



Maricopa County Department of Transportation

**NORTHERN PARKWAY**

**FIVE YEAR LIFE CYCLE PROGRAM**

**FY 2013 – FY 2017**

Approved December 15, 2011



Executive Committee

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**Table of Contents**

Executive Summary ..... 1

Introduction..... 1

Project Overview ..... 1

Goals and Objectives ..... 4

Northern Parkway Program Organization..... 5

Executive Committee..... 5

The Management Team ..... 5

Five-Year Program (FY 2013 through FY 2017)..... 7

Program Overview..... 7

Phase 1 - Interim Sarival to Dysart Segment and ROW Protection..... 8

Phase 2 Segments ..... 8

Northern Parkway Life Cycle Program: FY 2013 – FY 2017 ..... 9

Local Match Funding ..... 12

Appendix..... 15

IGA Funding ..... 16

Northern Parkway Program Phasing (2010 – 2025/2026)..... 17

Ultimate Concept Cost Estimate ..... 18

Northern Parkway FY 2012 – FY 2016 Five Year Life Cycle Program ..... 20

2010 – 2025 DCR Phasing Plan..... 22

**List of Tables**

Table 1 FY2013 - FY2017 Five Year Life Cycle Program and Cash Flow ..... 11

Table 2 Local Match Due versus Local Match Paid..... 14

Table 3 Project Estimated Cost Summary ..... 17

Table 4 Ultimate Concept Cost Estimate..... 19

Table 5 FY2012-FY2016 Five Year Life Cycle Program..... 21

**List of Figures**

Figure 1 Budgeted versus Actual Costs (YOE).....3  
Figure 2 Northern Parkway Program Organization Chart .....6  
Figure 3 IGA Funding.....16  
Figure 4 2010 – 2025 DCR Phasing Plan.....23

## Executive Summary

### Introduction

The purpose of the FY2013 through FY2017 Five Year Life Cycle Program is to document the FY2013 through FY2017 Program budgets that establish the capital commitments needed for the annual budgeting process.

### Project Overview

In 2001, the City of Glendale's *Transportation Plan* was updated with the assistance of a 61-member committee known as the Citizens Advisory Committee for Transportation Issues (CACTI). This group envisioned the need for a major west-east route in the vicinity of Northern Avenue to improve regional connectivity from the West Valley to major roadways such as SR 303L, SR 101L, and US 60. The West Valley consists of areas west of I-17, which include the cities of Glendale, El Mirage, Peoria, as well a portion of Phoenix and unincorporated Maricopa County. Consequently, this idea was adopted in Glendale's *Transportation Plan*. In November 2001, the voters of Glendale passed a half-cent sales tax to fund a variety of transportation projects throughout the city that were derived from this plan, including matching funds for a "super street" at Northern Avenue. Subsequently, the "super street" concept was developed in the Northern Parkway DCR dated October 01, 2003 and was included in the *Regional Transportation Plan (RTP)* prepared by the Maricopa Association of Governments (MAG). That RTP was adopted by the MAG Regional Council on November 25, 2003. This was the basis for Proposition 400, which was approved by the voters of Maricopa County in November 2004. Proposition 400 extended the countywide half-cent sales tax to help fund the projects included in the RTP.

The 2003 DCR was revised on July 31, 2008. The earlier Report was prepared with input from public meetings held February 12, 2003 and July 10, 2003. Two additional public meetings were held in June 2005 and December 2005. The 2008 revision effort began after the approval of Proposition 400 and involved the same stakeholders. A management committee comprised of high-level staff from Glendale, Peoria, Maricopa County and El Mirage and other stakeholders met every month and directed the process that led to the 2008 DCR revision.

The City of Glendale commissioned an Environmental Assessment (EA) for Northern. The Draft EA was publicly distributed for review and comment, a public hearing was held on October 14, 2009, comments were received, the response to comments was prepared and reviewed by ADOT and FHWA resulting in a final EA dated April 26, 2010. Alternative 1 – Northern Avenue Alignment, Option 1 (with two at-grade signalized intersections) as described in Section 3.3.1 in the final EA is the selected alternative for improvements. Final FHWA acceptance/approval and the issuance of a FONSI occurred on May 11, 2010.

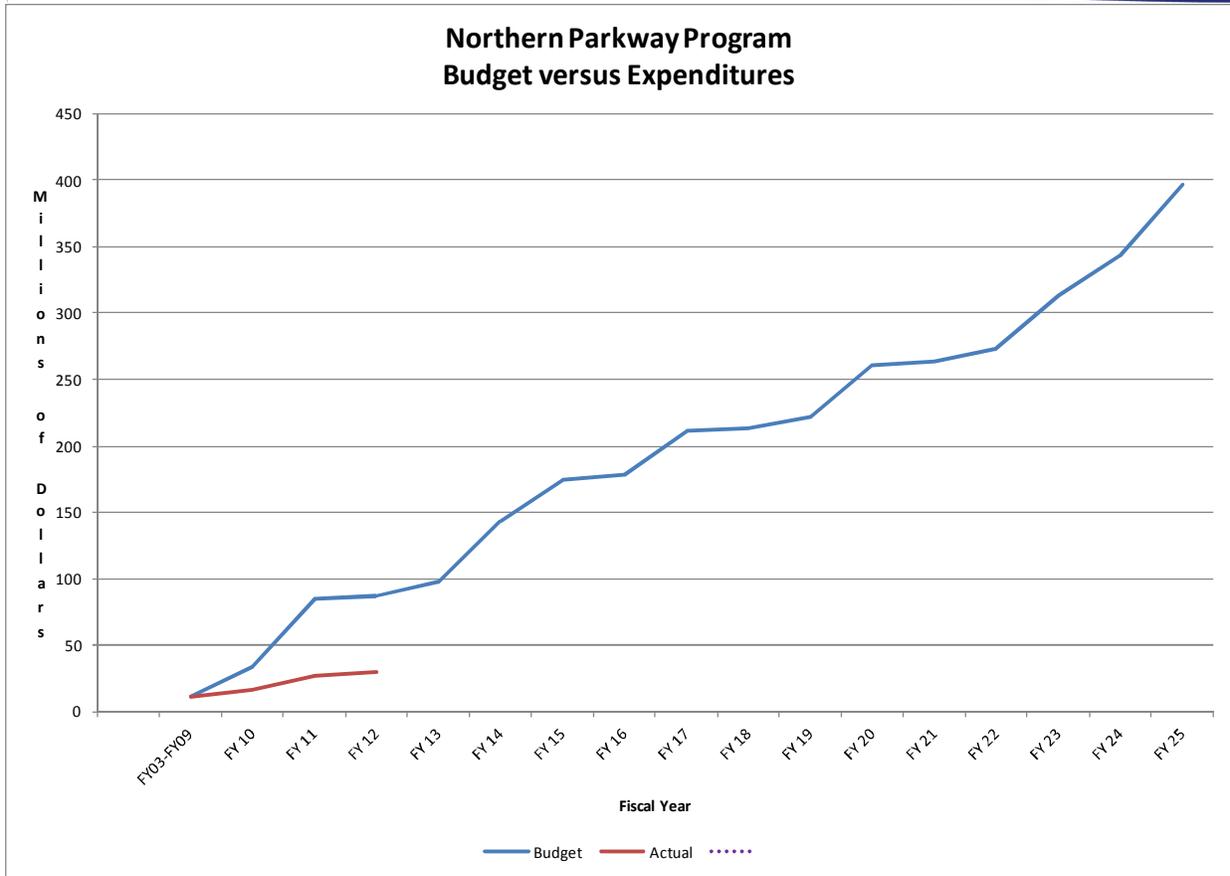
Northern Parkway is a proposed new 12-mile long transportation facility that extends from SR 303L in the West Valley portion of the Phoenix metropolitan area to US 60 (Grand Avenue) in Glendale, Arizona. It is anticipated that Northern Parkway will accommodate an average of 86,000 vehicles per day with three continuous travel lanes in each direction with traffic exceeding 100,000 vehicles per day in a few areas. Traffic projections are based on a 2030 ADT. Traffic flow would be enhanced with grade-separated intersections (GSI) at major arterial street intersections. Northern Parkway would be elevated over most of the intersecting arterials, which would remain at grade. The GSI would allow traffic on the parkway to be free flow at these locations. Ramp roadways would connect Northern Parkway with intersecting arterial streets.

