

March 18, 2009

TO: Members of the MAG Transportation Review Committee

FROM: David Moody, City of Peoria, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, March 26, 2009, 10:00 a.m.
MAG Office, Suite 200, Saguaro Room
302 North 1st Avenue, Phoenix

A meeting of the MAG Transportation Review Committee (TRC) will be held at the time and place noted above. **Please park in the garage under the building. Bring your ticket to the meeting as parking will be validated. Bicycles can be locked in the rack at the entrance to the parking garage.**

The next meeting of the MAG Transportation Review Committee will be held at the time and place noted above. Committee members or their proxies may attend **in person, via videoconference or by telephone conference call**. Those attending video conference must notify the MAG site three business days prior to the meeting. Those attending by telephone conference call please contact MAG offices for conference call instructions.

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 Christina Hopes at the MAG Office. Requests should be made as early as possible to allow time to arrange the accommodation.

Please be advised that under procedures adopted by the MAG Regional Council on June 26, 1996, all MAG committees need to have a quorum in order to conduct business. A quorum is a simple majority of the membership or twelve people for the MAG TRC. If you are unable to attend the meeting, please make arrangements for a proxy from your jurisdiction to represent you. If you have any questions or need additional information, please contact Eric Anderson or Christina Hopes at (602) 254-6300.

TENTATIVE AGENDA

	COMMITTEE ACTION REQUESTED
1. <u>Call to Order</u>	
2. <u>Approval of Draft February 26, 2009 Minutes</u>	2. Approve Draft minutes of the February 26, 2009 meeting.
3. <u>Call to the Audience</u> An opportunity will be provided to members of the public to address the Transportation Review Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Transportation Review Committee requests an exception to this limit.	3. For information and discussion.
4. <u>Transportation Director's Report</u> Recent transportation planning activities and upcoming agenda items for the MAG Management Committee will be reviewed by the Transportation Director.	4. For information and discussion.

CONSENT AGENDA

5. <u>Regional Community Network Reporting Structure</u> The Regional Community Network (RCN) is a fiber optic communications network that, when completed, would connect all MAG Member Agencies for the primary purpose of coordinating traffic control operations between neighboring agencies. The first phase of the project is currently being implemented by Arizona Department of Transportation through an Intelligent Transportation Systems (ITS) project in the MAG Work Program. The RCN Working Group consists of agencies represented on the ITS Committee and	5. For information, discussion and recommendation to approve the RCN reporting structure as indicated in Attachment One.
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Technology Advisory Group (TAG); both groups have recommended the establishment of a reporting structure for future oversight and management of the RCN. Attachment One describes the proposed reporting structure for the RCN, which is based on the regional emergency 9-1-1 system developed by MAG and overseen by the MAG 9-1-1 Oversight Team.

6. ADOT Red Letter Process

In June of 1996, the MAG Regional Council approved the Arizona Department of Transportation (ADOT) Red Letter process, which requires MAG member agencies to notify ADOT of potential development activities in freeway alignments. Development activities include actions on plans, zoning and permits. ADOT has forwarded a list of notifications from July 1, 2008 to December 31, 2008. Please refer to the materials in Attachment Two.

6. For information, discussion, and possible action.

ITEMS TO BE HEARD

7. Project Changes – Amendment and Administrative Modification to the FY 2008-2012 MAG Transportation Improvement Program and FY 2009 Arterial Life Cycle Program

The FY 2008-2012 TIP was approved by Regional Council on July 25, 2007 and the FY2009 ALCP was approved by Regional Council on June 25, 2008. Since that time, there have been requests from member agencies to modify projects in the programs. The proposed amendments and administrative modifications to the FY2008-2012 TIP are listed in Table A. An administrative modification does not require a conformity determination. In addition, administrative modifications to the ALCP are listed in Table B. Please refer to Attachment Three.

7. For information, discussion and recommendation to approve an Amendments, and Administrative Modifications to the FY 2008-2012 Transportation Improvement Program, the FY2009 Arterial Life Cycle Program, and, as appropriate, to the Regional Transportation Plan 2007 Update.

8. Update to the Arterial Life Cycle Program Policies and Procedures

The ALCP Policies and Procedures approved on December 19, 2007 require revisions, which include refinements to policies on the Regional Area Road Fund (RARF) Closeout Process, the addition of substitute projects, and the amendment or termination of signed and effective Project Agreements. Other minor technical refinements are also included. The ALCP Working Group met on November 17, 2008 and January 9, 2009 to discuss the revisions and continued the discussion and refinement process via e-mail. Please refer to Attachment Four, which illustrates the recommended revisions to the currently approved ALCP Policies and Procedures.

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

The American Recovery and Reinvestment Act (ARRA) of 2009 was signed by President Obama on February 17, 2009. The Act directs transportation infrastructure funds to both highways and transit agencies in states and metropolitan planning organizations. MAG Staff and Member Agencies have been working together through working groups and the MAG Committee process to develop policy direction and analyze project readiness in the MAG Region. An update will be provided regarding the policy direction and project analysis for the ADOT portion, MAG sub-allocation, and MAG region transit funds from the ARRA.

10. Status of Local Sponsored Federal Funded Projects

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

8. For information, discussion, and recommendation to approve the proposed changes to the previously approved December 19, 2007 ALCP Policies and Procedures.

9. For information and discussion.

10. For information and discussion.

11. Interim Closeout of the Federal Fiscal Year (FFY) 2009 MAG Federally Funded Program

The FFY 2009 Closeout Process is underway. To defer a project from FFY 2009 to a later year, MAG Member Agencies must complete and submit a Deferral Notification form, and depending on the number of times previously deferred, submit a justification letter. The deadline to notify MAG of project deferrals is ongoing; however, MAG Staff would prefer Member Agencies report project deferrals for a first analysis by Monday, April 20, 2009. It is also requested that MAG Member Agencies submit project requests to utilize these unused FFY 2009 funds. The deadline to submit projects requests for closeout is Monday, April 20, 2009; late project submittals are not allowed. Please refer to Attachment Six for specific details including the Deferral Notification form, minimum justification letter requirements, and the Project Submittal form.

12. Arterial Life Cycle Program Update

The Arizona Department of Transportation's revised Regional Area Road Fund (RARF) Revenue Projections forecasts a \$330 million reduction in funding for the Arterial Life Cycle Program (ALCP). To maintain the fiscal balance of the program, Section 270 of the approved ALCP Policies and Procedures was implemented in the development of the Draft FY 2010 ALCP. MAG Staff will provide a report on the programming of the Draft as well as a Status Report on program for the period between November 2008 and March 2009. Copies of the Draft FY 2010 ALCP and ALCP Status Report are provided in Attachment Seven.

13. Member Agency Update

This section of the agenda will provide Committee members with an opportunity to

11. For information and discussion.

12. For information and discussion

13. For information and discussion.

share information regarding a variety of transportation-related issues within their respective communities.

14. Next Meeting Date

The next regular TRC meeting will be scheduled Thursday, April 30, 2009 at 10:00 a.m. in the MAG Office, Saguaro Room.

14. For information.

DRAFT MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

February 26, 2009

Maricopa Association of Governments Office
302 North First Avenue, Suite 200, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

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

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Jim Hash, City of Mesa	*Pedestrian Working Group: Brandon Forrey, City of Peoria
*Street Committee: Darryl Crossman, City of Litchfield Park	*Transportation Safety Committee: Kerry Wilcoxon, City of Phoenix
*ITS Committee: Mike Mah	
* Members neither present nor represented by proxy.	+ - Attended by Videoconference # - Attended by Audioconference

OTHERS PRESENT

Eric Anderson, MAG	Andy Granger, City of Peoria
Maureen DeCindis, MAG	Clem Ligocki, Maricopa County
Bob Hazlett, MAG	Jim Hash, City of Mesa
Roger Herzog, MAG	Jennifer Jack, SRP-MIC
Sarath Joshua, MAG	Ethan Rauch AECOM
Nathan Pryor, MAG	Jackie Pfeiffer AECOM
Steve Tate, MAG	Jim Creedon, Landry & Creedon
Tim Strow, MAG	David Johnson, Town of Buckeye
Eileen Yazzie, MAG	

1. Call to Order

Mr. Tom Callow from the City of Phoenix called the meeting to order at 10:06 a.m.

2. Approval of January 29, 2009 Draft Minutes

Mr. Callow asked if there were any changes or amendments to the meeting minutes, and there were none. Mr. David Moody from the City of Peoria moved to approve the minutes. Mr. Mike Sabatini from Maricopa County seconded the motion, and the minutes were subsequently approved by unanimous voice vote of the Committee.

3. Call to the Audience

Mr. Callow stated that he had not received any request to speak cards from the audience, and moved on to the next item on the agenda.

4. Transportation Director's Report

Mr. Callow invited Mr. Eric Anderson from MAG to present the Transportation Director's Report. Mr. Anderson informed the Committee that Mr. Tom Callow would be retiring from the City of Phoenix. Mr. Anderson thanked Mr. Callow for his work as Chair of the Transportation Review Committee, and his involvement in other MAG activities as well.

Mr. Anderson reported on the MAG Regional Council meeting held the previous evening, which included an extensive discussion on the Arizona Department of Transportation (ADOT) allocation of stimulus funding. He reported that the State Transportation Board (STB) met the previous Friday in Bullhead City to discuss ADOT's allocation of the \$350 million in stimulus funds. Mr. Anderson informed the Committee that the STB decided to allocate the stimulus according to the Resource Allocation Advisory Committee's (RAAC) allocations. Based on the RAAC's allocation, the MAG Region would receive approximately 37 percent or \$130 million in funding.

Mr. Anderson explained that a considerable portion of the Regional Council discussion focused on the fact that the STB did not take into consideration the State Transportation Acceleration Needs (STAN) funding, which was swept to balance the State budget. According to Mr. Anderson, the expectation that the STB would take into consideration the swept STAN funding when determining the current allocations was discussed at Regional Council. One expectation was that swept funds would be "taken off the top" of the ADOT allocation of stimulus funding, before the RAAC allocation was distributed.

Mr. Anderson informed the Committee that two members of the State Transportation Board also held membership positions on the MAG Regional Council. Both members explained that while serving on the STB, their position was to look at transportation interests statewide. Mr. Anderson explained that the net loss to region as a result of the decision was between \$46 and \$55 million.

Continuing on, Mr. Anderson announced that the MAG Regional Council approved a prioritized list of projects, which would be sent to ADOT for funding consideration. He stated that the majority of the projects listed would be construction ready within the 120 days. Mr. Anderson noted that five projects identified by asterisks would take longer to be “shovel ready;” however, he expressed confidence that the projects would be ready within a year. He explained that under the stimulus act the money had to be obligated by February 17, 2010 and that half of the money allocated to ADOT had to obligate by July 8, 2009.

Mr. Anderson announced that MAG Staff would delay the approval of the 2009-2014 Transportation Improvement Program and the Regional Transportation Update. He explained the delay was due to the stimulus act as well as balancing the Freeway Life Cycle Program. He stated that he would inform the Committee as soon as a revised schedule was available.

Next, Mr Anderson addressed the Regional Area Road Fund (RARF) revenues, which continued to be weak. He reported that January revenues decreased 13.3 percent from the previous fiscal year (FY), and the year-to-date revenues were down 11.5 percent. He informed the Committee that ADOT revised the RARF Revenue Forecast. According to Mr. Anderson, the revised RARF Revenue Forecast was down \$1.9 billion over the life of the tax from the forecast released in November 2008.

Mr. Anderson informed that Committee that the Arizona Transit Association (AzTA) currently was conducting a Legislative and Rail Conference in Tempe. He stated that Congressman James Oberstar, Chair of the U.S. House of Representative’s Transportation and Infrastructure Committee, would be the conference luncheon speaker on Friday.

Mr. Anderson announced the release of the National Surface Transportation Infrastructure Financing Commission Report. He stated that MAG Staff had received an advance copy of the report. According to Mr. Anderson, the report called for a movement toward a vehicle miles traveled (VMT) tax by 2020 and a median increase in gas and diesel fuel tax by 10 and 15 cents, respectively.

Mr. Carlos de Leon from the City of Tempe inquired about the difference between the \$94 million in swept STAN funding and the \$86 million in funding recommended by the MAG Regional Council the previous evening. Mr. Anderson explained the differing amounts could be tied to the Interstate 17 widening project. He stated that the \$22.5 million noted on the handout was ADOT’s current cost estimate for the project and that \$30 million in STAN funding was swept from the project.

Mr. Callow asked if the \$130 million allocated to the MAG Region by the STB would be allocated to the top four projects listed on the handout. Mr. Anderson stated yes. He added that the third project listed, the Williams Gateway Airport Project, was currently under

discussion with the Federal Highway Administration (FHWA) and ADOT because of federal eligibility concerns. Mr. Anderson stated that if the Williams Gateway Airport Project was ineligible that the fifth and sixth projects listed would be recommended for funding.

Mr. Callow asked if there were any additional questions or comments about this agenda item. There were none, and this concluded the Transportation Director's Report.

5. Arterial Life Cycle Program Regional Area Road Fund Revenue Projections

Mr. Callow announced to the Committee that the agenda item on the Arterial Life Cycle Program (ALCP) RARF Revenue Projections would be heard before the item on amendments and administrative modifications to the MAG Transportation Improvement Program. Ms. Hopes informed the Committee that her presentation would focus on the revised RARF Revenue Projections released by ADOT as well as the implications for the ALCP.

Ms. Hopes reported that the Fiscal Year (FY) 2009 Arterial Life Cycle Program was fiscally balanced. She stated that the November 2008 Forecast indicated a decrease of \$132 million (m) in RARF revenues from the original forecast produced in November 2003. She explained that prior to the November 2008, the fluctuations in the revenue forecast had a minimal impact of the ALCP.

Ms. Hopes informed the Committee that ADOT was in the process of revising the November 2008 Forecast. She stated that the latest forecast indicated a \$330 million decrease in RARF funding for the ALCP from the original forecast. She stated that MAG Staff might have avoided pushing projects into unfunded years of the Arterial Life Cycle Program if the November 2008 forecast had remained. However, the sharpened decline in expected revenues listed in the February 2009 forecast would require MAG Staff to push projects into unfunded years in order to maintain the fiscal balance of the program.

Next, Ms. Hopes summarized the estimated expenditures and revenues for the Arterial Life Cycle Program. She informed the Committee the February 2009 forecast indicated projected RARF revenues of \$937m for the ALCP over the life of the tax. She added that currently \$1.1 billion in RARF reimbursements are programmed, a difference of \$190 million.

Ms. Hopes informed the Committee the ALCP's projected revenues for Surface Transportation Program (STP) funds were \$683 and \$115m for Congestion Mitigation and Air Quality (CMAQ) funds. She reported that \$615m of the available STP funds had been programmed for ALCP Projects and \$60m of the available CMAQ funds had been programmed. Ms. Hopes explained that over \$122 million in STP and CMAQ funding was available to fund ALCP projects; however, the current programming of ALCP Projects reported by MAG Member Agencies prohibited the appropriate programming of the available funding. She explained that in the FY 2009 ALCP CMAQ funding had not been programmed in fiscal years 2019 through 2026 and that STP funds had not been programmed for 2026.

Ms. Hopes announced that MAG Staff had meet with Lead Agencies in the ALCP to discuss the programming of projects in Phase III (FY 2016-2020) and Phase IV (2021-2026). She stated that

she encouraged the agencies in attendance to review the programming of projects in these years to maximize the amount of STP and CMAQ funds programmed. She stated that to date she had not received updated information from the agencies.

Next, Ms. Hopes summarized Section 270 of the ALCP Policies and Procedures, which provides guidance in the event of a program deficit. According to Section 270, ALCP Projects may be delayed in priority order if there is a deficit of program funds. She reported that a tentative financial analysis indicated that a one year shift in reimbursements would begin in FY 2013. She added that a two year shift in reimbursements would occur in Phase III, with a two to three shift in reimbursements occurring in Phase IV of the program.

Ms. Hopes requested the Committee's input on the agenda item. Mr. Callow inquired about the type of input being requested. Ms. Hopes explained that various individuals had expressed concerns about the ambiguous language in Section 270. Mr. Anderson explained that the ALCP must be fiscally balanced according to State law. He noted that an additional issue, particularly on the federal fund side, was that reauthorization was upcoming in the future. He stated that the amount of federal funding in the future was uncertain. Mr. Anderson stated that the impact of the decreased RARF Revenues was being felt by multiple programs. He added that the typical MAG policy was to delay projects in the order.

Mr. David Moody from the City of Peoria stated that he had attended the Lead Agency meeting referenced earlier by Ms. Hopes. Mr. Moody inquired if agencies could convert projects to be eligible for both regional and federal funds. Ms. Hopes encouraged all Lead Agencies to become eligible for both regional and federal funds, where feasible.

Ms. Hopes stated that the tentative draft of the FY 2010 Arterial Life Cycle Program increased the amount of CMAQ funds programmed and reduce the overall hit to the program. She informed the Committee that the estimated two to three year deferral was contingent on the increased programmed of federal funds. She anticipated approximately \$100 million in programmed reimbursements to be deferred into unfunded years of the program.

Mr. Moody inquired how a Lead Agency could officially inform MAG that a project was eligible for both federal and regional funds. Mr. Anderson stated that he also encouraged agencies to be eligible for multiple sources of funding. He stated agencies with federally eligible projects should submit a letter to MAG Staff requesting the consideration of federal funds.

Mr. Anderson added that MAG Staff was looking to member agencies to provide accurate projects schedules to aid staff in addressing revenue shortfalls and in programming the maximum amount of available revenue. He cautioned that member agencies may need to review the prioritization of the ALCP projects in the event projects must be removed to balance the program. Mr. Anderson clarified that the removal of projects from the program entirely was not required at this point.

Mr. Grant Anderson from the Town of Youngtown asked if ALCP project deferral notifications would be accepted earlier for ALCP projects. Mr. Eric Anderson stated yes. Then, Mr. Grant Anderson asked if member agencies should indicate funding eligibility during the TIP update as well. Mr. Eric Anderson stated yes adding that the eligibility for regional and federal funding gave MAG Staff increase flexibility in programmed funds.

Mr. Dave Meinhart stated that it would be helpful if MAG Staff provided the Committee a draft of the ALCP that demonstrated the projects that would be programmed in unfunded years due to the deficit. Mr. Anderson asked Ms. Hopes where MAG Staff was in the process of updating ALCP Project information. Ms. Hopes replied that MAG Staff was currently updating project information; however, a few member agencies had been late in submitting their updates. As a result, the first draft of the FY 2010 ALCP was delayed. She stated that she anticipated releasing the first draft of the FY 2010 ALCP for review and comment within the next two weeks.

Ms. Hopes informed the Committee that several Member Agencies had not updated the project schedules for ALCP Projects programmed in Phase III and Phase IV. She stated it was common for agencies to tie to the fiscal years for work to the fiscal year the reimbursement was programmed in the ALCP. She encouraged member agencies with such projects to contact her directly so MAG Staff could take this into consideration when balancing the ALCP.

Continuing on, Ms. Hopes reminded member agencies could exchange ALCP project reimbursements under certain conditions. She explained that member agencies should consider an exchange if the reimbursement for a high priority project was pushed into unfunded years. During an exchange, the member agency could switch the timing of a reimbursement on a high priority project with a lower priority project. She added that exchanges were constrained by the limitations listed in the ALCP Policies and Procedures, and that MAG Staff would work with member agencies to facilitate an exchange if desired.

Mr. Anderson explained that limitations on funds varied by funding source. Ms. Hopes agreed. She explained that the tentative draft of the ALCP showed a shift of one to three years for projects programmed with RARF revenues; whereas, projects programmed with federal funds experienced a shift of one year, if at all. Mr. Meinhart asked if the shift in federal funds applied to any project currently programmed for FY 2013 or earlier. Ms. Hopes replied no and that the federal funds for FY 2013 or earlier had been allocated to projects, such as Northern Parkway. She mentioned the possibility of funding the Beardsley Connector with federal funds during Closeout adding that if that occurred, projects currently slated to receive federal funds may be shifted a year to accommodate the project.

Mr. Callow asked if there were any additional questions or comments about this agenda item. There were none. Ms. Hopes announced that the agenda item on the ALCP Policies and Procedures would be rescheduled for the March meeting of the Transportation Review Committee.

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

Mr. Callow invited Ms. Eileen Yazzie, the MAG Transportation Programming Manager, to present on amendments and administrative modifications to the FY 2008-2012 MAG Transportation Improvement Program (TIP). Ms. Yazzie stated that the agenda item would not include project changes to the TIP at this time. She informed the Committee that the agenda item would focus on funding allocation scenarios for stimulus funds received through the American Recovery and Reinvestment Act of 2009 (ARRA) as well as a summary of the discussion held at the Regional Council meeting the previous evening.

Ms. Yazzie directed the Committee's attention to handouts provided at each place. She reminded the Committee that ADOT's allocation of funds for highway infrastructure investments was \$521 million excluding competitive grants. Of that, approximately, \$133 million would be directed to the MAG Region for highway projects. She added that the MAG regional suballocation was \$88 million.

Ms. Yazzie reported that the "Use It or Lose It Provisions" differed for States and Metropolitan Planning Organizations (MPOs). She explained that MPOs did not have a short-term deadline to obligate funds. However, 100 percent of the MPO sub-allocation must be obligated by February 17, 2010.

Ms Yazzie announced that the available funding would be either Surface Transportation Program (STP) or Transportation Enhancement (TE) funds. Any unobligated balances would be withdrawn and subject to redistribution to the States. She stated the STP and TE funds were the most flexible federal program. Eligible projects would include road projects on functionally classified roadways, transit, bicycle and pedestrian, and ITS projects.

Continuing on, Ms. Yazzie directed the Committee's attention to handout of projects listed in priority order. She stated that the project listing was approved by the MAG Regional Council contingent upon projects receiving the necessary administrative adjustments and amendments to the MAG TIP and air quality conformity and consultation.

Ms. Yazzie reported that the transit agencies were also working to program projects to use stimulus funds. She stated that the Regional Public Transit Authority (RPTA) would hold a Board meeting in mid to late March to discuss the issue further. She announced that at the February Board meeting, RPTA had taken action on project criteria. She stated that the Board focused on projects that were part of Proposition 400. Another criterion approved by the RPTA Board was that stimulus funds would not be used to procure more buses.

Next, Ms. Yazzie directed the Committee's attention to the second handout, which listed projects according to the five different funding scenarios. Mr. Anderson inquired if the funding scenarios came from the Transportation Policy Committee (TPC) meeting discussion in February. Ms. Yazzie replied yes. She stated that the TPC directed MAG Staff to review funding scenarios pertaining to the Proposition 400 projects as well as a minimum allocation to each member agency. Ms. Yazzie explained that the current discussion was to obtain input from the Committee on any technical issues or concerns about the various funding scenarios presented.

Ms. Yazzie presented funding Scenario 1A and 1B to the Committee. According to Ms. Yazzie, funding Scenario 1A included a minimum agency allocation plus additional funds based on population. She explained that historically Scenario 1A had been used by MAG to distribute funds. Ms. Yazzie explained that Scenario 1B provided a minimum agency allocation; however, if a member agency did not meet a minimum population threshold, then additional funds for population would not be provided.

