

June 9, 2015

TO: Members of the MAG Bicycle and Pedestrian Committee

FROM: Katherine Coles, Phoenix, Chair of the MAG Bicycle and Pedestrian Committee

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Tuesday, June 16, 2015 at **1:00 p.m.**
MAG Offices, Ironwood Room, Second Floor
302 North First Avenue, Phoenix

A meeting of the MAG Bicycle and Pedestrian Committee will be held at the time and place noted above. If you are attending in person, please park in the garage under the building. Bring your ticket to the meeting as parking will be validated. For those using transit, the Regional Public Transportation Authority will provide transit tickets for your trip. For those using bicycles, please lock your bicycle in the bike rack in the parking garage.

Committee members may attend the meeting either in **person, by video conference or by telephone conference call**. Those attending by videoconference must notify the MAG site three business days before 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 Alex Oreschak 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 August 21, 2013, all MAG committees need to have a quorum to conduct business. A quorum is a simple majority of the membership based on the attendance of the three previous Bicycle and Pedestrian Committee meetings. If the Bicycle and Pedestrian Committee does not meet the quorum requirement, members who have arrived at the meeting will be instructed that a legal meeting cannot occur and will subsequently be dismissed. Your attendance at the meeting is strongly encouraged. If you are unable to attend the meeting, please make arrangements for a proxy from your jurisdiction to represent you. Please contact Alex Oreschak at (602) 254-6300 or aoreschak@azmag.gov if you have any questions or need additional information.

TENTATIVE AGENDA

1. Call to Order

For the June 16, 2015 meeting, the quorum requirement is 12 committee members.

2. Approval of the May 26, 2015 Meeting Minutes of the Bicycle and Pedestrian Committee

2. For information, discussion and action to approve the meeting minutes of the May 26, 2015 Bicycle and Pedestrian Committee meeting.

3. Call to the Audience

An opportunity will be provided to members of the public to address the 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. Members of the public 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 Committee requests an exception to this limit. Please note that those wishing to comment on action agenda items will be given an opportunity at the time the item is heard. Please fill out blue cards for Call to the Audience and yellow cards for Action Items.

3. For information.

4. Staff and Member Agency Reports

Staff and committee members are invited to provide an update of pedestrian and bicycle-related activity in their agencies.

4. For information and discussion.

5. Valley Bike Month

Valley Metro will give an update on Valley Bike Month events.

5. For information and discussion.

6. GRID Bike Share

Representatives from GRID Bike Share will provide an overview of GRID, including operating and planned stations, popular routes, membership activity, and upcoming improvements to GRID Bike Share.

7. Project Initiation Pool

Approved by Regional Council on May 27, 2015, The Project Initiation Pool (PIP) assists with accelerating the initiation of MAG federally funded projects outside the Life-Cycle Programs. MAG, ADOT and FHWA staff have developed the program to utilize a small pool of MAG federal funds on a first-come-first-serve basis to cover the initial set up fees for MAG federally funded projects.

The PIP will provide, for a limited period of time each year (October through December), \$2,829 per project of FHWA sub-allocated funding for member agencies to use to cover ADOT staff fees to initiate projects and begin the development of intergovernmental agreements. For certification accepted agencies, this funding would be used to cover part ADOT staff fees for project set up and environmental reviews. The authorization of these funds would not require an IGA. Instead, project sponsors would sign a one page contract and provide a local match of \$171. The total PIP would be \$3,000 per project. Please see attached material for more information.

8. Transportation Safety Evaluation Criteria for Congestion Mitigation and Air Quality (CMAQ) and Transportation Alternatives (TA) Programs

The MAG Draft Strategic Transportation

6. For information and discussion.

7. For information and discussion.

8. For information, discussion and possible recommendation of the safety evaluation criteria to be used for evaluation of CMAQ and TA Bicycle and Pedestrian projects programmed in the MAG TIP.

