

Capital Outlay

Arizona Department of Transportation Building System

JLBC: Bob Hull/Leatta McLaughlin

OSPB: Marcel Benberou

DESCRIPTION	FY 2009 JLBC
BUILDING RENEWAL	
ADOT Building Renewal	4,208,900
SUBTOTAL	4,208,900
INDIVIDUAL PROJECTS	
Far Southeast Valley Highway Maintenance Yard	4,350,000
De-Icer Buildings	1,825,000
Oil and Asphalt Storage Tanks	1,389,000
Vehicle Wash Systems	2,075,000
DPS Microwave Communications System	826,000
Controlled Access Highways	114,467,000
Debt Service	98,695,000
Statewide Highway Construction	92,420,000
Airport Planning and Development	31,200,000
SUBTOTAL	347,247,000
TOTAL - ALL PROJECTS	351,455,900
FUND SOURCES	
<u>Other Appropriated Funds</u>	
State Aviation Fund	31,356,900
State Highway Fund	320,099,000
SUBTOTAL - Other Appropriated Funds	351,455,900
SUBTOTAL - Appropriated Funds	351,455,900
Other Non-Appropriated Funds	377,108,000
Federal Funds	372,728,000
TOTAL - ALL SOURCES	1,101,291,900

DESCRIPTION — The Arizona Department of Transportation Building System (ADOT) includes all buildings and highways controlled by ADOT. The following includes amounts for state highway construction and other projects related to ADOT's mission. Most appropriations for ADOT projects are from the State Highway Fund and the State Aviation Fund.

The following amounts reflect one-time appropriations.

Building Renewal OF \$4,208,900

The JLBC includes \$4,208,900 for Building Renewal within the ADOT Building System in FY 2009. This amount consists of \$4,052,000 from the State Highway Fund and \$156,900 from the State Aviation Fund. The State Highway Fund amount is for the ADOT Building System and the State Aviation amount is for the Grand Canyon Airport. The amounts represent 50% funding of the revised highways building renewal formula and 100% funding of the aviation building renewal formula. Building renewal appropriations are used for major repair and maintenance of state-owned buildings. The formula is based on the square footage and replacement cost of existing buildings.

The 50% funding of Highway Fund building renewal generated by the revised formula provides an amount

roughly equivalent to the appropriation under the old formula. Prior to FY 2007, ADOT was typically funded at 100% of the old formula. The higher dollar level is primarily due to ADOT's updating of building replacement cost per square foot for about 1,500 facilities. Updating the building inventory and square footage also contributed to the increase, but to a lesser extent. No specific facilities dominated the increase.

Far Southeast Valley Highway Maintenance Yard OF 4,350,000

The JLBC includes \$4,350,000 from the State Highway Fund in FY 2009 to ADOT to construct new highway maintenance yard facilities at the new far Southeast Valley multi-use facility. The new facilities would include a 5,000 square foot maintenance office, a 9,600 square foot 8-bay truck storage barn, 2 spreader racks, a loading dock, a truck wash system, a fueling facility, and a 2,400 square foot canopy for equipment storage. The new facilities

would accommodate freeway expansion and population growth in the far Southeast Valley.

ADOT was appropriated \$6,701,900 in FY 2008 to purchase 25 acres of land for a new Southeast Valley multi-use facility, including 20 acres for a highway maintenance yard and 5 acres for a new Motor Vehicle Division (MVD) customer service center. ADOT has not yet purchased the land.

De-Icer Buildings OF 1,825,000

The JLBC includes \$1,825,000 from the State Highway Fund in FY 2009 to ADOT to construct 5 new buildings to house de-icer chemicals, bulk sand, and cinders used during winter months to de-ice highways after the snow has been plowed. They would be located at Alpine, Fredonia, Camp Verde, Teec Nos Pos, and Three Way and would replace existing deteriorated facilities and outside storage, and would help ADOT comply with an environmental agreement with the Arizona Department of Environmental Quality regarding storm water/waste water. Each de-icer building would cost an estimated \$365,000. ADOT plans to construct additional new de-icer buildings in future years.