Northern Parkway would be completely access controlled along the western portion of the project (SR 303L to 115<sup>th</sup> Avenue) with partial access control from 115<sup>th</sup> Avenue to US 60 (Grand Avenue). All traffic signals along Northern Parkway would be eliminated except at 111<sup>th</sup> Avenue and 107<sup>th</sup> Avenue.

Northern Parkway includes a segment from 103<sup>rd</sup> Avenue to 91<sup>st</sup> Avenue. In this segment through traffic will be shifted to the bypass mainline roadway while Northern Avenue is maintained to provide local access to adjacent property and a connection to SR101L/Agua Fria Freeway (Loop 101). The parkway will be completely access controlled from 103<sup>rd</sup> Avenue to 91<sup>st</sup> while Northern Avenue will provide normal municipal arterial street access to adjacent property. Typical sections show three 12 foot wide through lanes in each direction separated by a continuous concrete median barrier and 12 foot wide median shoulder on each side of the barrier. A 12 foot wide auxiliary lane is added between the 103<sup>rd</sup> Avenue east ramps and the 93<sup>rd</sup> Avenue west ramps. A 10 foot wide paved shoulder is included next to the auxiliary lane and a 12 wide paved right shoulder is included in other areas of the segment adjacent to the barrier. The parkway will be depressed at 103<sup>rd</sup> Avenue and elevated on bridge structure or embankment with retaining walls from west of 99<sup>th</sup> Avenue to east of 91<sup>st</sup> Avenue. The retaining wall minimizes the amount of right-of-way required in this especially valuable portion of the corridor.

In addition to the GSI bridges, major bridges would occur at the Agua Fria River, New River, SR 101L, and US 60 (Grand Avenue). More detail information on the Alternative 1 ultimate concept is available in the project Design Concept Report (DCR) and Concept Plans.

Figure 1 depicts the program budget in relation to actual expenditures for the program through fiscal year 2025.



**Figure 1 Budgeted versus Actual Costs (YOE)**

## Goals and Objectives

The following goals and strategies have been established for the Program:

- Deliver the Northern Parkway in accordance with the expectations of the cities and the county with respect to the design concepts, estimated cost and implementation schedule as described in the DCR.
- Continually evaluate the project schedule to ensure that phases are constructed based on benefits to the public, i.e., level of service, safety and convenience to the motorists.
- Maximize and efficiently utilize innovative funding resources and project delivery methods to deliver quality program elements as soon as possible.
- Maximize use of existing right of way and currently undeveloped land.
- Provide strategic segmentation of projects to promote competition and deliver best value.
- Identify unfunded gaps, and sources to close gaps, including strategies for new funding sources.
- Deliver design, acquire right-of-way (ROW), and adjust utilities early to maximize financial opportunity to advance construction lettings.
- Keep our community and affected property owners informed and be responsive to their input.
- Provide current project information and interactive opportunities.
- Provide Project office accessibility and outreach opportunities.
- Care for our community's quality of life and enhance the visual experience of the corridor.
- Use best practices to mitigate project impacts.
- Maximize the opportunity for right of way acquisition and utility relocation prior to construction.
- Maintain the existing level of service at peak times during construction.
- Use outreach to inform and provide public opportunity to make alternate route decisions during construction.
- Maintain the use of existing intelligent transportation systems (ITS) to inform drivers of impending key construction issues and traffic control phases.
- Monitor all commitments in the EA mitigation measures for compliance in the design plans and final construction.
- Identify areas that may involve hazardous materials, extensive specialized relocation effort or otherwise adversely affect the schedule.
- Advance final design to identify ROW needs and utility impacts to facilitate acquisition and relocation ahead of construction award.
- Complete the Project in a safe environment for both the workers and the traveling public.
- Achieve all Federal disadvantaged business enterprise (DBE) goals for design and construction.

## Northern Parkway Program Organization

Northern Parkway is a multi-agency project with the City of Glendale, Maricopa County, City of Peoria, and the City of El Mirage as partner agencies and Arizona Department of Transportation (ADOT), Federal Highway Administration (FHWA), Maricopa Association of Governments (MAG), Flood Control District of Maricopa County (FCDMC), and Luke Air Force Base (LAFB) are primary stakeholder agencies. The partner agencies all have a financial role in the project, have jurisdiction along the proposed route, and have had the primary roles in developing the Northern Parkway design concept.

### Executive Committee

The Intergovernmental Agreement (IGA) executed by the program participants in December 2008 established an Executive Committee consisting of four voting members appointed one each by Maricopa County, Glendale, Peoria, and El Mirage, with four non-voting members appointed one each by ADOT, MAG, Luke AFB, and FCDMC. Each member entity is to appoint two or more alternate representatives in case the representative is unable to attend. The IGA anticipates each representative and alternate to be a knowledgeable employee of the entity. The IGA designates MCDOT as the Lead Agency for the Project.

### The Management Team

The management team includes senior technical staff from MCDOT and a management consultant. The team includes the MCDOT Program Director and his designees and senior members of the management consultant. The management team has the responsibility for carrying out the day to day operations required to maintain progress and coordination towards the goal of completion of the design and construction of the Northern Parkway.

The organization chart is shown in Figure 2.