Safety Plan recommended a strategy that would introduce a new practice, to include safety as an explicit project evaluation criteria, in future TIP project applications that are reviewed as part of a competitive process overseen by various technical committees. This practice was previously supported by a MAG Bicycle and Pedestrian Committee action. A Working Group, which included members of the MAG Transportation Safety Committee, was tasked with exploring possible safety evaluation criteria that could applied to the various CMAQ and TA Bike and Ped Project types. The goal is to provide input into the revised applications and to provide the Bicycle and Pedestrian Committee with clear guidance on evaluation of project applications for inclusion of safety elements. Margaret Boone from the MAG Safety staff will provide an overview of the process and the potential safety evaluation criteria and guidance developed by the Working Group.

9. Development of FY2017-2021 TIP and the August Call For Projects

MAG is preparing for the development of the FY2017-2021 TIP and the August 2015 Call For Projects release. Comments on the last application for Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Transportation Alternatives (TA) projects, and the project evaluation process will be discussed. At the meeting, members will be provided with an opportunity to comment on the applications and process used in previous rounds to select projects (See attached material). In particular, comments are sought on the adequacy of the applications for project selection, the ability of applicants to understand and provide the needed information and on application questions that should be

9. For information, discussion, and possible action.

added or omitted from applications.

10. Bicycle and Pedestrian Evaluative Tool for CMAQ and TA Applications

In preparation for the FY2017-20 TIP programming cycle, a performance-based Evaluative Tool is being prepared based on the original CMP (Congestion Management Process) Tool that the Bike and Ped Committee used in the last two Call for Projects cycles. This item includes a presentation including qualitative and quantitative criteria, components and measures proposed for the BP Evaluative Tool. A Brief overview of MAP-21 performance based programming principles will be presented as well as an outline of CMAQ guidelines anticipated for the upcoming Federal Highways NPRM (Notice of Proposed Rulemaking).

11. Chair and Vice Chair Appointments

MAG staff will provide an update on the Chair and Vice Chair appointment process.

12. Request for Future Agenda Items

Members will have the opportunity to suggest future agenda topics.

13. Next Meetings

All meetings will be on the third Tuesday of the month in the Ironwood Room at **1:00 p.m.**, except where otherwise noted.

Tuesday, July 21, 2015

Tuesday, August 18, 2015

Tuesday, September 15, 2015

Tuesday, October 20, 2015

Tuesday, November 17, 2015

Tuesday, December 15, 2015 (possibly noon)

10. For information, discussion, and possible action.

11. For information and discussion.

12. For information and discussion.

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
BICYCLE AND PEDESTRIAN COMMITTEE

Tuesday, May 26, 2015 at 1:00 p.m.
MAG Office Building, Ironwood Room
302 North First Avenue, Phoenix

MEMBERS ATTENDING

Katherine Coles, Phoenix, Chair of Bicycle and Pedestrian Committee	Purab Adabala, Glendale
# Jim Hash, Mesa, Vice-Chair of Bicycle and Pedestrian Committee	Joe Schmitz, Goodyear
Michael Sanders, ADOT	* Julius Diogenes, Litchfield Park
Raquel Schatz, Apache Junction	* Ryan Wozniak, Maricopa
# Christina Underhill, Avondale	* Denise Lacey, Maricopa County
# Phil Reimer, Buckeye	Brandon Forrey, Peoria
# Stacy Bridge-Denzak, Carefree	# Sidney Urias, Queen Creek
* Ian Cordwell, Cave Creek	Susan Conklu, Scottsdale
Jason Crampton, Chandler	Stephen Chang, Surprise
Jose Macias, El Mirage	# Eric Iwersen, Tempe
Kristin Myers, Gilbert	Amanda Leuker, Valley Metro
	* Robert Carmona, Wickenburg
	* Grant Anderson, Youngtown

*Members neither present nor represented by proxy
#Attended via audio-conference

OTHERS PRESENT

Margaret Boone, MAG	Kenneth Steel, Maricopa County
Dean Giles, MAG	Department of Public Health
Teri Kennedy, MAG	Laurel Arndt, Parsons Brinckerhoff
Alex Oreschak, MAG	Justin Azevedo, Coffman Studio
# Janice Simpson, City of Avondale	Jeff Caslake, TBAG
Eileen Yazzie, City of Phoenix	Brian Fellows, AMEC Foster Wheeler
Suzanne Day, Valley Metro	Jason Harrington, HP+D
# Spencer Scharff, Coalition of Arizona Bicyclists	Chris Milner, T.Y. Lin International Group
	Radu Nan, Kittelson & Associates

1. Call to Order

Chair Katherine Coles called the meeting to order at 1:10 p.m.