Oil and Asphalt Storage Tanks OF 1,389,000

The JLBC includes \$1,389,000 from the State Highway Fund in FY 2009 to ADOT to install replacement 10,000 gallon oil and asphalt storage tanks and concrete containment basins at 3 locations (including removal of old storage tanks and containment basins), and new tanks and containment basins at 2 locations which currently lack them. They would be located at Tonopah, Needle Mountain, Many Farms, Kayenta, and Wikieup. The new tanks would help ADOT comply with an environmental agreement with the Arizona Department of Environmental Quality regarding storm water/waste water. The 5 installations would have an average cost of \$277,800. ADOT plans to install additional new oil and asphalt storage tanks in future years.

Vehicle Wash Systems OF 2,075,000

The JLBC includes \$2,075,000 from the State Highway Fund in FY 2009 to ADOT to construct new vehicle wash systems at 5 rural highway maintenance sites statewide, including Globe, Safford, Gila Bend, Douglas, and Chambers. Each vehicle wash system costs \$415,000, or \$346 per square foot. A wash system includes a 1,200 square foot metal building, a rack frame for handling de-icer material spreaders, and equipment to contain contaminants such as road tar, lubricants and de-icer salts. The wash systems will help ADOT meet wastewater environmental regulations to protect surface and ground water. ADOT plans to construct additional new vehicle wash systems in future years.

DPS Microwave Communications System OF 826,000

The JLBC includes \$826,000 from the State Highway Fund in FY 2009 to ADOT for the DPS Microwave

Communications System authorized in Laws 2006, Chapter 345 (Capital Outlay Bill). Chapter 345 appropriated \$826,000 from the State Highway Fund in each of FY 2007, FY 2008 and FY 2009 to ADOT for distribution to the Department of Public Safety for the design, construction and implementation of a microwave communications system upgrade. As a result of this appropriation, this funding will not appear in the FY 2009 Capital Outlay Bill.

Controlled Access Highways OF 114,467,000

The JLBC includes \$114,467,000 from the State Highway Fund for the Highway User Revenue Fund formula dedicated to the construction of urban freeways in FY 2009. The Maricopa Association of Governments (MAG) receives 75% and the Pima County Association of Governments (PAG) receives 25%.

Debt Service OF 98,695,000

The JLBC includes \$98,695,000 from the State Highway Fund for the appropriated portion of the debt service on bonds in FY 2009. ADOT has approximately \$2.3 billion in outstanding bonds and other long-term debt. The amount represents the appropriated component of debt service. *(See Table 2 for more information on debt service.)*

Statewide Highway Construction OF 92,420,000

The JLBC includes \$92,420,000 from the State Highway Fund for highway construction in FY 2009. The expenditure of these monies is determined by the Transportation Board, which develops a 5-year plan. The level of State Highway Fund construction funding to be deposited into the Statewide Transportation Acceleration Needs Account (STAN) in FY 2009 is yet to be determined. *(Please see Other Issues for Legislative Consideration for further discussion of STAN.)*

Only a small portion of the state's total highway construction funding is appropriated. *(See Total Highway Construction Funding discussion and Table 3 in Other Issues for Legislative Consideration for more information.)*

Airport Planning and Development OF 31,200,000

The JLBC includes \$31,200,000 from the State Aviation Fund for the department's airport construction program in FY 2009. Fund revenues are generated from a flight property tax, aircraft lieu tax, and revenues from the operations of Grand Canyon Airport.

FORMAT — Lump Sum by Project by Fund

FOOTNOTES

Standard Footnotes
Notwithstanding A.R.S. § 41-793.01, the amounts appropriated in this section are appropriated for FY 2009

and shall be used by the applicable agency for major maintenance and repair activities for state buildings in accordance with Title 41, Chapter 4, Article 7, Arizona Revised Statutes. Twenty-five per cent or less of the monies may be spent for state building modifications to comply with the federal Americans With Disabilities Act (42 United States Code sections 12101 through 12213 and 47 United States Code sections 225 and 611) or for major maintenance and repair activities for state infrastructure. The monies may be used only for facilities on the state building inventory or for infrastructure that directly supports those facilities. Of the amounts appropriated to the Department of Administration, up to \$275,000 in Personal Services and Employee-Related Expenditures for up to 5 FTE Positions may be allocated each fiscal year until the building renewal projects are completed. All other monies appropriated in this section shall not be spent for Personal Services or Employee Related Expenditures or for maintenance contracts on building components and equipment without review by the Joint Committee on Capital Review. Any monies appropriated for building renewal in FY 2009 that are unexpended or unencumbered on June 30, 2010 shall revert to the fund from which the monies were appropriated. The building renewal expenditure plans submitted by agencies for review by the Joint Committee on Capital Review shall identify the components for each project that incorporate energy efficient systems.

