

## **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 the public may follow the steps below:**

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](http://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 20, 2020

TO: Members of the MAG Transportation Review Committee  
FROM: Mario Paniagua, Phoenix, Chairman  
SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, August 27, 2020 - 10:00 a.m.  
**VIRTUAL MEETING**

The MAG Transportation Review Committee (TRC) 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](http://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 MAG Transportation Review Committee meeting 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.



# MAG Transportation Review Committee TENTATIVE AGENDA August 27, 2020

## 1. Call to Order

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## 2. Transportation Policy and Planning Director's Report

The MAG Transportation Policy and Planning Director will review recent activities and upcoming agenda items for other MAG committees.

**Action Requested:**  
Information.

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## 3. Approval of Consent Agenda

Committee 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 \*

#### \*3A. Approval of the May 28, 2020, Meeting Minutes

**Action Requested:**  
Approval.

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#### \*3B. 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.

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**\*3C. ADOT Red Letter Process**

In June 1996, the MAG Regional Council approved the Arizona Department of Transportation (ADOT) Red Letter process, which requires MAG member agencies to notify ADOT of potential development activities in freeway alignments. Development activities include actions on plans, zoning, and permits. ADOT has forwarded a list of notifications from July 1, 2019, through December 31, 2019. Please refer to the enclosed material.

**Action Requested:**  
Information.

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**\*3D. Fiscal Year 2021 MAG Pedestrian and Bicycle Facilities Design Assistance Program amendment to the Fiscal Year 2020-2021 MAG Unified Planning Work Program**

The Fiscal Year (FY) 2020-2021 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2019, includes \$500,000 for the MAG Design Assistance program. The Design Assistance Program allows MAG member agencies to apply for funding for the preliminary design portion of a bicycle or pedestrian project with no matching funds required.

**Action Requested:**

Recommend an amendment to the FY 2020-2021 MAG Unified Planning Work Program to include the prioritized list of projects, funding \$500,000 for Design Assistance projects, and allowing unfunded projects on the prioritized list to be eligible if additional funding becomes available.

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**\*3E. 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, with a fourth amendment pending approval at the August 26, 2020, Regional Council meeting.

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.

**ITEMS PROPOSED TO BE HEARD**

**4. I-10 Broadway Curve: Project Update**

The I-10 Broadway Curve project is planned to improve Interstate 10 between Interstate 17 and State Route 202/Santan Freeway. It will represent the region's first major freeway reconstruction project within the urban core. Construction will begin in the summer of 2021 and extend through 2024. An update on the project, including potential measures to mitigate construction impacts, will be provided.

**Action Requested:**

Information and discussion.

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**5. Second Project Deferral Request: City of Tempe Alameda Drive Bicycle and Pedestrian Improvement Project – Rural Road to 48th Street**

Federal Highway Administration (FHWA) funding allocated to the MAG region is programmed in accordance with the MAG Federal Fund Programming Guidelines and Procedures (Guidelines), which were approved by the MAG Regional Council on June 24, 2015. The Guidelines permit the sponsor agency

to defer the project one time without justification. If the sponsor agency wishes to defer a project a second time, an appeal process is required which includes a presentation of the request through the MAG committee process. City of Tempe staff will present a request for a second deferral of the Alameda Drive Bicycle and Pedestrian Improvement Project – Rural Road to 48th Street, deferring the project from Fiscal Year (FY) 2020 to FY 2021. It is anticipated that construction will begin in March of 2021 and be completed within 12 months.

**Action Requested:**

Recommend approval of second deferral for the City of Tempe, Alameda Drive Bicycle and Pedestrian Improvement Project – Rural Road to 48th Street (TMP19-740).

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**6. 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, will be provided.

**Action Requested:**

Information and discussion.

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**7. Member Agency Update**

This section of the agenda will provide committee members with an opportunity to share information regarding a variety of transportation-related issues within their respective communities.

**Action Requested:**

Information and discussion.

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**8. Request for Future Agenda Items**

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

**Action Requested:**  
Information.

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## **Adjournment**

DRAFT MINUTES OF THE  
 MARICOPA ASSOCIATION OF GOVERNMENTS  
 TRANSPORTATION REVIEW COMMITTEE  
 Due to Covid-19, the meeting was conducted virtually via Zoom.  
 Links to a video recording of the meeting can be found at:  
[https://www.youtube.com/watch?v=rB8OD\\_Ce0Fk](https://www.youtube.com/watch?v=rB8OD_Ce0Fk)

May 28, 2020  
 Videoconference Meeting via Zoom

MEMBERS ATTENDING

#Apache Junction: Mike Wever	#Maricopa (City): Josh Plumb
*ADOT: Gregory Byres	#Maricopa County: Steven Wilcox
#Avondale: David Janover	#Mesa: R. J. Zeder, Vice Chair
#Buckeye: Scott Lowe	#Paradise Valley: Paul Mood
*Cave Creek: Hal Marron	#Peoria: Adina Lund
#Chandler: Ryan Peters	#Phoenix: Mario Paniagua, Chair
#El Mirage: Jorge Gastelum	#Pinal County: Andy Smith for Scott Bender
*Florence: Christopher Salas	#Queen Creek: Troy White
*Fountain Hills: Randy Harrel	#Scottsdale: Dan Worth
#Gila River Indian Community: Tim Oliver	#Surprise: Mike Gent for Kristin Tytler
#Gilbert: Rob Bohr	#Tempe: Robert Yabes for Shelly Seyler
#Glendale: Trevor Ebersole	*Tolleson: Jamie McCracken
#Goodyear: Luke Albert for Sumeet Mohan	#Valley Metro: Jennifer Pyne for Wulf Grote
*Guadalupe: Robert Thaxton	*Wickenburg: Herschel Workman
*Litchfield Park: Woody Scoutten	#Youngtown: Grant Anderson

EX-OFFICIO (NON-VOTING) MEMBERS ATTENDING

- |   |  |
|---|--|
| *Street Committee: Maria Deeb, City of Mesa | *Active Transportation Committee: Jose Macias, City of El Mirage |
| *ITS Committee: David Lucas, City of Tempe  | *Transportation Safety Committee: Carl Langford, City of Phoenix |
| *FHWA: Ed Stillings                         |  |

\* Those members neither present nor represented by proxy.

# Participated by video conference.

1. Call to Order

A quorum of the MAG Transportation Review Committee (TRC) was present via Zoom videoconference. The meeting of the MAG TRC was called to order by Chair Mario Paniagua, Phoenix, at 10:01 a.m. Mr. Wever, Mr. Janover, Mr. Lowe, Mr. Peters, Mr. Gastelum, Mr. Oliver, Mr. Bohr, Mr. Ebersole, Mr. Albert, Mr. Plumb, Mr. Wilcox, Mr. Zeder, Mr. Mood, Ms. Lund, Mr. Paniagua, Mr. Smith, Mr. White, Mr. Worth, Mr. Gent, Mr. Yabes, Ms. Pyne and Mr. Anderson were present via videoconference. An opportunity was provided to the public to address the committee. There were no public comments.

2. Transportation Policy and Planning Director's Report

Mr. Tim Strow informed the committee that while MAG staff has been teleworking due to the pandemic, staff has continued to work on the development of the next Regional Transportation Plan (RTP) and Ms. Audra Koester Thomas will be providing a presentation later in the agenda. Mr. Strow added MAG has been coordinating with our partners at the Arizona Department of Transportation (ADOT) on the anticipated revenue impacts this pandemic has had on RARF (Regional Area Road Fund) and HURF (Highway User Revenue Fund) collections and noted Mr. John Bullen will be providing an overview on this topic on agenda item 4. Mr. Strow also welcomed Mr. Luke Albert who represented new committee member, Sumeet Mohan, Goodyear.