2. Approval of the April 21, 2015 Meeting Minutes of the Bicycle and Pedestrian Committee

Kristin Myers moved to approve the meeting minutes of the MAG Bicycle and Pedestrian Committee for April 21, 2015. Brandon Forrey seconded the motion. The motion passed unanimously.

3. Call to the Audience

An opportunity was provided to members of the public to address the MAG Bicycle and Pedestrian 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. Members of the public were requested not to exceed a three minute time period for their comments. A total of 15 minutes was provided for the Call to the Audience agenda item, unless the Bicycle and the Pedestrian Committee requests an exception to this limit. Those wishing to comment on action agenda items were given an opportunity at the time the item was heard.

4. Staff and Member Agency Reports

Margaret Boone from MAG provided an update on activity in the MAG Safety Committee. Extensive efforts have been underway at the Safety Committee to discuss project types for federal funding, with a goal to provide clear guidance to the MAG Bicycle and Pedestrian Committee on evaluating project applications for safety issues. Margaret overviewed the Transportation Alternatives (TA) Non-Infrastructure Program guidance. This was provided as an example for the committee to review how the evaluation guidance could be included in the application so that the applicant and the evaluator both knew what criteria a successful project would entail. Margaret noted that MAG staff and members of the Safety Committee Working Group reviewed previous project types that have applied for CMAQ and TA Infrastructure funds, with a goal of incorporating qualitative safety measures that could be used by the MAG Bicycle and Pedestrian Committee. The initial thought was to have the Safety Committee provide an evaluation of safety measures related to the TA Infrastructure and CMAQ applications, but this approach was determined to not work well with the overall process. Kristin Myers asked Margaret which applications this safety evaluation criteria would apply to. Margaret replied that the work being done now would apply to the TA Infrastructure and CMAQ applications in the Fall 2015 call for projects.

5. Valley Bike Month

Suzanne Day from Valley Metro provided an update on Valley Bike Month and Commute Solutions. Suzanne explained that Valley Bike Month, in April 2015, saw over 12,000 people participate, with great weather and good media attention. A final overview of all the Valley Bike Month activities would be provided at the June 16 Committee meeting. Suzanne noted that the Sharetheride.com Valley Bike Month challenge saw 8,993 trips logged in April 2015 for a total of 47,714 miles, 2,533,958 calories burned, and 2,232 gallons of fuel and 43,854 pounds of greenhouse gases saved. Winners and runners-up were announced for three team sizes (21+ members, 11-20 members, and 5-10 members). Suzanne provided information on a video recap of the April 3, 2015 “Lunchtime Dash” GRID Bike Share vs. Car race, by Phoenix Channel 11, and noted that the Be Bright program had in-class education and helmet fittings for nearly 1,400 students at 15 elementary schools. Be Bright also hosted

7 BMX Impact Shows with over 3,500 elementary students in the audience to learn about bicycle and helmet safety, and hosted two Bike Commuting 101 workshops with 45 total participants in Mesa public libraries. Suzanne provided contact information in case other cities would like to host Bike Commuting 101 workshops.

6. Off-Street Wayfinding Network

Alex Oreschak from MAG presented on the Valley Path Brand & Wayfinding Signage Guidelines project. Alex noted that this item was on the agenda for possible action to recommend acceptance of the Valley Path Brand & Wayfinding Signage Guidelines.

Alex noted that the committee received a presentation on the draft Guidelines from the consulting team at the April 21, 2015 MAG Bicycle and Pedestrian Committee meeting. At that meeting, Committee members were asked to review the document and provide any comments or requests for changes and/or clarifications by May 5, 2015. MAG received a number of comments from ADOT, the Salt River Project, and member agencies. MAG worked with the consultant to incorporate changes to the document which addressed these comments, and a list of changes, along with an updated copy of the Guidelines, were provided to the Committee on May 22, 2015. The list of changes was provided to the Committee members as a handout at the table.

