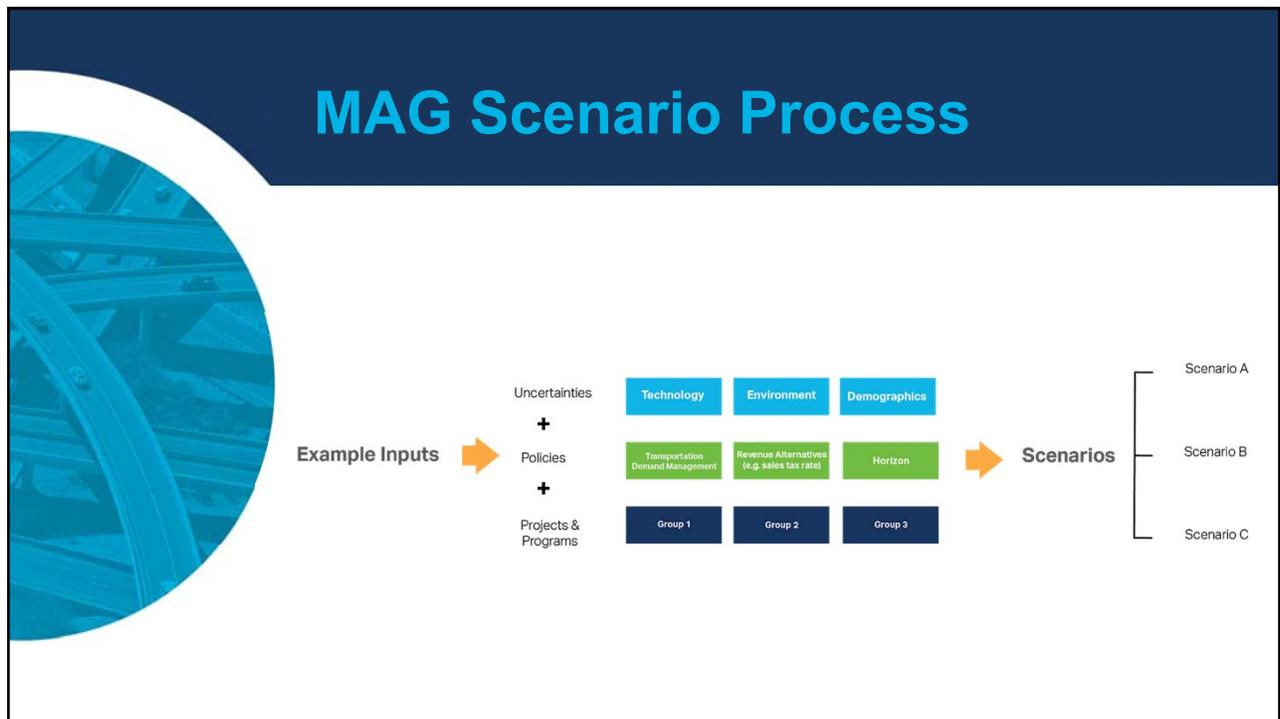
Chart Source: The Futures 2040 Metropolitan Transportation Plan (MTP)

Case Study 2: Ohio insight2050

- Insight2050, led by Mid-Ohio Regional Planning Commission (MORPC), is a region-scaled scenario planning process that will inform development of the RTP.
- Like many projects, **the process uses key performance indicators to compare outcomes for different alternative scenarios and the base case.** For example, vehicle miles traveled (VMTs) were examined for both the current trajectory and alternative scenarios.



Map Source: Mid-Ohio Regional Planning Commission



Shared Community Issues/Concerns



Economics:

Retention and attraction of industries that create long-term economic benefit

Lack of retail/entertainment activities to generate tax revenue and attract short-term visitors
Competition for market share
Shortage of skilled labor (high dependence on service industry)



Environment:

Rising temperatures

Sustained droughts
Localized flooding
High wind events/dust storms
High fire risk
Preservation of natural areas and open spaces
Air pollution and air quality



Demographics:

Aging populations

Lower educational attainment levels
High rates of obesity, diabetes, and asthma
Preservation of community culture and traditions



Transportation:

Long commute times

Lack of connectivity within communities (all modes)
Costly infrastructure investments/maintenance
Weak public transportation infrastructure



Housing:

Lack of housing variety

Lack of affordable housing

Housing supply/demand imbalance
Increasing rates of homelessness
Housing + Transportation Index

Information sourced from member agency planning documents

Discussion

- Are there specific 'uncertainties' you want to test?
- Are there any additional policy issues that are especially important to consider during this process that were not covered by the survey?
- In reflection of today's conversation, are there any key questions that you'd like to get feedback from the public on?