Ms. Yazzie informed the Committee that with Scenario 1A and 1B that MAG Member Agencies would need to work very quickly to identify specific projects to receive funding. She added that projects with a ranking of "A" or "B" would be good candidates under the scenario; however,

projects with a ranking of “C” would not be good candidates because projects would be unable to obligate within the year time frame require by law.

Referring to the handout, Mr. Dave Moody questioned the reimbursement nature of the scenarios. Ms. Yazzie replied that the stimulus funding would operate the same as normal federal funds. She added that initially the member agency would front the money for the project and then be reimbursed with federal funds. A brief discussion followed.

Mr. Terry Johnson from the City of Glendale asked Ms. Yazzie to clarify the project rankings in regards to NEPA project status. Mr. Johnson asked if a NEPA Status of “A” indicated signed approval. Ms. Yazzie replied that the “A” status indicated that all clearances had been obtained.

Ms. Pat Dennis from the City of El Mirage inquired if projects ranked “BB” would be under funding consideration. Ms. Yazzie replied that projects ranked “BB” and projects eligible for a categorical exclusion would be considered under Scenario 1. Ms. Dennis requested scenarios with \$750,000 and \$1 million as the base allocation to each member agency. Ms. Yazzie stated she would run scenarios with additional base allocation amounts per the Committee’s request. Mr. Callow inquired if Ms. Yazzie would also run a scenario with no minimum allocation per member agency. Ms Yazzie replied she would that scenario as well.

Mr. Anderson stated that comments had been made that a project could not be constructed for less than \$500,000. He stated the comment was untrue. He added that certain categorical exclusion projects, such as intelligent transportation systems, could be completed for under \$500,000.

Mr. David Fitzhugh from the City of Avondale inquired about the type of projects eligible to receive the funds. Ms. Yazzie replied the funds could be used for any project that would be eligible under the Surface Transportation Program. Mr. Fitzhugh asked if the funds could be used for design. Ms. Yazzie replied that STP funds could be used for design; however, many of the projects submitted for consideration were construction projects.

Mr. Fitzhugh asked for clarification on the action for the agenda item as well as the role of the TRC in regards to the allocation of stimulus funding. Ms. Yazzie explained that she was seeking technical input on the scenarios developed thus far with the input of the TPC. Mr. Fitzhugh asked if any action was being sought by the Committee. Ms. Yazzie replied no.

Mr. Fitzhugh inquired if federal funds, such as Congestion Mitigation and Air Quality (CMAQ) funds, that are eligible for the federal closeout process should be considered as part of the scenarios presented. Ms. Yazzie replied that the TPC had discussed including funds from the federal closeout process earlier and did not recommend that scenarios include federal funds for closeout. A brief discussion followed.

Mr. Meinhart stated he would support allocating stimulus funds based on population. Mr. Fitzhugh stated he too would support a scenario that considering population. Mr. Callow asked if the specific scenario used to allocate funds would be presented to the Committee before approval through the MAG Committee Process. Ms. Yazzie stated that it was not the intent to revisit scenarios during the next committee meeting cycle. She stated that the Committee could

recommend one the scenarios for approval at the current meeting, if desired. A brief discussion followed.

Moving on, Ms. Yazzie introduced Scenario 2. She informed the Committee that MAG Staff developed scenario that allocated 100 percent of the sub-allocation funds to Proposition 400 highway projects at the request of the TPC. Ms. Yazzie directed the Committee's attention to the handout. She explained that the three projects listed were not in priority order and were in addition to the thirteen approved projects. She cautioned the Committee that the projects and amounts listed may change dependent on the final funding amounts set by the Arizona State Transportation Board and the prioritized project list.

Ms. Dennis suggested that future versions of the handout in light of potential changes that may occur. She suggested that non-selected projects that might receive funding be listed on the handout. She explained that the change would facilitate a discussion on the allocation of funds in the event a change was made. Ms. Yazzie agreed.

Next, Ms. Yazzie summarized Scenario 3, which allocated funds to Proposition 400 highway and arterial street projects. She explained that three projects in the Arterial Life Cycle Program (ALCP) have meet the required federal clearances and were ranked "AA." Ms. Yazzie informed the Committee that in the analysis for Scenario 3, MAG Staff only included ALCP projects with an "AA" ranking.

Mr. Callow asked if there were any questions about the scenario, and there were none. Mr. Johnson stated that he would support the scenario adding the NEPA status for the Northern Parkway project was closer to an "A" than a "B" as previously indicated. Mr. Meinhart suggested that future handouts of Scenario 3 include projects ranked "AB" or "BB."

Then, Ms. Yazzie presented Scenario 4, which would give priority to Proposition 400 highway, arterial streets, and transit projects. She informed the Committee that Scenario 4 also was run at the request of the TPC. She explained that under Scenario 4, each Proposition 400 category would receive the a share of the stimulus funds based on the percentage allocations outlined in the Regional Transportation Plan. According to the scenario, the funding by category would be highways \$49.8 million (56.2%), arterial streets \$9.3 million (10.5%), and transit projects- \$29.5 million (33.3%).

Ms. Yazzie stated that based on the comments received from Mr. Meinhart and Mr. Johnson, she would expanded the arterial street list to include "AB" and "BB" arterial street projects. Ms. Dennis expressed concerns about Scenario 4 referencing the separate transit allocation included in the American Recovery and Reinvestment Act (ARRA). A brief discussion followed.

Continuing on, Ms. Yazzie presented Scenario 5. Under the scenario, priority would be given to projects with a TIP status of "A" and a NEPA status of "A." She reported that \$84 million in project costs would be funded for "AA" projects according to the scenario. An additional \$5.2 million in transportation enhancement projects also would be funded. Mr. Sabatini requested that the transportation enhancement project list be updated to include the old US 80 bridge, which has been allocated some transportation enchantment funding. Ms. Yazzie replied that she would update the listing.

Ms. Dennis inquired if the funds would be supplanting projects at the local level under Scenario 5. Ms. Yazzie replied yes. Ms. Dennis asked if the local jurisdiction would need to demonstrate the local funding had been reallocated to another project in order to be eligible for the stimulus funding. Ms. Yazzie replied yes. Mr. Meinhart inquired that if a project were supplanted, would the supplanted funds be required to a capital project or could it be allocated to transit operations. Ms. Yazzie replied that MAG Staff had not received final guidance on the supplanting provision of the Act. A brief discussion followed.

Mr. Dave Fitzhugh asked what would happen to the programmed funds if a Proposition 400 project were supplanted. Ms. Yazzie stated that the programmed funds would be used to alleviate to the budgetary shortfall in the Freeway, Arterial, and/or Transit Life Cycle Programs depending on which project(s) were supplanted. She added that MAG Staff would work with the jurisdiction in question to reprogram projects, as necessary, in the event supplanting occurred.

Mr. Eric Anderson stated that there were two general directions the funding allocations could go. First, jurisdictions may be allocated a specific amount of money and then be required to notify MAG which projects would be eligible for federal funds. The second option would be to fund specific projects that are, or will be shortly, eligible for federal funds. Mr. Anderson encouraged a general discussion on the direction MAG Staff should take.

Mr. Callow stated that the City of Phoenix would be supportive of a population based allocation adding that the intent of the Act was to stimulate the economy not to fund Proposition 400 projects. He explained that all jurisdictions are hurting financially and that Proposition 400 projects were not the only projects experiencing a shortfall. Mr. Sabatini echoed Mr. Callow's comments and encouraged MAG Staff to present Scenarios 1 and 5 as the funding moves through the MAG Committee Process. Mr. Fitzhugh and Mr. Meinhart also expressed support for the population based allocation.

Mr. Johnson expressed support for a regional approach, particularly projects included in the Regional Transportation Plan. He voiced concerns about the job creation that would occur if a population based approach was implemented. Mr. Grant Anderson and Ms. Dennis acknowledged the benefit of the population based approach with a minimum allocation per jurisdiction. Mr. Randall Overmyer from the City of Surprise expressed support for a minimum allocation per jurisdiction.

Mr. Anderson acknowledged to dichotomy the proposed scenarios. He stated that he expected the highway and transit allocations would go directly to Proposition 400 project. However, he acknowledged the inability of the Arterial Life Cycle Program to use to the MPO sub-allocation, in a similar fashion.

Then, Ms. Yazzie informed the Committee of the next steps in the process. She stated that MAG Staff would continue to work with Valley Metro and ADOT on the financial analysis and coordination required. She reported that MAG Staff would present the scenario results at the MAG Management and Transportation Policy Committee meetings in March. Ms. Yazzie stated that she hoped that the MAG Regional Council would hear the scenarios and make the final decision at the March committee meeting. In addition, she hoped to present a possible TIP

amendment that included the projects to selected to receive the MAG sub-allocation. A brief discussion followed.

Mr. Callow asked if there were any questions about Ms. Yazzie's presentation, and there were none.

7. Update to the Arterial Life Cycle Program Policies and Procedures

Mr. Callow informed the Committee that the update to the Arterial Life Cycle Policies and Procedures would not be heard at this time. Mr. Callow announced that he would need to leave the meeting due to a prior engagement and requested that Mr. Moody be in charge of the meeting in his absence. Mr. Moody then moved on to the next item on the agenda.

8. Update on the Interstates 8 and 10-Hidden Valley Transportation Framework Study

Next, Mr. Moody invited Mr. Bob Hazlett to present on the Interstate 8 (I-8) and Interstate 10 (I-10) Hidden Valley Transportation Framework Study (Study). Mr. Hazlett informed the Committee that the Study had been underway for almost two years. He stated the Study was being conducted by MAG in conjunction with the project's funding partners, which included the cities of Goodyear and Maricopa, the Town of Buckeye, the Maricopa County Department of Transportation, the Pinal County Department of Public Works, and the Arizona Department of Transportation. In addition, he acknowledged the contributions from the Central Association of Governments (CAAG) and the City of Casa Grande on the Study.

Mr. Hazlett outlined the study area for the Committee. He explained that the study area encompassed approximately 3,000 square miles of land in Maricopa and Pinal counties. The study boundaries included the Gila River to the north, the I-8 corridor to the south, Overfield Road to the east, and 459th Avenue to the west. He informed the Committee that the study area also contained two Native American Indian communities, five wilderness areas and the Sonoran Desert National Monument.

Mr. Hazlett explained that a Study Review Team (SRT) comprised of numerous local, regional, and national entities were participating in the Study. He stated that a variety of key stakeholders had also been involved in the Study. Some of the key stakeholders involved included economic development organizations, public/private utilities, individual land owners, affected citizens, neighborhood groups, and development firms. Mr. Hazlett reported extensive public involvement on the project, which included six public workshops, 17 funding partner meetings, and 12 Study Review Team meetings.

Next, Mr. Hazlett discussed the Study background. According to Mr. Hazlett, the Study was needed for a variety of reason, such as the anticipated population and employment growth and the need to preserve critical rights-of-way. He informed the Committee that an environmental scan of the study area had been conducted. He reported that 36 environmental factors were considered during the scan. Some of the factors assessed included cultural resources, air quality, natural vegetation, major economic centers, conservation areas, and wildlife corridors.

Mr. Hazlett informed the Committee that the Study assessed the framework for surface transportation and transit in the area. In regards to surface transportation, the Study reviewed additional high capacity corridors, including freeways, parkways and arterials. For transit, the Study assessed high capacity peak hour service for commuters, local service for local trips, and feeding into high capacity transit corridors.

Mr. Hazlett explained that the Study included several framework alternatives. The framework alternatives included balanced capacity, maximum capacity, minimum capacity, base transit and enhanced transit. He directed the Committee to the MAG website for more detailed information on the alternatives. He also welcomed individuals to contact him directly to discuss the various alternatives as well as the subsets of the alternatives presented.

Mr. Hazlett summarized the key recommendations for the Study. The recommendations included providing additional high capacity corridors and defining the Hassayampa Freeway as more of east-west facility during the transition from the Hassayampa Valley to the Hidden Valley in order to provide more connections to Goodyear, Buckeye, and Casa Grande. Other recommendations included additional improvements to State Road 85 and additional definition to Loop 303 south of the Gila River.

According to Mr. Hazlett, the Study also identified a network of parkways and incorporated the results of Pinal County's Regional Significant Routes Study for Safety and Mobility. Mr. Hazlett stated that the Study did not identify any new corridors for the Gila River Indian Communities. The decision to avoid new corridors in the Indian Community was made at the request of several partnering agencies, who wanted the new alignments to circulate around the Gila River Indian Community instead. Mr. Hazlett informed the Committee that the Study also identified potential transit corridors, including potential rail corridors.

Next, Mr. Hazlett outlined the next steps of the Study. He stated the project team would identify preliminary cost opinions, develop an implementation plan, and complete the project document and executive summary brochure. He reported that the Study would likely be before the MAG Regional Council for acceptance in May 2009 and be heard by CAAG in June 2009. He informed the Committee that the Study would be presented for recommendation at the April meeting of the TRC.

Mr. Hazlett acknowledged the efforts of the consultant team, AECOM, on the project. He encouraged the Committee to contact the consultant team for additional information on the project, if desired. Then, he provided the Committee with a CD-ROM that included the latest reports on the Study.

Mr. Moody asked if there were any questions about Mr. Hazlett's presentation, and there were none.

8. Member Agency Update

Mr. Moody asked members of the Committee if they would like to provide updates; address any issues or concerns regarding transportation at the regional level; and asked if any members in

attendance would like to address recent information that was relevant to transportation within their respective communities. There were none, and Mr. Moody moved to the next agenda item.

9. Next Meeting Date

Mr. Moody informed members in attendance that the next meeting of the Committee would be held on March 26, 2009. There being no further business, Mr. Moody adjourned the meeting at 11:47 a.m.

ATTACHMENT ONE

Proposed Regional Community Network Management Reporting Structure

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

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

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

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

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

Proposed Regional Community Network Management Reporting Structure

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

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

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

Regional Council, Management Committee, Transportation Review Committee

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

ITS and TAG

- Approve new services that have passed the RCNWG assessments.
- Review and recommend approval of RCNWG policies to the TRC.
- Approval of RCNWG guidelines.

Proposed Regional Community Network Management Reporting Structure

- Review and recommend approval of annual funding to support network management activities including a small budget for incidentals.
- Receive annual reports on the status and function of the RCN generated by the Network Manager and recommend them to the TRC.
- Identify expansion projects and recommend approval to the TRC.
- Approve no-cost expansions of the RCN on recommendation from the RCNWG.

RCNWG

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

Network Manager

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

Member Agency RCN Representative

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

ATTACHMENT TWO



Arizona Department of Transportation
Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

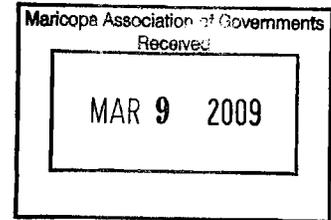
Janice K. Brewer
Governor

John S. Halikowski
Interim Director

Floyd Roehrich Jr.
State Engineer

March 5, 2009

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



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

Dear Mr. Smith:

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

Table with 3 columns: LOCAL MUNICIPALITIES, NOTICES RECEIVED, and IMPACT RESPONSES. Lists various municipalities and their corresponding notice counts and impact responses.

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

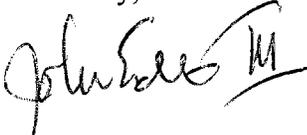
Receipt of early notification in the planning and design process, the "Red Letter" process, helps to reduce costs, saving money for both ADOT and tax payers. The Department appreciates the cooperation of the Maricopa Association of Government's members and looks forward to your continued support as we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

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Mr. Dennis Smith
March 5, 2009

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

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

Sincerely,

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

John Eckhardt III, Manager
Right of Way Project Management

JE/ac

cc: John S. Halikowski, Interim Director, ADOT

MARICOPA ASSOCIATION OF GOVERNMENTS REPORT OF RED LETTERS

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

ARIZONA STATE LAND DEPARTMENT:

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

CITY OF AVONDALE:

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

TOWN OF BUCKEYE:

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

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

CITY OF CHANDLER:

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

TOWN OF GILBERT:

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

CITY OF GLENDALE:

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

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

CITY OF GOODYEAR:

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

MARICOPA COUNTY:

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

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

CITY OF MESA:

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

CITY OF PEORIA:

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

CITY OF PHOENIX:

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

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

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

CITY OF SURPRISE:

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

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

CITY OF TEMPE:

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

ATTACHMENT THREE

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

DATE:

March 18, 2009

SUBJECT:

Project Changes – Amendments, and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program, FY 2009 Arterial Life Cycle Program

SUMMARY:

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

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

Table B shows the needed adjustments and amendments to the FY 2009 ALCP. While preparing for highway and local sponsored projects that could be eligible for the American Recovery and Reinvestment Act (ARRA) funds in February 2009, it was brought to MAG's attention that the Beardsley Road project that is part of the ALCP and part of ADOT's freeway program was designed and cleared to federal standards. The Arizona State Board and the MAG Regional Council agreed to fund the ADOT portion of the Beardsley Rd project with ARRA funds - \$9,250,000. The Peoria portion of the project is \$18,250,000. Since it is part of the ARRA funded project, ADOT will be bidding the project in the next couple of months.

During the same time period, MAG worked with all ALCP involved agencies to update project status for the DRAFT FY2010 ALCP. Northern Parkway's work components were updated and it is understood that the phases programmed in 2009 with STP-MAG funds will not be obligated in 2009, and will move forward in 2010.

Since MAG is the agency responsible for the fiscal management of the ALCP, it is requested to make project changes to defer the Northern Parkway projects from 2009 to 2010 and modify the type of

funds and funding amounts on the Beardsley Road projects to obligate the maximum possible amount of STP-MAG funds in 2009. MAG has completed the financial analysis for this request and the STP-MAG funds needed for Northern Parkway in 2010 can be accommodated. It is necessary to move forward with the Project Change request at this time, since ADOT needs to advertise the project as soon as possible.

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

PUBLIC INPUT:

None.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

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

PRIOR COMMITTEE ACTIONS:

MAG Air Quality Technical Advisory Committee: On February 26, 2009, the MAG ITS Committee unanimously recommended approval to the change of scope of work for project PHX07-317.

MEMBERS ATTENDING

John Kross, Town of Queen Creek, Chairman
Sue McDermott, Avondale
Elizabeth Biggins-Ramer, Buckeye
#Jim Weiss, Chandler
#Jamie McCullough, El Mirage
Kurt Sharp for Tami Ryall, Gilbert
Doug Kukino, Glendale
James Nichols, Goodyear
#Greg Edwards for Scott Bouchie, Mesa
Joe Gibbs for Gaye Knight, Phoenix
*Larry Person, Scottsdale
#Antonio DeLaCruz, Surprise
Oddvar Tveit, Tempe
*Mark Hannah, Youngtown
*Walter Bouchard, Citizen Representative
*Corey Woods, American Lung Association of Arizona
*Barbara Sprungl; Salt River Project

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

*Brian O'Donnell, Southwest Gas Corporation
Mark Hajduk, Arizona Public Service Company
*Gina Grey, Western States Petroleum Association
*Valley Metro/RPTA
Dave Berry, Arizona Motor Transport Association
Jeannette Fish, Maricopa County Farm Bureau
Russell Bowers, Arizona Rock Products
Association
*Greater Phoenix Chamber of Commerce

#Christopher Horan, Salt River Pima-Maricopa
Indian Community
*David Rueckert, Citizen Representative

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

CONTACT PERSON:
Eileen O. Yazzie (602) 254-6300.

Request for Project Change
Amendments and Administrative Modifications to the FY08-12 TIP, and Administrative Modifications to the FY09 June 25, 2008 ALCP
Transportation Review Committee - March 2009

Table A											
Highway Projects - TIP FY2008-2012 Amendments & Administrative Modifications											
TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost - ARRA	Federal Cost - Other	Total Cost	Requested Change
PHX07-741	Phoenix	Various Locations	Pave dirt shoulders	2009	11.9	CMAQ	\$ 875,000		\$ 875,000	\$ 1,750,000	Reduce CMAQ funds by \$650,304, from \$1,525,304 to \$875,000 and project length from 12.10 miles to 11.9 miles.
PHX07-740	Phoenix	Various Locations	Pave dirt roads	2009	8.25	CMAQ	\$ 2,628,954		\$ 2,628,954	\$ 5,257,908	Increase CMAQ funds by \$650,304, from \$1,978,650 to \$2,628,954 and project length from 8.79 miles to 8.25 miles.

Table B											
ALCP - Administrative Modifications & Amendments and Incorporated in the TIP											
TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost - ARRA	Federal Cost - Other	Total Cost	Requested Change
PEO100-07AC1	Peoria	Beardsley Rd Connection: Loop 101 (Agua Fria Fwy) to Beardsley Rd at 83rd Av/Lake Pleasant Pkwy	Advance construct Beardsley Road extension and bridge over New River	2009	2	Local & STP-MAG	\$ 5,319,600	\$ -	\$ 10,109,797	\$ 17,732,000	Change local funding costs to STP-MAG and Local.
PEO100-07AC2	Peoria	Beardsley Rd Connection: Loop 101 (Agua Fria Fwy) to Beardsley Rd at 83rd Av/Lake Pleasant Pkwy	Advance construct new frontage road and Texas U-Turn structure over L101	2009	2	Local & STP-MAG	\$24,928,000	\$ -		\$ 24,928,000	Delete Project as it is a duplicate project. Project DOT12-840 is the same project.
DOT12-840	ADOT	101 (Agua Fria Fwy) at Union Hills Dr/Beardsley Rd	Construct traffic interchange	2009	0.2	ARRA, STP-MAG & Local	\$ 5,475,000	\$9,250,000	\$12,775,000	\$ 27,500,000	Change local funding costs to STP-MAG and Local.
MMA09-916	Maricopa County	Northern Parkway: Sarival to Dysart	Acquisition of right-of-way for roadway widening	2010	4	STP-MAG & Local	\$ 7,066,000		\$ 16,485,000	\$ 23,551,000	Defer project from 2009 to 2010
MMA09-913	Maricopa County	Northern Parkway: Corridorwide ROW Protection	Acquisition of right-of-way for roadway widening and intersection improvements	2010	12.5	STP-MAG & Local	\$ 112,000		\$ 261,000	\$ 373,000	Defer project from 2009 to 2010

ATTACHMENT FOUR

March 18 2009

TO: Members of the Transportation Review Committee

FROM: Christina Hopes, Transportation Planner II

SUBJECT: UPDATE TO THE ALCP POLICIES AND PROCEDURES APPROVED ON DECEMBER 19, 2007

The Arterial Life Cycle Program (ALCP) Policies and Procedures approved on December 19, 2007 require revisions and minor technical refinements. The ALCP Working Group met on November 17, 2008 and January 9, 2009 to discuss the revisions and continued the discussion and refinement process via e-mail and informal discussions. The refinements to the ALCP Policies and Procedures include:

Capital Improvement Program Disclosure (Sections 220.B and 400.E)

New language was added requiring Lead Agencies to demonstrate local funding for projects in the Lead Agency's Capital Improvement Program before programming the projects for reimbursement in the current and following fiscal year of the ALCP. The CIP disclosure language was added to ensure the fiscal integrity of the ALCP and reduce the deferral of programmed reimbursements in the first two years of the program.

Proposed Scope Changes and Substitute Projects (Section 220.E – 220.F)

Existing policies were clarified and new procedures added for requests to change the original scope of a project or to substitute a project in the ALCP. Lead Agencies must present requests to MAG Street Committee for a technical review and recommendation before the request will be presented through the MAG Committee Process for approval.