Mr. Strow advised committee members that a memo was sent out on May 7, 2020, to the MAG Management, Transportation Review, Active Transportation and Street Committee members, letting members know that the FY 2021 Design Assistance for Bicycle and Pedestrian Facilities Call for Projects is now open and applications must be submitted to MAG by 10 a.m., Friday, July 10, 2020. He noted late applications would not be accepted. If you need more information on this item, please contact MAG staff member, Jason Stephens. More information is also available on the MAG Active Transportation Committee webpage.

In addition, Mr. Strow reminded committee members that if they have a FY 2020 project with Federal Highway Administration (FHWA) Funding programmed, project submittals are due at ADOT on or before June 1, 2020. Contact MAG staff member, Steve Tate if you have any questions. Lastly, the ALCP (Arterial Life Cycle Program) Policies and Procedures require that lead agencies submit an annual progress report for work and/or reimbursement in the current fiscal year. Mr. Strow explained this helps MAG staff understand the progress of the project, especially if

there are concerns with it moving forward. MAG staff can then assist with strategies on reimbursements and/or opportunities for substitution of projects in the next fiscal year. He added MAG staff member, Kristin Myers sent out an email to the ALCP Working Group and would be happy to assist our member agencies on answering any questions regarding this process.

3. Approval of Consent Agenda

Chair Paniagua directed the Committee's attention to the consent agenda items. Mr. Scott Lowe moved to approve items 3A through 3F on the consent agenda and Mr. RJ Zeder seconded the motion. The motion carried unanimously. Mr. Wever, Mr. Janover, Mr. Peters, Mr. Gastelum, Mr. Oliver, Mr. Bohr, Mr. Ebersole, Mr. Albert, Mr. Plumb, Mr. Wilcox, Mr. Mood, Ms. Lund, Mr. Paniagua, Mr. Smith, Mr. White, Mr. Worth, Mr. Gent, Mr. Yabes, Ms. Pyne and Mr. Anderson all voted in favor of the motion via videoconference.

3A. Approval of the January 30, 2020, Meeting Minutes

3B. Transportation Improvement Program (TIP) Project Changes

3C. Draft FY 2020 Program of Projects and Working Draft FY 2021 Program of Projects

3D. Draft MAG Title VI and Environmental Justice FY 2021 Program Document

3E. Draft Fiscal Year 2021 Arterial Life Cycle Program

3F. Extension of Proposition 400: Regional Arterial System Review

4. Draft Fiscal Year 2021 Freeway Life Cycle Program

Mr. John Bullen, MAG Transportation Economic and Finance Program Manager, presented this item. He stated three modal programs have evolved out of the Proposition 400 Program and the FLCP (Freeway Life Cycle Program) is the management tool to see implementation of regional freeway/highway projects. He added the program was last approved by Regional Council on Sept 25, 2019, which represented the culmination of the rebalancing that extended through most of the FY 2019. As part of the rebalancing effort, MAG made a commitment to program annually. This agenda item represents the first annual update.

Mr. Bullen explained program revenues come from three primary sources: half-cent sales tax; HURF, and ADOT federal funds. He noted that RARF and HURF forecasts

are generated each fall. The forecast of federal funds is generated using growth rates specified in the federal Fixing America's Surface Transportation (FAST) Act.

Mr. Bullen discussed some notable changes in the draft FY 2021 FLCP and stated it is important to understand that these project costs reflect estimates that were generated in January 2020, pre-COVID. He noted from the program has moved to a year-of-expenditure based model and builds in construction right of way cost inflation factors that will be updated every year. The construction cost inflation factors in this update are fairly aggressive, between 4.5 and 5 percent, which will help as we navigate through some of the challenges caused by COVID-19.

Mr. Bullen discussed project updates in the draft FY 2021 FLCP. He noted that the program includes updates to the I-10, SR-85 to Verrado Way project, which had been brought through the committee process earlier in the year for consideration of a material change. He explained that, following the Management Committee presentation, MAG, the City of Buckeye and ADOT worked hard to analyze all the alternatives. It was ultimately decided to remain with the existing project scope with inclusion of several minor scope items; the delivery of that project has been deferred to 2021. Mr. Bullen also discussed changes of projects on the I-10, SR-202L to Riggs Road; SR-101L, 75<sup>th</sup> Avenue to I-17; and SR-202L, Val Vista Drive to SR-101L.

Mr. Bullen stated the program itself was completed in February 2020 and was largely developed pre-COVID. He noted March revenue tax collections are down 8.5 percent relative to the 2018 forecasted amount and ADOT finance has generated preliminary RARF and HURF estimates which show a 14 percent decrease in RARF and a 15 percent decrease in HURF between FY 2020 – FY 2022. He commented that the program is in a good near-term position; even with the decrease in projected revenues the FLCP would remain in balance through the end of FY 2023. He noted staff will continue to monitor revenues and added potential decreases in right of way and construction costs could help mitigate some of the revenue losses. Mr. Bullen concluded his presentation. Chair Paniagua asked committee members if they had any comments or questions.

Mr. Lowe commented that a 15 percent decrease in HURF seems like a worse-case scenario. Ms. Adina Lund asked if there is any guidance or information on whether decreases in right of way and construction costs will happen. Mr. Bullen responded that this has been a topic that has been discussed with the team and that he also had an opportunity to have a discussion with an infrastructure delivery consultant and a transportation economist speculating about what may happen. He stated that nobody knows at this time but we are closely monitoring. He also noted that two projects that are set to bid in June and believes that this will give insight to

where the market is going. Mr. Bullen noted we are in a position where we do not need to make any big changes on the revenue and cost side because the program is in good shape in the near term. Chair Paniagua asked committee members if there were any other comments or questions. There were none.

Mr. RJ Zeder moved to recommend approval of the Draft Fiscal Year 2021 Freeway Life Cycle Program, contingent on a finding of air quality conformity and Ms. Adina Lund seconded the motion and the motion carried unanimously. Mr. Wever, Mr. Janover, Mr. Peters, Mr. Gastelum, Mr. Oliver, Mr. Bohr, Mr. Ebersole, Mr. Albert, Mr. Plumb, Mr. Wilcox, Mr. Mood, Ms. Lund, Mr. Paniagua, Mr. Smith, Mr. White, Mr. Worth, Mr. Gent, Mr. Yabes, Ms. Pyne and Mr. Anderson all voted in favor of the motion via videoconference.

5. Diamond Grind Pilot Program

Mr. John Bullen, MAG Transportation Economic and Finance Program Manager, presented the item. He explained there were concerns in the early 2000s when the loop freeway system was being constructed about freeway noise. ADOT began investigating ways to mitigate the noise and ultimately a decision was made to go with a rubberized asphalt overlay that covered the system. As the system has been developed and built out, rubberized asphalt has been included as a scope item in all capital projects. During his presentation, Mr. Bullen provided a map showing nearly the entire freeway system being covered in rubberized asphalt overlay.

Mr. Bullen explained that the challenge is we have included rubberized asphalt as a project scope item, however, no funding was identified for its capital replacement. As it was installed with projects, it has aged over time. Numerous sections are old and need replacing. Approximately 50 percent of the system is greater than 10 years, which is the expected life of rubberized asphalt. Mr. Bullen noted as part of this effort, a number of different metrics were rolled into simpler classifications and used to classify a section as "failing". Combining both the age of the rubberized asphalt with its condition, a map was developed to see where the needs are in terms of how we would sequence its replacement. The challenge is there is a great amount of replacement that is needed and it is expensive. This presents the region with a policy decision about how to move forward.

Additionally, Mr. Bullen talked about the Freeway Pavement Noise Reduction Analysis Study. To get a better understanding of the rubberized asphalt throughout the system, as well as potential trade-offs, MAG partnered with ADOT on a noise reduction analysis study. He explained the different pavement surface treatment alternatives, which include diamond grind, whisper grind and skidabrader treatments. The report was presented to both the Regional Transportation Plan

Management Committee Work Group and the MAG Management Committee in March 2020. The objective was to get direction on how we move these issues forward knowing a decision is going to be made and there are costs associated with this decision.