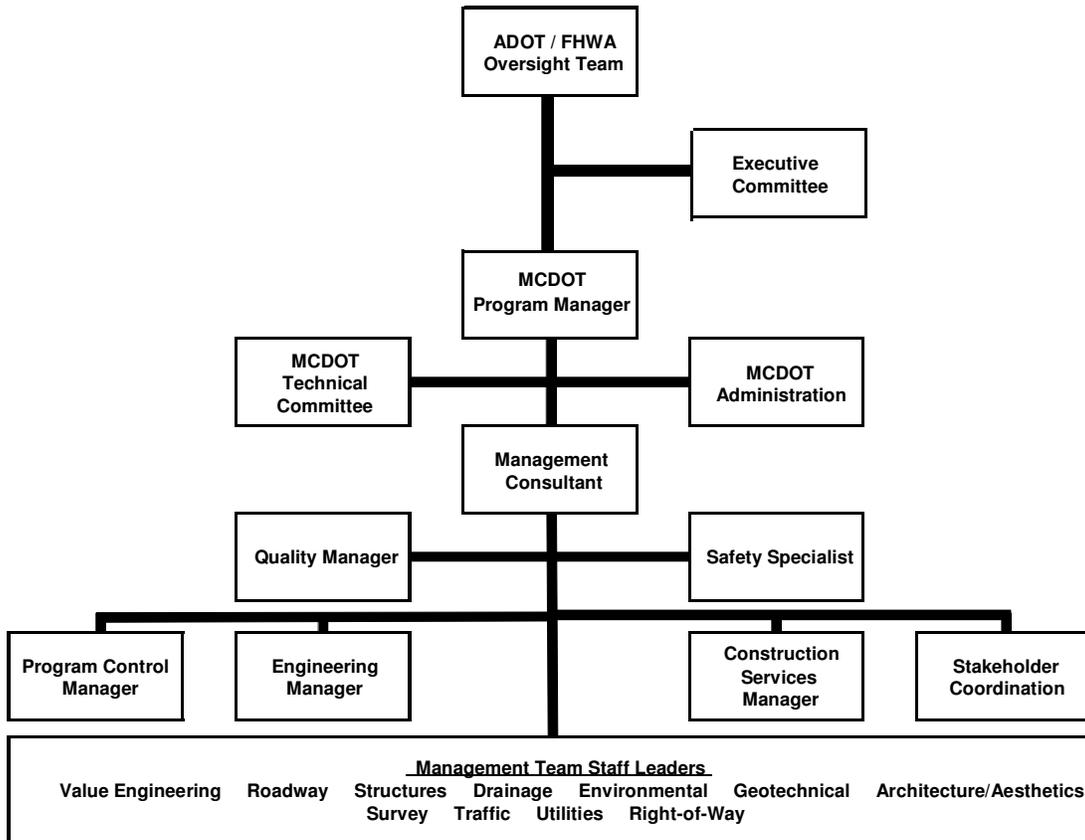


Figure 2 Northern Parkway Program Organization Chart

## Five-Year Program (FY 2013 through FY 2017)

### Program Overview

Projects currently included in the five year program include:

- ROW Protection
- Program Management Consultant
- Interim Sarival to Dysart Design, Right-of-Way and Construction
- Interim Dysart to 111<sup>th</sup> Avenue Design, Right-of-Way and Construction
- Sarival Avenue Overpass, Design and Construction
- Reems Road Overpass, Design and Construction
- Litchfield Road Overpass, Design and Construction
- Agua Fria River Bridge – Half, Design and Construction
- Northern Avenue at Loop 101 Design, Right-of-Way and Construction
- Dysart Overpass Design
- Dysart Overpass Construction

Sarival to Dysart design and real estate acquisition are essentially complete. Utility relocations are underway and construction is anticipated to start in February 2012.

Preliminary engineering on Dysart to 111<sup>th</sup> is underway with delineation of right-of-way, roadway geometrics, drainage analysis, traffic design and a value engineering workshop which is scheduled for December.

## Phase 1 - Interim Sarival to Dysart Segment and ROW Protection

FHWA approved the Northern Parkway Program FONSI on May 11, 2010 and the Financial Plan and Project Management Plan on October 14, 2010.

ALCP Project Overviews for ROW Protection and the Interim Sarival to Dysart segment have been submitted to and approved by MAG.

Right-of-way acquisition is complete though some parcels were acquired under Order of Immediate Possession and are still undergoing condemnation proceedings. The IGA with MCFCD for shared costs of off-site drainage is complete. The IGA for Maintenance with the City of Glendale is also complete.

All cost-to-cure agreements have been executed and owners/tenants are relocating the irrigation facilities in advance of the main construction contract. Utility contractors have essentially completed relocation of conflicting utilities and will be out of the way of the contractor when construction begins.

PS&E documents were provided to MCDOT in May 2011. FHWA approval for construction was received on July 27, 2011. Advertisement occurred September 01, bid opening was held on November 9 and the construction notice-to-proceed is anticipated to occur in February 2012.

Landscape design was a late addition and will be at 100% in December 2011. Landscape construction will be a separate contract package scheduled to follow immediately after completion of the Sarival to Dysart roadway construction contract. The City of Glendale is providing sources of water from two locations and expects to have water available prior to the landscape contract notice-to-proceed.

## Phase 2 Segments

Project Overviews for Phase 2 projects have been submitted to MCDOT in May/June. Currently being revised to reflect the new fiscal year at which time MCDOT will submit them to MAG.

The 40% design of the Dysart to 111<sup>th</sup> Ave Segment (ultimate facility) began in March 2011. Phase 2 Right-of-Way is the first item that will be defined so that it may be acquired as early as possible in order to take advantage of a favorable real estate market. The Agua Fria River crossing is included in this segment along with the grade separation bridges at Dysart and El Mirage intersections. Phase 2 includes the design and construction of an interim project (frontage roads and a eastbound bridge over Agua Fria River) between Dysart and 111<sup>th</sup> Ave. The bridges at Reems and Litchfield intersections will also be designed and constructed in Phase 2. Acquisition of Right-of-Way Protection parcels continues.

ALCP funding for Phase 2 of the Program is not available until fiscal year 2016. Previously the Phase 2 projects intended to utilize a loan in order to complete the projects identified in the DCR. With no loan available, Phase 2 projects have been adjusted to match available funding.

On October 20, 2011 the Northern Parkway Executive Committee approved the FY2012 through FY2016 Life Cycle Program. The current plan incorporates the following changes from that version:

- Glendale local match adjusted to incorporate a water line delivery and to provide funding beyond 2015 for right-of-way protection and engineering support.
- Apparent low bid amount utilized for Sarival to Dysart and Sarival Overpass construction.
- Reems and Litchfield design costs adjusted and considered to be local match.
- Reems and Litchfield construction costs adjusted per Bridge Selection Report revised estimates.
- Landscape costs for Sarival to Dysart are based on the 90% submittal estimate.
- Costs for Dysart to 111<sup>th</sup> and the Agua Fria Bridge are based on DCR costs inflated to 2011\$ with contingencies added to account for uncertainties in the current design considerations.

### **Northern Parkway Life Cycle Program: FY 2013 – FY 2017**

Table 1 is the current proposed life cycle program and cash flow.

The FY2013 – FY2017 Life Cycle Plan presents a schedule that is supported by cash flow generated by actual and anticipated local match contributions and federal reimbursements from Phase 1 expenditures. Phase 2 federal reimbursements become available in fiscal year 2016. A portion of the reimbursements previously programmed in Phase 2 (Phase 3 of the ALCP) were advanced into Phase 1 (Phase 2 of the ALCP). Federal reimbursement for the Phase 2 projects must occur in 2016 and 2017 so that there is cash flow to support continuing work scheduled during 2016 and beyond.