Alex provided an overview of the changes made to the Guidelines document since it was last presented to the Committee, as detailed in the accompanying list of changes mentioned above.

Joe Schmitz asked where the reference to requiring the brand signs to be located at least 36 inches from the path was located in the guide. Alex replied that the change sheets incorrectly stated pages 2.25-2.30, and that the references, which state “3 feet” rather than “36 inches” were located on page 2.27-2.34. Brandon Forrey noted that, for the warning sign shown on page 3.13, the sign should be placed as close to the crossing itself as possible, rather than at the advance stop bar, when a downward facing arrow is included in the warning sign. Brandon recommended that the document be modified to move the location of this sign to be at the crosswalk, and not at the stop bar. Alex replied that this change would be made to the document. Katherine Coles recommended that the language included on page 4.4 (“It is important to be in substantial conformance with the MUTCD standards in order to retain eligibility for federally available transportation funding resources.”) also be included near the front of the document, as this language is very important for potential users of the guide to see. Alex recommended adding this language on page D, section four.

Kristin Myers moved to approve recommendation of acceptance of the Valley Path Brand & Wayfinding Signage Guidelines with the changes requested by the Committee. Brandon Forrey seconded the motion. The motion passed unanimously.

7. Chair and Vice Chair Appointments

Alex Oreschak from MAG presented on the Chair and Vice Chair appointment process. Alex noted that the term of Chair Katherine Coles was due to expire on June 30, 2015. At that time, Vice Chair Jim Hash would ascend to the Chair position, and the Committee would need a new Vice Chair. Both Mr. Hash and the new Vice Chair would be eligible to serve a full two-year term, with the Vice Chair

ascending to the Chair position at the end of that term. Alex noted that MAG had sent a request for letters of interest for the open Vice Chair position on May 1, 2015. Alex stated that letters of interest are due back to MAG by June 1, 2015. It is anticipated that the MAG Executive Committee will approve a new Vice Chair for the MAG Bicycle and Pedestrian Committee at their June 15, 2015 meeting.

8. Air Quality Overview of the Evaluation process for Congestion Mitigation and Air Quality Improvement (CMAQ) Program, Bicycle and Pedestrian Applications

Teri Kennedy and Dean Giles from MAG presented an overview of the evaluation process for Congestion Mitigation and Air Quality Improvement (CMAQ) Program, Bicycle and Pedestrian Applications.

Teri noted that MAG is beginning development of a new Transportation Improvement Program. Many criteria are included in the project evaluation and selection process. One criterion is safety, as Margaret Boone presented earlier in the meeting. Another criterion for the CMAQ applications is an Air Quality Score. At future meetings, MAG will evaluate all the criteria which go into the application process.

Dean Giles provided an overview of CMAQ air quality evaluation for Bicycle and Pedestrian projects. Dean noted that MAP-21 legislation re-authorized the CMAQ program, with the purpose being to fund transportation projects and programs that will contribute to attainment or maintenance of the federal air quality standards for ozone, carbon monoxide, and particulate matter (PM-10 and PM-2.5). Portions of the MAG planning area are nonattainment for 8-hour ozone, PM-10, and PM-2.5 air quality standards, and maintenance for carbon monoxide. MAG-21 continues requirement for MPOs to prioritize cost-effective projects. FHWA provided interim guidance on November 12, 2013 for the CMAQ program. Eligible activities include bicycle and pedestrian facilities such as paths, bike racks, and support facilities that are not exclusively recreational and reduce vehicle trips. Outreach related to safe bicycle use and funding of a state coordinator position are also eligible. CMAQ funding proposals should include a precise description of the project, including size, scope, location, and timetable, and the project's expected emission reduction benefits and cost-effectiveness will be completed by MAG staff prior to project selection. This will be calculated to provide an Air Quality Score for use by the Committee in project selection.