Mr. Bullen compared and explained the noise levels and service life of these different pavement treatments. Rubberized asphalt is very effective in reducing freeway noise, however, over time its impact on noise diminishes. By the end of rubberized asphalt's useful life, the sound reduction quality is equal to or worse than some of the concrete-based treatments available. Concrete-based treatments are much more stable, and while they do not have quite the noise reduction capabilities on the front end, they do not change a whole lot over time. He added that initially, rubberized asphalt has a cheaper installation cost which is in part was driven by how the system was designed. As we built the freeway system, we designed it assuming that there will be a rubberized asphalt overlay. If you consider things from a life cycle perspective, the concrete based treatments are much cheaper.

Mr. Bullen presented a slide to give a perspective on two of the primary focus points, which is the noise level and costs of the treatments. This 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 over \$300 million. Direction was provided at the MAG Management Committee 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 a diamond grind pilot program.

Mr. Bullen identified three different projects which included widening SR-101L, in the northwest valley between 75<sup>th</sup> 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. He noted that two of these are currently under construction. 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. Mr. Bullen added they have received positive comments on the diamond grinding on SR-202L in the southeast valley and concluded his presentation. Chair Paniagua asked committee members if they had any comments or questions.

Mr. Anderson asked if they had compared test areas with environmental impact studies that required noise walls based upon a certain level of noise when the freeways were originally constructed. Mr. Bullen responded that while rubberized

asphalt is actually able to reduce sound noise, ADOT launched a study with FHWA to try and qualify it as a formal noise mitigation measure. At the conclusion of that study, FHWA made the determination that it does not qualify as a noise mitigation measure.

Mr. Anderson stated that he agreed with Mr. Bullen, however, the analysis shows that regular pavement has less initial noise than the diamond grind and wanted to know if sound walls would need to be raised or increased. Mr. Bullen responded that this was something ADOT considered and it was determined that this would not be needed. He noted that because rubberized asphalt does not qualify as a noise mitigation measure, FHWA environmental analyses do not take it into consideration.

Mr. Lowe noted one of the key points made in the presentation was that ADOT has not made any provision for maintenance. Over the course of time when the rubberized asphalt becomes the same decibel level as the diamond grind, then we will have the same noise issues. He added diamond grind only has a 15 year life. He asked if ADOT is going to program for the maintenance because we will have to maintain these noise levels, especially if it relates back to the original study.

Mr. Bullen stated part of the challenge is the distinction between what represents capital work and what represents maintenance work. When it comes to substantive pavement overhauls like installation of a new layer of rubberized asphalt, which falls in the capital element, it is the responsibility of the freeway program, given that it also comprises the entirety of the region's federal funds as well as HURF funds. He added the maintenance of the potential diamond grind is something that we will work on with ADOT. Additionally, as we put together the extension of Proposition 400, taking into consideration those life cycle elements and the cost to maintain the infrastructure, we have a plan in place that will keep our system robust for years to come.

Mr. Smith asked if ADOT did any safety analysis between the rubberized and diamond grind as far as the traction. Mr. Bullen stated as part of this planning effort we weighed some of the trade-offs and commented ADOT has a high degree of comfort that a diamond grind surface is just as safe as a rubberized asphalt surface.. He added that diamond grinding is quite common throughout the country and is also the treatment of choice in Texas.

Mr. Ebersole asked about the funding for the I-17 and I-10 segments. He stated it was his understanding is that there are different buckets of money received for the interstate system and asked if there would be a proportionate share associated with this rubberized asphalt or diamond grinding.

Mr. Bullen stated this gets into issues related to funding in the MAG area and policy. MAG is responsible for programming all funding throughout the entire region and the portion of federal transportation funds that would be allocated to the MAG region are controlled through the FLCP, similarly for the portion of the HURF. As we put together that program and determine priorities it is incumbent upon us as the regional planning agency to weigh the alternatives.

Mr. Anderson stated according to the quarter costs slide presented, the quarter costs are based on the new situation whereas if you are redoing areas, you need to have removal and replacement costs associated with your diamond grind versus the rubberized asphalt.

Mr. Bullen stated up front capital costs associated with the switch between rubberized asphalt and diamond grinding are expected. Much of the system was designed for rubberized asphalt overlay and as we get to bridge joints that are not flush, there is a layer of rubberized asphalt that goes over them. As we make that initial switch, there will be some capital investment that necessitates some additional work to get the surface to be able to accommodate the diamond grind treatment. With the two projects that are currently under construction, ADOT has been able to negotiate a change order with the contractors for very minimal costs. Moving forward we need to be cognizant of the underlying concrete condition.

Mr. Anderson followed up by saying he just wants to make sure that diamond grind will really be cheaper with an existing freeway replacement versus just continuing with rubberized asphalt every ten years. He added that the lifecycle does seem to be pretty small in total costs. Mr. Bullen stated they are being very attentive to this issue and this is why a pilot program is being rolled out, rather than a complete re-vamp of projects scopes throughout the entire region.

Mr. Gent stated along with the earlier requests to add in some safety comparisons, he would also like to include an environmental sustainability comparison that would include greenhouse gas emissions, fuel consumption, and installation of the material as well as maintenance required so that there is a way to assess the different environmental impacts of the different products. Mr. Bullen stated MAG is currently working with the ADOT research center on this to determine what impact diamond grind would be on air quality.

Chair Paniagua asked if the pilot can include an assessment as it relates to safety. Mr. Bullen stated this is something they will work on with ADOT. Chair Paniagua also asked how the public assessment will be measured. Mr. Bullen responded there is no formal metric for this and it is largely going to be driven by the feedback ADOT receives. He noted there was a lot of public comment in the early stages with

the demand of rubberized asphalt and are expecting the same with the diamond grind.

Mr. Anderson asked if ADOT thought about a doing a pilot on skidabrader because it is cheaper than the rubberized asphalt lifespan, the initial reduction is greater and end life is the same. Mr. Bullen stated that this is something we can work on with ADOT and evaluate. Chair Paniagua asked committee members if there were any additional comments or questions. There were none.

Mr. Robert Yabes moved to recommend approval of the Diamond Grind Pilot Program and Mr. Mike Gent seconded the motion and the motion carried unanimously. Mr. Wever, Mr. Janover, Mr. Peters, Mr. Gastelum, Mr. Oliver, Mr. Bohr, Mr. Ebersole, Mr. Albert, Mr. Plumb, Mr. Wilcox, Mr. Mood, Ms. Lund, Mr. Paniagua, Mr. Smith, Mr. White, Mr. Worth, Mr. Gent, Mr. Yabes, Ms. Pyne and Mr. Anderson all voted in favor of the motion via videoconference.

#### 6. COVID-19 Traffic Conditions Update

Mr. Wang Zhang, MAG Transportation Data Program Manager, presented the item. He explained MAG has been collecting and analyzing traffic data in the region, on a weekly basis, as COVID-19 situations are developing. He stated this information provides input in the travel demand forecasting, transportation planning and project development efforts, as well as provides an important reference for regional decision making. He noted that in April 2020, the main topic was the reduction of traffic and now that we are entering late May, we have seen the traffic increase for four straight weeks in a row.

Mr. Zhang provided committee members this link:

<https://www.azmag.gov/Newsroom/MAG-News/ArticleID/153/covid-19s-effect-on-regional-traffic>, which MAG maintains and updates every week showing live traffic data charts and information graphs.

Mr. Zhang stated as of April 24, 2020, the hours of delay have fallen from 70,000 hours per day to just over 30,000 hours per day and congestion levels are similar between weekday and weekends. He added that congestion delay has dropped by 50 percent and the driving experience on the freeway is very similar regardless of the day and time you drive.

Mr. Zhang also reported in the past two weeks, traffic is slowly climbing back up since the stay at home order has been lifted and more people are traveling. He also noted that congestion levels are typically lower going in the summer.