Requests must explain: (1) why the original project was deemed not feasible, (2) how the change would relieve congestion and improve mobility, and (3) the new/revised project cost estimate. In addition, the requests may not include project segments completed prior to the inclusion of the project in an ALCP approved by the MAG Regional Council.

Regional Area Road Fund (RARF) Closeout Process (Section 260)

Additional priorities were recommended for selecting RARF Closeout projects, such as the project's final invoice date and the final Project Reimbursement Request (PRR) acceptance date. In addition, the deadline to complete all ALCP Project Requirements was changed from June 1st to May 15th. The revisions to the RARF Closeout Process were developed based on agency feedback and lessons learned during the first closeout process conducted in FY 2008.

High Priority Projects (Section 310.D and 320.D)

Language, consistent with the approved Freeway Life Cycle Program earmark policy, was added to address the programming of High Priority Projects. "Below the line" earmarks will not be eligible for reimbursement under the ALCP and may not be counted towards the 30% minimum local match requirement. "Above the line" earmarks are not reimbursable, but may count towards the local match.

Ineligible Project Expenditures (Section 320.E)

Expenditures ineligible for reimbursement under the ALCP were expanded to include lump-sum incentives, expenditures occurring after the project/segment is complete, and salaries or other administrative expenditures pertaining to the completion of ALCP Project Requirements.

Project Agreement Amendment and Termination Language (Section 410.B)

Language stipulating conditions that would require the amendment or termination of a signed and effective Project Agreements were added. The previously approved Policies did not address specific conditions, which would trigger an amendment or termination. Circumstances that may require the amendment of a Project Agreement include a change in project limits or a significant change in project scope. Circumstances that may require the termination of agreement include a substantial project change (i.e. change in Lead Agency or improvement type) or the failure to submit a Substantial or Material Project Reimbursement Request within the time period listed in the Policies or Project Agreement.

The proposed revisions included in the attached DRAFT document were developed and/or discussed at the ALCP Working Group meetings. The attachment details additions to the existing policies as well as deletions. Footnotes are provided for additional clarification. The proposed revisions are on the agenda for information, discussion, and possible action to approve the update to the ALCP Policies and Procedures.

For further information or questions, please contact me at chopes@mag.maricopa.gov or at 602.254.6300.

DRAFT



ARTERIAL LIFE CYCLE PROGRAM

POLICIES AND PROCEDURES

Update to the December 19, 2007

MARICOPA ASSOCIATION OF GOVERNMENTS

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

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

Footnotes provide additional information.

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BACKGROUND

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

The Policies and Procedures were developed in coordination with the Transportation Review Committee in workshops held in 2004 and early 2005 and are consistent with the requirements in House Bill 2456, passed in 2004 in association with the development of the Regional Transportation Plan (RTP) and Proposition 400. **House Bill 2456 allocated 10.5 percent of Regional Area Road Funds collected for arterial streets, including capital expenses and implementation studies.**

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

The ALCP relies upon two main elements:

1. Policies, which provide direction to decisions and processes, in conjunction with procedures, which specify the steps needed to implement these specified policies; and,
2. Project Agreements (PA), which define the roles and requirements for agencies participating in the implementation of each Project.

I. ARTERIAL LIFE CYCLE PROGRAM MANAGEMENT AND ADMINISTRATION

SECTION 100: PROGRAM OBJECTIVES

- A. The ALCP has five key objectives:
1. Effective and Efficient Implementation of the RTP: Facilitate the effective and efficient implementation of the arterial component of the RTP. In support of this objective, the Program should:
 - a. Ensure Projects are implemented in a manner consistent with the RTP, including any updates or amendments;
 - b. Include the means to track Project implementation against requirements established in the RTP and the ALCP; and,
 - c. Be administratively simple.
 2. Fiscal Integrity: Ensure the fiscal integrity of the regionally funded arterial component of the RTP. In support of this objective, the Program should:
 - a. Establish comprehensive financial and reporting requirements for each Project; and
 - b. Coordinate with the RTP and the other modal programs on key financial, accounting and reporting policies, procedures and practices.
 3. Accountability: Provide the means to track and ensure effective and efficient Project implementation. In support of this objective, the Program should:
 - a. Employ comprehensive Project Agreements, or other legal instruments, that detail agency roles and responsibilities in the implementation of specific Projects; and
 - b. Provide the means within each Project Agreement, Project Overview and Project Reimbursement Request to track Project implementation, performance and successful completion of individual Projects and the Program.
 4. Transparency: Provide members of the public, elected officials, stakeholders, participating agencies and others with ready access to information on the Program and on each Project. In support of this objective, the Program should:
 - a. Include substantial public and stakeholder consultation as part of the implementation process for each Project; and
 - b. Require that material changes to Projects in the Program be subject to public and stakeholder consultation through the MAG Committee Process as well as any other consultation processes, including within the community or communities affected, as specified in the associated Project Agreements.
 5. Compliance: Comply with all applicable federal, state and local requirements in the implementation of Projects.
- B. Consistency with the RTP generally means that an ALCP Project meets Project the eligibility requirements specified in Section 300, the Project regional reimbursement is fiscally constrained, and the reimbursement is in the original RTP phase.
- C. The Program must be flexible and allow adjustments as needed in support of meeting the key objectives.

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

- A. The requirements established in this document are limited to arterial street Projects (including arterial intersections) as specified in the RTP that receive regional funds, including federal, state and regional (including half-cent) funds.
- B. Projects receiving any federal funding in the ALCP must satisfy all federal requirements in addition to the requirements established in this document.
 - 1. Only select Projects will have federal funding allocated to them. **Federally funded ALCP Projects Those that do** will be identified and the Lead Agency designated for that Project will work with MAG and the ADOT Local Government Section to ensure conformity to federal and ALCP requirements.
- C. To make changes to the ALCP Policies and Procedures:
 - 1. MAG staff will suggest new provisions, additions and revisions to the ALCP Policies and Procedures, when necessary.
 - 2. Member agencies may submit suggested changes to MAG and the chairperson of the Transportation Policy Committee.

SECTION 120: PROGRAM REPORTING

- A. Prior to the beginning of each fiscal year, the Arterial Life Cycle Program **Report** will be approved through the MAG Committee Process.
 - 1. It will provide the status of the Projects: **Project Overviews, Project Agreements¹**, Project additions, Project deletions, changes to Project schedules, Program and Project financing and other necessary components.
 - 2. It will also certify the revenues and regional reimbursement costs in the ALCP.
 - 3. MAG will use this information for the Annual Report on the Implementation of Prop. 400, the Transportation Improvement Program, RTP updates or revisions, the ALCP Status Report, and other documents.
- B. The ALCP Status Report will provide the MAG committee members an update on all Project requirements and ALCP financial information. **Information provided in the status report will include the number of Project Overview, Project Agreements, and Project Reimbursement Requests submitted and processed by MAG Staff.**
- C. Audits – All participating agencies must cooperate and provide requested information, if available, as part of the performance audit to be conducted by the Auditor General beginning in 2010, and every fifth year thereafter. ARS: 28-6313.A.
 - 1. All participating agencies will provide information to meet the minimum requirements for the audit report by way of the Project Overview and Project Reimbursement Request.

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

SECTION 130: MAG COMMITTEE PROCESS

- A. The MAG Committee Process is defined in Appendix A – Glossary and Acronyms.
- B. Final decisions regarding the ALCP rest with the MAG Regional Council with recommendations from the Transportation Review Committee (TRC), MAG Management Committee and the Transportation Policy Committee (TPC). Variations to the MAG Committee Process may be applied. These include, but are not limited to:
 - 1. Other committees, including MAG modal committees, MAG Street Committee, and the MAG ITS Committee, or bodies outside this process may consider and advise on the same item; and
 - 2. Consultation with the Citizens Transportation Oversight Committee (CTOC), which will be conducted as appropriate and consistent with requirements in ARS: 28-6356(F) & (G).
- C. The MAG Committee Process will apply for the:
 - 1. Approval of amendments to the ALCP Policies and Procedures;
 - 2. Adoption of the Arterial Life Cycle Program;
 - 3. Approval of amendments to the ALCP, TIP, and RTP; and,
 - 4. Approval of administrative adjustments to the ALCP.

II. PROGRAMMING THE ARTERIAL LIFE CYCLE PROGRAM

SECTION 200: PROGRAMMING THE ALCP

- A. The RTP establishes regional funding limits, reimbursement phases, as well as general scopes and priorities for all ALCP Projects.
1. **The regional funding is guided by the funding recommendations set forth in the MAG Regional Transportation Plan (RTP).**
 - a. **The RTP allocates 10.2 percent of Regional Area Road Funds (RARF) to capital expenses for streets.**
 - b. **The RTP allocates 0.3 percent of RARF to implementations studies.**
 2. **The regional funding for the ALCP is comprised of three revenue sources: the regional area road fund (RARF), otherwise known as the 1/2 cent sales tax, federal surface transportation program (STP) funds targeted for the MAG region, and federal congestion mitigation and air quality (CMAQ) targeted for the MAG region.**
 3. **The RARF funding distribution to the ALCP is bound by the requirements set forth in House Bill 2456 (2004).**
 4. **The RTP and ALCP include four reimbursement phases as outlined below.**
 - . **Phase I – Fiscal Years 2006 – 2010**
 - . **Phase II – Fiscal Years 2011 – 2015**
 - . **Phase III – Fiscal Years 2016 – 2020**
 - . **Phase IV – Fiscal Years 2021 -2026**
- B. All ALCP Projects must be programmed in the local government agencies Capital Improvement Program (CIP) and the approved MAG Transportation Improvement Program (TIP) before they may be implemented or reimbursed.
1. **During the annual update of the ALCP, MAG Staff will review and analyze the Lead Agency's, and partnering agency's approved and/or draft Capital Improvement Program when programming ALCP Projects for reimbursement in the current and following fiscal year for fiscal commitments.**
- C. Programming of Projects funded by the ALCP must be consistent with the ALCP Program and the ALCP Policies and Procedures. **The Maricopa Association of Governments (MAG) is the agency designated by law to implement the Arterial Life Cycle Program ensuring the estimated cost of the program improvements does not exceed the total amount of available revenues.**
1. Initially, Projects will be programmed based on the regional funding specified in the RTP plus local match contributions, as well as scopes and termini as described in the RTP.
 - a. In order to support the development of Project Agreements that include a scope and schedule for each Project, programming of each ALCP Project shall include a separate scoping or design phase that precedes right-of-way acquisition and construction, unless otherwise agreed to by MAG. Environmental clearances may be funded as part of the scoping or design phase.
 2. All ALCP Projects will be updated annually and the ALCP will be programmed and produced at the beginning of each fiscal year.

- a. The Lead Agency for each ALCP Project will be responsible for Project updates.
 - b. MAG Staff will produce an ALCP update schedule at the beginning of each fiscal year.
3. All ALCP Project Reimbursements are dependent upon the availability of regional funds.
- a. **During the annual update, all project change requests will be reviewed by MAG Staff for compatibility with Section 110.A and the current, and projected regional funds: RARF, STP, and CMAQ.**
 - b. **MAG Staff will coordinate with Lead Agency Staff to resolve project change requests that are not compatible with the availability of regional funds or Section 110.A. Methods to resolve these issues may include the:**
 - i. **Advancement/deferral of project reimbursements, projects, project segments, or work phases per Section 270;**
 - ii. **Change in fund type allocated to a project or work phase based on available funding;**
 - iii. **Change in the reimbursement amount allocated to a project, project segment, and/or work phase over multiple fiscal years.**
4. Federal funds will be allocated to Projects, considering:
- a. A request from the Lead Agency.
 - b. It is on a new alignment, has a potential impact on sensitive areas and/or populations or that it may readily accommodate the federal process given the length, amount of Project Regional budget or schedule.
 - c. **The availability of federal funds.**
5. If a Project programmed to receive federal funds is deferred (Project A) and another Project programmed to receive federal funds is able to use the federal funds that year (Project B), then Project B may be accelerated to expend the maximum amount of committed federal funds in the ALCP that year. It is the ALCP's goal to expend the maximum amount of committed STP-MAG and CMAQ funds for a given year in the ALCP.
- a. Projects programmed to receive federal funds can be accelerated from one phase to another to use federal funds. This does not pertain to Projects programmed to receive RARF funds.
 - b. If a Project is programmed to receive both, federal and RARF, funds, the portion of the Project that is programmed to receive federal funds may be accelerated. The portion of the Project programmed to receive RARF funds cannot be accelerated from one phase to another.
 - c. MAG staff will work with the Lead Agency on the Project's new schedule and reimbursement matters.

SECTION 210: UPDATING ALCP PROJECTS IN THE ALCP

- A. All ALCP Projects will be updated annually (refer to Section 200C. 2).
- B. Any necessary changes to an ALCP Project must be submitted by a written request stating the new updated schedule and budget and any other necessary justifications.
 - 1. Requests will be approved through the MAG Committee Process by the approval of the ALCP.
 - 2. Update forms will be provided by MAG.

- C. All ALCP Projects that are moved, changed or updated from their original schedule in the RTP must consider the impact of the proposed changes on other RTP Projects and on neighboring communities.
- D. MAG, the Lead Agency, and other agency (ies)/jurisdiction(s) listed in the Project Agreement must agree to the proposed changes or updates.

SECTION 220: TYPES OF ALCP PROJECT UPDATES

- A. Projects may be advanced by the Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement, who must pay the costs of advancing the Project and wait for reimbursement from the Program in the fiscal year the Project or Projects are scheduled in the ALCP to receive regional funds. To do so, it is required that:
 - 1. In advancing a Project, the Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement must bear all costs and risks associated with advance design, right-of-way acquisition, construction and any related activities for ALCP Projects.
 - 2. Financing costs and any other incremental costs associated with the advancement are not eligible for reimbursement.
 - 3. The reimbursement for the advanced Project must be in the currently approved programmed ALCP.
 - a. Reimbursement for a Project will be the amount listed, plus inflation to the year the Project is programmed for reimbursement in the ALCP.
 - iv. MAG Staff will use inflation factors as noted in Section 240.
 - 4. The Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement may request to revert to the original Project schedule as long as all non-recoverable costs incurred or committed are paid for by the Lead Agency and/or other agency(ies)/jurisdiction(s) listed in the Project Agreement, and there are no other unacceptable adverse impacts associated with the reversion.
 - 5. For Projects advanced as segments of a larger RTP Project, the amount of regional reimbursement will be determined following the completion of the process for segmenting Projects and must be specified in the Project Overview and Project Agreement.
 - 6. Upon completion of an advanced Project, all Project Reimbursement Requests must be submitted to MAG. Reimbursement payments will follow the schedule established in the Project Agreement and Project Overview.
 - a. **Reimbursement payments may be accelerated for projects approved for RARF Closeout Funds through the MAG Committee Process, per Section 260.**
- B. An ALCP Project has the option of segmenting an original RTP Project as long as the resulting Project would provide for the completion of the original Project as specified in the RTP.
 - 1. A Design Concept Report or equivalent may be used to determine major Project elements within each jurisdiction and to develop recommendations for budget allocations.
- C. Projects may be deferred at the request of the Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement and/or MAG.
 - 1. If a Project is deferred, other Projects will be moved in priority order at that time, taking into account: Project readiness, local match available and funding source preferences.
- D. A Lead Agency may exchange two Projects in the ALCP if:
 - 1. Project 1 is deferred from Phase I, II or III to Phase II, III, or IV, AND Project 2 is advanced from Phase II, III or IV to Phase I, II, or III.

2. When Projects are exchanged, the advanced Project 2 may receive regional reimbursement up to the maximum of the budgeted reimbursement amount of Project 1 or the maximum budget of Project 2, whichever is less.
 3. Funding for all Projects involved in a Project exchange must be documented for the ALCP Program both before and after the proposed exchange in order to demonstrate that there will be no negative fiscal impact on the ALCP.
- E. If an original ALCP Project is deemed not feasible, a substitute Project may be proposed for substitution in the same jurisdiction as the original Project.
1. The Lead Agency may propose a substitute Project that would use the regional funds allocated to the original Project. **The substitute Project shall relieve congestion and improve mobility in the same general area addressed by the original Project, if possible.**²
 2. **Substitute projects may not be completed prior to inclusion in the Arterial Life Cycle Program.**
 3. The Lead Agency must submit a written request to MAG. The written request must include:
 - a. Justification, such as a feasibility study, level of service justification, or other documents explaining why the Project is deemed not feasible, and the description of steps to overcome any issues related to deleting the original Project from the ALCP and RTP.
 - b. How the proposed project would relieve congestion and improve mobility; and,**
 - c. The proposed substitute project budget and schedule**
 - d. MAG Staff will work with jurisdictions on a case-by-case basis to ensure proper justification.
- F. An original ALCP Project can change its original Project scope due to environmental issues, public concerns, costs and other factors.
1. The Lead Agency must submit a written request to MAG. The written request must include justification, such as a feasibility study, level of service justification, **revised budget and/or** other documents explaining why the change to the original Project is required, and the description of steps to overcome any issues related to changing the original scope of the ALCP Project.
 - a. MAG Staff will work with jurisdictions on a case-by-case basis to ensure proper justification.
 2. The scope change should relieve congestion and improvement mobility in the same area addressed by the original planned Project, if possible.
 3. **Project scope changes may not include completed portions of a project or project segment, which are not included in an Arterial Life Cycle Program approved through the MAG Committee process.**
- G. **All requests to change original ALCP project scope or a substitute a project in the ALCP must meet all requirements established in Sections 200, Section 210, and Section 220.**
1. **Before being approved through the standard MAG Committee Process, the requests will be presented by an employee of the Lead Agency to the MAG Street Committee for a technical review and recommendation. The presentation will address:**
 - a. **The reason(s) the original project was deemed not feasible;**

² Section was reformatted. Additions are underlined and bold.

- b. Explain how the change the original ALCP project scope or substitute project would relieve congestion and improve mobility;
 - c. The new/revised project cost estimate;
 - d. And other information as requested by the MAG Street Committee.
 - 2. After the Streets Committee technical review and recommendation on the proposed changes, the project(s) will be approved through the MAG Committee Process.
 - 3. Requests to change original ALCP project scope or substitute a project must be made by March 30th for the project to be including during the annual update process.
 - 4. Reimbursements for substitute projects will :
 - a. Be programmed in the same fiscal year(s) as the original project
 - b. Be programmed with the same funding amount and type as the original project
- H. To use Project Savings on another ALCP Project, a Project must follow the policies and procedures outlined in Section 440. If those are followed, a Lead Agency is allowed to request that Project Savings be reallocated to another ALCP Project.³
- 1. The written request must include name of the Project with the Project Savings, the amount of Project Savings, the Project that will use the Project Savings and **Project Budget a financial chart** showing that the Project Savings applied to the new Project will not exceed 70% of the total Project costs.

SECTION 230: PROGRAM OR PROJECT AMENDMENTS

- A. If a necessary Program or Project update (Section 220) falls outside of the ALCP, TIP or RTP update schedule, then an amendment to the ALCP, RTP and the TIP, will be required, as appropriate.
 - 1. Proposed amendments that in whole or in part negatively impact Projects in the TIP, RTP and/or ALCP, may not be approved.
 - 2. Amendments are subject to approval through the MAG Committee Process on a case-by-case basis.
 - a. The TIP Amendment process is conducted on a quarterly basis.
 - 3. The Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement must agree to the proposed changes.
- B. The Lead Agency listed in the Project Agreement, typically initiates the amendment process by making a written request to MAG.
 - 1. If an amendment is approved by MAG, corresponding amendments are required for the appropriate programs.
 - 2. The request must explain the need for the Program or Project change outside of the annual ALCP update schedule.
 - a. The request must specifically address and justify the proposed changes in scope, budget or schedule relating to:
 - i. Project length;
 - ii. Through lane capacity;

³ Previously Section 220.G.

- iii. Facility location or alignment;
- iv. All other key Project features;
- v. Potential negative impacts to other RTP Projects, including freeway/highway, arterial, public transportation or other mode Projects;

B. MAG Staff will review each request for:⁴

- 1. Funding changes identified from the original Project allocation, the contingency allowance, the overall revised budget and other key aspects of the funding, reimbursement or reallocation. Potential negative impacts to other RTP Projects, including freeway/highway, arterial, public transportation or other mode Projects;
- 2. Potential negative impacts to meeting all applicable federal, state, regional and local requirements, including but not limited to, any applicable requirements for air quality conformity and any that may be imposed directly or indirectly following a performance audit.

SECTION 240: INFLATION IN THE ALCP

- A. The original Project budgets listed in the 2003 approved RTP were expressed in 2002 dollars. The annual update of the ALCP requires that the remaining budget of ALCP Projects be carried forward to the next year and adjusted to account for the past year's inflation.
- B. The regional funding specified in the original RTP for a Project will be adjusted annually for inflation based on the All Items United States Consumer Price Index (CPI), All Urban Consumers
 - 1. Information on the inflation factors is located on the US Department of Labor, Bureau of Labor Statistics website at <http://www.bls.gov/cpi>, under 'Get Detailed CPI Statistics.' The specific series used for calculating inflation is All Urban Consumers (Current Series), West Region All Items, 1982-84=100 - CUUR0400SA0₂.
 - a. The inflation rate is calculated using the month of March of the previous year and March of the current year.

SECTION 250: ALCP ADMINISTRATIVE ADJUSTMENT

- A. An administrative adjustment will adjust the ALCP regional reimbursement Project budgets in the current and later fiscal years of the ALCP due to actual Project expenditures and regional reimbursements.
 - 1. Administrative adjustments do not require a Program or Project amendment because the adjustment does not qualify as a Project Update (Section 220) and does not cause a negative fiscal impact to the current fiscal year.
 - 2. Regional reimbursement budgets cannot be moved from a later fiscal year to an earlier fiscal year in an administrative adjustment. This would require an amendment.
- B. An administrative adjustment is needed when:
 - 1. Project expenditures for a Project work phase or a Project segment are lower than the estimate, causing the 70% regional reimbursement to be less than the amount programmed in the current ALCP.

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

2. The remaining regional reimbursement funds may be moved within the original Project, to another work phase or a Project Segment that is programmed in that fiscal year or a later fiscal year.
- C. At that time, the ALCP and Project budgets will be adjusted to reflect the remaining Project funds.
- D. Administrative Adjustments may occur each fiscal quarter. Changes will be reported in the ALCP Status Report, and the ALCP will be reprinted.