The amount is appropriated from the State Aviation Fund for the planning, construction, development and improvement of state, county, city or town airports as determined by the State Transportation Board. Any balances and collections in the State Aviation Fund in excess of the specific amounts appropriated in the General Appropriations Act and in this act are appropriated to the Department of Transportation for the purposes provided in this paragraph.

The amount appropriated for highway construction is from the State Highway Fund for the planning and construction of state highways, including the national system of interstate highways within this state, the state primary or secondary system, the county primary or secondary system and urban rural routes, the acquisition of rights-of-way, the cost of contracted field administration and field engineering on construction projects and debt service payments on bonds issued for highway construction. Any balances and collections in the State Highway Fund in excess of the specific amounts appropriated in the General Appropriation Act and in this act are appropriated to the department for the purposes provided in this paragraph.

Unless otherwise specified, the monies appropriated in this act shall not be spent for Personal Services or Employee Related Expenditures of state employees, excluding any services provided as part of the inmate construction program for correctional facilities.

Unless otherwise specified, the appropriations made in this act do not lapse until the purpose for which the appropriation was made has been accomplished or abandoned, or the appropriation stands for a full fiscal year without an expenditure or an encumbrance.

OTHER ISSUES FOR LEGISLATIVE CONSIDERATION

Statewide Transportation Acceleration Needs Account

A deposit of \$62,000,000 was made from the State Highway Fund in FY 2008 to the Statewide Transportation Acceleration Needs Account (STAN) of the State Highway Fund. Of this amount, \$10,000,000 was further appropriated to the Transportation Acceleration Interest Reimbursement Account in FY 2008, and \$10,000,000 was further appropriated to the Roads of Regional Significance Congestion Mitigation Account in FY 2008. (*See below.*) The Joint Committee on Capital Review asked ADOT at its October 18, 2007 meeting to report to the Committee on spending plans for the \$62,000,000 appropriated to the STAN Account in FY 2008 by December 15, 2007.

The STAN Account was established as a separate account in the State Highway Fund with a deposit of \$307,000,000 in FY 2007. The State Transportation Board uses monies in the STAN Account to pay for certain costs for the construction or reconstruction of freeways, state highways, bridges, and interchanges that are in a county's regional transportation plan or ADOT's long-range statewide transportation plan. The STAN Account monies are divided 60% for Maricopa County, 16% for Pima County, and 24% for all other counties. In contrast, ADOT divides net State Highway Fund monies available for statewide highway construction according to an agreement known as the "Casa Grande Accord" - 37% for Maricopa County, 13% for Pima County, and 50% for all other counties.

Last year, the State Transportation Board approved spending a total of \$319,500,000 of STAN monies, including the FY 2007 appropriation of \$307,000,000 and \$12,500,000 in interest, to accelerate a total of 11 projects. The 11 projects included 7 projects in Maricopa County, 3 in Pima County, and 1 in Pinal County.

Transportation Acceleration Interest Reimbursement Account

A deposit of \$10,000,000 was made from the STAN in FY 2008 to the Transportation Acceleration Interest Reimbursement Account (TAIRA) for approved interest costs. The State Transportation Board may use monies in the TAIRA to reimburse cities and counties for interest on loans and bonds issued to accelerate transportation projects after January 1, 2007. The State Transportation Board has approved the Maricopa Association of Governments' (MAG) allocation of the \$10,000,000 to offset the interest cost of the I-10 widening project in the West Valley, including \$7,000,000 to reimburse Goodyear, Avondale and Litchfield Park for their share of the interest and

\$3,000,000 to offset MAG's share of the interest for the project.

Roads of Regional Significance Congestion Mitigation Account

A deposit of \$10,000,000 was made from the STAN Account in FY 2008 to the Roads of Regional Significance Congestion Mitigation Account (RRSCMA) for funding transportation projects of high growth counties, cities and towns. The RRSCMA was established as a statutory subaccount of the Statewide Transportation Acceleration Needs Account to lend monies to governmental entities for transportation projects in high growth counties, cities and towns.