Mr. Zhang also discussed congestion on arterial roads. He explained that arterial congestion is less sensitive to demand reduction and arterial delays dropped by 30 percent. He added that as of May 22, 2020, freeway congestion was back up to 41 percent of normal and arterial congestion was back up to 86 percent of normal.

Mr. Zhang also discussed traffic volume. He noted the permanent counters are maintained by ADOT, MCDOT and the City of Chandler. He added the data collected included traffic volume, medium and heavy truck volume, which covers both the freeway and arterial system. The lowest traffic volume was found on the second week of April, and the average weekday daily traffic was at 63 percent of normal. Since the middle of April, traffic has been recovering at a fast pace. In the third week of May, the traffic volume climbed back up to 81 percent. He added the traffic on every Friday is noticeably higher than the rest of the week and the recovery pace of freeway traffic is faster than the arterial traffic.

Additionally, Mr. Zhang reviewed the traffic trends at the freeways and Sky Harbor airport. He noted that I-10 and I-17 show less traffic reduction compared to the Loop 101/202, SR-51 and US-60. Sky Harbor ground traffic show a reduction of more than 2/3 since the first week of March, but is slowly recovering to 44 percent.

Mr. Zhang also discussed the pattern of travel by time of day. He noted the pattern has not altered, and there are still two peaks per day, one in the morning and one in the evening. There is no specific time of the day that people suddenly travel much more or much less. Mr. Zhang also reported on medium and heavy truck volume. Data shows that COVID-19 has not stopped freight deliveries. Heavy truck travel in late May was higher than normal conditions, at 109 percent and medium truck traffic decreased slightly and then recovered to 90 percent.

Active transportation was also covered. This included non-motorized travel such as biking, walking and running. Mr. Zhang stated the data was provide by Strava and shows there was a significant increase in local residents participating in these activities, while visitors decreased in these activities compared to 2019. COVID-19 trend sources were also shared by the speaker. Two major sources were the Google Mobility Report and Apple's Mobility Trend Report. Mr. Zhang concluded his presentation. Chair Paniagua asked committee members if there were any questions or comments. There were none.

## 7. Update on the Development of a New Regional Transportation Plan

Ms. Audra Koester Thomas, MAG Transportation Planning Program Manager, presented the item. She reviewed the current focus and activities MAG staff has been working on associated with the development of the next Regional

Transportation Plan and extension of Proposition 400. MAG has produced and distributed the Arterial Map Book and Freeway Map Book that outline the implementation status of these Prop 400 programs. These books show how Prop 400 was envisioned originally in 2003 when the Regional Transportation Plan (RTP) was adopted, what has been delivered out of that program, the projects that are funded and are anticipated to be delivered in the last five years of that program, projects that have been deferred or unfunded, and any other studied improvements. She stated this is a very valuable tool that member agencies have asked for and will contribute to the development of the regional needs catalogue. She noted the Transit Program Map Book is currently under development.

Ms. Koester Thomas stated due to the pandemic, the January RTP Call for Projects submissions were extended through April 17, 2020, and approximately 1,300 individual project and program submissions were received. Forty-seven percent of those submissions were for roadways and intersections, 24 percent were transit, 17 percent were active transportation, and 12 percent were for program set asides, which means they were not necessarily specific or geographically located project ideas, but instead, a program or kind of investment that the region would potentially want to set aside funding for.

Ms. Koester Thomas provided a high-level overview on the different types of modal submissions, which include roadway and intersection, transit, and active transportation projects. She thanked the member agencies for their support and willingness in answering questions so staff could get a clear understanding of the submissions. She explained these will be added to the needs catalog.

Ms. Koester Thomas explained how the project and program submissions will be analyzed. She reminded committee members that there is a requirement to be fiscally constrained and there are several different federal requirements, as well performance-based requirements, which the Prop 400-era programs and RTP did not have to address. She reminded committee members that half of the funding that comes into this is federal funding. Working with the RTP Management Committee Work Group on the details associated with the efforts, she reviewed the performance-based evaluation framework that is being forwarded.

Ms. Koester Thomas stated that review of submissions will occur to identify projects that are regionally significant to be scored against performance criteria. MAG will also sort other submissions into various programs, where smaller project submissions can be represented and policymakers can decide which programs are of high priority in the region for which to invest future funding.

Ms. Koester Thomas explained that the modal analysis will focus on a needs-based performance assessment, associated with the goals and objectives of the regional transportation plan. Once there is concurrence on the framework from policymakers, MAG will present potential qualitative and quantitative measures so that we can score and evaluate the varying project submissions. She emphasized the projected financial circumstance will result in difficult trade-off conversations.

Ms. Koester Thomas also displayed a detailed slide on plans to engage the public in this process. She explained due to COVID-19, the strategy had to be modified and as part of the website development, focus has been to create a variety of virtual ways to engage with the public. She noted how important weighing public sentiment is, particularly recognizing the future need for voters to endorse continuation of a sales tax to support the plan. Steps in the public engagement effort include finding out what is most important to the public and what they want to see in the future. Then presenting various transportation options and asking the community for feedback on the draft plan.

Ms. Koester Thomas also discussed the plan's name "Momentum" for the RTP. She explained that a strong brand will ensure that when the public is asked to vote, they will remember their early contributions to this planning effort. She reminded committee members that unique to our region, we were one of the first in the country to enable a local sales tax to invest in transportation, which is now used robustly across the country. She noted reminding the public that we are continuing good work, with their partnership and input, is an important part of this planning process.

Ms. Koester Thomas also discussed next steps with the development of the plan, which include assembling the needs catalogue, furthering the performance-based evaluation methodology, assessing the potential project and data, and launching the website to start the public engagement process, focusing on education and information. Ms. Koester Thomas concluded her presentation. Chair Paniagua asked committee members if there were any questions or comments. There were none.

#### 8. Request for Future Agenda Items

Topics or issues of interest that the Transportation Review Committee would like to have considered for discussion at a future meeting were requested. Mr. Lowe requested a monthly update on HURF projections and what they are doing over the course of recovery. Chair Paniagua thanked MAG staff for all the hard work that goes into preparing for and managing the committee meetings online.

## Adjournment

Hearing no further business, Chair Paniagua stated the next regularly scheduled meeting of the Transportation Review Committee is scheduled on June 25, 2020 at 10:00 a.m.

Chair Paniagua adjourned the meeting at 11:34 a.m.

# Transportation Review Committee

## INFORMATION SUMMARY

### AGENDA ITEM # 3B

#### DATE

August 20, 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 comprise \$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

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None.

## PROS & CONS

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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

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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

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Information.

## PRIOR COMMITTEE ACTIONS

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

# 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
<b>TOTAL</b>	<b>\$275,133,426</b>	<b>\$51,403,931</b>	<b>\$163,023,898</b>	<b>\$489,561,255</b>

*\*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 June 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 June, \$51.4 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)**

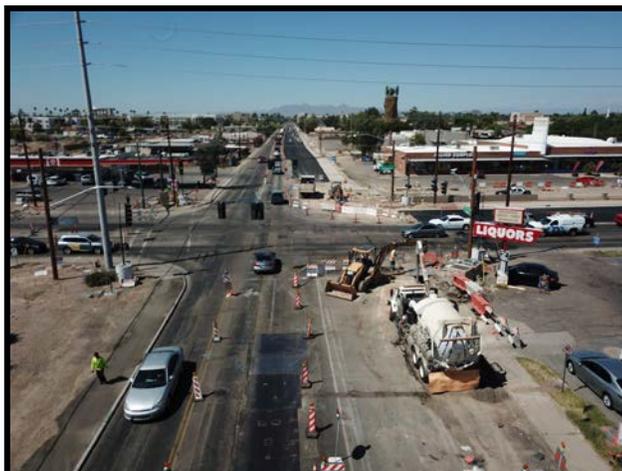
	Estimated Total RARF	Actual Total RARF*	Percentage Difference
July	\$4,347,907	\$4,177,137	-3.9%
August	\$4,133,647	\$4,138,044	0.1%
September	\$4,217,261	\$4,207,414	-0.2%
October	\$4,196,358	\$3,993,129	-4.8%
November	\$4,196,358	\$4,365,955	4.0%
December	\$4,264,294	\$4,437,020	4.1%
January	\$5,048,171	\$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%
<b>TOTAL</b>	<b>\$52,258,500</b>	<b>\$51,403,973</b>	<b>-1.6%</b>

\*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.