Dean explained that the MAG CMAQ methodologies were first published in 1999 and last updated in September 2011. Consultants have reviewed MAG's methodologies against other MPOs and states in the western United States. Overall, the consultants found that the MAG CMAQ methodologies are the most sophisticated of those surveyed. The methodologies quantify proposed emissions reductions (in kilograms per day) and cost-effectiveness (in dollars per metric ton of annual emissions reductions). The complete MAG CMAQ Methodologies document is available to download from the MAG website at

http://www.azmag.gov/Documents/CMAQ_2011-04-05_Final-CMAQ-Methodologies_3-31-2011.pdf

MAG determines emissions benefits by calculating reductions in carbon monoxide (CO), total organic gases (TOG), nitrogen oxides (NOx), and particulate matter (PM) in kilograms per day using an EPA-approved emissions model (MOVES2014) as well as EPA AP-42 equations for reentrained dust from paved and unpaved roads to obtain emission rates. Emissions rates are calculated for the first year the project is implemented. Seasonal adjustments are made for CO (to represent the 3-month winter season), as well as for TOG and NOx (to reflect the 6-month ozone season). Because PM violations

can occur at any time of year, PM is not adjusted seasonally. Priority weights for CO are set to zero since the CO standard has been attained, while weights for TOG, NOx, and PM are set to one.

The MAG CMAQ methodology calculates CO, TOG, NOx, and PM emission reductions in kilograms per day, then applies seasonal factors and weights to the emissions reduced for each pollutant. Emissions are then converted to metric tons per year. The CMAQ cost is amortized over the life of the project, assuming a 3 percent annual discount rate. Finally, the annualized CMAQ cost is divided by the annual emissions reduction to obtain a cost-effectiveness measure (in dollars per metric ton).

Dean explained that, for bicycle and pedestrian projects, emission reductions occur when bicycle and pedestrian trips replace vehicle trips. The CMAQ project application provides inputs to the emission reduction calculation, including CMAQ funding requested, the average weekday traffic on the nearest parallel arterial, the number of activity centers within ¼ and ½ mile of the project, the length of the project or, for a bridge/underpass, the combined length of the paths connected), and if shoulder paving is in the project, whether the project is within four miles of a PM-10 monitor. Dean provided an example of the formula used to calculate emissions and cost-effectiveness of a bicycle lane project.

Chair Katherine Coles asked about how the MAG CMAQ methodology approaches diagonal facilities such as canal paths that don't have a true parallel street. Dean replied that the intent is to calculate the number of vehicles going in the same direction as the bike path, and that MAG will review the application for how to address those situations. Katherine also noted that activity centers within ¼ to ½ mile has been an issue in the past, as a corridor may be a good commuting corridor through an area, but with fewer destinations on that corridor. Dean noted that MAG would need to take a look on how to address an issue like this. Katherine noted one option could be to look at employment as possible alternative to shopping or retail. Dean notes that types of activity centers are noted in Table 2 of the methodologies, and include things like banks, churches, hospitals, health care, light rail, park and rides, and post offices. Mike Sanders asked for clarification on whether the bicycle and pedestrian CMAQ projects are only compared with other bicycle and pedestrian CMAQ projects. Dean affirmed that this was correct. Susan Conklu asked if activity centers include jobs or whether that is something which needs to be looked at. Dean replied that most jobs would fit into the existing activity center categories. Brandon Forrey asked what the threshold is that would constitute a major employer or destination/activity center. Dean noted that an activity center is defined as whether the member agency would consider it an activity center, and that there is no specific threshold. Joe Schmitz asked what the 16,740 number on the bicycle lane example calculation slide referred to, and whether that was the number of vehicles reduced. Dean replied that the 16,740 number was the AADT on the parallel road, used as a starting point for calculating vehicles reduced, and that the total number of vehicles reduced per day in the example was 59.

9. MAG Design Assistance Program

Alex Oreschak from MAG presented an update on the MAG Design Assistance Program. Alex provided the Committee with a copy of the new schedule for the program, and informed the Committee that there will be \$400,000 available for this year. A Call for Projects will be sent out on May 28, 2015. The application will be completed electronically, in Excel format, and instructions for FTP submission would be provided upon request. ZERO paper copies will be required as part of the submittal process. Alex informed the Committee that applications would be due back to MAG on Thursday, June 29, 2015 at 10:00 a.m. No late applications will be accepted. The Bicycle and Pedestrian Committee will review submitted applications at its July 21, 2015 meeting.