In order to continue Program progress according to the current schedule and to maintain the momentum created, MCDOT asked ADOT to approve early obligation (only) of Phase 2 federal reimbursement so that the work done on Phase 2 between now and 2015 will be reimbursable.

Estimated construction costs for Sarival to Dysart are based on the bid results of November 09, 2011 for the construction package with additional costs added to allow for change order contingencies and incentives.

Estimated costs for Phase 2 projects are based on available funding and will be continually evaluated as the design progresses.

Funding in support of the schedule for Phase 1 and 2 is based on expected funding from the City of Glendale, MCDOT, the City of Peoria and El Mirage as reported during Executive Committee meetings in 2011. The Flood Control District of Maricopa County is committed to a

50% cost share of off-site drainage improvements between Sarival and Dysart Road. Their share is currently estimated to be \$5.2M. A partial invoice for design and real estate costs has been submitted for payment to MAG and ADOT.

Available Regional funding through fiscal year 2015, per the current ALCP, is \$76.279M for ROW Protection and the Sarival to Dysart project. The ALCP also contains \$26.769M in fiscal year 2016 and \$22.845M in fiscal year 2017. ALCP funding depicted in Table 1 reflects anticipated reimbursements based on the cash flow, not the total amounts programmed.

Reimbursable funds through fiscal year 2015 are composed of the Sarival to Dysart project as well as ROW Protection costs, both of which are funded in the current ALCP.

A transfer of regional funds not used for Phase 1 to Phase 2 will be required.

Local match funds consist of costs expended by the cities of Glendale and Peoria as well as MCDOT. Projections of additional expenditures for both Glendale and MCDOT are included.

Phase 2 and 3 expenditures capture costs that will be expended to proceed with the projects contained in those phases. It is anticipated that federal and regional authorizations will be in place prior to any expenditures taking place in order to ensure reimbursement in fiscal years 2016 and 2017, when regional funds are programmed. Should this not be the case, expenditures will be used as local match credits until the authorizations are in place.

MCDOT has submitted Project Reimbursement Request #1 (PRR #1) to MAG and ADOT. Reimbursements were received on July 28, 2011 and August 1, 2011. The timing of reimbursement requests is anticipated to occur monthly to quarterly.

The cash flow is positive throughout the five year cycle and assumes that all regional funds will be available for reimbursement. Engineering and design activities currently underway will maintain the program schedule and position Northern Parkway to capture any potential funding opportunities that may arise. At the same time the Management Team monitors changes to the expenditures and funding in order to be able to adjust the scope of the program or to defer projects should adverse situations arise.

MANAGEMENT CONSULTANT SERVICES FOR THE NORTHERN PARKWAY PROGRAM

Project Number TT195 • Contract No. 2009-001

Five Year Life Cycle Program and Cash Flow FY 2013-2017							
Northern Parkway Program (2011\$)	Thru FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Current Total
<b>Local Match Expenditures</b>							
Local Match Expenditures Glendale	\$13,710,322	\$1,650,000	\$250,000	\$250,000	\$500,000	\$500,000	\$16,860,322
Local Match Corridorwide Pre-Design/MC	\$9,995,641	\$1,451,393	\$1,000,000	\$1,000,000			\$13,447,034
Local Match Peoria ROW Protection	\$630,051						\$630,051
Local Match El Mirage ROW Protection	\$0						\$0
<b>Total - Local Match Expenditures</b>	<b>\$24,336,014</b>	<b>\$3,101,393</b>	<b>\$1,250,000</b>	<b>\$1,250,000</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$30,937,407</b>
<b>Interim (Phase 1) Sarival to Dysart Expenditures</b>							
Interim (Phase 1) Sarival to Dysart Design	\$3,382,537	\$0					\$3,382,537
Interim (Phase 1) Sarival to Dysart Right-of-Way	\$9,000,000	\$0	\$0	\$0			\$9,000,000
Interim (Ph 1) Sarival - Dysart Construction	\$17,329,851	\$25,994,776	\$0	\$0			\$43,324,627
Interim (Ph 1) Sarival - Dysart Construction Management	\$1,420,171	\$2,130,257	\$0	\$0			\$3,550,428
Interim (Ph 1) Sarival - Dysart Utility Relocation	\$996,946	\$0	\$0	\$0			\$996,946
Interim (Ph 1) Sarival - Dysart Landscape ROW Protection	\$0 \$500,000	\$2,142,525 \$1,500,000	\$714,175 \$1,000,000	\$0 \$504,875			\$2,856,700 \$3,504,875
<b>Total Phase 1 Expenditures</b>	<b>\$32,629,505</b>	<b>\$31,767,558</b>	<b>\$1,714,175</b>	<b>\$504,875</b>	<b>\$0</b>	<b>\$0</b>	<b>\$66,616,113</b>
<b>Phase 2 Expenditures</b>							
Interim (Phase 2) Dysart to 111th Avenue Design		\$1,210,223	\$0	\$0	\$0	\$0	\$1,210,223
Interim (Phase 2) Dysart to 111th Avenue Right-of-Way	\$2,604,000	\$4,000,000	\$726,507	\$0	\$0	\$0	\$7,330,507
Interim (Phase 2) Dysart to 111th Avenue Construction			\$11,345,846	\$3,781,949	\$0	\$0	\$15,127,795
Sarival Avenue Overpass Design		\$0	\$0	\$0	\$0	\$0	\$0
Sarival Avenue Overpass Construction	\$727,095	\$727,095	\$0	\$0	\$0	\$0	\$1,454,190
Reems Road Overpass Design		\$0	\$0	\$0	\$0	\$0	\$0
Reems Road Overpass Construction		\$5,273,349	\$585,928	\$0	\$0	\$0	\$5,859,277
Litchfield Road Overpass Design		\$0	\$0	\$0	\$0	\$0	\$0
Litchfield Road Overpass Construction		\$4,018,917	\$446,546	\$0	\$0	\$0	\$4,465,463
Agua Fria River Bridge - E/B Half Design			\$614,143	\$0	\$0	\$0	\$614,143
Agua Fria River Bridge - E/B Half Construction		\$0		\$7,676,790			\$7,676,790
Northern Avenue at Loop 101 Design		\$0	\$572,371	\$0	\$0	\$0	\$572,371
Northern Avenue at Loop 101 Right-of-Way		\$0		\$3,342,340	\$0	\$0	\$3,342,340
Northern Avenue at Loop 101 Construction		\$0	\$0		\$7,154,463	\$0	\$7,154,463
Dysart Avenue Overpass Design		\$0	\$0	\$0	\$2,284,856		\$2,284,856
Dysart Avenue Overpass Construction						\$29,082,134	\$29,082,134
Phase 2 ROW Protection					\$1,000,000	\$1,000,000	\$2,000,000
<b>Total Phase 2 Expenditures</b>	<b>\$3,331,095</b>	<b>\$15,229,584</b>	<b>\$14,291,341</b>	<b>\$14,801,079</b>	<b>\$10,439,319</b>	<b>\$30,082,134</b>	<b>\$88,174,552</b>
<b>Total Expenditures, Phase 1 and 2, Cumulative</b>	<b>\$35,960,600</b>	<b>\$82,957,742</b>	<b>\$98,963,258</b>	<b>\$114,269,212</b>	<b>\$124,708,531</b>	<b>\$154,790,665</b>	
<b>TOTAL EXPENDITURES</b>	<b>\$60,296,614</b>	<b>\$50,098,535</b>	<b>\$17,255,516</b>	<b>\$16,555,954</b>	<b>\$10,939,319</b>	<b>\$30,582,134</b>	<b>\$185,728,072</b>
<b>FUNDS</b>							
Glendale Local Match	\$24,360,546	\$4,446,926	\$3,046,926	\$3,046,926	\$500,000	\$500,000	\$35,901,324
MCDOT Local Match	\$11,369,520	\$5,684,760	\$5,684,760	\$5,684,760	\$0		\$28,423,800
Peoria Local Match	\$2,686,765	\$0	\$0	\$0	\$0		\$2,686,765
El Mirage Local Match	\$0	\$0	\$0	\$0	\$0		\$0
Regional Reimbursement Received	\$7,856,725						\$7,856,725
Regional MAG Phase 1 (with 94.3% reimbursement)	\$19,835,936	\$30,038,089	\$4,450,501	\$590,134	\$47,610		\$54,962,270
Regional MAG Phase 2 (70% reimbursement)		\$2,331,767	\$7,660,709	\$2,002,954	\$27,669,263	\$21,057,494	\$60,722,187
Local Loan							\$0
Flood Control District Maricopa County	\$3,136,792	\$2,091,194	\$0	\$0	\$0		\$5,227,986
<b>Total Funding</b>	<b>\$69,246,283</b>	<b>\$44,592,736</b>	<b>\$20,842,896</b>	<b>\$11,324,774</b>	<b>\$28,216,873</b>	<b>\$21,557,494</b>	<b>\$195,781,056</b>
<b>Cumulative Expenditures</b>	<b>\$60,296,614</b>	<b>\$110,395,149</b>	<b>\$127,650,665</b>	<b>\$144,206,619</b>	<b>\$155,145,938</b>	<b>\$185,728,072</b>	
<b>Cumulative Funds</b>	<b>\$69,246,283</b>	<b>\$113,839,019</b>	<b>\$134,681,915</b>	<b>\$146,006,689</b>	<b>\$174,223,562</b>	<b>\$195,781,056</b>	
<b>Cumulative Balance (Funds-Expended)</b>	<b>\$8,949,669</b>	<b>\$3,443,870</b>	<b>\$7,031,250</b>	<b>\$1,800,070</b>	<b>\$19,077,624</b>	<b>\$10,052,984</b>	