Summary of Non-Appropriated Capital Funds Expended

Table 1 provides a summary of non-appropriated capital funds expended. For further background information regarding the funds, please see the ADOT Summary of Funds in the ADOT operating budget section. This latter section does not include the non-appropriated capital expenditures as those only appear in Table 1.

Highway Construction

The State Transportation Board oversees the department's highway construction program. The 5-Year Highway Construction Program adopted by the Board on June 15, 2007 includes monies from the State Highway Fund, Federal Funds, Maricopa Regional Area Road Fund, Highway User Revenue Fund for controlled access roads, and bond revenues. The highway construction program adopted by the State Transportation Board totals \$1,469,191,000 for FY 2009, including \$1,188,300,000 for construction and maintenance projects scheduled to begin in FY 2009, and \$280,891,000 for debt service. The \$1.2 billion in newly-begun projects will be expended over several fiscal years. For details please see Table 2. Table 2 does not reflect the dollar amount of any STAN projects that ADOT has accelerated to begin in FY 2009 with the \$62,000,000 that was appropriated to the STAN account in FY 2008, since these projects were accelerated after the current 5-Year Highway Construction Program was adopted by the Board on June 15, 2007.

Total Highway Construction Funding

Table 3 summarizes all estimated revenues and expenditures for FY 2009, on a cash flow basis as provided by the department. Table 3 includes cash flow revenue of \$124,100,000 from STAN, which represents the portion of the appropriations to STAN of \$307,000,000 in FY 2007 and \$62,000,000 in FY 2008 expected to be expended in FY 2009. The previous Table 2, which shows the highway construction program adopted by the State Transportation Board, presents a different view since it shows the total dollar cost of highway projects scheduled to begin in FY 2009 (excluding the dollar amount of any STAN projects accelerated to begin in FY 2009 with the \$62,000,000 that was appropriated to the STAN account in FY 2008, as described under Highway Construction).

Of the revenue amounts, only the Statewide Highway Construction and Controlled Access Highways amounts are appropriated. Of the expenditure amounts, only a portion of Debt Service is appropriated.

Highway User Revenue Fund Analysis

The Highway User Revenue Fund (HURF) consists of monies received in the state from transportation-related licenses, taxes, fees, penalties and interest such as the motor vehicle fuel tax, vehicle license tax, vehicle registration, driver's license, and others. Table 4 explains the formula distribution of HURF monies between state and local governments. Table 5 presents the overall HURF distribution for FY 2007 through FY 2009. The line in Table 5, which shows Net State Highway Fund Monies Available for Statewide Highway Construction, does not include Maricopa County and Pima County Controlled Access Funds, Bond Funds, Federal Funds, and Miscellaneous Funds available for construction. The line represents the amount that is available from the discretionary State Highway Fund to fund the State Transportation Board's 5-Year Plan.

	\$ in Thousands		
	FY 2007 Actual	FY 2008 Estimate	FY 2009 Estimate
Aviation Federal Funds	\$ 3,362	\$ 4,048	\$ 3,443
Federal Grants	<u>347,140</u>	<u>357,653</u>	<u>369,285</u>
Subtotal – Federal Funds	350,502	361,701	372,728
Economic Strength Project Fund	457	1,650	1,650
Highway Expansion and Extension Loan Program Fund	5,797	66,459	66,459
Local Agency Deposits Fund	33,885	42,302	42,302
Maricopa Regional Area Road Fund	<u>200,866</u>	<u>266,697</u>	<u>266,697</u>
Subtotal – Other Non-Appropriated Funds	241,005	377,108	377,108
Total	\$591,507	\$738,809	\$749,836

Table 2

**Highway Construction Program Adopted
By State Transportation Board and Estimated
Debt Service Payments ^{1/}**

	FY 2009
Construction	\$ 175,614,000
Urban Controlled Access ^{2/}	704,632,000
Pavement Preservation Maintenance	128,000,000
Other ^{3/}	180,054,000
Debt Service ^{4/}	<u>280,891,000</u>
Total	\$1,469,191,000

^{1/} Does not reflect the dollar amount of any STAN projects that ADOT has accelerated to begin in FY 2009 with the \$62,000,000 that was appropriated to the STAN account in FY 2008, since these projects were accelerated after the current 5-Year Highway Construction Program was adopted by the Board on June 15, 2007.