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### **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>

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### **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>.

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**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
<b>CHANDLER</b>						
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
<b>CHANDLER &amp; GILBERT</b>						
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
<b>EL MIRAGE</b>						
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
<b>FOUNTAIN HILLS</b>						
Shea Blvd: Palisades Blvd to Technology Dr	Work and Reimbursement	150,000.00	-	---	---	PO/PA/PRR
<b>GILBERT</b>						
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
<b>MARICOPA COUNTY</b>						
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
<b>MARICOPA COUNTY (Cont.)</b>						
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
<b>MESA</b>						
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
<b>PEORIA</b>						
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
<b>PHOENIX</b>						
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
<b>SCOTTSDALE/CAREFREE</b>						
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
<b>SCOTTSDALE</b>						
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\$)			
<b>CHANDLER</b>												
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	
<b>EL MIRAGE</b>												
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	
<b>FOUNTAIN HILLS</b>												
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	
<b>GILBERT</b>												
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	
<b>MARICOPA COUNTY</b>												
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\$)			
		<b>MARICOPA COUNTY (Cont.)</b>										
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	
<b>MESA</b>												
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	
<b>PEORIA</b>												
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**  
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		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\$)			
		<b>PHOENIX</b>										
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	
<b>SCOTTSDALE/CAREFREE</b>												
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	
<b>SCOTTSDALE</b>												
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)			
<b>CHANDLER</b>												
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	
<b>CHANDLER &amp; GILBERT</b>												
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	
<b>GILBERT</b>												
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	
<b>MARICOPA COUNTY</b>												
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  
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**TABLE 4B. ARTERIAL LIFE CYCLE PROGRAM**  
STATUS OF FEDERALLY FUNDED PROJECTS UNDERWAY IN FISCAL YEAR 2020  
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		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\$)			
<b>MARICOPA COUNTY (Cont.)</b>												
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.
<b>MESA</b>												
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.
<b>PHOENIX</b>												
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	
<b>SCOTTSDALE</b>												
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

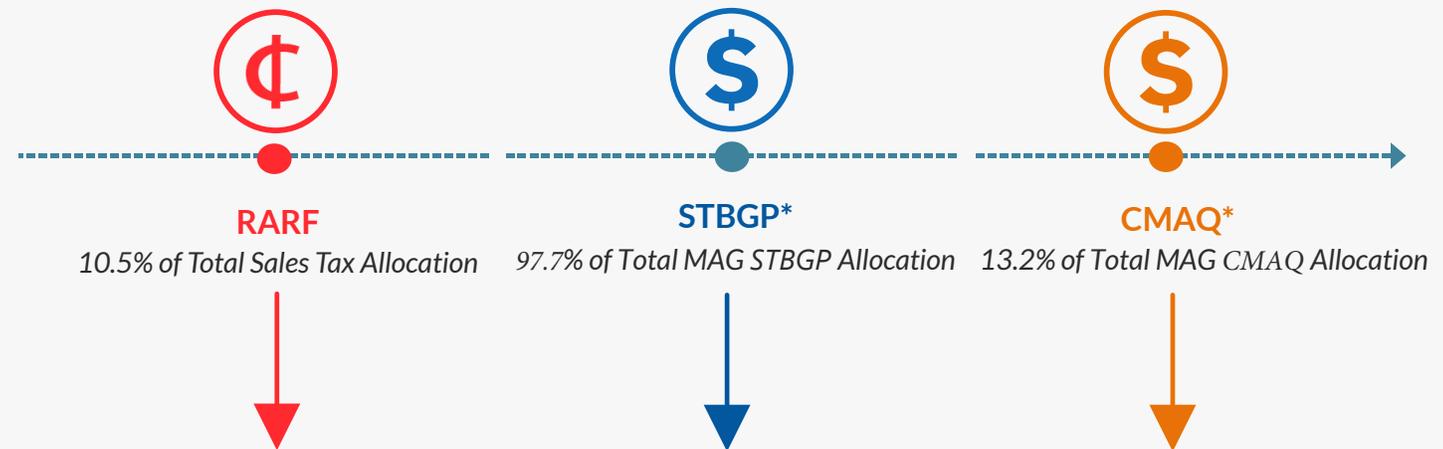
YOE Year of Expenditure  
Expend Expended/Expenditures

\$ Dollars  
Est. Estimated

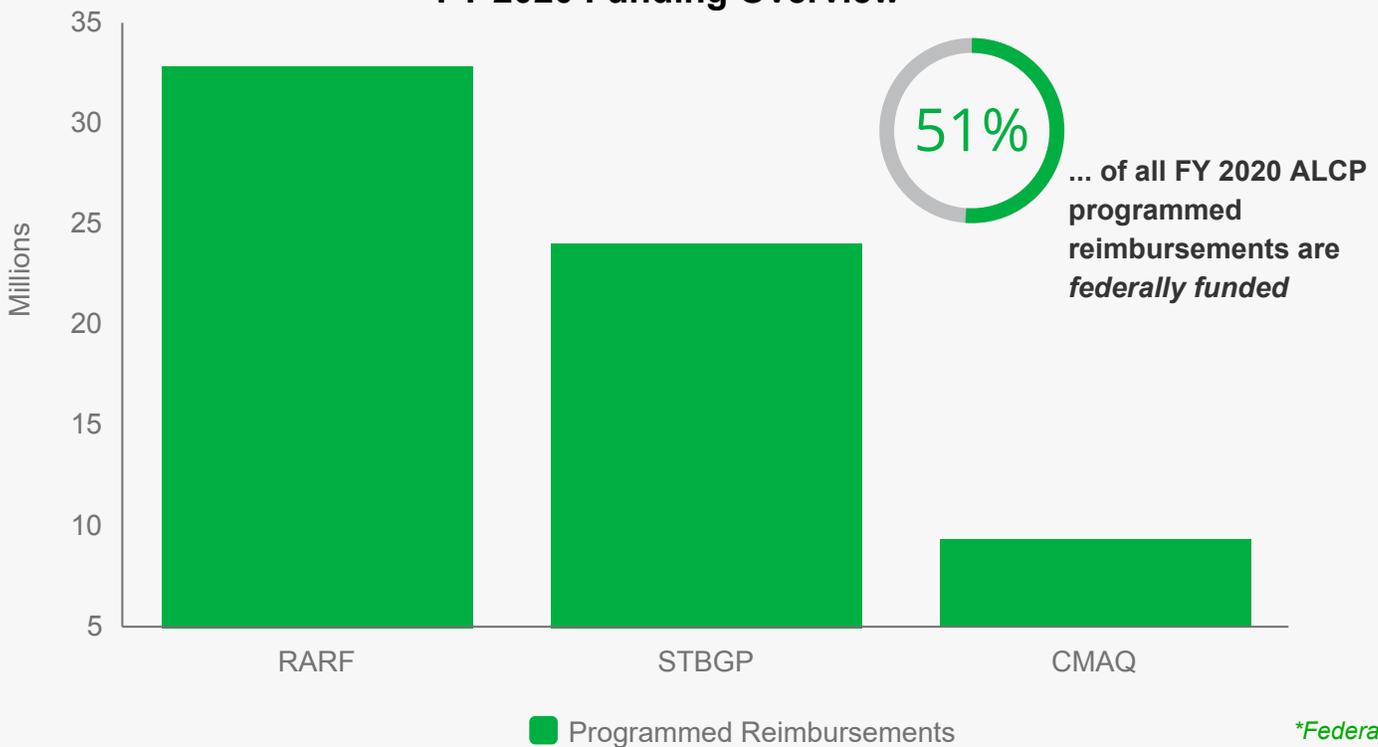
\* Measured in centerline miles

# 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.



Infrastructure Delivery and Operations

Our True North: *Safely Home*

Douglas A. Ducey, Governor  
John S. Halikowski, Director  
Dallas Hammit, State Engineer  
Steve Boschen, Assistant Director

July 17, 2020

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

Subject: **MAG Red Letter Program, Semi-Annual Report  
Notices from January 1, 2020 through June 30, 2020**

Dear Mr. Anderson:

The MAG Regional Council approved the Red Letter Program in 1996. The Red Letter Program is an early notification to ADOT of potential development plans within a quarter of a mile of established, or proposed, state transportation alignments. Receipt of early notification about developments in the planning and design stage helps to not only reduce development costs, but also saves money for both ADOT and tax payers.