SECTION 260: ALCP RARF CLOSEOUT

- A. Annually, MAG Staff will determine the availability of RARF funds to be used for the ALCP RARF Closeout by April 15th.
 1. MAG Staff will demonstrate the fiscal constraint of the ALCP with proposed ALCP RARF Closeout options.
 2. A Project or Project segment in the ALCP may not be adversely impacted, delayed, reduced or removed as a result of the reimbursement of RARF funds in the Closeout process to another Project, portion or segment.
 3. Lead Agencies and other agency(ies)/jurisdiction(s) listed in a Project Agreement that receive RARF Closeout funds will not be liable to reimburse the RARF funds to the Program if a Program deficit occurs in the future.
- B. Lead Agencies should submit a RARF Closeout Notification to MAG per eligible project by April 15th.**
 - 1. MAG Staff will provide a RARF Closeout Notification Form on the MAG ALCP website.**
- C. The ALCP RARF Closeout Process will begin at the April TRC and continue through the MAG Committee process in May, one month before the annual update of the ALCP.
- D. To be considered as **an eligible project** for reimbursement with RARF Closeout funds:
 1. The Project or Project segment must be completed/closed out.
 2. The Lead Agency must completed the following Project Requirements:
 - a. Project Overview
 - b. Project Agreement, and
 - c. Project Reimbursement Request.
 3. All three requirements must be **completed and accepted by MAG Staff as complete** by **May 15th June 1st**.⁵
- E. The determination and allocation of ALCP RARF Closeout funds for eligible completed projects will be made according to the following priorities (in sequential order):
 1. Projects scheduled for reimbursement in the next fiscal year;
 2. All other Projects according to the chronological order of the programmed reimbursements.
- F. If two or more eligible projects are programmed for reimbursement in the same fiscal year, the reimbursement of the eligible projects will be made according to the following additional priorities (in sequential order):**

⁵ Section 260.D was reformatted for clarification.

1. **The date of the Project's final invoice.**
2. **The date the Project Reimbursement Request was accepted by MAG Staff.**

SECTION 270: USE OF SURPLUS OR DEFICIT PROGRAM FUNDS

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

III. PROJECT DETAILS

SECTION 300: LEAD AGENCIES

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

- b. The Project may be segmented and implemented as separate Projects by local jurisdictions, if agreed to by all agencies/jurisdictions listed in the Project Agreement, and following the Project Update process specified in Section 220.

SECTION 310: ALCP PROJECT BUDGETS

- A. The regional funding for each ALCP Project as specified in the RTP establishes the maximum amount payable from regional funds for that Project.
 1. Every payment obligation of MAG under the RTP, ALCP and any Project Agreement or related legal agreement is conditional upon the availability of funds appropriated or allocated for the payment of such obligation.
 2. The ALCP budget and timeline may change to account for surplus or deficit Program funds.
- B. The budget for each ALCP Project:
 1. Is limited to the regional contribution amount specified in the ALCP for the Project, or 70% of the total Project expenditures, whichever is less; and,
 2. Will be established in the Project Agreement and Project Overview.
 3. The Lead Agency is responsible for all of the Project costs over the regional contribution and, if applicable, will need to work with the other agency(ies)/jurisdiction(s) listed in the Project Agreement to cover those costs.
 - 4. Will be published in the approved Arterial Life Cycle Program.**
- C. Credits for local match requirements are not transferable between Projects.
- D. The ALCP Project Budget for a Project(s) or Project segment(s) in the ALCP that is approved as a High Priority Project (HPP) and receives an 'earmark' of federal funds in a federal authorization or federal appropriations bill will be reprogrammed, as needed.**⁶

SECTION 320: PROJECT ELIGIBILITY

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

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

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

1. Enhancement Projects or enhancement components of Projects.
 - a. If a Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement request an enhancement to a Project funded in the ALCP, the local jurisdiction and/or Lead Agency shall pay all costs associated with the enhancement.
 2. Right-of-way not used by the ALCP Project, with potential exceptions on a case-by-case basis for land that is identified by the Lead Agency and/or the local jurisdiction or jurisdictions as not marketable for sale.
 3. Any Project or Project element that exceeds the reasonable limits or typical practice for the local jurisdiction in which the Project or Projects are located.
 4. Administrative overhead costs by the Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement that are not attributed to the Project.
 5. Other expenses, such as bad debts **and lump-sum incentives**, as determined by MAG.
 6. **Expenditures that occur after a project or project segment is completed. This includes salaries, applied overhead, record keeping and facility maintenance.**
 7. **Salaries and other administrative expenditures pertaining to the completion of ALCP Project Requirements.**
- F. The use of federal funds or other funding sources may involve further restrictions on the use of funds or eligible matching contributions.
- G. Since the primary sources of regional transportation funding have been included in the MAG RTP, funds that are the result of specific earmarks of either federal or state funds that have already been accounted for in the RTP ("below the line funding") are not eligible for reimbursement or the local match under the Arterial Life Cycle Program. Any previous commitments to provide local funding for arterial projects included in the TIP, RTP, or ALCP should be maintained.**
1. **If a Project or Project segment in the ALCP is approved as a High Priority Project that receives an 'earmark' of federal funds in a federal authorization act, which reduces the distribution of federal funds to the region, the Project will be restricted as follows:**
 - a. **The earmarked federal funds will be ineligible for reimbursement through the ALCP.**
 - b. **The earmark federal funds will not be applicable towards the ALCP Project local match requirement.**
 2. **If a Project or Project segment in the ALCP is approved as a High Priority Project that receives an 'earmark' of federal funds in a federal appropriations act, which does not reduce the distribution of federal funds to the region, the Project will be restricted as follows:**
 - a. **The earmarked federal funds will be ineligible for reimbursement through the ALCP.**
 - b. **The earmark federal funds may be applied to towards the ALCP local match requirement.**
- H. Eligible local match contributions include:
1. Locally funded expenditures on eligible Projects or elements as listed above in this section; or
 2. Third party contributions, which must have supporting documentation. Third party contributions will be taken at market value at the time of the donation and mutually agreed upon between the Lead Agency and other agency(ies)/jurisdiction(s) listed in the Project Agreement and MAG.
- I. Determining the value of third party contributions:

1. The jurisdiction's real estate department will value and appraise any right-of-way given to a Project by a developer.
 2. Costs related to the construction of a road must be documented and certified for the value of the road by the authorized representative of the jurisdiction. To do so, a jurisdiction shall do the following in priority order:
 - a. First, work with the developer(s) to turn in cost documentation related to the road improvement as soon as a jurisdiction is aware the improvement is being made to an ALCP Project, even if the ALCP Project is not scheduled for construction or reimbursement until a later date. If this cannot be done, then;
 - b. Second, generate cost figures from known developer fees, final construction documents, as-built documents, et cetera. If this cannot be done, then;
 - c. Third, use cost figures from the actual ALCP Project construction bid for a cost per unit figure, which then could be applied the developer contribution to generate a total cost. If this cannot be done, then;
 - d. Fourth, use cost figures from a similar Project in location, size, and scope, which then could be applied to the developer contribution to generate a total cost.
 3. MAG Staff will review the valuation method and documentation for quality assurance purposes.
 4. All documents used to determine the value of third party contributions shall be kept in accordance with Section 320H.
- J. The Project Overview for each Project must identify all Project components for which reimbursement of the regional share is sought from the ALCP, including the components of the Project that will be funded locally or by third parties.
- K. The MAG Committee Process has the final determination on the eligibility of any Project or Project component for reimbursement from the ALCP Program.

SECTION 330: ELIGIBLE COSTS FOR REIMBURSEMENT

- A. Reimbursable expenditures are limited to ALCP Projects meeting the requirements set forth in Section 320 (Project Eligibility).
- B. No reimbursements will be made:
 1. Prior to the execution of a Project Agreement.
 2. **For projects or project work phases not listed in an approved Transportation Improvement Program**
 3. Prior to the year in which the funds for that ALCP Project are programmed or would normally be received following the schedule in the TIP and RTP, unless it is part of the annual closeout of RARF funds per Section 260, or there are surplus program funds, Section 270.
- C. Each ALCP Project shall have a reimbursement timeline specified in the Project Agreement and Project Overview.
- D. The Lead Agency shall send the Project Reimbursement Requests to MAG for payment from the Arizona Department of Transportation (ADOT). The Lead Agency is responsible for:
 1. All Project expenditures.
 2. Providing all Project Reimbursement Requests to MAG for reimbursement.

- E. Reimbursements will be made for expenditures paid with tax or public revenue only, including development and impact fees collected by a jurisdiction.
 - 1. Reimbursements will not be made for Project elements donated or funded via cash or cash equivalent donations, right-of-way donations, exactions and/or other third party or non-tax funding sources.
 - 2. Reimbursements from the ALCP will not be made for expenditures that have already been reimbursed from other sources, either in cash or cash equivalents or through third party contributions including, but not limited to, the provision of a transportation improvement Project such as a design or related study, right-of-way acquisition or donation or construction.
- F. Project elements not eligible for reimbursement under subsection 330 (A) and (B) may be eligible as credit toward matching costs if the requirements specified in Section 340 (Eligible Prior Right-of-Way Acquisition and/or Work for Reimbursement) and Section 320 (Project Eligibility) are satisfied.
- G. Reimbursements, including local match contributions, will generally be commensurate with progress unless otherwise agreed to in the Project Agreement, such as for specific lump sum for right-of-way acquisitions and/or work.
- H. Right-of-way or other capital assets acquired included as an eligible Project cost, but not used in the ALCP Project, must be disposed of at market rates and the funds returned to the ALCP for reallocation following the requirements contained in Section 350.

SECTION 340: ELIGIBLE PRIOR ROW ACQUISITION AND/OR WORK FOR REIMBURSEMENT

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

1. Each year, MAG will update and release the inflation rate information to the jurisdictions.
2. The inflation rate and method will be the same as mentioned in Section 240.

SECCIÓN 350: REALLOCATION OF PROJECT SAVINGS

- A. Project Savings from the ALCP will not be determined by MAG to be eligible for reallocation, unless and until:⁷
 1. Construction has been completed and the work satisfies the original intent and scope of the Project, as included in the Project Agreement and Project Overview, and there are remaining regional funds allocated to the Project; OR,
 - a. A high degree of certainty is obtained that construction for the original ALCP Project will be completed consistent with the Project Agreement and Project Overview specified scope and schedule.
 2. If applicable, right-of-way, or other capital assets acquired with ALCP funds not used in the ALCP Project is disposed of at market rates and the funds returned to the ALCP.
- B. ALCP regional funds found by MAG to be surplus to an ALCP Project, and for which certain criteria as established below are met, may be noted as Project Savings and reallocated to an ALCP Project in that jurisdiction depending on the availability of Program funds. Project Savings may be reallocated:
 1. To another ALCP Project or Projects, in the jurisdiction to address a budget shortfall, not to exceed 70% of the actual total Project costs.
 2. To advance a portion or entire existing ALCP Project or Projects in the jurisdiction up to the amount of available Project Savings.
 3. If there are ALCP Project Savings that are not reallocated and the ALCP is completed, then new Project(s) for that jurisdiction may be funded.

⁷ Section 350.A was reformatted for clarification

IV. ALCP PROJECT REQUIREMENTS

SECTION 400: PROJECT OVERVIEW

- A. For each ALCP Project, the Lead Agency must submit a Project Overview to MAG before a Project Agreement will be initiated or signed.
- B. For advanced Projects, a Project Overview must be submitted prior to the purchase of right-of-way.
- C. The Project Overview may be updated throughout the Project as long as it is not a material change.
 - 1. **MAG Staff may require a new or revised Project Overview in the event of a substantial project change or the termination of a project agreement per Section 410.D.**
- D. Adequate and secure funding from the local, regional, and if applicable, the federal level, must be identified in the Project Overview.
- E. The Project Overview will provide at a minimum:
 - 1. Lead Agency contacts and other agency(ies)/jurisdiction(s) involved in the Project;
 - 2. Project scope, Project alignment, Project history, Project considerations, ITS components, multi-modal issues, Project development process including any environmental, utility and right-of-way clearances, as needed;
 - 3. **A copy of the Lead Agency's current Capital Improvement Program demonstrating funding has been allocated to the project;**
 - 4. Funding sources;
 - 5. Map/photographs;
 - 6. Timeline;
 - 7. Management plan;
 - 8. Project data;
 - 9. Cost estimates;
 - 10. Contingencies;
 - 11. Cost savings;
 - 12. Summary of work, including: year of work, total cost, local share, federal share, regional share, year for reimbursement; and,
 - 13. Project documents, if needed: IGA, MOU, DCR, Corridor Study, Project Assessment, supporting document for developer contributions, Project amendments, environmental overview.
- F. A Project Overview template will be provided by MAG.

SECTION 410: PROJECT AGREEMENT

- A. A Project Agreement between MAG and the designated Lead Agency is required for each Project before the reimbursement of expenditures will be initiated.

1. If a Project is completed and eligible for reimbursement following the stipulations in Section 330 and 340, a Project Agreement must be in place before Project Reimbursement Requests are submitted for reimbursement.
 - a. If a Project is advanced, a Project Agreement must be in place before the completion of the Project.
 2. The scope, regional funding and schedule specified in the Project Agreement must correspond with the schedule specified in the RTP for the Project.
 - a. Project segmentation must be approved through the MAG Committee Process as described in Section 130 and the RTP and, as appropriate, the TIP amended showing those segmented Projects before Project Agreements can be executed for any of the segmented Projects.
 - i. The Project Agreement may be in a developmental stage while the amendment is being approved through the MAG Committee Process.
 - b. A Project Agreement will not be executed for segmented Projects or Projects with scopes less than that specified in the RTP, even if proposed subdivisions are already listed for preliminary programming and financial planning purposes in the TIP, unless the RTP and ALCP is amended.
 3. A Memorandum of Understanding (MOU) may be used as a bridge to a full Project Agreement.
 - a. Design studies may be initiated under a MOU to determine Project scope, costs and schedule by a jurisdiction, as needed, for multi-jurisdiction Projects.
 - b. The MOU may address other considerations, such as the roles and responsibilities for local jurisdictions in a multi-jurisdiction Project, or early right-of-way acquisition, as needed, in a preliminary manner prior to a full Project Agreement.
- B. Signed and effective Project Agreements may need to be amended or terminated due to substantial project changes or failing to submit a Material or Substantial Project Reimbursement Request, as outlined below.**
1. **Changes to project expenditures and regional reimbursements that do not require the amendment or termination of a project agreement include:**
 - a. **The advancement or deferral of project, project segment or work phase within the 5-year period of the TIP listed in the effective project agreement.**
 - b. **The reallocation of programmed funds between work phases for that project or project segment.**
 - c. **Changes to project work phases, such as the addition or deletion of a work phase.**
 - d. **The annual inflation of programmed reimbursements per Section 240.**
 2. **A signed and effective Project Agreement may require an amendment due to project amendments or administrative modifications in the TIP or ALCP, which.**
 - a. **Change the project limits.**
 - b. **Require a revised Project Overview due to a significant change in the project scope.**
 - c. **Defer the Project schedule outside the years of the approved TIP listed in the effective Project Agreement**
 3. **An effective Project Agreement may be terminated if:**
 - a. **The Project undergoes a substantial project change. Examples of substantial project changes include:**

- i. The Project improvement type (arterial or intersection) listed in the agreement changes;
 - ii. The Project change affects more than one project or project segment in the ALCP
 - iii. The Project change affects more than one effective Project Agreement; or
 - iv. The Lead Agency of a Project changes.
 - b. A Material Project Reimbursement Request has not been accepted by MAG within 18 months.
 - c. A Substantial Project Reimbursement Request has not been accepted by MAG within 30 months.
- C. Each Project Agreement will be based on a standard agreement provided by MAG and customized for each Project.
 - 1. Any material changes to the standard Project Agreement or template for a specific Project must be identified in a clear and concise manner in the summary section of the Project Overview for that Project.
- D. The Project Agreement will address at a minimum:
 - 1. Project scope, type of work, schedule of work and reimbursement, the regional share and federal funding if applicable;
 - 2. Lead Agency and other agency(ies)/jurisdiction(s) involved in the Project;
 - 3. Applicable Design Standards;
 - 4. Responsibilities of the Parties;
 - 5. Risk and indemnification;
 - 6. Records and audit rights;
 - 7. Term and termination;
 - 8. Availability of Funds; and,
 - 9. Conflicts of Interest.
- E. Upon approval of the Arterial Life Cycle Program, an update will be provided to the MAG Committees regarding the status of Projects, including active Project Agreements and new Project Agreements that will be executed during that fiscal year.
- F. RTP and/or TIP amendments will still be required to go through the MAG Committee Process for any changes involving material cost, scope or schedule changes to the Project.
- G. The Lead Agency and MAG must be signatories to the Project Agreement:
 - 1. To indicate their agreement to the Lead Agency designation and the terms of the agreement, the authorized representative must be the signing authority for that jurisdiction.
 - 2. To indicate roles and responsibilities in Project implementation.

SECTION 420: PROJECT REIMBURSEMENT REQUESTS⁸

- A. A Project Reimbursement Request must contain a request for payment, an invoice, and a progress report.
 - 1. The request for payment, invoice, and progress report forms will be provided by MAG.
- B. For a current ALCP Project, the Project Reimbursement Request:
 - 1. may be submitted by the Lead Agency to MAG as needed, or
 - 2. must be submitted by milestone completion (Section 420(D)(4)a-k) unless otherwise agreed to in the Project Overview.
- C. If an ALCP Project is advanced, progress reports must be submitted and based on the milestones of the Project even though a full Project Reimbursement Request is not required at that time.
 - 1. A full Project Reimbursement Request, including request for reimbursement and invoice is due at the time of Project completion.
- D. Project Reimbursement Requests may not be submitted more than once per month.
- E. All Project Reimbursement Requests shall be submitted to MAG for authorization for payment.
 - 1. Participating agencies/jurisdictions may invoice the Lead Agency for any item including, but not limited to, work conducted or capital assets acquired for the Project or as part of the Project, subject to other terms in this agreement.
- F. The work conducted and/or received must meet all the requirements of the MAG ALCP Policies and Procedures as well as any and all other applicable federal, state, regional and local requirements.
- G. The Lead Agency may inflate project expenditures to current year dollars, per Section 240. It is the responsibility of the Lead Agency to calculate the inflation for project expenditures in the ALCP project requirements submitted to MAG, including Project Reimbursement Requests.**
- H. The Lead Agency must retain, certify, and make available all vendor receipts, invoices and as needed, any related Project records.
 - 1. Vendor receipts or invoices must be available for five (5) years after final payment is made; auditors, MAG or its designees may make possible requests.
 - 2. Receipts and invoices for Projects advanced by a jurisdiction may have a longer retention period.
- I. An authorized representative of the Lead Agency must sign all Project Reimbursement Request forms: the request for payment, invoice and a progress report, certifying that the request is true and correct per the terms of the Project Agreement and Project Overview.
 - 1. The duly authorized representative for the Lead Agency may be the respective Town/City Managers, County/Community Administrator, designee or a higher level representative of the organization that is designated to sign MAG funding request documents on behalf of that jurisdiction has signing authority. In addition, the authorized representative must be **listed as a** designated signatory **on the Lead Agency's signature card for that fiscal year.**
 - 2. Electronic or scanned signatures will not be accepted.
- J. Matching contributions, as required in the ALCP Policies and Procedures must be fully documented, invoiced and/or received, and cannot be in arrears.

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

- K. The request for payment shall be approved and signed by the duly authorized representative from the Lead Agency. Then, the request will be processed and approved at MAG and forwarded to ADOT for payment to the Lead Agency. The request for payment form must include the:
1. Project name, description and RTP ID;
 2. Estimated total Project costs;
 3. Expenditures to date;
 4. Regional fund budget;
 5. Previous Regional fund payments;
 6. Amount of Regional fund requests;
 7. Remaining Regional funds;
 8. Status of Project development/completion;
 9. Type of work being requested for reimbursement;
 10. Mailing address for payment; and,
 11. Signatures of authorized representatives from Lead Agency, MAG and ADOT.
- L. The invoice **form must will** include:
1. Invoice number;
 2. Project name, description and RTP ID;
 3. **Amount of Regional fund requests;**
 4. **Remaining Regional funds;**
 5. **Type of work being requested for reimbursement;**
 6. **Signatures of authorized representatives from the Lead Agency.**
 7. **Proper documentation/description of the reimbursable items and/or work performed. related costs; and,** Proper documentation may include:
 - a. A copy of the invoice from the contractor is sufficient documentation for contracted work;
 - b. An administrative breakdown chart including staff name, hours on Project, hourly rate, and total costs is sufficient documentation for administrative work;
 - c. A copy of the Court Order;
 - d. A copy of the Settlement Statement;
 - e. A copy of the City's payment documentation; or,
 - f. A completed Cost Attachment Form. If the Cost Attachment form is explaining dedicated right-of-way, easements, or Public Utility and Facilities Easements (PUFE), a signed letter from the appropriate department (Real Estate, Transportation, etc) must be included verifying the items in the cost attachment form. Please use costs that are relevant to the time of dedication and if necessary, use the inflation chart to inflate the costs to the current value.
- M. If an item for reimbursement (design, ROW, construction, etc.) has more than one backup invoice, a chart must be provided with each reimbursement request that:
1. Lists each invoice/backup documentation number and/or a describes the item(s) being considered for reimbursement;

2. Documents the dollar amount of item; and
 3. Includes the total dollar amount of all invoices, per each item for reimbursement. This total dollar amount should match the invoice.
 4. MAG will provide an example chart/form.
- N. The progress report of the Project Reimbursement Request shall explain the status of the Project, milestones and other necessary information.
1. It is the responsibility of the jurisdiction to document the work accomplished for each invoice and/or milestone during the reporting period.
 2. Advanced Projects prior to the approved ALCP Policies and Procedures, will have special progress report requirements.
 3. For each progress report, the Lead Agency must provide the:
 - a. Percent of work complete;
 - b. Work accomplished;
 - c. Estimate v. real cost analysis;
 - d. Work schedule analysis;
 - e. Grievance/complaints reports;
 - f. Procurement process update (when necessary); and,
 - g. Documents produced.
 4. Milestones may be used to trigger a Project Reimbursement Request for a current Project. Milestones must be used to trigger a progress report for an advanced Project. The milestones are:
 - a. Studies;
 - b. Preliminary Design - 60%;
 - c. Final Design - 100%;
 - d. Construction – 25%;
 - e. Construction – 60%;
 - f. Final Acceptance; and,
 - g. Project Closeout.
- O. Upon MAG approval, the Project Reimbursement Request will be forwarded to ADOT for payment.
1. ADOT maintains the arterial street fund and will be responsible for issuing bonds, through the State Transportation Board, on behalf of the street program, as designated in ARS: 28-6303.D.2.
 - a. MAG will work with ADOT regarding budget, invoicing process and other fiscal matters.
 2. MAG will work with ADOT to expedite payment dependent on availability of funds.
 3. Checks will be distributed from ADOT and sent to Lead Agency.

APPENDIX A. GLOSSARY AND ACRONYMS

Acceleration	Acceleration means that all of the remaining Projects, including the reimbursements for advanced Projects, in the Arterial Life Cycle Program are moved forward in priority order.
ADOT	Arizona Department of Transportation
Administrative Adjustment	The ALCP and Project budgets will be adjusted annually to reflect the final Project reimbursement in the fiscal year. This falls after the adoption of the ALCP and will not require a program amendment.
Advancement	Advancement of a Project means that its implementation is moved earlier in time than previously scheduled in the MAG RTP and/or TIP, with the interest and any other incremental costs associated with the earlier implementation borne by the Lead and/or local agencies requesting the advancement. Reimbursement for the Project will remain in the year(s) in which the Project was scheduled before the proposed advancement.
ALCP	Arterial Life Cycle Program, or the "Program"
ALCP Regional Funds	ALCP Regional Funds are generated from the Maricopa County one-half cent sales tax extension and Federal Transportation Funds, including STP and CMAQ funds.
ARS	Arizona Revised Statutes
Certification Report	Periodic report produced, at least annually, for the ALCP to provide an update on the status of the Program, current revenue and cost projections. The report will provide supporting information for the RTP Annual Report
CIP	Capital Improvement Program
CMAQ	<u>Congestion Mitigation and Air Quality. A categorical Federal-aid funding program that directs funding to projects that contribute to meeting National air quality standards. CMAQ funds generally may not be used for projects that result in the construction of new capacity available to SOVs (single-occupant vehicles).</u>
CTOC	Citizens Transportation Oversight Committee as referenced in ARS 28-6356
DCR	Design Concept Report, meeting the standards established for federal aid arterial projects. Key elements of the DCR for the ALCP include, but are not limited to: <ul style="list-style-type: none">– the development and provision of labor and material quantity based cost estimates for the entire ALCP Project, as specified in the RTP; categorized by Project phase, segment and jurisdiction, as appropriate;– projected monthly cash flow requirements for financial planning purposes; and,– appropriate contingency amounts for the completion of the Project.