^{2/} Includes expenditures from the Highway User Revenue Fund for controlled access and from the Maricopa Regional Area Road Fund.

^{3/} Includes construction preparation, contingency set-asides, and related highway construction and maintenance items.

^{4/} Information provided by the department. Includes \$98,695,000 in FY 2009 for State Highway Fund statewide construction bonds; \$59,290,000 for Highway User Revenue Fund, Maricopa Association of Governments and Pima Association of Governments controlled access bonds; \$78,261,000 for Maricopa Regional Area Road Fund Bonds; and \$44,645,000 for Grant Anticipation Notes.

Table 3

Estimated Highway Construction - Cash Basis

	FY 2009
Balance Forward ^{1/}	\$367,047,000
Revenues	
Appropriated Statewide Highway Construction	\$92,420,000
Appropriated Controlled Access Highways (MAG&PAG)	114,467,000
Appropriated Debt Service	98,695,000
Statewide Transportation Acceleration Needs Account ^{2/}	124,100,000
½ Cent Sales Tax	249,865,000
Federal Aid	597,500,000
HURF Bond Proceeds ^{3/}	125,000,000
Maricopa Regional Area Road Fund Bond Proceeds ^{3/}	560,000,000
Grant Anticipation Note Proceeds ^{3/}	22,078,000
Highway Expansion & Extension Loans (HELP)	862,000
Miscellaneous Income/Expenses ^{4/}	<u>(120,328,000)</u>
Subtotal – Revenues	<u>\$1,864,659,000</u>
Total Funds Available for Construction	\$2,231,706,000
Debt Service Expenditures	
Appropriated Debt Service	\$98,695,000
HELP Loan Repayments	38,812,000
Other Debt Service (All Other)	182,196,000
Subtotal - Debt Service	<u>\$319,703,000</u>
Planned Construction Expenditures	
Statewide Highway Construction (including PAG)	\$515,000,000
Controlled Access Highways (MAG)	991,846,000
Subtotal - Construction Expenditures	<u>\$1,506,846,000</u>
Total Planned Expenditures	\$1,826,549,000
Balance Forward	\$405,157,000

^{1/} Includes unexpended bond proceeds for bonds issued in prior years.

^{2/} Represents the portion of the appropriations to STAN of \$307,000,000 in FY 2007 and \$62,000,000 in FY 2008 expected to be expended in FY 2009.

^{3/} Proceeds reflect a cash expenditure basis.

^{4/} Includes all MAG and Statewide program miscellaneous revenues and expenses, including inflation discount factors, construction operating budget reimbursements, interest income, third party billings and paybacks, Regional Public Transportation Authority payments, and Motor Vehicle program fees retainage.

Table 4

Percentage Distribution of HURF Monies

Cities	30.5%
Counties	19.0%
Controlled Access ^{1/}	7.676%
State Highway Fund ^{1/}	<u>42.824%</u>
Total	100.0%

^{1/} A.R.S. § 28-6538 distributes 50.5% of HURF monies to the State Highway Fund, with 12.6% of the monies distributed to the State Highway Fund being allocated to controlled access highways in Maricopa and Pima Counties. The State Transportation Board adds 2.6% by Board Policy to the statutory 12.6%, making a total of 15.2% of State Highway Fund monies set aside for controlled access highways (50.5% of 15.2% = 7.676%). The controlled access monies are divided 75% for Maricopa County and 25% for Pima County. Pima County may also use some of their monies for arterial streets and highways.