Table 1 FY2013 - FY2017 Five Year Life Cycle Program and Cash Flow

## Local Match Funding

MCDOT as well as the cities of Glendale, Peoria and El Mirage are fully committed to the Northern Parkway Program. The entities are providing the “local” portion of the total funding in the form of cash contributions and other expenditures that are certified as eligible credit towards their funding commitment.

Article 10 of the Northern Parkway Executive Committee Bylaws requires that the County will invoice each member 100% of each Member agency’s annual commitment in accordance with the cost share percentages identified in the IGA. Failure to pay the required share in any given year does not relieve the agency of its obligation. The amounts to be invoiced for fiscal year 2012 were based on the May 25, 2011 ALCP as the basis for the funding obligations. Future invoice amounts will be adjusted to the latest approved version of the ALCP.

Per Section 18 (d) of the IGA, the cost of Project elements not eligible for reimbursement may be applied as a credit toward local matching contributions if certain conditions in the MAG ALCP policies are met. Section 19 states that local contributions may be developer contributions or previous contributions. These conditions include, but are not limited to, Project work included in the Parties’ local jurisdiction or Lead Agency CIP or in the MAG TIP approved after July 1, 2000 and, per Section 19 of the IGA, can include developer contributions or previous contributions in accord with MAG ALCP Policies and Procedures.

The Northern Parkway Executive Committee Bylaws Article VII Section 2 identifies that the County will be reimbursed for consultant costs used to provide staffing for the Project.

ALCP Policies and Procedures identify what constitutes eligibility as well providing information on methodology to determine the value of third party contributions.

Credit for local match expenditures is applied to the Phase 1 expenditures in order to obtain full regional reimbursement of expended costs. Based on current projections, there will be in excess of \$29 million of local match which enables approximately \$65 million of regional reimbursement at 94.3%.

The Management Team continually assesses estimated costs, schedules and resultant cash flows to ensure that funds are available to complete the work as approved by the Executive Committee.

Glendale local match costs have been revised to incorporate a water line that Glendale will provide for irrigation of Sarival to Dysart landscapes. Glendale has also set aside funds to pay for right-of-way protection and engineering needs beyond fiscal year 2015.

Through fiscal year 2011 Glendale’s to date required obligation is \$10,323,279 with \$0 due per the IGA cost share percentages.

MCDOT has incurred local match costs for the management consultant and costs associated with pre-construction and right-of-way acquisition costs. Through fiscal year 2011 MCDOT's share due is \$7,742,459 with \$0 due per the IGA cost share percentages. Since MCDOT has committed to providing its total shares by 2015, MCDOT has paid and will pay in excess of the to-date required obligation.

Peoria has expended local match for ROW Protection and has contributed cash through fiscal year 2011. The ROW Protection local match costs are eligible for inflation adjustment; these costs have yet to be submitted to MAG for local match credit. Peoria budgeting constraints have caused the city to delay funding. Peoria contributions will be deferred until construction occurs in their jurisdiction. Through fiscal year 2011, Peoria's to-date share due is \$5,161,640. With \$2,655,832 paid to date, \$2,505,808 is outstanding.

The City of El Mirage has not made any contributions to date but is expected to provide real estate in lieu of cash for local match credit. Discussions with a developer are underway. The El Mirage to-date share due to date is \$2,580,820. With \$0 paid to date, \$2,580,820 is due and payable.

Table 2 is a graphic depiction of local match due versus paid by Partner.