Susan Conklu asked what the timeframe was for the contract once projects are selected. Alex replied that Regional Council would be anticipated to approve selected projects on August 26, 2015, and that contract development could be initiated after that date using the existing design assistance on-call. Susan asked if there was a date that everything would need to be completed by. Alex replied that the completion date would be determined on a project-by-project basis, but that there is no firm deadline on when the project would need to be completed by. Kenneth Steel noted that the Maricopa County Department of Public Health would be happy to provide health data to any member agencies for inclusion in their applications.

10. Discussion of Lighting Systems on Shared-Use Paths

Brandon Forrey from the City of Peoria led a discussion on lighting systems on shared-use paths. Brandon explained that the Peoria path network is currently open to the public from dusk until dawn, and that Peoria staff have been researching ways to open the park for certain hours of darkness throughout the year, in the morning and early evening. As a result, Peoria has begun the exploratory phase of looking at path lighting for Peoria paths. Brandon asked if other agencies use path lighting, what path lighting is used elsewhere, and what has been successful or not. Jose Macias noted that El Mirage installed solar powered lighting in a new park which is designed to flood. The solar lighting was used to avoid flooding issues with conduits and wiring. Brandon asked what type of lighting fixtures El Mirage uses. Jose replied that they are standard street lighting fixtures and not bollard lighting.

Susan Conklu noted that solar-powered bollard lights were tried in the McDowell-Sonoran Preserve in Scottsdale, and that they are not now recommended for Scottsdale paths and trails. Instead, regular hard-wired lighting is used on Scottsdale paths. Even on Scottsdale bus shelters, the up-front costs and bulky look of solar lighting are detriments to installations. Susan noted that most of the Crosscut and Arizona Canal paths have lighting with regular conduit and 12-15' high posts, similar to older lighting in the parks. Brandon asked if Scottsdale had complaints about the lighting spilling into backyards. Susan replied that they receive complaints about insufficient lighting on paths AND about too much lighting bleeding over into residences. A new Scottsdale path being installed in 2015 did not have the budget for new lighting, though it would have received lighting if budget was available. New lighting includes shades to direct light, and most complaints about including lighting occur before the lighting itself goes in, and not complaints about lighting after installation. Brandon asked if Scottsdale is using directional LED lighting. Susan said she would check on that.

Brandon asked if any cities have written policies on how, when, or where path lighting will be used. Raquel Schatz noted that Apache Junction is looking to add solar to residential lighting but also on a path that connects residential areas to commercial areas. The manufacturer recommended against bollard lighting, which are smaller and easier to vandalize. Apache Junction is looking at using 15' pedestrian lighting with solar. Brandon asked if Raquel could send information on the design requirements for the lighting. Raquel said she would provide that information, and that it is similar to what Tucson is using. Katherine suggested that Brandon circulate additional questions and discussion via email.

11. MAG Bikeways Print Map

Alex Oreschak from MAG presented on the final draft of the MAG Bikeways print map. Alex noted that the Committee was being asked to provide final review of the draft print map, in anticipation of printing of up to 100,000 copies of a new bikeways print map in Summer 2015. Alex informed the

Committee that two copies of the new print map were being provided at the meeting for Committee members to review, and that the map was additionally available to download as a PDF from the MAG website. Members would be asked to provide final review and request any changes by Friday, June 5, 2015.

12. Request for Future Agenda Items

Chair Katherine Coles indicated that members of the Committee had the opportunity to request future agenda items to appear before the Committee. No requests for future agenda items were provided. Susan Conklu noted that there was an upcoming webinar on FHWA separated bike lanes.

13. Next Meetings

All meetings will be on the third Tuesday of the month in the Ironwood Room at **1:00 p.m.**, except where otherwise noted.