Table 5

Highway User Revenue Fund (HURF) Distribution

		\$ in Thousands		
		FY 2007	FY 2008	FY 2009
		<u>Actual</u>	<u>Estimate</u>	<u>JLBC</u>
Total HURF Collections		1,382,474	1,440,200	1,509,800
Less:	Economic Strength Fund ^{1/}	1,000	1,000	1,000
	ADOT - MVD Operating Budget	609	617	617
	ADOT - Capital Outlay	0	6,698	0
	Dept of Public Safety Transfer from HURF	10,000	10,000	10,000
	Dept of Administration - Highway Hazards Assessment ^{2/}	<u>0</u>	<u>150</u>	<u>0</u>
Net HURF Collections		1,370,865	1,421,735	1,498,183
Less:	Cities ^{3/}	418,114	433,629	456,946
	Counties ^{3/}	260,465	270,130	284,655
	Controlled Access ^{4/}	104,775	108,643	114,467
	Vehicle License Tax Transfer to Parity Compensation Fund ^{5/}	<u>2,983</u>	<u>3,219</u>	<u>3,509</u>
Net State Highway Fund (Discretionary)		584,528	606,114	638,606
Plus:	Other Income ^{6/}	14,898	15,000	15,000
Less:	Operating Budget	387,399	418,167	419,955
	Operating Carryovers, Adjustments and Transfer ^{7/}	2,843	5	5
	Capital Outlay and Building Renewal	10,255	17,418	13,691
	Capital Non-Lapsing Carryovers	8,925	0	0
	Motor Vehicle Third Party Payments ^{8/}	15,525	16,526	18,014
	Dept of Public Safety Transfer from Highway Fund	10,000	10,000	10,000
	DPS Microwave Communications System ^{9/}	826	826	826
	Statewide Transportation Acceleration Needs Account ^{10/11/12/}	62,000	62,000	0
	Debt Service ^{13/}	<u>73,495</u>	<u>92,724</u>	<u>98,695</u>
Net Highway Fund Available for Statewide Highway Construction (5-Year Plan) ^{12/14/}		28,158	3,448	92,420
State Highway Fund Adjustments				
Plus:	Discretionary State Highway Fund Beginning Balance	302,000	69,000	111,000
	Controlled Access State Highway Fund Beginning Balance	164,000	95,000	105,000
	Construction Operating Budget Reimbursements ^{15/}	58,000	60,000	60,000
	Discretionary State Highway Fund Bond Proceeds	300,000	305,000	125,000
	Controlled Access State Highway Fund Bond Proceeds	50,000	0	0
	Statewide Transportation Acceleration Needs Account ^{10/}	<u>245,000</u>	<u>0</u>	<u>0</u>
Total Highway Fund Available for Statewide Highway Construction		1,147,158	532,448	493,420

^{1/} Provides monies for economic strength highway projects recommended by the Commerce and Economic Development Commission and approved by the State Transportation Board.

^{2/} Laws 2007, Chapter 255 appropriates \$150,000 from the Highway User Revenue Fund to the Department of Administration to contract for an outside review of the state's highways for potential hazards.

^{3/} A statutorily defined distribution of HURF monies for acquisition and construction of streets or highways.

^{4/} A statutorily defined distribution of State Highway Fund monies for design, acquisition and construction of controlled access highways. The monies are divided 75% for Maricopa County and 25% for Pima County. Pima County may also use some of their monies for arterial streets and highways.

^{5/} Laws 2005, Chapter 306 transfers 1.51% of vehicle license tax for distribution to the State Highway Fund to the Parity Compensation Fund beginning in FY 2006.

^{6/} Includes interest and rental income, transfers from the Public Roads Fund, revenue from 4 formerly non-appropriated funds, and miscellaneous sales and other income.

^{7/} Includes \$5,000 annual transfer to Legislative Council for multistate highway transportation agreement.

^{8/} Statutory payments to third parties from vehicle license taxes collected by third parties.

^{9/} Laws 2006, Chapter 345, appropriates \$826,000 from the State Highway Fund in each of FY 2007, FY 2008 and FY 2009 to ADOT for distribution to DPS for the design, construction and implementation of a microwave communications system upgrade.

^{10/} Laws 2006, Chapter 344, appropriated \$307,000,000 in FY 2007 for deposit in the Statewide Transportation Acceleration Needs Account (STAN) of the State Highway Fund, including \$62,000,000 from the State Highway Fund and \$245,000,000 from the General Fund.

^{11/} Laws 2007, Chapter 255, appropriated \$62,000,000 from the State Highway Fund in FY 2008 for deposit in the STAN Account of the State Highway Fund.

^{12/} The level of State Highway Fund construction funding to be deposited into the STAN Account in FY 2009 is yet to be determined. Any HURF/Highway Fund deposit would reduce the \$91,260,000 allocation available for the general statewide Highway Construction program.

^{13/} Debt service on highway revenue bonds, does not include debt service payable from Maricopa and Pima controlled access funds.

^{14/} Excludes Maricopa and Pima County controlled access funds, and bond, federal, and miscellaneous funds available for construction.

^{15/} Construction operating budget monies reimbursed from Federal Funds, Maricopa Regional Area Road Fund and bond monies.