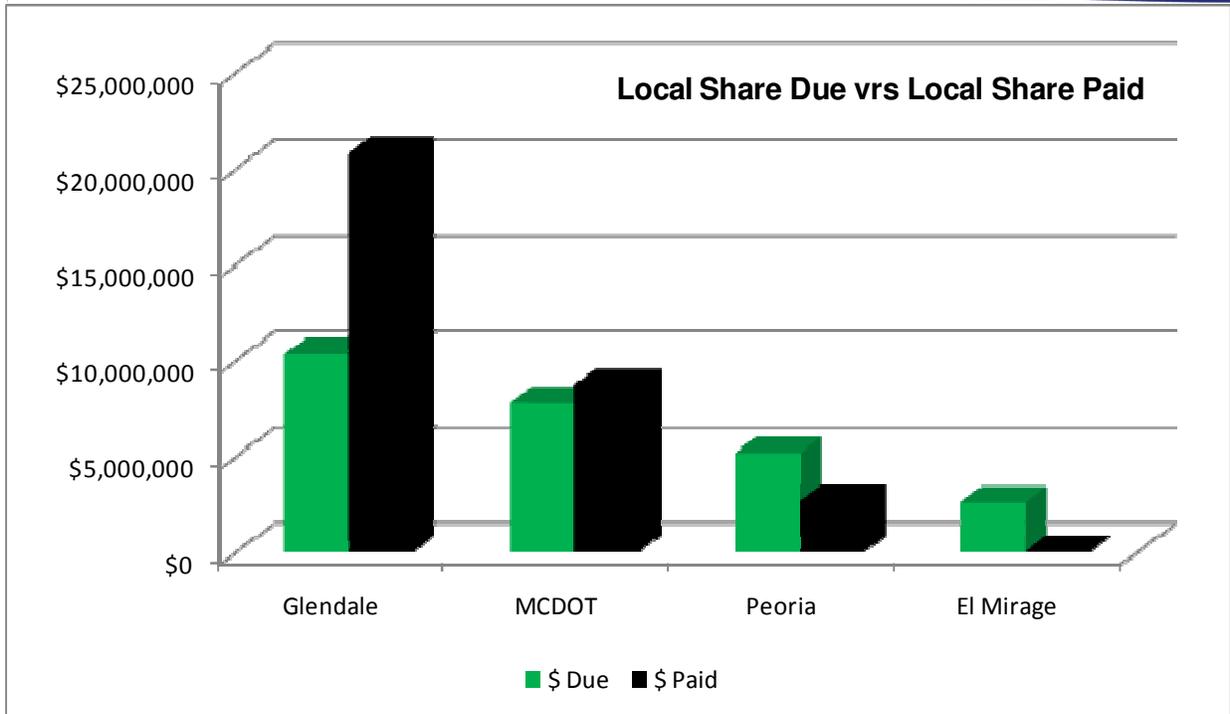


Table 2 Local Match Due versus Local Match Paid

## **Appendix**

IGA Funding .....	16
Northern Parkway Program Phasing (2010 – 2026).....	17
Ultimate Concept Cost Estimate .....	18
Northern Parkway FY 2011 – FY 2015 Five Year Life Cycle Program .....	20
2010 – 2025 Phasing Plan.....	22

### IGA Funding

The principal source of funding for this project is regional funding which requires a minimum match of 30% local funds. Funding responsibility per the IGA is depicted below. Funding is in 2007 dollars.

2007 \$	Regional	Glendale	County	Peoria	El Mirage	Total
Projected Share (%)	70%	12%	9%	6%	3%	100%
Projected Share (\$M)	\$221.1	\$37.9	\$28.4	\$18.9	\$9.5	\$315.8

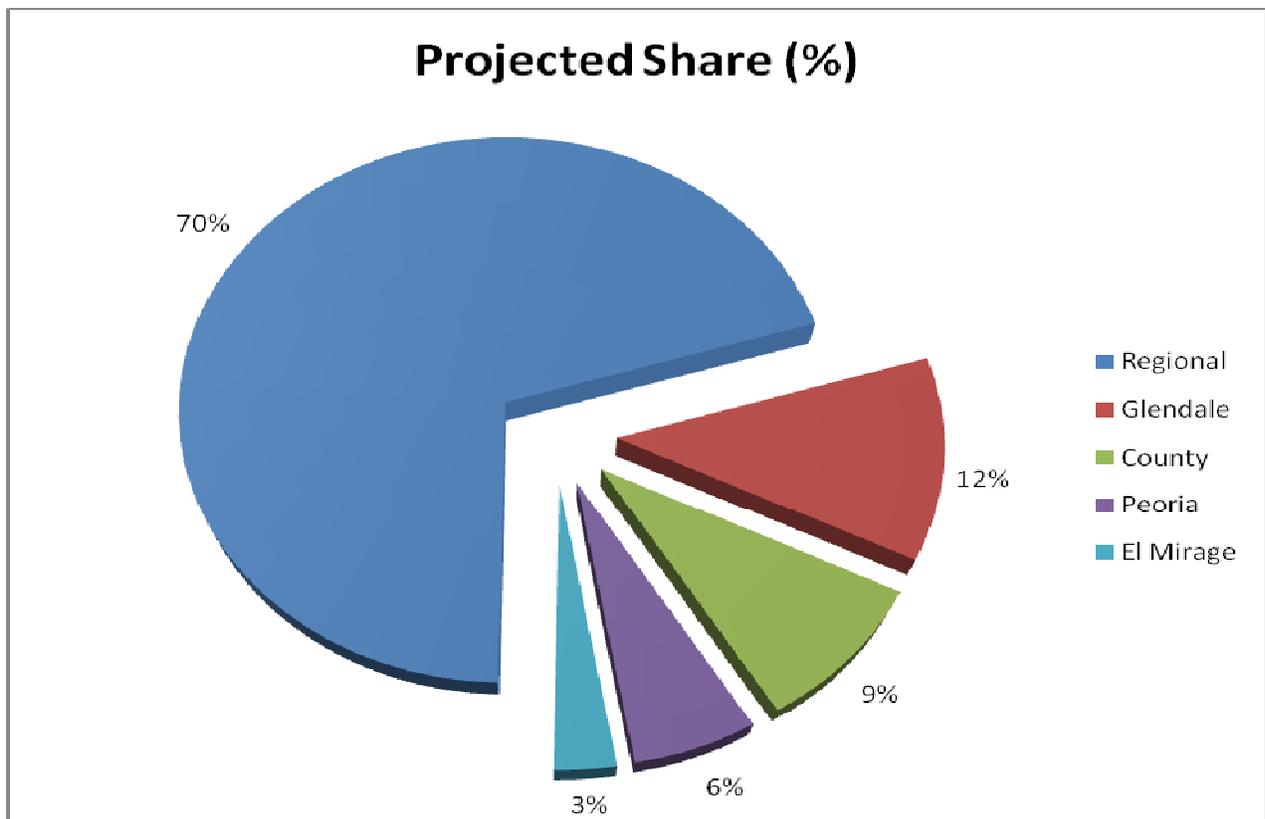


Figure 3 IGA Funding

### Northern Parkway Program Phasing (2010 – 2025/2026)

The Arterial Life Cycle Program includes funding through fiscal year 2026. The table below includes estimated costs for the currently funded work based on the November 2009 Financial Plan with estimated costs inflated to 2011 \$.