Enhancement	<p>“an addition that exceeds generally accepted engineering or design standards for the specific type of facility.” (HB 2456, 28-6351(2)) For the purposes of the ALCP, the term “enhancement” is defined more specifically as:</p> <ol style="list-style-type: none"> 1. Projects, Project elements or Project additions that are not design, right-of-way or construction related, including any Project, Project element or addition that is not a needed study, right-of-way acquisition or capacity or safety-related infrastructure improvement. Examples include drainage in excess of typical needs for the roadway or intersection, “improvements” that tend to reduce through capacity, such as deletion of lanes and other traffic calming measures. 2. Project additions after the completion of a Design Concept Report, unless otherwise agreed to in the approved Project Agreement. 3. Additional limitations or requirements may apply, depending on the funding source.
EA	Environmental Assessment
EIS	Environmental Impact Statement
Federal Aid Project	Any Project in which any federal aid funding is received. These Projects must follow the implementation processes established or required by the FHWA and administered through the ADOT Local Government Section.
Federal Fiscal Year	October 1 – September 31, example: October 1, 2005 – September 31, 2006
FHWA	Federal Highway Administration
Fiscal Year	July 1 – June 30 (i.e. July 1, 2005 – June 30, 2006)
Incentives	<u>Any expenditure, which involves a monetary reward for the inducement of behavior, as related to a project in the ALCP (i.e. Giving a contractor/consultant a bonus for completing a project ahead of schedule).</u>
ITS	Intelligent Transportation System
MAG	Maricopa Association of Governments
MAG Committee Process	Items are placed for action on the agendas of the MAG Transportation Review Committee (TRC), Management Committee, Transportation Policy Committee (TPC), as appropriate, and Regional Council
Major Arterial	“an interconnected thoroughfare whose primary function is to link areas in the region and to distribute traffic to and from controlled access highways, generally of region wide significance and of varying capacity depending on the travel demand for the specific direction and adjacent land uses.” (ARS 28-6304(c)(5))
Material Change	In general, a material change is any change that could reasonably cause a change in

decision regarding a Project or an amendment to a Project.

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

1. changes a Project scope by:
 - a) modifying Project termini by a quarter-mile or more;
 - b) changing a freeway or highway-arterial interchange location by a quarter mile or more, or changing the location so as to cause increased costs for the freeway or highway program, or any change in the design and/or location of the arterial Project affecting the freeway or highway not agreed by ADOT;
 - c) changing the vertical alignment at a freeway or highway interchange between at-grade, depressed and elevated, or changing the alignment in such a way so as to cause increased costs for the freeway or highway program, or any change in vertical alignment affecting an interchange or grade separation not agreed by ADOT or as appropriate, any light rail crossing not agreed by Valley Metro;
 - d) changing major design elements including, but not limited to, the number of lanes;
 - e) otherwise significantly modifying the scope of the Project itself or negatively impacting a freeway, highway or light rail facility as determined in consultation with MAG staff.
2. changes costs:
 - a) in excess of 5% of the Project budget as specified in the Project Overview or other agreement established for the Project, or in excess of \$1 million, but not less than \$200,000; and/or
 - b) to increase the regional share of the budget to an amount over the dollar amount specified in the RTP, or to an amount that represents over 70% of the Project costs.
3. changes the Project completion by:
 - a) one or more fiscal years from the year shown in the TIP or RTP;
 - b) changes Project completion from one phase to another in the RTP; and/or,
 - c) results from a finding of a performance and/or financial audit.

Material Project Reimbursement Request

A Project Reimbursement Request that has been accepted by MAG Staff as complete and includes all required information, signatures, and backup documentation.

Memorandum of Understanding (MOU)

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

MPO

Metropolitan Planning Organization

Participating Agency

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

Program

ALCP or TIP, depending on context.

Project	ALCP arterial, arterial intersection and/or ITS Project, as described in the RTP and Project-related documents. The Project description includes funding, schedule, Project termini and number of lanes added and other Project features. See also "Sub-divided Projects.
Project Component	ALCP Projects may include several Project components or major elements, such as road widenings, grade separations, ITS applications, bike and pedestrian facilities, etc. The components together comprise the overall ALCP Project.
Project Agreement (PA)	A legally binding contract or agreement between MAG and the Lead Agency established for the ALCP Project.
Project Completion	<p>For the purposes of the material change policy, Project completion means all lanes of the roadway segment or intersection are open to traffic.</p> <p>For purposes of Project Agreements or other Project-related legal agreements, Project completion means when all requirements of the Agreements have been completed to the satisfaction of MAG (i.e. it is contract or agreement completion).</p> <p>A Project Agreement may establish dates for Project completion considering administrative requirements or other requirements or needs, as determined by MAG to be necessary.</p>
Project Overview (PO)	A managerial document Lead Agencies must complete for each ALCP Project prior to signing a Project Agreement. The Project Overview includes the Lead Agency information, Project data, summary of the Project, history and background, maps/photographs, ITS components, timeline, Project data, cost estimates, summary of work and local, regional, federal and total costs.
Project Reimbursement Request (PRR)	The guidelines and forms (request for payment, invoice and progress reports) a Lead Agency must complete when requesting reimbursement for an ALCP Project.
Project Savings	ALCP regional funds found by MAG to be surplus to an ALCP Project, and for which certain criteria as established in the ALCP Policies and Procedures is met, may be noted as Project Savings and reallocated to an ALCP Project in that jurisdiction depending on the availability of Program funds.
RARF	<u>Regional Area Road Fund(s). Revenues collected from the half-cent sales tax extension approved through Proposition 400 went into effect on January 1, 2006. (May refer to the account or the revenues.) As specified in ARS 42-6105.E, 56.2 percent of all sales tax collections will be distributed to freeways and highways; 10.5 percent will be distributed to arterial street improvements; and 33.3 percent of all collections will be distributed to transit.</u>
Reallocation	Re-assignment or re-programming of funds unexpended or not expected to be needed from one ALCP Project to another ALCP Project.
Reimbursement	Payment or compensation for costs incurred.

<u>ROW</u>	<u>Right-of-Way</u>
RTP	Regional Transportation Plan. Must be in conformance for air quality purposes and approved by the MAG Regional Council. The RTP may be updated or amended from time to time. Any references to the RTP means the currently approved version unless indicated otherwise. It is also referred to as the "Plan."
STIP	State Transportation Improvement Program
STP or STP-MAG	<u>Surface Transportation Program. A federal-aid highway funding program that funds a broad range of surface transportation capital needs, including many roads, transit, sea and airport access, vanpool, bike, and pedestrian facilities. Funds may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intra-city and intercity bus terminals and facilities</u>
Segmented Projects	Segments of RTP Projects where the original Project as specified in the RTP is Projects segmented or proposed for subdivision into smaller, shorter segments or components that together comprise the original RTP Project in its entirety.
<u>Substantial Project Change</u>	<u>Changes to a project, such as a change in Lead Agency, change in improvement type, or any change that affects more than one project, project segment or executed Project Agreement.</u>
<u>Substantial Project Reimbursement Request</u>	<u>A Project Reimbursement Request (PRR) that invoices for at least \$100,000 or 10 percent of the programmed reimbursement for the fiscal year of the invoice, whichever is less.</u>
Third Party Contribution	Contribution made to an ALCP Project other than cash or cash equivalent funding, typically involving the donation of right-of-way, but may also include other aspects of Project implementation, such as design and construction.
TIP	MAG's Transportation Improvement Program. The TIP must be in conformance for air quality purposes, approved by the MAG Regional Council, and approved by the Governor for inclusion in the STIP. The TIP may be amended from time to time. Any references to the TIP mean the currently approved version unless indicated otherwise.
TPC	MAG Transportation Policy Committee
TRC	MAG Transportation Review Committee

ATTACHMENT FIVE

MAG Federally Funded Projects Status Report

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

Report Layout

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

Box 1. Project Identification Numbers, Location and Description Information

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

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

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

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

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

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

Federal FY 2009 MAG Federal Projects Only

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

Federal FY 2010 MAG Federal Projects Only

Project Identification Numbers, Location and Description Information	Project Funding	Contacts	Development Schedule																								Summary Note				
			Phase	Federal FY 2009												Federal FY 2010															
				08	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J		A	S		
PHX100-06D Phoenix - Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd, Design new roadway ramps	STP-MAG \$2,439,000 HURF \$1,138,000 Total \$3,577,000	ADOT Contact Agency Contact Briiana Leon (602) 534-6999	Active	Street	Phase	08	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	
PHX10-633 Phoenix - Various locations, Construct regional ITS fiber optic backbone, phase B-2	CMAQ \$665,000 HURF \$1,835,000 Total \$2,500,000	ADOT Contact Agency Contact	Active	ITS	Phase	08	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	
PHX10-845 Phoenix - Salt River: 24th Street to I-10/Tempe Drain, Construct multi-use path	CMAQ \$801,606 General Fun \$343,400 Total \$1,145,000	ADOT Contact Agency Contact	Active	Pedestrian	Phase	08	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	
SRP100-10C Salt River I.C. - Pima Rd: 0.25 miles north of McKellips Rd to Via Linda, Construct roadway widening	STP-MAG \$10,900,000 Other \$7,000,000 Total \$22,500,000	ADOT Contact Agency Contact	Active	Street	Phase	08	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	
SCT10-616 Scottsdale - McDowell Rd: Scottsdale Rd to Pima Rd, Construct smart corridor traffic control system	CMAQ \$350,000 Sales Tax \$350,000 Total \$700,000	ADOT Contact Agency Contact	Active	ITS	Phase	08	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	
SCT10-617R Scottsdale - Scottsdale Rd: Earll Dr to Chaparral Rd, Upgrade sidewalks and add bicycle lanes	CMAQ \$510,696 Sales Tax \$2,540,741 Total \$3,051,437	ADOT Contact Agency Contact	Active	Pedestrian	Phase	08	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	
SUR10-613 Surprise - Bell Rd: US-60 (Grand Ave) to Surprise Traffic Manangement Center, Construct fiber optic interconnection of traffic signals, cameras and VMS	CMAQ \$150,000 Impact Fees \$150,000 Total \$300,000	ADOT Contact Agency Contact	Active	ITS	Phase	08	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	

Federal FY 2010 MAG Federal Projects Only

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

ATTACHMENT SIX

March 17, 2009

TO: Members of the Transportation Review Committee

FROM: Eileen O. Yazzie, Transportation Programming Manager

SUBJECT: FEDERAL FISCAL YEAR 2009 CLOSEOUT – MEETING NOTIFICATION

Monday, March 30, 2009 10:30 a.m. – 12:00 p.m.
MAG Office, Suite 200 – Saguaro Room
302 North 1st Avenue, Phoenix

The Closeout process for MAG region federal funds in federal fiscal year (FFY) 2009 is underway. MAG member agencies are requested to notify MAG of projects they are requesting to be deferred until a later time periods, and projects they are requesting to use funds available in the FFY 2009 Closeout. MAG staff will hold an FFY 2009 Closeout meeting at the time and place noted above to review the requirements for project deferrals and project requests, the schedule of the FFY 2009 Closeout, and the relevant guidelines as presented in the DRAFT FY 2009 MAG Federal Fund Programming Principles.

If there are any questions, please contact either Eileen Yazzie: eyazzie@mag.maricopa.gov, Steve Tate: state@mag.maricopa.gov, or at (602) 254-6300. All information regarding the FFY09 Closeout is available on the Transportation Improvement Program webpage found at: <http://www.mag.maricopa.gov/project.cms?item=413>.

cc: Intergovernmental Representatives
Street Committee
Regional Bicycle Task Force and the Pedestrian Working Group
ITS Committee



302 North 1st Avenue, Suite 300A Phoenix, Arizona 85003
Phone (602) 254-6300 FAX (602) 254-6490
Email: mag@mag.maricopa.gov Website: www.mag.maricopa.gov

March 17, 2009

TO: Members of the Transportation Review Committee

FROM: Eileen O. Yazzie, Transportation Programming Manager

SUBJECT: FEDERAL FISCAL YEAR 2009 CLOSEOUT – MEETING

The Closeout process for MAG region federal funds in federal fiscal year (FFY) 2009 is underway. MAG Member Agencies are requested to notify MAG, beginning March 16, 2009, of Federal funded projects that will not obligate by the end of the FFY2009, September 2009, and are requesting to be deferred to another year in the MAG Transportation Improvement Program (TIP). **Please make a best effort to complete and submit the Deferral Request Form and Deferral Justification Letter, by April 20, 2009.** MAG Staff recognizes that agencies may defer projects at a later time due to continuous work to obligate the project by September 2009 and will work with member agencies until the end of the federal fiscal year for additional deferrals. The Deferral Request Form and Deferral Justification Letter must be transmitted by a member of the MAG Management Committee, Transportation Review Committee, or Intergovernmental Affairs Group.

DRAFT FY 2009 MAG Federal Fund Programming Principles

The 2009 Closeout process will follow the DRAFT FY 2009 MAG Federal Fund Programming Principles (Principles) allowing member agencies a one time project deferral without justification. For the first time deferral request, a member agency just needs to complete and submit the Deferral Request Form. If a member agency is requesting a project to be deferred a second time or more, a member agency must complete and submit both a Deferral Request Form and Deferral Justification Letter. The MAG Committee Process will recommend approval of the projects to be deferred and stay in the MAG TIP.

Per the DRAFT Principles:

- I. If a project is requesting to be deferred for the second time or more, the sponsoring agency for the project will submit a justification letter explaining why the project should remain in the MAG Federal Fund Program.
 - a. The sponsoring agency for the project will submit a justification letter to MAG with the deferral notification that will be taken through the MAG Committee Process, beginning at TRC.
 - i. If the justification is approved the project would remain in the program.
 - ii. If the justification is not submitted or not approved, the project would be removed from the program.

Attached to this memorandum are two documents: the FFY 2009 Deferral Request Form and the Deferral Justification Letter Requirements. MAG staff is available to help with information and questions regarding the Form and the Deferral Justification Letter Requirements. Please contact either Eileen Yazzie: eyazzie@mag.maricopa.gov, Steve Tate: state@mag.maricopa.gov, or at (602) 254-6300. All information regarding the FFY09 Closeout is available on the Transportation Improvement Program webpage found at: <http://www.mag.maricopa.gov/project.cms?item=413>.

cc: Intergovernmental Representatives
Street Committee Regional Bicycle Task Force and the Pedestrian Working Group
ITS Committee



302 North 1st Avenue, Suite 300A Phoenix, Arizona 85003
Phone (602) 254-6300 FAX (602) 254-6400
Email: mag@mag.maricopa.gov Website: www.mag.maricopa.gov

Deferral Request Form for Federal FY 2009 Closeout

Instructions:

Please complete the form below for deferral request. If you are requesting that the project is deferred to a later year in the MAG Transportation Improvement Program (TIP) a justification letter must be submitted as well. Please review the *Deferral Justification Letter Requirements*. A member of the Transportation Review Committee or the Management Committee from your jurisdiction has the authority to transmit the deferral request form for the Federal FY 2009 Closeout.

Please submit the completed form to Eileen Yazzie, via e-mail: eyazzie@mag.maricopa.gov, fax: 602.254.6490, or mail: 302 N. 1st Avenue, Suite #300, Phoenix, AZ 85003. If there are questions, please contact Eileen O. Yazzie at 602.254.6300. **Please make the best effort to submit this request by April 20, 2009.**

Section A: Contact Information

Name of Agency: Enter agency name here Name of Requestor: Enter contact name here
Telephone: Enter contact phone number here E-mail: Enter e-mail address here

Section B: Project Details

TIP #: Enter the TIP # here Mode: Enter Modal Type Here
TRACS #: Please enter TRACS# here
Location: Enter the location of the project here
Description of Work: Enter work description here

<u>Current Year Programmed</u> Select the year programmed	<u>Current Total Project Costs</u> Enter total cost of the project here	<u>Current Federal Fund Costs</u> Enter the federal cost of the project here	<u>Current Local Costs</u> Enter the local cost of the project here
--	--	---	--

Section C: Deferral or Federal Fund Removal Request

- Requesting Project to be Deferred. If checked please provide information for the items below:
 - Please enter the year the project is to be deferred to in the TIP. Not Applicable
 - Please check the following box to indicate whether the project has been deferred from previous TIPs.
 - If the project has been deferred from a previous TIP, please enter the number of times it has been deferred. Not Applicable
 - Please check the following box, if the Lead Agency will be submitting a justification memo.

- Request to remove Federal funds from the project. If the project will be completed, please check the following box and enter the year to be programmed. Not Applicable

- Other: If box checked, please explain here

Submit by E-mail

Print Form



Deferral Justification Letter Requirements

- Letter is to be printed on member agency letterhead
- Letter is to be signed by the Manager/Administrator of the jurisdiction or designated representative.
- Include the Name/Location of the Project.
- Include the TIP# of the Project.
- Include the amount of Federal Funds programmed for the project and the total cost of the project.
- Include the original year the project was programmed for.
- Include the total number of times the project has been deferred to date (excluding this request).
- Explain the status of the project in the ADOT - Local Government process.
- Explain in detail the reason for deferring the project.
- Explain how the requesting agency will commit to completing the project through the ADOT - Local Government process.

MAG staff is available to help with information and questions regarding the Deferral Justification Letter Requirements. Please contact either Eileen Yázzie: eyazzie@mag.maricopa.gov or Steve Tate: state@mag.maricopa.gov, and at (602) 254-6300.

March 17, 2009

TO: Members of the Transportation Review Committee

FROM: Eileen O. Yazzie, Transportation Programming Manager

SUBJECT: FEDERAL FISCAL YEAR 2009 CLOSEOUT – PROJECT REQUEST

The Closeout process for MAG region federal funds in federal fiscal year (FFY) 2009 is underway. **To submit a project that can** utilize federal funds for the Federal FY2009 Closeout, please complete the attached Project Request Closeout form. ***Project Request Forms for Federal FY 2009 Closeout are due on April 20, 2009 at noon/12:00 p.m. No late requests will be accepted.*** The Project Request Form must be transmitted by a member of the MAG Management Committee, Transportation Review Committee, or Intergovernmental Affairs Group.

The primary criteria for the projects submitted for closeout funding is that they must be able to obligate federal funds by the end of FFY 2009. This means that the projects submitted must be able to complete the necessary design, right-of-way, utility, and environmental clearances required by the Federal Highway Administration (FHWA) in order for them to 'obligate' the funding for the project. These requirements are administered by the ADOT Local Governments section and have to be approved/completed by them prior to the end of FFY 2009, September 30, 2009. ADOT and FHWA work to have the required clearances completed by early September 2009. MAG staff will review the projects submitted for Closeout funds with ADOT to ensure that the projects can be obligated before the end of FFY 2009.

DRAFT FY 2009 MAG Federal Fund Programming Principles

The 2009 Closeout process will follow the DRAFT FY 2009 MAG Federal Fund Programming Principles (Principles) which set forth guidelines on project selection for available federal funds.

Per the DRAFT Principles:

- 700.2 Projects submitted for use of Closeout funds will be selected based on the following three priorities in order:
- a. Advancing projects (or phases of projects) of the same mode, that are already programmed in the current Transportation Improvement Program (TIP) with MAG federal funds from a future year, in chronological order of the TIP;
 - b. Adding additional federal funds to an existing, unobligated project, up to the originally programmed, federal-aid maximum, or the maximum established by the mode in the RTP, whichever is less.
 - c. New projects

MAG staff will continue to work on the Closeout and update the MAG Committees in March and April 2009. MAG Staff is still working with the Arizona Department of Transportation (ADOT) regarding the FFY 09 apportionment and allocation amounts to the MAG region.

Attached to this memorandum is the Project Request Form. All forms and information are available electronically on the MAG website <http://www.mag.maricopa.gov/project.cms?item=413>, at the Transportation Improvement Program (TIP) webpage. If there are any questions regarding the FFY 2009 year-end Closeout process, or the submittal of projects, please call Eileen O. Yazzie at eyazzie@mag.maricopa.gov, Steve Tate at state@mag.maricopa.gov, or at 602-254-6300.

cc: Intergovernmental Representatives ITS Committee
Street Committee Regional Bicycle Task Force and the Pedestrian Working Group

ATTACHMENT SEVEN



ARTERIAL LIFE CYCLE PROGRAM

Status Report

October 2008 – March 2009

CONTENTS

ALCP Revenue and Finance	1
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Fiscal Year (FY) 2009 is the third full fiscal year of implementation for the Arterial Life Cycle Program (ALCP). The ALCP has 38 projects programmed for work in Fiscal Year 2009. The work programmed varies from studies, pre-design, design, purchasing right-of-way, and construction. In addition to the work programmed, \$118 million is programmed for reimbursement in FY09.

ALCP REVENUE AND FINANCE

The ALCP receives dedicated sales tax revenues (RARF) for transportation improvements to the arterial road network in Maricopa County. RARF revenues are deposited into the arterial account on a monthly basis. ALCP Projects may receive funding from one or more sources, which include Regional Area Road Funds (RARF), Surface Transportation Program – MAG Funds (STP-MAG), and Congestion Mitigation and Air Quality Improvement Program Funds (CMAQ).

The ALCP receives dedicated sales tax revenues (RARF) for transportation improvements to the arterial road network in Maricopa County. To date, more than \$118 million Regional

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

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

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

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

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

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



RARF REVENUE FORECASTS

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

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

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

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

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

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

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



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

MAG GovDelivery

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

The subscription service monitors specific Web pages for changes, and when a change is detected, the service sends an e-mail to subscribers notifying them of the change. Users may choose to subscribe to as many of the pages as they wish. Currently, GovDelivery monitors over 120 web pages on the MAG web site.

As a subscriber, you can choose not only what information to receive, but also how often you receive it—immediately, daily, or weekly.

To subscribe, click on the link on the page that says "Sign up to receive email updates." Users can also click on a Quick Subscribe link on various pages to see a full list and subscribe

Project Requirements and Forms

- [Project Overview Form](#) (Blank, MS Word)
 - [Project Reimbursement Request Form](#) (Blank, M
 - [ALCP Project Change Request Form](#) (Blank, Exc
- [Get e-mail updates when this information changes /](#)



to any of the MAG pages. To subscribe, only a few pieces of information will be required, such as e-mail address, delivery preferences and organization.