August 12, 2020

TO: Members of the Transportation Policy Committee

FROM: Eric J. Anderson, Executive Director

SUBJECT: BACKGROUND ON TRANSIT PLANNING AND PROGRAMMING RESPONSIBILITIES

The purpose of this memorandum is to provide the background on the planning and programming responsibilities for public transportation in the region. As we prepare for the extension of Maricopa County's transportation sales tax, a number of questions have been asked about the roles and responsibilities for planning of the public transportation component of the Regional Transportation Plan among MAG, Valley Metro, and the City of Phoenix Transit (as the designated recipient for Federal Transit Administration funds).

In 2009, an extensive examination of the transit programming and planning roles was performed. The examination process was prompted by three primary factors:

- 1) Need for a more integrated transit planning process.**
- 2) Notice by the Federal Transit Administration (FTA) for MAG to more fully assume the transit programming role and for the role to be documented in a revised Memorandum of Understanding (MOU) prior to the November 2009 federally required planning certification review.**
- 3) Need to have an integrated process in place before the first Proposition 400 Performance Audit in 2010.**

At the direction of the MAG Executive Committee, a staff working group with representatives from Valley Metro (at that time, distinct entities of the Regional Public Transportation Authority and Valley Metro Rail), City of Phoenix Transit and MAG met to discuss roles and responsibilities with respect to public transportation. The staff working group developed a color-coded chart that outlined the roles and responsibilities for each agency; used still today as a reference, this chart is often referred to as "Fruit Salad".

Over the course of many meetings, MAG's Executive Committee discussed and provided direction on recommendations of the working group. The first recommendation was that all transit programming would be consolidated at MAG. This recommendation was subsequently approved by the MAG Executive Committee on September 30, 2009. Specific components included:

- Transit Life Cycle Program (TLCP) would remain the primary responsibility of Valley Metro with program review at MAG.
- Transportation Improvement Program (TIP) responsibility would be with MAG.
- Annual Formula Grant Review Process for bus and high capacity formula funded project development remained with City of Phoenix.
- Annual discretionary grant review process remained at Valley Metro with program review by MAG.

These provisions were incorporated into a MOU among the agencies. In addition, MAG created the MAG Transit Committee.

On January 19, 2010, the MAG Executive Committee addressed the transit planning aspects among the agencies. Seven recommendations were made including:

“MAG is responsible for transit system planning activities for the region, including the transit component of the Regional Transportation Plan, transit corridor studies, transit system studies and subregional studies. In some instances, MAG may determine to have a transit operator conduct a specific sub-regional or corridor study (prior to the identification of project funding).”

Several additional recommendations were related to other aspects of public transportation. For example, Valley Metro should be responsible for project development such as Alternative Analyses for funded high capacity projects, while regional sustainability and transit oriented development planning issues should be coordinated at MAG. Direction was given to research needed changes to Arizona law to implement the recommendations.

These recommendations were ultimately approved by the MAG Regional Council as part of action to approve draft legislation on February 24, 2010, and the transit planning and programming MOU on March 31, 2010.

The necessary statutory changes were made through SB 1063, which was approved by the legislature and signed by the Governor on April 28, 2010. The specific statutory reference for the public transportation element of the Regional Transportation Plan can be found below:

48-5121. [Public transportation element of the regional transportation plan](#)

A. In counties with a population of one million two hundred thousand persons or more, the regional planning agency shall develop, in cooperation with state and local public transportation authorities and operators, the public transportation element of the regional transportation plan that is coordinated with the regional transportation plan adopted pursuant to section 28-6308.

On March 6, 2020, MAG and Valley Metro leadership met to discuss how the plan’s transit element would be developed; the outcome of the meeting was an agreement that transit planning and policy discussions would occur at MAG.

Given the metropolitan planning organization's multimodal planning responsibilities, and consistent with state law and the MOU, the transit portion of the Regional Transportation Plan will be developed at MAG, with input from Valley Metro and City of Phoenix.