The ADOT Right of Way Project Management Section receives notices from members of the MAG Regional Council and coordinates with several resources to research the impact of future developments to ensure the right of way is not adversely impacted or jeopardized.

This update is provided for information on the number of notices received within the referenced time period, and to emphasize the need to sustain the Red Letter Program at the forefront of MAG member staff that deal with planning, permitting, and zoning. Please view this update as an opportunity for the members to visit with their respective staff responsible to ensure participation in the Red Letter Program.

All application submittals for planning, permitting, or zoning developments within a quarter of a mile of established, or proposed, state transportation alignments should be forwarded for review to [redletter@azdot.gov](mailto:redletter@azdot.gov) or by mailing to ADOT Right of Way Project Management, Red Letter Program, 205 S. 17th Avenue, Mail Drop 612E, Phoenix, AZ 85007.

During January 1, 2020 through June 30, 2020, 357 notices were received. The preceding bi-annual report for July 2019 through December 2019 included 380 notices. The following is a summary of notices received for the current report period:

<b>LOCAL MUNICIPALITIES</b>	<b>NOTICES RECEIVED</b>	<b>PROJECT IMPACTS</b>
City of Avondale	2	0
City of Chandler	4	1
City of El Mirage	1	0
Town of Gilbert	1	0
City of Glendale	11	0
City of Goodyear	3	1
Maricopa County	7	2
City of Mesa	8	1
City of Peoria	1	0
City of Phoenix	52	8
City of Scottsdale	139	4
City of Surprise	127	11
<b>Total Received</b>	<b>357</b>	<b>28</b>

**MARICOPA ASSOCIATION OF GOVERNMENTS REPORT OF IMPACT RESPONSES (01/01/20 – 06/30/20)**

**CITY OF AVONDALE** .....All responses sent were no impact

**CITY OF CHANDLER**

February 11, 2020 – Falcon Storage Condos .....Access impact response sent

**CITY OF EL MIRAGE** .....All responses sent were no impact

**TOWN OF GILBERT** .....All responses sent were no impact

**CITY OF GLENDALE** .....All responses sent were no impact

**CITY OF GOODYEAR**

January 3, 2020 – Hancock a Canyon Trails .....Access impact response sent

**MARICOPA COUNTY**

February 10, 2020 – Perryville Storage .....Access impact response sent

March 9, 2020 – Casino Crossing .....Access impact response sent

**CITY OF MESA**

March 4, 2020 – City of Mesa Subdivision Technical .....Access impact response sent

**CITY OF PEORIA** .....All responses sent were no impact

**CITY OF PHOENIX**

- January 9, 2020 – Sunset Farms Parcel 18 .....Access impact response sent
- January 14, 2020 –59<sup>th</sup> Ave & Baseline Retail Development.....Access impact response sent
- January 16, 2020 – Canes Chicken Fingers Restaurant .....Access impact response sent
- January 23, 2020 – Alta Blue Water .....Access impact response sent
- February 25, 2020 – Dice Desert Ridge .....Access impact response sent
- March 09, 2020 – King Family Subdivision .....Access impact response sent
- April 21, 2020 – MMJ Dispensary .....Access impact response sent
- May 26, 2020 – Park McDowell.....Access impact response sent

**CITY OF SCOTTSDALE**

- January 24, 2020 – Platinum Storage .....Access impact response sent
- March 3, 2020 – Cavasson Retail.....Access impact response sent
- March 3, 2020 – Cavasson Hilton Hotel .....Access impact response sent
- March 3, 2020 – Platinum Storage .....Access impact response sent

**CITY OF SURPRISE**

- January 22, 2020 – Austin Ranch MDR Phase 1.3, 1.1, 1.2 .....Access impact response sent
- January 24, 2020 – Rio Rancho Boulevard & US 60 Improvement.....Access impact response sent
- January 31, 2020 – Prasada RMS.....Access impact response sent
- February 5, 2020 – Lot 4, Prasada Phase 2A West .....Access impact response sent
- February 5, 2020 – Prasada RMS.....Access impact response sent

February 20, 2020 – Sycamore Farms Parcel 10 BTR .....Access impact response sent

March 30, 2020 – ETICO Construction Group .....Access impact response sent

April 3, 2020 – Replat Prasada Lot 4 Phase 2A West-New Submittal.....Access impact response sent

May 14, 2020 – Prasada - Multi Tenant Shops & Starbucks Drive Thru.....Access impact response sent

June 15, 2020 – Chipotle Shell B.....Access impact response sent

June 29, 2020 – Heritage Asante .....Access impact response sent

The Department appreciates the cooperation of MAG members and looks forward to your continued support and the success of the Red Letter Program. If there are any questions, please contact ADOT's Manager of the Right of Way Project Management Section, Richard Erickson, at 602-712-7085, or by email at [RErickson@azdot.gov](mailto:RErickson@azdot.gov).

Sincerely,

DocuSigned by:  


EDF0D640703046A  
Paula Gibson, Right of Way Administrator  
Arizona Department of Transportation  
205 S. 17<sup>th</sup> Ave, MD 612E  
Phoenix, AZ 85007

Cc: John S. Halikowski, Director, ADOT  
Dallas Hammit, Deputy Director for Transportation/State Engineer, ADOT

# Transportation Review Committee

## INFORMATION SUMMARY

### AGENDA ITEM # 3D

#### DATE

August 20, 2020

#### SUBJECT

FY 2021 MAG Pedestrian and Bicycle Facilities Design Assistance Program, and amendment to the FY 2020-2021 MAG Unified Planning Work Program

#### CONTACT

Jason Stephens, MAG Active Transportation Program Coordinator, 602-452-5004

## SUMMARY

The Fiscal Year (FY) 2020-2021 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2019, includes \$500,000 for the FY 2021 MAG Design Assistance program. The Design Assistance program allows MAG member agencies to apply for funding for the preliminary design portion of a bicycle or pedestrian project with no local matching funds required.

A call for projects was made on May 7, 2020. Seventeen applications were successfully submitted by the deadline of July 10, 2020, at 5 p.m. A priority list of applications was presented for review and recommended approval at the August 18, 2020, meeting of the Active Transportation Committee.

Agencies that accepted full funding for Design Assistance include: Phoenix, Chandler, Glendale, Gilbert and Avondale.

Projects included on the prioritized list that do not receive full funding may be eligible if additional funding becomes available.

Please see attached prioritized listing for more information.

## PUBLIC INPUT

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None.

## PROS & CONS

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PROS: This program assists MAG member agencies in designing bicycle and pedestrian facilities that help reduce congestion, improve air quality and public health.

CONS: None.

## TECHNICAL & POLICY IMPLICATIONS

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TECHNICAL: This program encourages implementation of nationally-accepted bicycle and pedestrian facilities design practices; project identification occurs through a planning and evaluation process.