Tuesday, June 16, 2015

Tuesday, July 21, 2015

Tuesday, August 18, 2015

Tuesday, September 15, 2015

Tuesday, October 20, 2015

Tuesday, November 17, 2015

Tuesday, December 15, 2015 (**possibly noon**)

Chair Katherine Coles adjourned the meeting at 2:21 p.m.

June 9, 2015

TO: Members of the MAG Bicycle and Pedestrian Committee

FROM: Teri Kennedy, Transportation Improvement Program Manager

SUBJECT: FUNDED PROJECT INITIATION POOL

MAG will set aside each year for a limited time, a pool of federal aid funding that could be used by member agencies to fund the cost of initiating projects in the ADOT administered federal project development and review process. The federal funding will reduce the amount of out of pocket costs currently paid by member agencies in ADOT review fees and encourage early submittal of projects.

The Project Initiation Pool (PIP) of funding is open to all member agencies with MAG Federal Highway Administration funded projects outside the MAG life cycle programs. The PIP provides \$2,829 federal funding per project with a required \$171 in local match, to set up the project at ADOT, obtain Federal and State project numbers, and fund ADOT staff to facilitate the development of Intergovernmental Agreements (IGAs) and other ADOT activities to begin or review projects. The use of this funding requires a simple letter contract with ADOT. If all applicable projects were covered it is estimated that the total size of the pool will average approximately \$137,000 per year in MAG federal funds¹.