Attachments: Transit Roles and Responsibilities "Fruit Salad"
 SB 1063

Transit Related Planning Roles and Responsibilities

		PTD	RPTA	METRO	MAG
Programming	Transit Lifecycle Program (TLCP) / Public Transportation Fund		Transit Element	High Capacity Transit (HCT) element	Review and concurrence
	TLCP Budget Process				
	TLCP Material Changes				Review and approval
	Transportation Improvement Program (TIP)				
	Annual Formula Grant Process	Program of Projects			Review/approval/possible ranking
	Annual Discretionary Grant Process				Review/approval/possible ranking
System Planning	Transit Element of the Regional Transportation Plan (RTP)				
	Transit Corridor Studies (prior to identification of project funding)				
	Transit System Plans and Subregional Studies				
Project Planning	RTP Project Planning (no AA required)				Review and concurrence
	RTP Project Planning (AA required)				Lead agency definition, review and concurrence
	Major Project Scoping Documents				Review and concurrence
	Environmental Planning				
	Project Planning During Engineering				
Support Planning	Bus-Rail Interface and Service Coordination Planning				
	Short Range Transit Plan				
	Transit Capital Facility Planning				
	Transit System Configuration Studies				
	Transit GIS Implementation and Use				
	Regional Sustainability Issues				
	Project/Facility Specific Sustainability Issues				
	Regional Transit Oriented Development (TOD) Issues				
	Project/Facility TOD Initiatives				
	Peer City Research				
	FTA Policy Input				
	Seeking Transit Funding Sources				
	Transit System Performance Monitoring				
	Transit Travel Demand Forecasting				
Rideshare, Carpool, and Vanpool Programs		Regional rideshare, carpool, vanpool, telework programs		Rideshare funding and regional air quality planning	
Bicycle Planning and Safety Education		Bicycle safety education		Regional bicycle planning and design assistance	
Other Issues	MAG Transit Committee				
	Regional Transit Coordination				
	Progress Reporting				
	RTP/TIP Public Involvement Process				
	Air Quality				
	Human Services Coordination Plan	Program Funding			
	MAG Work Program				

Primary Responsibility
 Support Role

State of Arizona
Senate
Forty-ninth Legislature
Second Regular Session
2010

CHAPTER 201
SENATE BILL 1063

AN ACT

AMENDING SECTIONS 48-5103, 48-5106, 48-5121, 48-5122 AND 48-5141, ARIZONA
REVISED STATUTES; RELATING TO PUBLIC TRANSPORTATION.

(TEXT OF BILL BEGINS ON NEXT PAGE)

1 Be it enacted by the Legislature of the State of Arizona:

2 Section 1. Section 48-5103, Arizona Revised Statutes, is amended to
3 read:

4 48-5103. Public transportation fund

5 A. A public transportation fund is established for the authority. The
6 fund consists of:

7 1. Monies appropriated by each municipality that is a member of the
8 authority or the county, if it elected to enter into the authority. Each
9 member municipality and member county shall appropriate monies to the public
10 transportation fund in an amount determined by the board.

11 2. Monies appropriated by a county that has not elected to enter into
12 the authority in an amount determined by the county board of supervisors.

13 3. Transportation excise tax revenues that are allocated to the fund
14 pursuant to section 42-6104 or 42-6105. The board shall separately account
15 for monies from transportation excise tax revenues allocated pursuant to
16 section 42-6105, subsection E, paragraph 3 for:

17 (a) A light rail public transit system.

18 (b) Capital costs for other public transportation.

19 (c) Operation and maintenance costs for other public transportation.

20 4. Monies distributed under title 28, chapter 17, article 1.

21 5. Grants, gifts or donations from public or private sources.

22 6. Monies granted by the federal government or appropriated by the
23 legislature.

24 7. Fares or other revenues collected in operating a public
25 transportation system.

26 8. Local transportation assistance monies that are distributed to each
27 member under section 28-8102 and as provided in section 48-5104.

28 9. Local transportation assistance monies that are distributed to a
29 member pursuant to section 28-8102 and that must be used for public
30 transportation.

31 10. Local transportation assistance monies that are distributed
32 pursuant to section 28-8103, subsection A, paragraph 1.

33 B. On behalf of the authority, the fiscal agent shall administer
34 monies paid into the public transportation fund. Monies in the fund may be
35 spent pursuant to or to implement the PUBLIC TRANSPORTATION ELEMENT OF THE
36 regional ~~publie~~ transportation ~~system~~ plan DEVELOPED AND APPROVED BY THE
37 REGIONAL PLANNING AGENCY, including reimbursement for utility relocation
38 costs as prescribed in section 48-5107, adopted pursuant to section 48-5121
39 and for projects identified in the regional transportation plan adopted by
40 the regional planning agency pursuant to section 28-6308.

41 C. Monies in the fund shall not be spent to promote or advocate a
42 position, alternative or outcome of an election, to influence public opinion
43 or to pay or contract for consultants or advisors to influence public opinion
44 with respect to an election regarding taxes or other sources of revenue for
45 the fund or regarding the regional ~~publie~~ transportation ~~system~~ plan.