POLICY: According to federal law, any project funded through this program that is ultimately not constructed could be required to refund the design costs to the Federal Highway Administration. This call for projects is in accordance with the MAG Federal Fund Programming Guidelines and Procedures.

## ACTION NEEDED

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Recommend an amendment to the FY 2020-2021 MAG Unified Planning Work Program to include the prioritized list of projects, funding \$500,000 for Design Assistance projects and allowing unfunded projects on the prioritized list to be eligible if additional funding becomes available.

## PRIOR COMMITTEE ACTIONS

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On August 18, 2020, the MAG Active Transportation Committee recommended the prioritized list of FY 2021 Design Assistance projects.

MEMBERS ATTENDING

Jose Macias, El Mirage, Chair of Active Transportation Committee Susan Conklu, Scottsdale, Vice Chair Larry Kirch, Apache Junction #Robert Wisener, Buckeye Stacy Bridge-Denzak, Carefree Jason Crampton, Chandler Nathan Williams, Gilbert Ashley Knudsen, Glendale Christine McMurdy, Goodyear Kathy Borquez for Jason Bottjen, Pinal County #Bob Beane, Coalition of Arizona Bicyclists Jessica May, MCDOT Randy Proch, Peoria Marielle Brown, Phoenix #Woodrow Scouten, Litchfield Park	Steven Ester, Queen Creek Stephen Chang, Surprise Robert Yabes, Tempe Grant Anderson, Youngtown #Tiffany Halperin, Arizona Society of Landscape Architects #Ryan Wozniak, Maricopa Molly Benton, MCDPH Ward Stanford, Avondale #Jeff King, FHWA #Donna Lewandowski, ADOT Omar Peters for Nathan Chadwick, Valley Metro Anh Harambasic, Fountain Hills Garrett Topham, Mesa
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#Members who did not attend the virtual meeting

Agency	Application Title	Amount Requested	Amount Approved	Aggregate Score
Phoenix	Pedestrian Bicycle Crossings of Rio Salado in Phoenix	80000	80000	0.875882353
Chandler	Frye Road Protected Bike Lanes	80000	80000	0.855
Gilbert	Western Powerline Trail Improvement: Gilbert Road to Lindsay Road	100000	100000	0.833529412
Glendale	Missouri Ave Active Transportation Improvements	74445	74445	0.825294118
Chandler	Highline Canal Shared Use Path: Orchid Lane to Tempe/ Chandler Border	35000	35000	0.818823529
Glendale	Maryland Ave Active Transportation Improvements	69030	69030	0.802941176
Avondale	Agua Fria Pedestrian Crossing	56000	56000	0.795882353
Avondale	Pedestrian Facilities On Lower Buckeye Road	22000	5525	0.791176471
Scottsdale	Jackrabbit Road Neighborhood Bikeway	75000	75000	0.787058824
Avondale	Pedestrian Improvement On El Mirage Road From Calle Hermosa to Elwood Street	31000	31000	0.778235294
Surprise	Rancho Gabriela Elementary- Pedestrian Multi Use Path	30000	30000	0.745294118
Chandler	Hunt Highway Traffic Calming and Separated Bike Lanes: Cooper to Val Vista	70000	70000	0.743529412
Fountain Hills	Sidewalk Gap Elimination on Fountain Hills Blvd between Palisades Blvd and Oxford Drive	50000	50000	0.740588235
Apache Junction	Delaware Drive Pedestrian and Safety Improvements	55000	55000	0.736470588
Peoria	New River Trailhead at Jomax Road	63000	63000	0.698823529
Surprise	Countryside Elementary Roundabout and West Point Elementary Pedestrian Refuge Enhancements	43000	43000	0.694117647
Tempe	Open Streets Implementation Design Guide	95000	95000	0.685882353

# Transportation Review Committee

## INFORMATION SUMMARY

### AGENDA ITEM # 3E

#### DATE

August 20, 2020

#### SUBJECT

Transportation Improvement Program (TIP)  
Project Changes

#### CONTACT

Patrick Stone, Transportation Improvement  
Program Supervisor 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, with fourth amendment pending approval in Regional Council, August 26, 2020.

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: Arterial Life Cycle Program Projects.

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

## PUBLIC INPUT

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None

## PROS & CONS

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

CONS: None.

## TECHNICAL & POLICY IMPLICATIONS

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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

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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

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None.

**TABLE A: Requested General Highway Project Changes to the  
FY 2020-2024 MAG Transportation Improvement Program (TIP) and 2040 Regional Transportation Plan<sup>1</sup>, TIP AMENDMENT #5**

Sort: Section, Agency, Location, Work Year

TIP Amendment #5																														
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 <sup>4</sup>	Funding Type	Apport. Year <sup>3</sup>	Federal	Regional	Local	Total	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													
Mesa	Highway	3602	<del>Center Street from McKellips to Southern Avenue</del>		Bike/Ped	<del>OCT-DEC-2021</del>	Maricopa	UPWP	0	0	0	No	No	No	No	No	Yes	Yes	MES20-040DA	----	----	Design Assistance Study--	2020	STBGP-MAG	2020	-----169,740	-----	-----10,260	-----180,000	Amend: Delete TIP listing.
Gila Bend	Highway	34960	Gila Bend Elementary School		Safety	N/A	Maricopa	UPWP	0	0	0	Yes	No	No	No	No	Yes	No	GBD21-801	----	----	Safe Routes to School Study	2020	TA-MAG	2020	35,000	-	2,116	37,116	Amend: Change work year and apportionment year from FY 2021 to FY 2020.
Maricopa County	Highway	42058	Montebello, Tumbleweed, Eagle College Prep		Safety	N/A	Maricopa	Other	0	0	0	Yes	No	No	No	No	Yes	No	MMA21-803	----	----	SRTS Support Activity Project	2021	TA-MAG	2021	47,148	-	2,850	49,998	Amend: Change In program from UPWP to Other. Change work description from "Safe Routes to School Studies" to "SRTS Support Activity Project".

**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 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 Plan<sup>1</sup>, TIP AMENDMENT #5**

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 <sup>4</sup>	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														
Mesa	Highway	ACI-SGB-10-03-C	Signal Butte Rd: Williams Field Rd to Germann Rd	Principal Arterial Other	Street	APR-JUN 2022	Maricopa	ALCP	2	0	6	No	No	No	No	Yes	No	No	MES22-161RWZ	Acquisition of right-of-way for new roadway	2021	Local	-	-	2,664,070	2,664,070			-	Amend: Adjust Work Year from 2020 to 2021.
Mesa	Highway	ACI-SGB-10-03-C	Signal Butte Rd: Williams Field Rd to Germann Rd	Principal Arterial Other	Street	APR-JUN 2022	Maricopa	ALCP	2	0	6	No	No	No	Yes	No	No	MES20-161RRB	Acquisition of right-of-way for new roadway (Reimb).	2021	RARF	-	2,353,200	(2,353,200)	-	2021	RARF	2,353,200	Amend: Change Funding Type from STBGP-MAG to RARF. Adjust Work Description.	

**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.

# Transportation Review Committee INFORMATION SUMMARY

## AGENDA ITEM # 5

### DATE

August 20, 2020

### SUBJECT

Second Project Deferral Request: City of Tempe  
Alameda Drive Bicycle and Pedestrian  
Improvement Project – Rural Road to 48th Street

### CONTACT

Jason Stephens, MAG Active Transportation  
Program Coordinator, 602-452-5004

## SUMMARY

Federal Highway Administration (FHWA) funding allocated to the MAG region is programmed in accordance with the MAG Federal Fund Programming Guidelines and Procedures (Guidelines), which were approved by the MAG Regional Council on June 24, 2015. The Guidelines permit the sponsor agency to defer the project one time without justification. If the sponsor agency wishes to defer a project a second time, an appeal process is required which includes a presentation of the request through the MAG committee process. This agenda item reflects a second deferral request from the City of Tempe for the Alameda Drive Bicycle and Pedestrian Improvement Project – Rural Road to 48<sup>th</sup> Street.