<b>Northern Parkway Phasing (2010-2025)</b>				
<b>Project Estimated Cost Summary (2011 Dollars)</b>				
<b>Segment</b>	<b>ROW</b>	<b>Design</b>	<b>Construction</b>	<b>Total</b>
<b>Phase 1</b>				
ROW Protection (Cost previously incurred)	\$5,700,160	\$0	\$0	\$5,700,160
67th Ave. Design Fix (Cost previously incurred)	\$0	\$416,933	\$0	\$416,933
Northern Parkway DCR (cost previously incurred)	\$0	\$5,746,841	\$0	\$5,746,841
Interim Sarival Avenue to Dysart Road	\$16,702,863	\$4,038,082	\$50,476,022	\$71,216,967
<b>Phase 2</b>				
Interim Dysart Road to 111th Avenue	\$6,583,691	\$1,086,929	\$13,586,609	\$21,257,229
Sarival Avenue Overpass	\$0	\$879,066	\$10,988,323	\$11,867,389
Reems Road Overpass	\$0	\$934,569	\$11,682,117	\$12,616,686
Litchfield Road Overpass	\$0	\$1,052,656	\$13,158,200	\$14,210,857
Agua Fria River Bridge - Half	\$0	\$551,576	\$6,894,696	\$7,446,272
Northern Avenue Improvements at Loop 101	\$3,001,921	\$514,059	\$6,425,742	\$9,941,722
<b>Phase 3</b>				
Dysart Road Overpass	\$0	\$2,089,545	\$26,119,313	\$28,208,858
El Mirage Road Overpass	\$0	\$2,249,785	\$28,122,308	\$30,372,092
El Mirage Alternative Access Streets	\$795,509	\$245,874	\$3,073,421	\$4,114,804
<b>Phase 4</b>				
111th Avenue to 107th Avenue	\$4,393,436	\$1,287,336	\$16,091,702	\$21,772,474
Northern Avenue Improvements - 107th to 99th	\$9,066,738	\$1,479,561	\$18,494,516	\$29,040,815
Northern Ave. Improvements - Loop 101 to 91st	\$712,956	\$320,817	\$4,010,213	\$5,043,986
Intersection Improvements - 91st to Grand	\$312,700	\$729,633	\$7,296,335	\$8,338,668
Unidentified Additional Construction	\$0	\$0	\$20,533,970	\$20,533,970
<b>ROW Protection</b>	\$18,032,370	\$0	\$0	\$18,032,370
<b>Total Costs</b>	<b>\$65,302,344</b>	<b>\$23,623,263</b>	<b>\$236,953,487</b>	<b>\$325,879,094</b>

Source: Table 2-2, November 2009 Financial Plan, inflated to 2011\$

**Table 3 Project Estimated Cost Summary**

## Ultimate Concept Cost Estimate

The cost estimate for the ultimate planned improvements for Northern Parkway is \$638.6 million in 2011 dollars. The summary of the estimate is shown below. No phasing assumptions are included in this estimate.

This estimate was taken from Table 2-1 of the November 2009 Financial Plan then inflated to 2011 \$.

The estimate is included in order to place the 5 year and 15 year plans into context of the total program.

**Northern Parkway - Loop 303 to Grand Avenue**

**Project Estimated Cost Summary (2011 Dollars)**

Segment	ROW	Design	Construction	Total
Sarival Avenue	\$2,817,427	\$1,327,994	\$16,599,930	\$20,745,352
Reems Road	\$3,863,096	\$1,760,282	\$22,003,523	\$27,626,901
Bullard Avenue	\$5,977,574	\$1,382,042	\$17,275,521	\$24,635,136
BNSF Webb Spur Crossing	\$0	\$248,255	\$3,103,185	\$3,351,440
Litchfield Road	\$3,921,884	\$2,099,781	\$26,247,266	\$32,268,931
Dysart Road	\$3,955,030	\$2,950,166	\$36,877,077	\$43,782,274
El Mirage Alternative Access Streets	\$791,757	\$235,625	\$2,945,310	\$3,972,691
El Mirage Road	\$3,502,032	\$2,761,450	\$34,518,124	\$40,781,606
Agua Fria River Bridge	\$0	\$1,064,862	\$13,310,777	\$14,375,639
115th Avenue	\$1,536,608	\$1,344,963	\$16,812,039	\$19,693,610
107th Avenue	\$4,195,392	\$1,144,645	\$14,308,065	\$19,648,102
Loop 101 - Northern Ave (107th to Loop 101)	\$12,368,851	\$2,027,645	\$25,345,566	\$39,742,062
Loop 101 - Northern Ave (Loop 101 to 87th)	\$12,825,914	\$1,850,621	\$23,132,766	\$37,809,301
Loop 101 - Northern Parkway Bypass	\$0	\$10,623,749	\$132,796,857	\$143,420,605
83rd Avenue	\$5,289,843	\$3,074,395	\$38,429,931	\$46,794,169
75th Avenue	\$10,440,012	\$3,179,295	\$39,741,188	\$53,360,495
Grand Avenue	\$7,784,147	\$4,354,837	\$54,435,460	\$66,574,443
<b>Total Costs</b>	<b>\$79,269,568</b>	<b>\$41,430,607</b>	<b>\$517,882,583</b>	<b>\$638,582,758</b>

Source: Table 2-1 from the November 2009 Financial Plan inflated to 2011 \$

**Table 4 Ultimate Concept Cost Estimate**

## **Northern Parkway FY 2012 – FY 2016 Five Year Life Cycle Program**

On October 20, 2011 the Executive Committee adopted the FY 2012 – FY 2016 Five Year Life Cycle Program.

This program reflects the FY 2012 ALCP and precedes revisions that incorporate current construction cost estimates, revised local match contributions and schedule changes to the Sarival to Dysart project.

Estimated costs include the management consultant and corridor wide engineering costs through 2015. The Phase 1 construction estimate is being revised to incorporate bid results for the construction contract. Near-term construction costs may be significantly lower than Financial Plan estimates. Although adjusting program-level cost estimates further is not considered prudent at this time, the initial projects may be constructed below current estimates. Any savings realized will help offset predicted near-term funding deficiencies.

Proposed funding from Glendale beyond FY2011 has been distributed equally for the remaining years through FY2015. MCDOT funding is based on need in order to maintain the cash flow. Both parties have committed to provide their total local contribution requirements by fiscal year 2015 in order to allow Phase 2 work to proceed. Proposed funding for Peoria was adjusted to reflect a period where Peoria will not contribute due to budgeting issues within the city. El Mirage does not reflect any funding at this time. FCDMC funding is based on 50% of the revised cost estimate for the off-site work.