Users can also let MAG Staff know if they would like to go solely with GreenDelivery and stop paper deliveries for any or all communications that you currently receive from MAG. If you are interested in GreenDelivery, please contact the MAG office or appropriate staff.

MAG Staff is excited to bring you this new service, and hope that you will find this to be a valuable and flexible means of allowing you to tailor your communications with MAG to meet your specific needs. If you have questions about GovDelivery or GreenDelivery, please e-mail askidmore@mag.maricopa.gov.

ALCP POLICIES AND PROCEDURES

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

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

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

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

ALCP PROJECT STATUS

Over the last 6 months, two ALCP project overview reports were prepared by the lead agencies for projects in FY09. This brought the total of project overview reports submitted to 42. Project overview reports describe the general design features of the project, estimated costs, implementation schedules and relationships among participating agencies. The reports also provide the basis of project agreements, which must be executed before agencies may receive reimbursements from the program. Thus far, six project agreements have been executed in FY09, bringing the total number of signed project agreements to 32.



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

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

FY 2009 ARTERIAL LIFE CYCLE PROGRAM SCHEDULE

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

**If necessary*

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



Arterial Life Cycle Program Status Report

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

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

Arterial Life Cycle Program Status Report

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

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

Arterial Life Cycle Program Status Report

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

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

Arterial Life Cycle Program Status Report

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

Lead Agency & Facility	Project Requirement Completed PO = Project Overview PA = Project Agreement	Status S=Study, P=Pre-Design, D=Design, R=ROW, C=Const, C/O=Closed out	Regional Funding Reimbursements			Total Expenditures (Exp.)		FY(s) for Reimb.	FY for Final Constr.	Other Project Information
			Programmed Reimb. FY09	Estimated Future Reimb. FY 2010 - 2026 (2008\$)	Reimb. To Date	Exp. through FY 2009 (YOE\$)	Estimated Future Exp. FY 2010 - 2026 (2008\$)			
PHOENIX										
Happy Valley Rd: 43rd Ave to 55th Ave		D	-	4.138	-	NA	NA	2024	2012	
Sonoran Blvd: Central Ave to 32nd St	PO	D	-	32.111	-	-	44.244	2011-2014	2013	
SCOTTSDALE										
Loop 101 (Pima Fwy) North Frontage Rd: Hayden Rd to Scottsdale Rd	PO, PA	C/O	3.805	-	3.745	5.349	3.379	2008-2009	2008	
Pima Rd at Happy Valley Rd		C/O	-	-	-	NA	NA	2009	2008	
Pima Rd: McKellips Rd to Via Linda		P, D, R	5.592	24.602	-	NA	NA	2008-2011	2011	
Pima Rd: SR101L to Thompson Peak Parkway	PO, PA	C/O	13.639	-	13.639	19.485	-	2009	2008	
Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	PO, PA	D, R, C	8.013	5.442	0.449	0.641	18.553	2009-2010	2010	
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd		P, D	-	11.409	-	NA	NA	2011	2011	
Shea at 120/124th Streets		D, R, C	-	0.377	-	NA	NA	2022	2009	
Shea Auxiliary Lane from 90th St to Loop 101		D	-	3.411	-	NA	NA	2023-2024	2010	
Shea Blvd - 96th St to 144th St ITS Improvements		D, R	-	2.322	-	NA	NA	2024	2010	
Shea Blvd - SR-101L to 96th St, ITS Improvements		D, C	-	0.377	-	NA	NA	2022	2009	
Shea Blvd at 114th Street		D, R	-	0.261	-	NA	NA	2022-2023	2010	
Shea Blvd at 115th Street		D	-	0.109	-	NA	NA	2024	2010	
Shea Blvd at 136th Street		D	-	0.174	-	NA	NA	2024	2011	
Shea Blvd at Frank Lloyd Wright Blvd		D, R	-	0.653	-	NA	NA	2022	2010	

FY2009 Arterial Life Cycle Program
DRAFT FY10 March 10, 2009
2008\$

STATUS	A	Advanced
	CO	Completed/Closed Out
	D	Deferred
	E	Exchanged
	R	Reimbursement Shifted

	Current Fiscal Year
	Previous Fiscal Year
	Unfunded Fiscal Years

DRAFT IS SUBJECT TO CHANGE

RTP Project	RTP Code	FY09 Remain Reg Budget 2008\$	Fund Type	Work Phase	FY for Work	STATUS	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	Change Made by MAG Staff Due to Deficit	
							Phase I			Phase II					Phase III					Phase IV					Phase V						
CHANDLER																															
Arizona Ave/Chandler Blvd: Intersection Improvements	AII-ARZ-30-03	\$ -				CO																									
			RARF	DES	2004	CO			0.189																					Project Complete	
			RARF	ROW	2005	CO			1.013																					Project Complete	
			RARF	CONST	2006	CO			2.380																					Project Complete	
Arizona Ave/Elliot Rd: Intersection Improvements	AII-ARZ-10-03	\$ 3,714,286				CO																									
			RARF	DES	2003	CO																									
			RARF	ROW	2006	CO																0.931								No Change	
			RARF	CONST	2006	CO																								1 yr deferral	
Arizona Ave/Ray Rd: Intersection Improvements	AII-ARZ-20-03					CO																									
			RARF	DES	2005	CO			0.162																					Project Complete	
			RARF	ROW	2006	CO			0.660																					Project Complete	
			RARF	CONST	2007	CO			2.642																					Project Complete	
Arizona Ave: Ocotillo Rd to Hunt Hwy	ACI-ARZ-10-03	\$ 6,110,600																													
			RARF	DES	2013									0.374																1 yr deferral	
			RARF	ROW	2014										1.954															1 yr deferral	
			RARF	CONST	2015	RD										3.782														1 yr deferral	
Chandler Blvd/Alma School: Intersection Improvements	AII-CHN-10-03	\$ 3,714,305																													
			RARF	DES	2008					0.353																				No change	
			RARF	ROW	2009					0.951																				No change	
			RARF	CONST	2010/2011	D					1.205	1.206																		No change	
Chandler Blvd/Dobson Rd: Intersection Improvements	AII-CHN-20-03	\$ 3,626,658																													
			RARF	DES	2005			0.017	0.041																					No change	
			RARF	ROW	2007				0.026	1.327																				No change	
			RARF	CONST	2009					2.300																				No change	
Chandler Blvd/Kyrene Rd: Intersection Improvements	AII-CHN-30-03	\$ 3,714,286																													
			CMAQ	DES	2018	D															0.178									Federally Funded	
			CMAQ	ROW	2019	D															0.562									Federally Funded	
			CMAQ	CONST	2020	D																								Federally Funded	
Gilbert Rd: SR-202L to Hunt Hwy	ACI-GIL-10-03	\$ 20,608,611																													
Gilbert Rd: SR-202L/Germann to Queen Creek Rd	ACI-GIL-10-03-A		RARF	DES	2008/2009	A																								1 yr deferral	
			RARF	ROW	2008/2009	A																								1 yr deferral	
			RARF	CONST	2008/2009	A																								1 yr deferral	
Gilbert Rd: Queen Creek Rd to Chandler Heights Rd	ACI-GIL-10-03-B		RARF	DES	2009	A																					0.774			3 yr deferral	
			RARF	ROW	2011	A																					1.823			3 yr deferral	
			RARF	CONST	2011/2012	A																						5.344		3 yr deferral	
Gilbert Rd: Chandler Heights Rd to Hunt Hwy	ACI-GIL-10-03-C		RARF	DES	2009	A																						0.374		2 yr deferral	
			RARF	ROW	2012	A																						1.059		2 yr deferral	
			RARF	CONST	2013	A/RD																						4.462		2 yr deferral	
Kyrene Rd/Ray Rd: Intersection Improvements	AII-KYR-10-03	\$ 3,714,286																													
			RARF	DES	2017	A/RD																						0.178		2 yr deferral	
			RARF	ROW	2018	A/RD																						0.562		2 yr deferral	
			RARF	CONST	2019	A/RD																						2.974		2 yr deferral	

RTP Project	RTP Code	FY09 Remain Reg Budget 2008\$	Fund Type	Work Phase	FY for Work	STATUS	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	Change Made by MAG Staff Due to Deficit	
							Phase I			Phase II			Phase III			Phase IV			Phase V												
Price Rd (Extension): SR-202L to I-10	ACI-PRC-10-03	\$ 55,115,218																													
			STP-MAG	DES	2016											11.023													No Change		
			STP-MAG	ROW	2017												11.023												No Change		
			STP-MAG	CONST	2018													11.022											No Change		
			STP-MAG	CONST	2019														11.022										No Change		
			STP-MAG	CONST	2020															11.024									No Change		
Ray Rd/Alma School Rd: Intersection Improvements	All-RAY-10-03	\$ 3,571,984																													
			RARF	DES	2007 - 2009				0.137	0.240																			No change		
			RARF	ROW	2009					1.839																			No change		
			RARF	CONST	2010					1.492																			No change		
Ray Rd/Dobson Rd: Intersection Improvements	All-RAY-20-03	\$ 3,714,286																													
			RARF	DES	2011						0.259																		No change		
			RARF	ROW	2012							0.733																	No change		
			RARF	CONST	2013								2.722																No change		
Ray Rd/McClintock Dr: Intersection Improvements	All-RAY-40-03	\$ 3,714,286																													
				DES	2014																								Federally Funded		
			CMAQ	ROW	2015											0.419													Federally Funded		
			CMAQ	CONST	2016	D										3.295													Federally Funded		
Ray Rd/Rural Rd: Intersection Improvements	All-RAY-50-03	\$ 3,714,286																													
			RARF	DES	2016	D											0.188												1 yr deferral		
			RARF	ROW	2017	D												0.537											1 yr deferral		
			RARF	CONST	2018	D													2.990										1 yr deferral		
CHANDLER/GILBERT																															
Queen Creek Rd: Arizona Ave to Higley Rd	ACI-QNC-10-03	\$ 37,262,680																													
CHANDLER Queen Creek Rd: Arizona Ave to McQueen Rd	ACI-QNC-10-03-A		RARF	DES	2005 - 2008	CO					0.311																		No Change		
			RARF	ROW	2005 - 2008	CO					0.691																			No Change	
			RARF	CONST	2008 - 2009	CO					3.316																			No Change	
CHANDLER Queen Creek Rd: McQueen Rd to Lindsay Rd	ACI-QNC-10-03-B		RARF	DES	2012									0.607															2 yr deferral		
			RARF	ROW	2013										2.128														2 yr deferral		
			RARF	CONST	2014										9.232														1 yr deferral		
GILBERT Queen Creek Rd: Lindsay Rd to Val Vista Dr	ACI-QNC-10-03-C		RARF	DES	2011						0.262																		No Change		
			RARF	ROW	2012							1.314																	No Change		
			RARF	CONST	2013								3.378																No Change		
GILBERT Queen Creek Rd: Val Vista Dr to Greenfield Rd	ACI-QNC-10-03-D		RARF	DES	2011						0.391																		No Change		
			RARF	ROW	2012							2.794																	No Change		
			RARF	CONST	2013								3.225																No Change		
GILBERT Queen Creek Rd: Greenfield Rd to Higley Rd	ACI-QNC-10-03-E		RARF	DES	2011						0.587																		No Change		
			RARF	ROW	2012							2.149	2.149																No Change		
			RARF	CONST	2013								2.365	2.365															No Change		
FOUNTAIN HILLS																															
Shea Blvd: Palisades Blvd to Cereus Wash	ACI-SHA-10-03	\$ 5,742,577																													
Shea Blvd: Palisades Blvd to Fountain Hills Blvd	ACI-SHA-10-03-A		RARF	DES	2009				0.288																				No change		
Shea Blvd: Technology Dr to Cereus Wash	ACI-SHA-10-03-B		RARF	DES	2009				0.907																				No change		
			RARF	ROW	2009				0.181																				No change		
			RARF	CONST	2010					4.614																			No change		

RTP Project	RTP Code	FY09 Remain Reg Budget 2008\$	Fund Type	Work Phase	FY for Work	STATUS	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	Change Made by MAG Staff Due to Deficit		
							Phase I			Phase II					Phase III					Phase IV					Phase V							
Shea Blvd: Palisades Blvd to Technology Dr	ACI-SHA-10-03-C		RARF	DES	2021																								No change			
			RARF	ROW	2022																								No change			
			RARF	CONST	2023																								No change			
GILBERT																																
Elliot Rd/Cooper Rd: Intersection Improvements	AII-ELT-30-03	\$ 4,073,471																														
			RARF	DES	2015	E/D																0.231							1 yr deferral			
			RARF	ROW	2016	E/D																	0.815						1 yr deferral			
			RARF	CONST	2017	E/D																	3.027						No Change			
Elliot Rd/Gilbert Rd: Intersection Improvements	AII-ELT-40-03	\$ 3,714,286																														
			RARF	DES	2016												0.246												1 yr deferral			
			RARF	ROW	2017														3.468										1 yr deferral			
			RARF	CONST	2018																											
Elliot Rd/Greenfield Rd: Intersection Improvements	AII-ELT-10-03	\$ 3,714,286																														
			RARF	DES	2013	A																0.248							No Change			
			RARF	ROW	2014	A																1.707							No Change			
			RARF	CONST	2015	A																1.760							No Change			
Elliot Rd/Higley Rd: Intersection Improvements	AII-ELT-20-03	\$ 3,714,286																														
			RARF	DES	2016	A																		0.158					1 yr deferral			
			RARF	ROW	2017	A																	0.633						1 yr deferral			
			RARF	CONST	2018	A																	2.683						1 yr deferral			
			RARF	SAVE	2018	A																	0.241						1 yr deferral			
Elliot Rd/Val Vista Dr: Intersection Improvements	AII-ELT-50-03	\$ 3,714,286																														
			RARF	DES	2013	A																		0.214					2 yr deferral			
			RARF	ROW	2014	A																	0.749						2 yr deferral			
			RARF	CONST	2015	A																	2.752						2 yr deferral			
Germann Rd: Gilbert Rd to Power Rd	ACI-GER-20-03	\$ 21,806,456																														
Germann Rd: Gilbert Rd to Val Vista Dr	ACI-GER-20-03-A		RARF	DES	2012	E/D																			0.784				1 yr deferral			
			RARF	ROW	2013	E/D																		1.201					1 yr deferral			
			RARF	CONST	2014	E/D																		2.278	2.278				Split reimbursement; 1-2 yr deferral			
Germann Rd: Val Vista Dr to Higley Rd	ACI-GER-20-03-B		RARF	DES	2012	E/A																			1.126				2 yr deferral			
			RARF	ROW	2013	E/A																		2.440					2 yr deferral			
			RARF	CONST	2014	E/A/RD																		5.850	5.850				2 yr deferral			
Greenfield Rd: Elliot Rd to Ray Rd	ACI-GRN-10-03	\$ 3,714,268																														
			RARF	DES	2011	E/A					0.413																		No Change			
			RARF	ROW	2012	E/A						1.576																	No Change			
			RARF	CONST	2013	E/A							1.725																No Change			
Guadalupe Rd/Cooper Rd: Intersection Improvements	AII-GUD-30-03	\$ 3,714,286																														
			RARF	DES	2009	E/A				0.233																			No Change			
			RARF	ROW	2009	E/A					1.576																		No Change			
			RARF	CONST	2009/2010	E/A					1.905																		No Change			
Guadalupe Rd/Gilbert Rd: Intersection Improvements	AII-GUD-40-03	\$ 3,714,286																														
			RARF	DES	2011	E/D					0.262																		No Change			
			RARF	ROW	2012	E/D						1.280																	No Change			
			RARF	CONST	2013	E/D							2.172																No Change			
Guadalupe Rd/Greenfield Rd: Intersection Improvements	AII-GUD-10-03	\$ 3,714,286																														
			CMAQ	DES	2021																		0.244						Federally Funded			
			CMAQ	ROW	2022																		0.536						Federally Funded			
			CMAQ	CONST	2023																		2.895						Federally Funded			
			CMAQ	SAVE	2023																		0.039						Federally Funded			

RTP Project	RTP Code	FY09 Remain Reg Budget 2008\$	Fund Type	Work Phase	FY for Work	STATUS	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	Change Made by MAG Staff Due to Deficit	
							Phase I			Phase II					Phase III					Phase IV					Phase V						
Guadalupe Rd/Power Rd: Intersection Improvements	All-GUD-20-03	\$ 3,714,286																													
			RARF	DES	2016	E/A																									
			RARF	ROW	2017	E/A																									
			RARF	CONST	2018	E/A																			3.714				2 yr deferral		
Guadalupe Rd/Val Vista Dr: Intersection Improvements	All-GUD-50-03	\$ 3,714,286																													
			RARF	DES	2016												0.235													1 yr deferral	
			RARF	ROW	2017													0.869												1 yr deferral	
			RARF	CONST	2018														2.610											1 yr deferral	
Ray Rd: Val Vista Dr to Power Rd	ACI-RAY-10-03	\$ 16,414,750																													
			RARF	DES	2011	A																				1.189				2 yr deferral	
			RARF	ROW	2012	A																				1.388				2 yr deferral	
			RARF	CONST	2013	A/RD																					13.248			2 yr deferral	
			RARF	SAVE	2025	A/RD																					0.589			2 yr deferral	
Ray Rd/Gilbert Rd: Intersection Improvements	All-RAY-30-03	\$ 3,714,286																													
			CMAQ	DES	2016														0.242											Federally Funded	
			CMAQ	ROW	2017														1.126											Federally Funded	
			CMAQ	CONST	2018														2.346											Federally Funded	
Val Vista Dr: Warner Rd to Pecos Rd	ACI-VAL-20-03																														
			RARF	DES	2004	CO		0.600																						No Change	
			RARF	ROW	2005	CO		1.248																						No Change	
			RARF	CONST	2005/2006	CO		1.616	6.934																					No Change	
Warner Rd/Cooper Rd: Intersection Improvements	All-WNR-10-03	\$ 3,040,707																													
			RARF	DES	2008				0.495																					No Change	
			RARF	ROW	2009				1.208																					No Change	
			RARF	CONST	2009				2.012																					No Change	
Warner Rd/Greenfield Rd: Intersection Improvements	All-WRN-20-03	\$ 3,714,286																													
			RARF	DES	2012							0.328																		No Change	
			RARF	ROW	2013								1.009																	No Change	
			RARF	CONST	2014									2.377																No Change	
GILBERT/MESA/MARICOPA COUNTY																															
Power Rd: Santan Fwy to Chandler Heights	ACI-PWR-10-03	\$ 20,368,668																													
GILBERT Power Rd/Pecos: Intersection Improvements	ACI-PWR-10-03-A		RARF	DES	2008	E/A					0.595																			No Change	
			RARF	ROW	2008/2009	E/A					0.911																			No Change	
			RARF	CONST	2008/2009	E/A/RD					3.821	4.666																		Split Reimbursements; 1 yr deferral	
GILBERT Power Rd: Santan Fwy to Pecos Rd	ACI-PWR-10-03-B		RARF	DES	2010	E/A					1.018																			No Change	
			RARF	ROW	2009/2010	E/A/RD					2.627																			No Change	
			RARF	CONST	2010/2011	E/A/RD						6.731																		No Change	
GILBERT Power Rd: Pecos Rd to Chandler Heights	ACI-PWR-10-03-C		RARF	DES	2022																										
			RARF	ROW	2023																										
			RARF	CONST	2024																										
Power Rd: Baseline Rd to Santan Fwy	ACI-PWR-20-03	\$ 15,032,810																													
MESA Power Rd: East Maricopa Floodway to Santan Fwy/Loop 202	ACI-PWR-20-03-A		RARF	PRE DES/DES	2008 - 2012	E/D							1.468																	No Change	
			RARF	ROW	2009 - 2011	E/D								1.983																No Change	
			RARF	CONST	2012/2013	E/D									6.641															No Change	

RTP Project	RTP Code	FY09 Remain Reg Budget 2008\$	Fund Type	Work Phase	FY for Work	STATUS	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	Change Made by MAG Staff Due to Deficit
							Phase I			Phase II					Phase III					Phase IV					Phase V					
M.C. Power Rd: Baseline Rd to East Maricopa Floodway	ACI-PWR-20-03-B		RARF	DES	2007	E/A				0.251																				
			RARF	ROW	2007	E/A				2.627																				
			RARF	CONST	2008/2009	E/A				4.882																				
MARICOPA COUNTY																														
Dobson Rd: Bridge over Salt River	ACI-DOB-10-03	\$ 18,331,801																												
				DCR	2007																									
				EA	2008																									
			RARF	DES	2012	D																								
			STP-MAG	ROW	2013	D									4.000															
			RARF	ROW	2013	D									4.268	4.268														
			STP-MAG	CONST	2014	D									5.797															
El Mirage Rd: Bell Rd to Jomax Rd	ACI-ELM-10-03	\$ 19,290,326																												
El Mirage Rd: Bell Rd to Deer Valley Drive	ACI-ELM-10-03-A		RARF	DES	2006 - 2009	A											0.542													
			RARF	ROW	2003-2007	A												2.357												
			RARF	CONST	2010	A													6.669											
El Mirage Rd: L303 to Jomax	ACI-ELM-10-03-C		RARF	DES	2013																									
			RARF	ROW	2014/2015																									
			RARF	CONST	2015/2016																									
El Mirage Rd: Deer Valley Drive to L303	ACI-ELM-10-03-D		RARF	DES	2008	A/CO											0.979													
			RARF	CONST	2009	A/CO												8.742												
El Mirage Rd: Thunderbird Rd to Bell Rd	ACI-ELM-20-03	\$ 21,087,562																												
			RARF	STUDY	2006																									
			RARF	PRE-DES	2008 - 2010					1.109	0.340																			
			RARF	DES	2010-2012					0.207	1.296	0.427																		
			RARF	ROW	2009 - 2013					1.201	0.929																			
			RARF	CONST	2013-2015										7.789	7.789														
El Mirage Rd: Thunderbird Rd to Northern Ave	ACI-ELM-30-03	\$ 16,534,566																												
			RARF	STUDY	2006	A											0.301													
			RARF	DES	2016												2.200	1.353												
			RARF	ROW	2016													2.257												
			RARF	CONST	2017/2018													1.912	8.512											
Gilbert Rd: Bridge over Salt River	ACI-GIL-20-03	\$ 13,778,805																												
			STP-MAG	DCR	2007	A																								
			STP-MAG	EA	2008	A																								
			STP-MAG	DES	2013										1.672															
			STP-MAG	ROW	2014										2.024															
			STP-MAG	CONST	2015										9.603															
			RARF	CONST	2015	RD										0.480														