The City of Tempe is requesting a second deferral of the Alameda Drive Bicycle and Pedestrian Improvement Project – Rural Road to 48<sup>th</sup> Street (TMP19-740) construction

phase from Fiscal Year (FY) 2020 to FY 2021. If the second deferral request is approved, the city anticipates that construction would begin in March of 2021 and be completed within 12 months. There is no scope or cost change associated with the deferral.

The project was originally programmed for construction in FY 2019 but had been deferred to FY 2020 on May 22, 2019. A second deferral is needed due to the required coordination with Union Pacific Railroad (UPRR) Alameda Drive Bike and Pedestrian Crossing improvement. UPRR agreed to provide design assistance and construct the improvements to make the Alameda Drive Bicycle and Pedestrian Crossing safer. The crossing improvements will replace buckled asphalt on the path, remove unused railroad tract, and remove any pedestrian or bicycle hazards on the tract.

Currently, the city is still coordinating with UPRR on the final design and construction schedule with the project. In addition, during the design process, old water lines around the project area are failing. During the design process, an old waterline was discovered between College and Mill avenues that will be damaged during the construction of the project. The water line needs to be replaced ahead of the Alameda project because of the potential failure during construction. The city moved the design and construction schedule of the water line replacement ahead of the Alameda Project to minimize construction disturbance along the street. The design and construction for relocating the water line is expected to be completed by February 2021.

Sections of the Guidelines that detail the process for a second deferral have been included as part of this agenda item. As part of the presentation, the Guidelines require the sponsor agency to:

- a) Identify and explain the specific problems or issues beyond their other than financial issues that have caused the need to defer the project.
- b) Demonstrate financial commitment (e.g., staff time, funds) by the agency to develop the project prior to the rescheduling or deletion decision.
- c) Provide a revised schedule and plan that addresses the specific issues identified.
- d) If a project has been previously deferred, demonstrate that the previous cause of delay has been addressed and/or explanation of why the revised approach will address the problem causing the delay.

Please refer to the attached materials.

## PUBLIC INPUT

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None.

## PROS & CONS

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PROS: Approval of a second deferral will allow federal funding to construct the project to be reprogrammed and align with the current project schedule.

CONS: Project deferrals put funding at risk since all FHWA funding allocated to the MAG region must be obligated by the end of the fiscal year.

## TECHNICAL & POLICY IMPLICATIONS

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TECHNICAL: Federal funding to construct the project will be reprogrammed to FY 2021; authorization to construct the project must be submitted to the Arizona Department of Transportation by June 1, 2021.

POLICY: The MAG Federal Fund Programming Guidelines and Procedures, approved by the MAG Regional Council on June 24, 2015, permit sponsor agencies to defer projects one time. A second deferral requires an appeal through the MAG committee process.

## ACTION NEEDED

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Recommend approval of second deferral for the City of Tempe, Alameda Drive Bicycle and Pedestrian Improvement Project – Rural Road to 48th Street (TMP19-740).

## PRIOR COMMITTEE ACTIONS

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On July 21, 2020, the MAG Active Transportation Committee recommended approval of a second deferral for the City of Tempe, Alameda Drive Bicycle and Pedestrian Improvement Project – Rural Road to 48th Street (TMP19-740).

## MEMBERS ATTENDING

Jose Macias, El Mirage, Chair of Active Transportation Committee Susan Conklu, Scottsdale, Vice Chair Larry Kirch, Apache Junction	Steven Ester, Queen Creek #Stephen Chang, Surprise Robert Yabes, Tempe Grant Anderson, Youngtown
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Robert Wisener, Buckeye Stacy Bridge-Denzak, Carefree Jason Crampton, Chandler Nathan Williams, Gilbert Ashley Knudsen, Glendale Christine McMurdy, Goodyear Kathy Borquez, Pinal County Bob Beane, Coalition of Arizona Bicyclists Jessica May, MCDOT Randy Proch, Peoria Marielle Brown, Phoenix #Woodrow Scouten, Litchfield Park	#Tiffany Halperin, Arizona Society of Landscape Architects Ryan Wozniak, Maricopa Ward Stanford, Avondale Jeff King, FHWA #Donna Lewandowski, ADOT Nathan Chadwick, Valley Metro Anh Harambasic, Fountain Hills Garrett Topham, Mesa #Jason Harris, Paradise Valley
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#Members who did not attend the virtual meeting

Approved June 24, 2015

**MAG Federal Fund Programming Guidelines & Procedures**  
**Competitive Project Selection Process for MAG Federal Funds**

## 600.6 Project Deletions

1. **Type of action.** Project deletions are TIP amendments.
2. **Initiation of action.** Actions to delete projects will be initiated by MAG staff pursuant to the requirements of the project reporting and project management sections of these policies guidelines and to remove unauthorized projects from previous federal fiscal years. These include requirements to provide commitment letters and project schedules, comply with required project milestones and authorize projects in the year programmed.
3. **Notice of anticipated action to delete projects.** Prior to initiating action at the Transportation Review Committee, MAG staff will provide notice to project sponsors that their projects will be requested for deletion.
4. **Agency actions to halt deletions.** Project sponsors may halt deletion actions by requesting as appropriate to defer the project to a later year, continue the project in the year it is programmed or reinstate the project in the year it was advanced in the closeout. If the project request is to reinstate or defer the project, the approval of the request is subject to the provisions of Section 600.4 and 600.3, respectively. If the request is to continue the project in the current year programmed, the project sponsor will need to avail themselves of the appeals process defined in section 600.7.
5. **Approval Actions.** The approval of project deletions will begin at the Transportation Review Committee and will include the Management Committee, Transportation Policy Committee and the Regional Council.

## 600.7 Project Appeals Process

1. **Purpose.** The purpose of the appeals process is to provide project sponsors with the opportunity to halt the deletion of projects or in cases where the project has previously been deferred, to request a second deferral for the project.
2. **Appeals request.** To request an appeal, the project sponsor must send an e-mail or provide other written notice to MAG staff.
3. **Appeals Schedule.** Beginning at the modal technical committee from which the project originated and proceeding through the Transportation Review Committee, the Management Committee and the Regional Council, the project sponsor will provide a presentation and written documentation supporting their appeals request. The hearing committees will then engage in a question and answer session with the project sponsor and take action on whether to approve or disapprove the request. A written record on the question and answer session, as well as the action of the committee, will be provided to all subsequent committees hearing the appeal.
4. **Presentation Requirements.** The presentation will be provided by the member agency staff and will accomplish the following:

- a. Identification and explanation of specific problems or issues beyond the control of the agency other than financial issues that have caused the delay (e.g. the actions of outside actors), failure to achieve a required milestone or need to defer the project.
- b. Demonstration of financial commitment (e.g. staff time, funds) by the agency to develop the project prior to the rescheduling or deletion decision.
- c. A revised schedule and plan that addresses the specific issues identified.
- d. If a project has been previously deferred, demonstration that the previous cause of delay has been addressed and/or explanation of why the revised approach will address the problem causing the delay.

5. **“Beyond the control of the agency”**. For the purpose of the hearing the phrase “beyond the control of the agency” refers to actions for which a project sponsor does not have decision making authority – e.g. the actions of third parties such as utility companies, railroads, property owners, the courts, other governmental agencies; and reviewing agencies who may fail to provide timely reviews and approvals. Actions also not under the control of a sponsor also include issues that could not have been reasonably anticipated when the project was initiated such as the discovery archaeological artifacts, hazardous materials, or impacts to endangered or threatened species in areas where none of these issues had been encountered or known to exist previously.

Actions within the control of a sponsoring agency may not be used to justify an appeal. These include the allocation of funding and staff time, project management, scheduling decisions, and the coordination of the project with other projects in the agency’s boundaries such as developer or other agency projects.