46 Sec. 2. Section 48-5106, Arizona Revised Statutes, is amended to read:

1 1. The capital and operating costs of the planned regional public
2 transportation system.

3 2. The revenue needed by source, according to section 48-5103, to fund
4 the TRANSPORTATION ELEMENT OF THE regional public transportation system plan.

5 D. If the plan includes a rail component and if the board RAIL
6 OPERATOR adopts estimates of capital and maintenance and operation costs of
7 the rail system, each member municipality in which the rail system is
8 constructed shall pay to the public transportation fund amounts by which the
9 actual capital, maintenance and operation costs exceed the estimated costs by
10 more than fifteen per cent, computed in constant dollars. The excess costs
11 shall be allocated among the affected member municipalities according to the
12 proportion of the rail system facilities that are located in each
13 municipality. The affected member municipalities shall:

14 1. Pay the monies from their respective general funds to the public
15 transportation fund in the fiscal year following the fiscal year in which the
16 excess costs were incurred.

17 2. Not pay to the public transportation fund under this subsection
18 monies that it received from any source pursuant to title 28.

19 3. Not reduce its support of transportation projects funded by any
20 source pursuant to title 28 in order to make payments under this subsection.

21 E. The board may modify RECOMMEND MODIFICATIONS TO the regional public
22 transportation system ELEMENT OF THE REGIONAL TRANSPORTATION plan to reflect
23 changes in population density or technological advances in the approved
24 public transportation modes. A majority of the members of the board voting
25 at a public hearing called for that purpose must approve a modification to
26 the plan THE RECOMMENDED MODIFICATIONS.

27 Sec. 4. Section 48-5122, Arizona Revised Statutes, is amended to read:
28 48-5122. Board powers and duties

29 The board shall:

30 1. IMPLEMENT THE REGIONAL PUBLIC TRANSPORTATION ELEMENT OF THE
31 TRANSPORTATION PLAN FUNDED BY THE PUBLIC TRANSPORTATION FUND.

32 ~~1-~~ 2. Determine ~~the exclusive public transportation systems to be~~
33 ~~acquired and constructed, the means to finance the systems and~~ whether to
34 operate the PUBLIC TRANSPORTATION systems or to let contracts for their
35 operation.

36 ~~2-~~ 3. Adopt an annual budget and fix the compensation of its
37 employees.

38 ~~3-~~ 4. Adopt an administrative code by ordinance that:

39 (a) Prescribes the powers and duties of the employees of the authority
40 that are not inconsistent with this chapter.

41 (b) Prescribes the method of appointing board employees.

42 (c) Prescribes methods, procedures and systems of operating and
43 managing the board.

44 (d) May provide for, among other things, appointing a general manager
45 and organizing the employees of the board into units for administration,

1 design and construction, planning and operation, property acquisition and
2 community relations and other units as the board deems necessary.

3 ~~4.~~ 5. Cause a postaudit of the financial transactions and records of
4 the board to be made at least annually by a certified public accountant.

5 ~~5.~~ 6. Adopt all ordinances and make all rules proper or necessary to:
6 (a) Regulate the use, operation and maintenance of its property and
7 facilities, including its public transportation systems and related
8 transportation facilities and services operating in its area of jurisdiction.

9 (b) Carry into effect the powers granted to the board.

10 ~~6.~~ 7. Appoint advisory commissions as it deems necessary.

11 ~~7.~~ 8. Do all things necessary to carry out the purposes of this
12 chapter.

13 Sec. 5. Section 48-5141, Arizona Revised Statutes, is amended to read:

14 ~~48-5141.~~ Regional bus system

15 ~~A. The board shall establish and operate a regional bus system. The~~
16 ~~monies distributed under section 28-6305, subsection B shall be spent for~~
17 ~~incremental increases in a regional bus system and for community funded~~
18 ~~transportation services including dial-a-ride programs and special needs~~
19 ~~transportation services and shall not be used to supplant any existing~~
20 ~~sources of monies currently being used in operating an existing bus system.~~
21 ~~The monies shall only be spent for community funded transportation services~~
22 ~~including dial-a-ride programs and special needs transportation services and~~
23 ~~to establish and operate a regional bus system, including extending existing~~
24 ~~bus routes into regional routes, adding new regional routes, increasing the~~
25 ~~service on existing regional routes and capital expenditures.~~

26 ~~B.~~ The board may contract with a public agency or with a person on the
27 terms and conditions the board finds in its best interest to operate a
28 regional bus system.

APPROVED BY THE GOVERNOR APRIL 28, 2010.

FILED IN THE OFFICE OF THE SECRETARY OF STATE APRIL 28, 2010.