RTP Project	RTP Code	FY09 Remain Reg Budget 2008\$	Fund Type	Work Phase	FY for Work	STATUS	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	Change Made by MAG Staff Due to Deficit	
							Phase I					Phase II					Phase III					Phase IV					Phase V				
Jomax Rd: SR-303L to Sun Valley Parkway	ACI-JMX-10-03	\$ 20,368,668																													
			RARF	ROW	2017																										2 yr deferral
			RARF	ROW	2018																10.184									2 yr deferral	
McKellips Rd: Bridge over Salt River	ACI-MCK-30-03	\$ 13,778,805																													
				DCR	2007	A																									
				EA	2008	A																									
			RARF	ROW	2013										2.637															No Change	
			RARF	CONST	2014	RD										11.142														1 yr deferral	
McKellips Rd: SR-101L to SRP-MIC/Alma School Rd	ACI-MCK-40-03	\$ 38,820,284																													
				PRE-DES	2008	A																									
			STP-MAG	DES	2013									0.516																No Change	
			STP-MAG	ROW	2014										0.787															No Change	
			STP-MAG	CONST	2015										7.173															2 yr deferral	
			RARF	SAVE	2014-2015	RD										10.115	10.115	10.115												Split Reimbursements; 2-3 deferral	
Northern Pkwy: Sarival to Grand (Phase I)	ACI-NOR-30-03	\$ 59,907,846																													
Northern Parkway: Sarival to Dysart	ACI-NOR-30-03-A		STP-MAG	Pre-DES	2003-2008																									No Change	
			STP-MAG	DES	2009					3.214																				No Change	
			STP-MAG	ROW	2009 - 2010					16.485	13.934																			No Change	
			STP-MAG	CONST	2010-2011	D					10.722	10.403																	No Change		
Northern Parkway: ROW Protection	ACI-NOR-30-03-B		STP-MAG	ROW	2003-2011					1.810	1.452	1.887																	No Change		
Northern Pkwy: Sarival to Grand (Phase II)	ACI-NOR-10-03	\$ 83,870,985																													
	ACI-NOR-10-03-A		STP-MAG	Reimb.	2010-2011											7.832														No Change	
Northern Parkway: Dysart to 111th	ACI-NOR-10-03-B		STP-MAG	DES	2011											0.798														No Change	
			STP-MAG	ROW	2011											8.056														No Change	
			STP-MAG	CONST	2015													9.870												No Change	
Northern Parkway: Sarival Overpass	ACI-NOR-10-03-C		STP-MAG	DES	2011											0.726														No Change	
			STP-MAG	CONST	2012												8.926													Combined Reimbursements	
Northern Parkway: Reems Overpass	ACI-NOR-10-03-D		STP-MAG	DES	2012												0.581													No Change	
			STP-MAG	CONST	2013												7.693													No Change	
Northern Parkway: Litchfield Overpass	ACI-NOR-10-03-E		STP-MAG	DES	2013												0.581													Split Reimbursements	
			STP-MAG	CONST	2014												3.000	4.184												No Change	
Northern Parkway: Agua Fria Bridge	ACI-NOR-10-03-F		STP-MAG	DES	2013												0.363													No Change	
			STP-MAG	CONST	2014													4.500												1 yr advanced	
Northern Parkway: Northern Avenue at L101	ACI-NOR-10-03-G		STP-MAG	DES	2014													1.597												1 yr advanced	
			STP-MAG	CONST	2015													4.282												1 yr advanced	
Northern Parkway: Dysart Overpass	ACI-NOR-10-03-H		STP-MAG	DES	2017												1.524													No Change	
			STP-MAG	CONST	2018														3.110	11.966										No Change	
Northern Parkway: ROW Protection	ACI-NOR-10-03-I		STP-MAG	ROW	2012-2020											3.556	0.363	0.363												No Change	

RTP Project	RTP Code	FY09 Remain Reg Budget 2008\$	Fund Type	Work Phase	FY for Work	STATUS	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	Change Made by MAG Staff Due to Deficit	
							Phase I					Phase II					Phase III					Phase IV					Phase V				
Northern Pkwy: Sarival to Grand (Phase III)	ACI-NOR-20-03	\$ 85,428,589																													
Northern Parkway: Dysart Overpass	ACI-NOR-20-03-A		STP-MAG	Reimb.	2018																	3.503								No Change	
Northern Parkway: El Mirage Alternative Access	ACI-NOR-20-03-B		STP-MAG	DES	2019																	0.145								No Change	
			STP-MAG	ROW	2020																	1.742								No Change	
			STP-MAG	CONST	2021																		2.250							1 yr deferral	
Northern Parkway: El Mirage Overpass	ACI-NOR-20-03-C		STP-MAG	DES	2019																	1.597								No Change	
			STP-MAG	CONST	2020																	10.088	10.088							No Change	
Northern Parkway: Agua Fria to 111th	ACI-NOR-20-03-D		STP-MAG	DES	2021																	0.218								No Change	
			STP-MAG	CONST	2022																		2.468							No Change	
Northern Parkway: 111th to 107th	ACI-NOR-20-03-E		STP-MAG	DES	2021																	0.871								No Change	
			STP-MAG	ROW	2022																			3.484						1 yr deferral	
			STP-MAG	CONST	2023																		10.233							No Change	
Northern Parkway: 107th to 99th	ACI-NOR-20-03-F		STP-MAG	DES	2022																		1.161							No Change	
			STP-MAG	ROW	2023																			4.935						1 yr deferral	
			STP-MAG	CONST	2024																			10.000	4.805					Split Reimbursement	
Northern Parkway: Loop 101 to 91st	ACI-NOR-20-03-G		STP-MAG	DES	2023																		0.218							No Change	
			STP-MAG	ROW	2024																			0.363						No Change	
			STP-MAG	CONST	2025																				2.830					No Change	
Northern Pkwy: 91st to Grand Intersection Improvements	ACI-NOR-20-03-H		CMAQ	CONST	2025																					5.806				Funded with CMAQ	
Northern Parkway: Corridorwide ROW Protection	ACI-NOR-20-03-I		STP-MAG	ROW	2019-2025																	1.089	0.363	0.363	0.363	0.363				No Change	
Northern Parkway: Ultimate Construction	ACI-NOR-20-03-J		STP-MAG	CONST	2025																					6.084				No Change	
MESA																															
Baseline Rd: Power Rd to Meridian Rd	ACI-BSL-10-03	\$ 17,612,907																													
Baseline Rd: Power Rd to Ellsworth Rd	ACI-BSL-10-03-A		RARF	DES	2014	A																		0.900						2 yr deferral	
			RARF	ROW	2015	A																		1.349	1.349					Split Reimbursement; 2 yr deferral	
			RARF	CONST	2016	A																			5.019					3 yr deferral	
Baseline Rd: Ellsworth Rd to Meridian Rd	ACI-BSL-10-03-B		RARF	DES	2017	A																			0.900					2 yr deferral	
			RARF	ROW	2018	A																			2.699					2 yr deferral	
			RARF	CONST	2019	A																			5.396					2 yr deferral	
Broadway Rd: Dobson to Country Club	ACI-BDW-10-03	\$ 7,225,437																													
			RARF	PRE-DES	2008				0.080	0.119																				No Change	
			RARF	DES	2011	D					0.726																			No Change	
			RARF	ROW	2012	D						1.075																		No Change	
			RARF	CONST	2013	D							5.305																	No Change	
Country Club/University: Intersection Improvements	All-CCB-10-03	\$ 2,755,761																													
			RARF	PRE-DES	2007	A																		0.066						2 yr deferral	
			RARF	DES	2011	A																		0.066						2 yr deferral	
			RARF	ROW	2012	A																			1.036					2 yr deferral	
			RARF	CONST	2013	A																			1.587					2 yr deferral	

RTP Project	RTP Code	FY09 Remain Reg Budget 2008\$	Fund Type	Work Phase	FY for Work	STATUS	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	Change Made by MAG Staff Due to Deficit
							Phase I			Phase II					Phase III					Phase IV					Phase V					
Country Club/Brown: Intersection Improvements	All-CCB-20-03	\$ 2,755,761																												
			RARF	DES	2012	A																0.277							No Change	
			RARF	ROW	2013	A																	0.829						1 yr deferral	
			RARF	CONST	2014	A																	1.650						2 yr deferral	
Crismon Rd: Broadway Rd to Germann Rd	ACI-CRS-10-03	\$ 36,184,339																												
Crismon Rd: Broadway Rd to Guadalupe Rd	ACI-CRS-10-03-A		RARF	DES	2014	A																					1.233		3 yr deferral	
			RARF	ROW	2015	A																					3.698		3 yr deferral	
			RARF	CONST	2016	A																				7.396			3 yr deferral	
Crismon Rd: Guadalupe Rd to Ray Rd	ACI-CRS-10-03-B		RARF	DES	2016	A/RD																					1.196		2 yr deferral	
			RARF	ROW	2017	A/RD																					3.589		2 yr deferral	
			RARF	CONST	2018	A/RD																					7.179		2 yr deferral	
Crismon Rd: Ray Rd to Germann Rd	ACI-CRS-10-03-C		RARF	DES	2018	A/RD																						1.197	1 yr deferral	
			RARF	ROW	2019	A/RD																					3.589		1 yr deferral	
			RARF	CONST	2020	A/RD																					7.105		1 yr deferral	
Dobson Rd/Guadalupe Rd: Intersection Improvements	All-DOB-10-03	\$ 2,645,691																												
			RARF	PRE-DES	2007				0.072																					
			RARF	DES	2008			0.034	0.039																					No Change
			RARF	ROW	2009				0.514																					No Change
			RARF	CONST	2010					2.092																				No Change
Dobson Rd/University Dr: Intersection Improvements	All-DOB-20-03	\$ 2,755,761																												
			RARF	DES	2009	A																								No Change
			RARF	ROW	2010	A																								No Change
			RARF	CONST	2011	A																								No Change
Elliot Rd: Power Rd to Meridian Rd	ACI-ELT-10-03	\$ 17,852,538																												
Elliot Rd: Power Rd to Ellsworth Rd	ACI-ELT-10-03-A		STP-MAG	DES	2021																						0.900			No Change
			STP-MAG	ROW	2022																						2.699			No Change
			STP-MAG	CONST	2023																							5.259		No Change
Elliot Rd: Ellsworth Rd to Meridian	ACI-ELT-10-03-B		STP-MAG	DES	2023																							0.899		No Change
			STP-MAG	ROW	2024																							2.699		No Change
			STP-MAG	CONST	2025																							5.398		No Change
Germann Rd: Ellsworth Rd to Signal Butte Rd	ACI-GER-10-03	\$ 12,341,016																												
			RARF	DES	2019	A																								1 yr deferral
			RARF	ROW	2020	A																								1 yr deferral
			RARF	CONST	2021																									2 yr deferral
Gilbert Rd/University Dr: Intersection Improvements	All-GIL-10-03	\$ 2,755,761																												
			RARF	DES	2007	A																								No Change
			RARF	ROW	2007	A																								No Change
			RARF	CONST	2009	A																								1 yr deferral
Greenfield Rd: University Rd to Baseline Rd	ACI-GRN-20-03	\$ 10,191,989																												
Greenfield Rd: Baseline Rd to Southern Ave	ACI-GRN-20-03-A		RARF	DES	2008				0.454																					
			RARF	ROW	2009				0.001	0.617																				No Change
			RARF	CONST	2010						4.086																			No Change
Greenfield Rd: Southern Ave to University Rd	ACI-GRN-20-03-B		RARF	PRE-DES	2013	D									0.301															2 yr deferral
			RARF	DES	2014	D									0.301															2 yr deferral
			RARF	ROW	2015	D/RD											1.607													1 yr deferral
			RARF	CONST	2016	D/RD											3.281													No Change

RTP Project	RTP Code	FY09 Remain Reg Budget 2008\$	Fund Type	Work Phase	FY for Work	STATUS	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	Change Made by MAG Staff Due to Deficit
							Phase I					Phase II					Phase III					Phase IV				Phase V				
Guadalupe Rd: Power Rd to Meridian Rd	ACI-GUD-10-03	\$ 22,764,982																												
Guadalupe Rd: Power Rd to Hawes Rd	ACI-GUD-10-03-A		RARF	DES	2013										0.774															2 yr deferral
			RARF	ROW	2014										2.324															2 yr deferral
			RARF	CONST	2015	RD										4.650														1 yr deferral
Guadalupe Rd: Hawes Rd to Crimson Rd	ACI-GUD-10-03-B		STP-MAG	DES	2015											0.774														Federally Funded
			STP-MAG	ROW	2016	D										2.324														Federally Funded
			STP-MAG	CONST	2017	D											4.650													Federally Funded
Guadalupe Rd: Crimson Rd to Meridian Rd	ACI-GUD-10-03-C		STP-MAG	DES	2016	D										0.774														Federally Funded
			STP-MAG	ROW	2017	D											2.326													Federally Funded
			STP-MAG	CONST	2018	D												4.167												Federally Funded
Hawes Rd: Broadway Rd to Ray Rd	ACI-HWS-10-03	\$ 20,488,483																												
Hawes Rd: Broadway Rd to US60	ACI-HWS-10-03-A		STP-MAG	DES	2020	A															0.706									No Change
			STP-MAG	ROW	2021																	2.117								No Change
			STP-MAG	CONST	2022																		3.576							No Change
			RARF	CONST	2022																		0.658							No Change
Hawes Rd: Baseline Rd to Elliot Rd	ACI-HWS-10-03-B		RARF	DES	2022																		0.685							No Change
			STP-MAG	ROW	2023																			2.055						No Change
			STP-MAG	CONST	2024																				4.110					No Change
Hawes Rd: Elliot Rd to Santan Freeway	ACI-HWS-10-03-C		STP-MAG	DES	2023																		0.250							No Change
			STP-MAG	ROW	2024																				1.501					No Change
			STP-MAG	CONST	2024																				2.501					No Change
Hawes Rd: Santan Freeway to Ray Rd	ACI-HWS-10-03-D		RARF	DES	2009	A																0.250								No Change
			RARF	ROW	2010	A																	1.501							1 yr deferral
			RARF	CONST	2010	A																	0.577							1 yr deferral
Higley Rd Parkway: S 60 to SR-202L	ACI-HIG-10-03	\$ 16,534,566																												
Higley Rd Parkway: SR-202L to Brown Rd	ACI-HIG-10-03-A		STP-MAG	DES	2017												0.830													Federally Funded
			STP-MAG	ROW	2018													2.491												Federally Funded
			STP-MAG	CONST	2019														4.945											Federally Funded
Higley Rd Parkway: Brown Rd to US-60	ACI-HIG-10-03-B		STP-MAG	DES	2018														0.830											Federally Funded
			STP-MAG	ROW	2019														2.491											Federally Funded
			STP-MAG	CONST	2020															4.945										Federally Funded
Higley Rd Parkway: US 60 to SR 202L (RM) Grade Separations	All-HIG-10-03	\$ 27,437,794																												
			RARF	DES	2015	A													2.767											2 yr deferral
			RARF	ROW	2016														4.152	4.152										Split reimbursement; 2 yr deferral
			RARF	CONST	2017														7.183	6.183										Split reimbursement 1 yr deferral
Lindsay Rd/Brown Rd: Intersection Improvements	All-LND-10-03	\$ 2,755,761																												
			RARF	DES	2010	A																				0.276				2 yr deferral
			RARF	ROW	2011	A																				0.830				2 yr deferral
			RARF	CONST	2012	A																				1.650				2 yr deferral

RTP Project	RTP Code	FY09 Remain Reg Budget 2008\$	Fund Type	Work Phase	FY for Work	STATUS	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	Change Made by MAG Staff Due to Deficit		
							Phase I			Phase II					Phase III					Phase IV					Phase V							
McKellips Rd: East of Sossaman to Meridian	ACI-MCK-10-03	\$ 19,649,774																														
McKellips Rd: East of Sossaman to Crismon Rd	ACI-MCK-10-03-A		RARF	DES	2016	A																								1 yr deferral		
			RARF	ROW	2017	A																								1 yr deferral		
			RARF	CONST	2018	A																								1 yr deferral		
McKellips Rd: Crismon Rd to Meridian Rd	ACI-MCK-10-03-B		RARF	DES	2016	A																								0.790	2 yr deferral	
			RARF	ROW	2017	A																								2.369	2 yr deferral	
			RARF	CONST	2018	A/RD																								4.645	2 yr deferral	
McKellips Rd: Gilbert Rd to Power Rd	ACI-MCK-20-03	\$ 21,279,555																														
Corridor Study			RARF	Study	2006																											
McKellips Rd/Lindsay Rd: Intersection Improvements	ACI-MCK-20-03-A		RARF	DES	2011	D			0.043			0.374																			No Change	
			RARF	ROW	2012	D							1.582																		No Change	
			RARF	CONST	2013	D								4.278																	No Change	
McKellips Rd/Greenfield Rd: Intersection Improvements	ACI-MCK-20-03-B		RARF	PRE-DES	2007				0.040																							
			CMAQ	DES	2014	D									0.181																Federally Funded	
			CMAQ	ROW	2015	D									0.232																Federally Funded	
			CMAQ	CONST	2016	D										2.427															Federally Funded	
McKellips Rd/Higley Rd: Intersection Improvements	ACI-MCK-20-03-C		RARF	PRE-DES	2007				0.040																							
			RARF	DES	2011	D						0.181																			No Change	
			RARF	ROW	2012	D							0.231																		No Change	
			RARF	CONST	2013	D								2.427																	No Change	
McKellips Rd/Power Rd: Intersection Improvements	ACI-MCK-20-03-D		RARF	PRE-DES	2013	D/RD									0.291																No Change	
			RARF	DES	2014	D/RD									0.265																No Change	
			RARF	ROW	2015	D/RD									0.790																No Change	
			RARF	CONST	2016	D										1.917															No Change	
McKellips Rd/Recker Rd: Intersection Improvements	ACI-MCK-20-03-E		CMAQ	PRE-DES	2014	D/RD												0.291													Federally Funded; 2 yr deferral	
			CMAQ	DES	2014	D/RD												0.265													Federally Funded; 2 yr deferral	
			CMAQ	ROW	2015	D/RD												0.790													Federally Funded; 2 yr deferral	
			CMAQ	CONST	2016	D												1.916													Federally Funded; 2 yr deferral	
McKellips Rd/Val Vista Dr: Intersection Improvements	ACI-MCK-20-03-F		RARF	PRE-DES	2007				0.040																							
			RARF	DES	2012	D									0.181																2 yr deferral	
			RARF	ROW	2013	D									0.232																1 yr deferral	
			RARF	CONST	2014	D										2.427															1 yr deferral	
Meridian Rd: Baseline Rd to Germann Rd	ACI-MER-10-03	\$ 28,875,582																														
Meridian Rd: Baseline Rd to Ray Rd	ACI-MER-10-03-A		RARF	DES	2015	A											1.661														1 yr deferral	
			RARF	ROW	2016													4.982													1 yr deferral	
			RARF	CONST	2017														9.964												1 yr deferral	
Meridian Rd: Ray Rd to Germann Rd	ACI-MER-10-03-B		RARF	DES	2017														1.245												1 yr deferral	
			RARF	ROW	2018															3.737											1 yr deferral	
			RARF	CONST	2019																7.288										1 yr deferral	
Mesa Dr: Southern Ave to US60 and Mesa Dr to Broadway Rd	ACI-MES-10-03	\$ 9,180,264																														
Mesa Dr: US 60 to Southern Ave	ACI-MES-10-03-A		RARF	PRE-DES	2008				0.044	0.179																					No Change	
			RARF	DES	2008					1.126																					No Change	
			RARF	ROW	2010						2.144																				No Change	
			RARF	CONST	2012	D							4.879																		No Change	
Mesa Dr/Broadway Rd: Intersection Improvements	ACI-MES-10-03-B		RARF	PRE-DES	2009					0.150																					No Change	
			RARF	DES	2012	D							0.701																		No Change	
			RARF	ROW	2013	D																										No Change
			RARF	CONST	2014	D																										No Change

RTP Project	RTP Code	FY09 Remain Reg Budget 2008\$	Fund Type	Work Phase	FY for Work	STATUS	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	Change Made by MAG Staff Due to Deficit	
							Phase I			Phase II			Phase III			Phase IV			Phase V												
Pecos Rd: Ellsworth Rd to Meridian Rd	ACI-PEC-10-03	\$ 12,460,832																													
			RARF	DES	2012	D									1.246															2 yr deferral	
			RARF	ROW	2013	D									3.737															2 yr deferral	
			RARF	CONST	2014	D/RD										7.478														2 yr deferral	
Ray Rd: Sossaman Rd to Meridian Rd	ACI-RAY-20-03	\$ 24,801,848																													
Ray Rd: Sossaman Rd to Ellsworth Rd	ACI-RAY-20-03-A		RARF	DES	2009	A																								1 yr deferral	
			RARF	ROW	2009	A																								1 yr deferral	
			RARF	CONST	2010	A																								1 yr deferral	
Ray Rd: Ellsworth Rd to Meridian Rd	ACI-RAY-20-03-B		STP-MAG	DES	2023																									Federally Funded	
			STP-MAG	ROW	2024																									Federally Funded	
			STP-MAG	CONST	2025																									Federally Funded	
			STP-MAG	SAVE	2025	RD																								Federally Funded	
Signal Butte Rd: Broadway to Pecos Rd	ACI-SGB-10-03	\$ 32,589,868																													
Signal Butte Rd: Broadway Rd to Elliot Rd	ACI-SGB-10-03-A		STP-MAG	DES	2020	A																									No Change
			STP-MAG	ROW	2021																										No Change
			STP-MAG	CONST	2022																										No Change
Signal Butte Rd: Elliot Rd to Pecos Rd	ACI-SGB-10-03-B		STP-MAG	DES	2022																										No Change
			STP-MAG	ROW	2023																										No Change
			STP-MAG	CONST	2024																										No Change
Southern Ave: Country Club Dr to Recker Rd	ACI-SOU-10-03	\$ 30,189,992																													
Southern Ave: Country Club Dr to Recker Rd			RARF	STUDY	2006																										
Southern/Country Club Dr: Intersection Improvements	ACI-SOU-10-03-A		RARF	DES	2010					0.307																					No Change
			RARF	ROW	2012	D									1.501																2 yr deferral
			RARF	CONST	2013	D									3.003																1 yr deferral
Southern Ave/Stapley Dr: Intersection Improvements	ACI-SOU-10-03-B		RARF	PRE-DES	2007				0.119																						
			RARF	DES	2011	D						1.221																			No Change
			RARF	ROW	2012	D							3.003																		No Change
			RARF	CONST	2013	D								4.128	4.128																Split Reimbursements
Southern Ave/Lindsay Rd: Intersection Improvements	ACI-SOU-10-03-C		RARF	DES	2012	E/D									0.315																2 yr deferral
			RARF	ROW	2013	E/D									1.168																1 yr deferral
			RARF	CONST	2014	E/D										3.246															1 yr deferral
Southern Ave/Higley Rd: Intersection Improvements	ACI-SOU-10-03-D		RARF	DES	2011	E/D					0.763																				No Change
			RARF	ROW	2012	E/D							2.288																		No Change
			RARF	CONST	2013	E/D								5.119																	No Change
Southern Ave: Sossaman to Meridian	ACI-SOU-20-03	\$ 17,852,538																													
Southern Ave: Sossaman Rd to Crismon Rd	ACI-SOU-20-03-A		STP-MAG	DES	2020	A																									No Change
			STP-MAG	ROW	2021																										No Change
			STP-MAG	CONST	2022																										No Change
Southern Ave: Crismon Rd to Meridian Rd	ACI-SOU-20-03-B		STP-MAG	DES	2022																										No Change
			STP-MAG	ROW	2023																										No Change
			STP-MAG	CONST	2024																										No Change