**MANAGEMENT CONSULTANT SERVICES FOR THE NORTHERN PARKWAY PROGRAM**

Project Number TT195 • Contract No. 2009-001

Five Year Life Cycle Program and Cash Flow FY 2012-2016 Adopted by the Executive Committee on October 20, 2011									
Northern Parkway Program (2010\$)	=> 2009	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	Current Total
<b>Local Match Expenditures</b>									
Local Match Expenditures Glendale	\$11,392,325	\$1,272,011	\$275,632	\$660,000	\$1,070,000	\$550,000	\$0	\$0	\$15,219,968
Local Match Corridorwide Pre-Design/MC	\$101,047	\$3,683,151	\$342,952	\$3,879,355	\$1,332,652	\$1,000,000	\$1,000,000		\$11,339,157
Local Match Peoria ROW Protection	\$599,118								\$599,118
Local Match EI Mirage ROW Protection									\$0
<b>Total - Local Match Expenditures</b>	<b>\$12,092,490</b>	<b>\$4,955,162</b>	<b>\$618,584</b>	<b>\$4,539,355</b>	<b>\$2,402,652</b>	<b>\$1,550,000</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$27,158,243</b>
<b>Interim (Phase 1) Sarival to Dysart Expenditures</b>									
Interim (Phase 1) Sarival to Dysart Design		\$0	\$3,382,537		\$0				\$3,382,537
Interim (Phase 1) Sarival to Dysart Right-of-Way		\$0	\$8,183,888	\$795,799	\$0	\$0	\$0	\$0	\$8,979,687
Interim (Ph 1) Sarival - Dysart (Const, CM, Utilities)		\$0	\$92,041	\$45,014,000	\$18,635,637	\$0	\$0	\$0	\$63,741,678
Interim (Ph 1) Sarival - Dysart Landscape				\$0	\$2,203,754	\$0	\$0	\$0	\$2,203,754
ROW Protection		\$0	\$3,504,875	\$0	\$0	\$0	\$0	\$0	\$3,504,875
<b>Total Phase 1 Expenditures</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,163,341</b>	<b>\$45,809,799</b>	<b>\$20,839,391</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$81,812,531</b>
<b>Phase 2 Expenditures</b>									
Interim (Phase 2) Dysart to 111th Avenue Design	\$0	\$0	\$0	\$1,210,223	\$0	\$0	\$0	\$0	\$1,210,223
Interim (Phase 2) Dysart to 111th Avenue Right-of-Way	\$0	\$0	\$0	\$2,565,677	\$4,764,830	\$0	\$0	\$0	\$7,330,507
Interim (Phase 2) Dysart to 111th Avenue Construction	\$0	\$0	\$0	\$0	\$3,025,559	\$12,102,236	\$0	\$0	\$15,127,795
Sarival Avenue Overpass Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sarival Avenue Overpass Construction	\$0	\$0	\$0	\$2,725,693	\$1,817,129	\$0	\$0	\$0	\$4,542,822
Reems Road Overpass Design	\$0	\$0	\$0	\$1,040,582	\$0	\$0	\$0	\$0	\$1,040,582
Reems Road Overpass Construction	\$0	\$0	\$0	\$0	\$7,527,567	\$1,881,892	\$0	\$0	\$9,409,459
Litchfield Road Overpass Design	\$0	\$0	\$0	\$1,172,064	\$0	\$0	\$0	\$0	\$1,172,064
Litchfield Road Overpass Construction	\$0	\$0	\$0	\$0	\$0	\$2,108,286	\$8,433,143	\$0	\$10,541,429
Agua Fria River Bridge - E/B Half Design	\$0	\$0	\$0	\$614,143	\$0	\$0	\$0	\$0	\$614,143
Agua Fria River Bridge - E/B Half Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$7,676,790	\$0	\$7,676,790
Northern Avenue at Loop 101 Design	\$0	\$0	\$0	\$0	\$0	\$572,371	\$0	\$0	\$572,371
Northern Avenue at Loop 101 Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$3,342,440	\$0	\$0	\$3,342,440
Northern Avenue at Loop 101 Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$7,154,463	\$0	\$7,154,463
Dysart Avenue Overpass Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,284,856	\$2,284,856
Dysart Avenue Overpass Construction									\$0
Phase 2 ROW Protection									\$0
<b>Total Phase 2 Expenditures</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,328,383</b>	<b>\$17,135,085</b>	<b>\$20,007,225</b>	<b>\$23,264,396</b>	<b>\$2,284,856</b>	<b>\$72,019,944</b>
<b>Local Loan Repayment</b>								<b>\$20,000,000</b>	<b>\$20,000,000</b>
<b>TOTAL EXPENDITURES</b>	<b>\$12,092,490</b>	<b>\$4,955,162</b>	<b>\$15,781,925</b>	<b>\$59,677,537</b>	<b>\$40,377,128</b>	<b>\$21,557,225</b>	<b>\$24,264,396</b>	<b>\$22,284,856</b>	<b>\$200,990,718</b>
<b>FUNDS</b>									
Glendale Local Match	\$11,392,325	\$4,939,382	\$4,461,559	\$4,713,764	\$4,713,764	\$4,713,764	\$4,713,764	\$0	\$39,648,323
MCDOT Local Match	\$101,047	\$3,683,151	\$5,927,920	\$4,677,920	\$4,677,920	\$4,677,920	\$4,677,920	\$0	\$28,423,800
Peoria Local Match	\$599,118	\$1,833,686	\$223,028	\$0	\$0	\$0	\$0	\$0	\$2,655,832
EI Mirage Local Match	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Regional Reimbursement Received	\$0	\$0	\$0	\$7,856,725					\$7,856,725
Regional MAG Phase 1 (with 94.3% reimbursement)	\$0	\$0	\$0	\$39,289,119	\$6,601,465	\$3,216,117	\$2,074,914		\$51,181,616
Regional MAG Phase 1 (with 70% reimbursement)					\$11,336,370	\$1,195,611			\$12,531,981
Regional MAG Phase 2 (70% reimbursement)							\$2,200,000	\$26,769,468	\$29,969,468
Local Loan	\$0	\$0			\$11,000,000	\$8,500,000	\$10,000,000		\$29,500,000
Flood Control District Maricopa County	\$0	\$0	\$0	\$4,095,077	\$1,023,769	\$0	\$0	\$0	\$5,118,846
<b>Total Funding</b>	<b>\$12,092,490</b>	<b>\$10,456,219</b>	<b>\$10,612,507</b>	<b>\$60,632,606</b>	<b>\$39,353,289</b>	<b>\$22,303,413</b>	<b>\$23,666,599</b>	<b>\$26,769,468</b>	<b>\$205,886,591</b>
<b>Cumulative Expenditures</b>	<b>\$12,092,490</b>	<b>\$17,047,652</b>	<b>\$32,829,577</b>	<b>\$92,507,114</b>	<b>\$132,884,242</b>	<b>\$154,441,466</b>	<b>\$178,705,862</b>	<b>\$200,990,718</b>	
<b>Cumulative Funds</b>	<b>\$12,092,490</b>	<b>\$22,548,709</b>	<b>\$33,161,216</b>	<b>\$93,793,822</b>	<b>\$133,147,111</b>	<b>\$155,450,524</b>	<b>\$179,117,123</b>	<b>\$205,886,591</b>	
<b>Cumulative Balance (Funds-Expended)</b>	<b>\$0</b>	<b>\$5,501,057</b>	<b>\$331,639</b>	<b>\$1,286,708</b>	<b>\$262,869</b>	<b>\$1,009,058</b>	<b>\$411,261</b>	<b>\$4,895,873</b>	

**Table 5 FY2012-FY2016 Five Year Life Cycle Program**

## **2010 – 2025 DCR Phasing Plan**

This figure is taken from the November 2009 Financial Plan (Figure 3 – 1) and is based on the phasing identified in the DCR.

The figure is included for reference only.