RTP Project	RTP Code	FY09 Remain Reg Budget 2008\$	Fund Type	Work Phase	FY for Work	STATUS	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	Change Made by MAG Staff Due to Deficit	
							Phase I			Phase II					Phase III					Phase IV					Phase V						
Stapley Dr/University Dr: Intersection Improvements	AII-STA-10-03	\$ 2,755,761																													
			RARF	DES	2011	A/RD																					0.276		1 yr deferral		
			RARF	ROW	2012	A/RD																					0.830		1 yr deferral		
			RARF	CONST	2013	A/RD																					1.650		1 yr deferral		
Thomas Rd: Gilbert Rd to Val Vista Dr	ACI-THM-10-03	\$ 5,511,522																													
			RARF	DES	2014	D									0.370															1 yr deferral	
			RARF	ROW	2015	D/RD										1.376														1 yr deferral	
			RARF	CONST	2016	D											3.766													1 yr deferral	
University Dr: Val Vista Dr to Hawes Rd	ACI-UNV-10-03	\$ 21,447,009																													
University Dr: Val Vista Dr to Higley Rd	ACI-UNV-10-03-A		STP-MAG	DES	2019	A																1.079								No Change	
			STP-MAG	ROW	2020	A																3.238								No Change	
			STP-MAG	CONST	2021																	6.477								No Change	
University Dr: Higley Rd to Hawes Rd	ACI-UNV-10-03-B		STP-MAG	DES	2021																	1.079								No Change	
			STP-MAG	ROW	2022																		3.238							No Change	
			STP-MAG	CONST	2023																		6.336							No Change	
Val Vista Dr: University Dr to Baseline Rd	ACI-VAL-10-03	\$ 10,903,228																													
Val Vista Dr: Baseline Rd to Southern Ave	ACI-VAL-10-03-A		RARF	DES	2011	A/RD																0.630								1 yr deferral	
			RARF	ROW	2012	A/RD																1.637								1 yr deferral	
			RARF	CONST	2013	A/RD																3.238								1 yr deferral	
Val Vista Dr: Southern Ave to University Dr	ACI-VAL-10-03-B		RARF	DES	2012	A/RD																0.540								1 yr deferral	
			RARF	ROW	2013	A/RD																1.619								1 yr deferral	
			RARF	CONST	2014	A/RD																3.238								1 yr deferral	
PEORIA																															
Beardsley Connection: SR- 101L to Beardsley Rd at 83rd Ave/Lake Pleasant Pkwy	ACI-BRD-10-03	\$ 22,884,797																													
Beardsley Rd: Loop 101 to 83rd Ave/Lake Pleasant Parkway	ACI-BRD-10-03-A		STP-MAG	DES	2007	E/A																									Federally Funded
			STP-MAG	ROW	2007	E/A																									Federally Funded
			STP-MAG	CONST	2008/ 2009	E/A				9.547																					Federally Funded
Loop 101 at Beardsley Rd/Union Hills Dr	ACI-BRD-10-03-B		STP-MAG	DES	2007	E/A																									Federally Funded
			STP-MAG	ROW	2007	E/A																									Federally Funded
			STP-MAG	CONST	2008/ 2009	E/A				13.338																					Federally Funded
Happy Valley Rd: L303 to 67th Avenue	ACI-HPV-10-03	\$ 20,368,668																													
Happy Valley Rd: Loop 303 to Lake Pleasant Parkway	ACI-HPV-10-03-A		RARF	DES	2016	A																									
			RARF	ROW	2017	A																									
			RARF	CONST	2018	A																									
Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	ACI-HPV-10-03-B		RARF	DES	2008	A																									
			RARF	ROW	2008 - 2009	A																		6.789							3 yr deferral
			RARF	CONST	2008 - 2009	A																		1.022	4.186	2.886	5.486				Split Reimbursements

RTP Project	RTP Code	FY09 Remain Reg Budget 2008\$	Fund Type	Work Phase	FY for Work	STATUS	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	Change Made by MAG Staff Due to Deficit
							Phase I			Phase II					Phase III					Phase IV					Phase V					
Lake Pleasant Pkwy: Union Hills to SR74	ACI-LKP-10-03	\$ 31,200,130																												
Lake Pleasant Pkwy: Dynamite Blvd to L303	ACI-LKP-10-03-A		RARF	Interim DES	2004	A								1.007															2 yr deferral	
			RARF	FINAL DES	2009	A								3.774															2 yr deferral	
			RARF	ROW	2010	A								5.181	5.181														Combined reimbursements; 2 yr deferral	
			RARF	CONST	2011									5.632	5.632														1 yr deferral	
Lake Pleasant Pkwy: Union Hills to Dynamite Rd	ACI-LKP-10-03-B		RARF	DES	2003	E/CO																								
			RARF	ROW	2004	E/CO																								
			RARF	CONST	2006 - 2008	E/CO	7.027	7.263	8.044				4.793																No Change	
Lake Pleasant Pkwy: L303 to SR74/Carefree Hwy	ACI-LKP-10-03-C		RARF	DES	2019																									
			RARF	ROW	2020																									
			RARF	CONST	2021																									
PHOENIX																														
Avenida Rio Salado: 7th St to SR-202L	ACI-RIO-10-03	\$ 43,972,359																												
				Corridor Study	2007	A																								
			STP-MAG	DES	2011							4.194																	No Change	
			STP-MAG	ROW	2011/2012							5.549	10.612																Split Reimbursements; 1-2 yr deferral	
			STP-MAG	CONST	2013/2014									8.312	15.306														Split Reimbursements; 1 yr deferral	
Black Mountain Blvd: SR-51 and Loop 101/Pima Fwy to Deer Valley Rd	ACI-BMT-10-03	\$ 22,165,903																												
				Corridor Study	2007																									
			STP-MAG	DES	2010						2.529																		No Change	
			STP-MAG	ROW	2011	D						2.426																	No Change	
			STP-MAG	CONST	2012/2013	D							8.605	8.605															No Change	
Happy Valley Rd: 67th Avenue to I-17	ACI-HPV-20-03	\$ 16,294,934																												
Happy Valley: I-17 to 35th Ave	ACI-HPV-20-03-A		RARF	DES	2003	CO																		0.485					2 yr deferral	
			RARF	ROW	2004	CO																		0.010					2 yr deferral	
			RARF	CONST	2005	CO																		4.669					2 yr deferral	
Happy Valley: 35th Ave to 43rd Ave	ACI-HPV-20-03-B		RARF	DES	2008	A																			0.318				2 yr deferral	
			RARF	ROW	2010	A																			0.873				2 yr deferral	
			RARF	CONST	2012	A																			1.501	1.501			Split Reimbursements	
Happy Valley: 43rd Ave to 55th Ave	ACI-HPV-20-03-C		RARF	DES	2009	A																				0.450			3 yr deferral	
			RARF	ROW	2010	A																				0.210			3 yr deferral	
			RARF	CONST	2012	A																				3.477			3 yr deferral	
Happy Valley: 55th Ave to 67th Ave	ACI-HPV-20-03-D		RARF	DES	2011	A/RD																					0.450		3 yr deferral	
			RARF	ROW	2012	A																							3 yr deferral	
			RARF	CONST	2013	A/RD																					2.349		3 yr deferral	
Sonoran Blvd: 15th Avenue to Cave Creek	ACI-SON-10-03	\$ 32,110,606																												
Sonoran Blvd: 15th Ave to 10th St	ACI-SON-10-03-A		RARF	PRE-DES	2008	A						0.292																	No Change	
			RARF	DES	2008	A						0.638																	No Change	
			RARF	ROW	2008	A							2.153																No Change	
			RARF	CONST	2012								5.715																No Change	

RTP Project	RTP Code	FY09 Remain Reg Budget 2008\$	Fund Type	Work Phase	FY for Work	STATUS	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	Change Made by MAG Staff Due to Deficit
							Phase I			Phase II					Phase III					Phase IV					Phase V					
Sonoran Blvd: 10th St to 26th St	ACI-SON-10-03-B		RARF	PRE-DES	2008	A					0.292																		No Change	
			RARF	DES	2008	A					1.740																		No Change	
			RARF	ROW	2008	A						2.153																	No Change	
			RARF	CONST	2013								4.298	4.298															No Change	
Sonoran Blvd: 26th St to Cave Creek	ACI-SON-10-03-C		RARF	PRE-DES	2008	A					0.292																		No Change	
			RARF	DES	2008	A					0.820																		No Change	
			RARF	ROW	2009	A						2.153																	No Change	
			RARF	CONST	2014									7.267															No Change	
SCOTTSDALE/CAREFREE																														
Pima Rd: SR101L to Happy Valley Rd and Dynamite Rd to Cave Creek Rd	ACI-PMA-10-03	\$ 81,524,721																												
SCOTTSDALE Pima Rd: Thompson Peak Pkwy to Pinnacle Peak	ACI-PMA-10-03-A		RARF	DES	2005 - 2009	E/A				0.695																			No Change	
			RARF	ROW	2008/2009	E/A				1.877																				No Change
			RARF	CONST	2009/2010	E/A				5.441	5.442																			No Change
SCOTTSDALE Pima Rd/Happy Valley Intersection Improvement	ACI-PMA-10-03-B		RARF	CONST	2007	A																								
SCOTTSDALE Pima Rd: Pinnacle Peak to Happy Valley Rd	ACI-PMA-10-03-C		RARF	DES	2011						0.676																		No Change	
			RARF	ROW	2012							2.627																	No Change	
			RARF	CONST	2013								6.005																No Change	
SCOTTSDALE Pima Rd: Dynamite Blvd to Stagecoach Rd	ACI-PMA-10-03-D		RARF	DES	2011						2.249																		No Change	
			RARF	ROW	2012								3.753																2 yr deferral	
			RARF	CONST	2013/2014	RD									14.261	14.261													2 yr deferral	
CAREFREE Pima Rd: Stagecoach Rd to Cave Creek	ACI-PMA-10-03-E		RARF	CONST	2014	RD										2.681	2.681												Split Reimbursement; 2 yr deferral	
SCOTTSDALE Pima Rd: SR101L to Thompson Peak Pkwy	ACI-PMA-10-03-F		RARF	DES	2004 - 2006	CO				1.061																			Project Complete	
			RARF	ROW	2006 - 2008	CO																							Project Complete	
			RARF	CONST	2006 - 2008	CO				12.578																			Project Complete	
Project Savings	ACI-PMA-10-03		RARF	SAVE	2014 - 2015	RD									8.034	5.120	6.171												Split Reimbursement; 1 yr deferral	
SCOTTSDALE																														
Carefree Hwy: Cave Creek Rd to Scottsdale Rd	ACI-CFR-10-03	\$ 9,225,808																												
			RARF	DES	2014	A																								
			RARF	ROW	2015	A											2.736												No Change	
			RARF	CONST	2016												6.490												No Change	
SR-101L North Frontage Roads: Pima/Princess Dr to Scottsdale Rd	ACI-SFN-10-03	\$ 19,735,952																												
SR-101L Frontage Rd: Hayden Rd to Scottsdale Rd	ACI-SFN-10-03-A		RARF	DES	2007	D			0.611	0.080																			No Change	
			RARF	ROW	2008	D			0.006	2.546																			No Change	
			RARF	CONST	2008	D			2.420	1.179																			No Change	
SR-101L Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	ACI-SFN-10-03-B		RARF	PRE-DES	2014	E/D/RD										0.052													1 yr deferral	
			RARF	DES	2015	E/D/RD										0.621													1 yr deferral	
			RARF	ROW	2015	E/D/RD										0.605													1 yr deferral	
			RARF	CONST	2015	E/D/RD										4.655													1 yr deferral	
			RARF	SAVE	2015	E/D/RD											9.998												2 yr deferral	

RTP Project	RTP Code	FY09 Remain Reg Budget 2008\$	Fund Type	Work Phase	FY for Work	STATUS	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	Change Made by MAG Staff Due to Deficit
							Phase I			Phase II					Phase III					Phase IV					Phase V					
Miller Rd/SR-101L Underpass	ACI-MLR-10-03	\$ 13,778,805																												
			STP-MAG	DES	2018														1.378										No Change	
			STP-MAG	ROW	2019														3.380										No Change	
			STP-MAG	CONST	2020															9.021									No Change	
Pima Rd: Happy Valley Rd to Dynamite Blvd	ACI-PMA-20-03	\$ 23,364,060																												
			STP-MAG	DES	2016											2.428													Federally Funded	
			STP-MAG	ROW	2017												5.121												Federally Funded	
			STP-MAG	CONST	2018													7.908	7.908										Federally Funded	
Pima Rd: McKellips Rd to Via Linda	ACI-PMA-30-03	\$ 30,193,554																												
				PRE-DES	2008																								No Change	
			RARF	DES	2009					2.026																			No Change	
			RARF	ROW	2009					3.566																			No Change	
			RARF	CONST	2010/ 2011	D					20.000	4.602																	1 yr deferral	
Scottsdale Airport Runway Tunnel	ACI-SAT-10-03	\$ 69,133,654																												
Frank Lloyd Wright -Loop 101 Traffic Interchange	ACI-SAT-10-03-A		RARF	DES	2013	A										0.036													No Change	
			RARF	CONST	2014	A										3.877													No Change	
Raintree -Loop 101 Traffic Interchange	ACI-SAT-10-03-B		RARF	PRE-DES/ DES	2013	A										0.040													No Change	
			RARF	CONST	2014	A										1.116													No Change	
Northsight Blvd: Hayden to Frank Lloyd Wright	ACI-SAT-10-03-C		RARF	DES	2013	A												0.147											1 yr deferral	
			RARF	ROW	2014	A												4.510											1 yr deferral	
			RARF	CONST	2015	A												2.229											1 yr deferral	
Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	ACI-SAT-10-03-D		RARF	DES	2013	A												0.055											1 yr deferral	
			RARF	ROW	2014	A												0.347											1 yr deferral	
			RARF	CONST	2015	A												0.566											1 yr deferral	
Redfield Rd: Scottsdale Rd to Hayden	ACI-SAT-10-03-E		RARF	DES	2014	A												0.216											1 yr deferral	
			RARF	CONST	2015	A												2.215											1 yr deferral	
Thunderbird-Raintree Loop	ACI-SAT-10-03-F		RARF	DES	2018													0.303											No Change	
			RARF	ROW	2019															10.064	4.064								No Change	
			RARF	CONST	2020																5.952								No Change	
Raintree Drive: Loop 101 to Hayden	ACI-SAT-10-03-G		STP-MAG	DES	2021	D																	1.049						Federally Funded	
			STP-MAG	ROW	2022	D																	7.643						Federally Funded	
			STP-MAG	CONST	2023	D																	5.743						Federally Funded	
Hayden Rd: Redfield to Raintree	ACI-SAT-10-03-H		STP-MAG	DES	2022	D																		0.233					Federally Funded	
			STP-MAG	ROW	2023	D																		2.110					Federally Funded	
			STP-MAG	CONST	2024	D																		2.426					Federally Funded	
CAP Canal South Frontage Rd: Loop 101 to Frank Lloyd Wright	ACI-SAT-10-03-I		RARF	DES	2022	D																		0.048					3 yr deferral	
			RARF	ROW	2023	D																			2.169				2 yr deferral	
			RARF	CONST	2024	D																			0.508				2 yr deferral	
Hayden Rd - Loop 101 Interchange Improvements	ACI-SAT-10-03-J		STP-MAG	DES	2023	D																		0.939					Federally Funded	
			STP-MAG	ROW	2024	D																		0.762					Federally Funded	
			STP-MAG	CONST	2025/ 2026	D																			9.767				Federally Funded	

RTP Project	RTP Code	FY09 Remain Reg Budget 2008\$	Fund Type	Work Phase	FY for Work	STATUS	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	Change Made by MAG Staff Due to Deficit
							Phase I					Phase II					Phase III					Phase IV					Phase V			
Scottsdale Rd: Thompson Peak Pkwy to Jomax Rd	ACI-SCT-10-03	\$ 13,179,726																												
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Pkwy	ACI-SCT-10-03-A		RARF	PRE DES	2007	A					0.375																		No Change	
			RARF	DES	2009	A					0.713																		No Change	
			RARF	ROW	2010	A					2.815																		No Change	
			RARF	CONST	2011						7.505																		No Change	
Scottsdale Rd: Pinnacle Peak Pkwy to Jomax Rd	ACI-SCT-10-03-B		RARF	DES	2013									1.771															No Change	
			RARF	ROW	2014																									
			RARF	CONST	2015																									
Scottsdale Rd: Happy Valley Rd to Carefree Hwy	ACI-SCT-20-03	\$ 28,036,872																												
Scottsdale Rd: Jomax Rd to Dixileta Dr	ACI-SCT-20-03-A		STP-MAG	DES	2016															1.077									Federally Funded	
			STP-MAG	ROW	2017															1.946									Federally Funded	
			STP-MAG	CONST	2018/ 2019															2.586	3.736								Federally Funded	
Scottsdale Rd: Dixileta Dr to Ashler Hills Dr	ACI-SCT-20-03-B		STP-MAG	DES	2016															1.077									Federally Funded	
			STP-MAG	ROW	2017															1.946									Federally Funded	
			STP-MAG	CONST	2018/ 2019															2.586	3.736								Federally Funded	
Scottsdale Rd: Ashler Hills Dr to Carefree Highway	ACI-SCT-20-03-C		STP-MAG	DES	2016															1.077									Federally Funded	
			STP-MAG	ROW	2017															1.946									Federally Funded	
			STP-MAG	CONST	2018/ 2019															2.586	3.736								Federally Funded	
Shea Blvd: SR-101L to SR-87	ACI-SHA-20-03	\$ 22,884,797				A																								
Shea Blvd at 90th/92nd/96th: Intersection Improvements	ACI-SHA-20-03-A		RARF	DES	2005	CO																	0.290						1 yr deferral	
			RARF	ROW	2006	CO																	0.073						1 yr deferral	
			RARF	CONST	2007	CO																	3.266						1 yr deferral	
Shea Auxiliary Lane from 90th St to Loop 101	ACI-SHA-20-03-B		RARF	DES	2009	A																			0.435				3 yr deferral	
			RARF	ROW	2010	A																			0.435				3 yr deferral	
			RARF	CONST	2010	A																			2.540				3 yr deferral	
Shea Blvd at Via Linda (Phase 1): Intersection Improvements	ACI-SHA-20-03-C		RARF	DES	2005	CO																	0.073						1 yr deferral	
			RARF	CONST	2006	CO																	0.907						1 yr deferral	
Shea Blvd at Via Linda (Phase 2): Intersection Improvements	ACI-SHA-20-03-D		RARF	DES	2005	A																			0.073				3 yr deferral	
			RARF	ROW	2006	A																			0.073				3 yr deferral	
			RARF	CONST	2010	A																			0.907				3 yr deferral	
Shea Blvd at 120/124th St: Intersection Improvements	ACI-SHA-20-03-E		RARF	DES	2008	A																			0.065				1 yr deferral	
			RARF	ROW	2008	A																			0.058				1 yr deferral	
			RARF	CONST	2009	A																			0.254				1 yr deferral	
Shea Blvd at Mayo/134th St: Intersection Improvements	ACI-SHA-20-03-F		RARF	DES	2005	CO																		0.036					2 yr deferral	
			RARF	CONST	2006	CO																		0.254					2 yr deferral	
Shea Blvd: SR-101L to 96th St: ITS Improvements	ACI-SHA-20-03-G		RARF	DES	2004	A																		0.073					1 yr deferral	
			RARF	CONST	2008/ 2009	A																		0.305					1 yr deferral	
Shea Blvd: 96th St to 144th St: ITS Improvements	ACI-SHA-20-03-H		RARF	DES	2008	A																				0.435			3 yr deferral	
			RARF	ROW	2009	A																				0.435			3 yr deferral	
			RARF	CONST	2010	A																				1.452			3 yr deferral	

RTP Project	RTP Code	FY09 Remain Reg Budget 2008\$	Fund Type	Work Phase	FY for Work	STATUS	FY06 2005\$	FY07 2006\$	FY08 2007\$	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	Change Made by MAG Staff Due to Deficit					
							Phase I			Phase II					Phase III					Phase IV					Phase V										
Shea Blvd at Loop 101: Intersection Improvements	ACI-SHA-20-03-I		RARF	DES	2014	A																					0.399		3 yr deferral						
			RARF	ROW	2015	A																					0.327		3 yr deferral						
			RARF	CONST	2016	A																					1.952	0.952	Split Reimbursement; 3 yr deferral						
Shea Blvd at 110th St: Intersection Improvements	ACI-SHA-20-03-J		RARF	DES	2014	A																					0.044		2 yr deferral						
			RARF	ROW	2015	A																					0.087		2 yr deferral						
			RARF	CONST	2016	A																					0.131		2 yr deferral						
Shea Blvd at 114th St: Intersection Improvements	ACI-SHA-20-03-K		RARF	DES	2009	A																					0.044		2 yr deferral						
			RARF	ROW	2009	A																					0.087		2 yr deferral						
			RARF	CONST	2010	A																					0.131		2 yr deferral						
Shea Blvd at Frank Lloyd Wright Blvd: Intersection Improvements	ACI-SHA-20-03-L		RARF	DES	2008	A																					0.145		2 yr deferral						
			RARF	ROW	2009	A																					0.145		2 yr deferral						
			RARF	CONST	2010	A																					0.363		2 yr deferral						
Shea Blvd at 115th St: Intersection Improvements	ACI-SHA-20-03-M		RARF	DES	2009	A																					0.016		3 yr deferral						
			RARF	ROW	2010	A																					0.031		3 yr deferral						
			RARF	CONST	2010	A																					0.062		3 yr deferral						
Shea Blvd at 125th St: Intersection Improvements	ACI-SHA-20-03-N		RARF	DES	2010	A																							3 yr deferral						
			RARF	ROW	2011	A																					0.062		3 yr deferral						
			RARF	CONST	2012	A																					0.062		3 yr deferral						
Shea Blvd at 135th St: Intersection Improvements	ACI-SHA-20-03-O		RARF	DES	2010	A																						0.249		3 yr deferral					
			RARF	ROW	2011	A																					0.016		3 yr deferral						
			RARF	CONST	2012	A																					0.031		3 yr deferral						
Shea Blvd at 136th St: Intersection Improvements	ACI-SHA-20-03-P		RARF	DES	2009	A																						0.062		3 yr deferral					
			RARF	ROW	2010	A																					0.007		3 yr deferral						
			RARF	CONST	2011	A																					0.145		3 yr deferral						
Project Savings			RARF	SAVE	2024	RD																						4.876		2 yr deferral					
Union Hills: Hayden Rd to Pima Rd	ACI-UNH-10-03	\$ 13,419,358																																	
			STP-MAG	DES	2019	A																													
			STP-MAG	ROW	2020	A																													
			STP-MAG	CONST	2021																	6.709	6.710							No Change					
MAG/Multi-Agency																																			
ITS Program	AOP-ITS-10-03	\$ 59,907,846	CMAQ					5.559	5.641	5.668	5.696	5.724	5.752	6.000	6.000	3.000	2.500	2.500	5.866																
Implementation Studies*	APL-MAG-10-03-	\$ 40,933,061	RARF				0.020	0.600	1.261	3.473	1.344	1.445	1.560	1.682	1.808	1.935	2.071	2.208	2.345	2.501	2.662	2.835	3.022	3.223	3.434	2.125									
TOTAL							7.027	14.228	28.927	77.354	76.194	108.311	88.701	83.586	90.657	109.875	139.147	97.216	120.508	118.324	90.067	71.255	74.989	88.746	77.282	69.329	61.764	77.790	19.567						