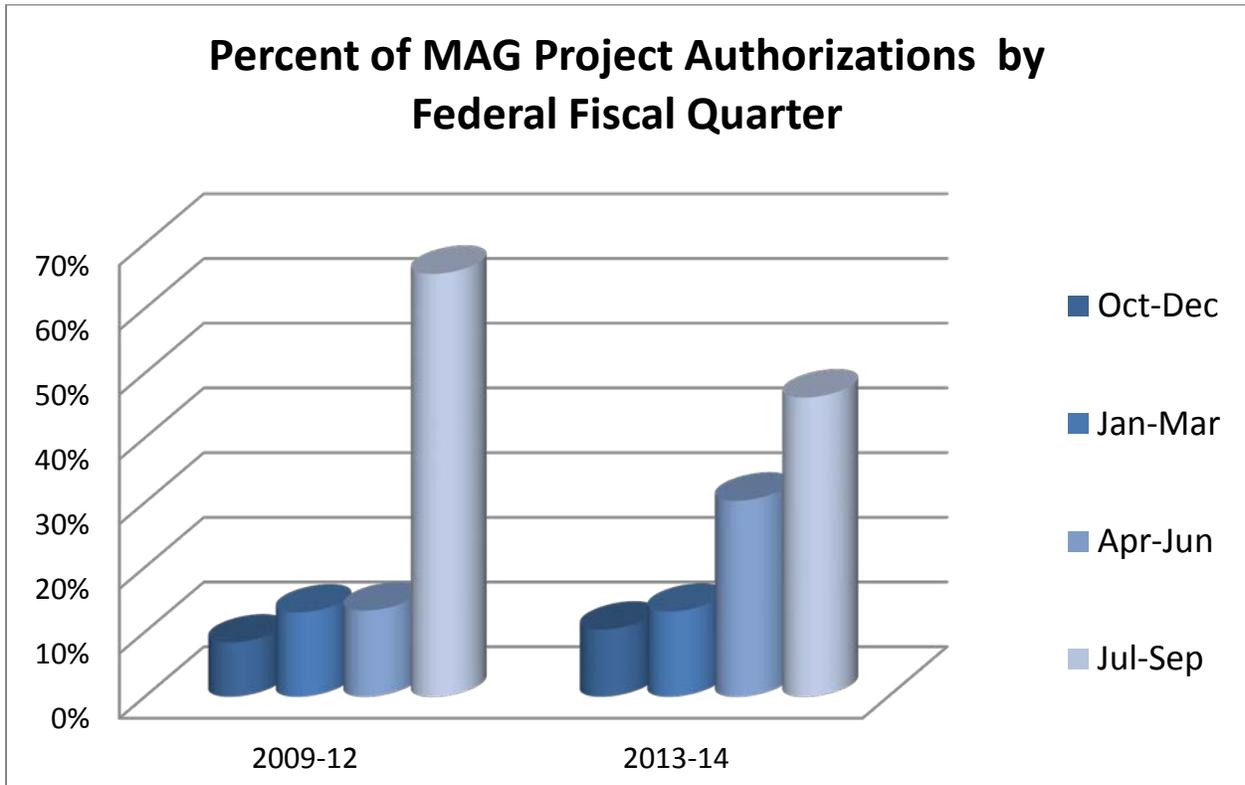
Background

The FY 2014-2018 MAG Transportation Improvement Program (TIP) over the FY 2014-2017 period includes per year, approximately 48 locally sponsored, MAG FHWA funded projects outside the life cycle programs for freeways, arterial streets and transit. These projects must be authorized in the year programmed or lose federal obligation authority. The process to authorize a project is often quite long and involves numerous steps which require multiple interactions between the local project sponsor and ADOT staff. This work activity of project review was previously funded using the statewide Highway Revenue Fund that currently has been substantially reduced, necessitating the increased ADOT review fees.

A major consequence of the current practice is the majority of projects to be authorized arrive to ADOT at or near the deadline and there is not enough staff time to process prior to the end of the

¹ This estimate is based on the average number of MAG federally funded projects in the first four years of the FY 2014-2018 MAG Transportation Improvement Program.

State Fiscal Year. The following chart shows the number of authorizations by federal fiscal year quarter for the period from 2009 through 2014.



In the period from 2009 to 2012, ADOT changed the deadline for submitting projects from the beginning of August to June 30th in 2013, and then to June 1st in 2014 and 2015. In all cases, the overwhelming majority of the projects authorize near or at the deadline. This exposes MAG to the risk of losing obligation authority, risks project deferrals, and floods ADOT and FHWA with work at the end of the state fiscal year (June 30), and federal fiscal year (September 30).

Program

To address these problems MAG has set up a pool of MAG sub-allocated federal funds available to be used to pay a portion of the ADOT fees to initiate projects outside the life cycle programs. The funds would be used for the following:

- The setting up of the project in the ADOT database management system and the assignment of ADOT and federal project identification numbers.
- Conducting a kickoff meeting with ADOT staff to inform the member agency of the process needed to authorize projects and allow ADOT staff a preliminary view of the project.
- Begin early work on the development of an Intergovernmental Agreement (IGA) or a Joint Project Agreement (JPA).
- Any unused funds from these activities would be used to pay for other ADOT fees associated with the project.

For certification accepted agencies (Chandler, Maricopa County, Mesa, Phoenix, Scottsdale, and Tempe) the funding can be used to cover ADOT fees for environmental reviews.

The federal funding available per project is \$2,829. The sponsoring agency needs to provide \$171 in local match for the federal funding at submittal to ADOT. To authorize the federal funding, the project sponsor needs to sign a simple letter contract with ADOT. All information regarding the PIP program and the letter contract will be available on the MAG website including annual reports on utilization of the pool funding in September each year.

To provide member agencies with an incentive to initiate their projects early, the size of the funding pool is set to less than that needed by the number of projects eligible to use funding from the pool and is available for only a limited time during the year (first quarter of the federal fiscal year). The pool will not exceed \$250,000 annually. Member agencies authorize funds at ADOT on a first come, first served basis from the PIP until it reaches a balance of zero or the expiration date occurs – December 31st. The ADOT Local Public Agency manager tracks and reports to the MAG TIP manager on the progress of early submittals utilizing the PIP. Obligation authority not authorized from the PIP will be included in Closeout or loaned to the Arterial Life Cycle Program if a positive balance occurs, and returned the following year for use in the PIP.

The total amount of the PIP provided each year will be approved via a TIP amendment by the MAG Regional Council in September or earlier for the coming federal fiscal year. This action would also identify projects eligible to receive the funding. Eligibility will be limited to projects that have not been initiated at ADOT previously and be based on the type of project (i.e., design, right-of-way, construction and procurement) and the year programmed (i.e., future year projects). The program operates as a pilot program for three years with an annual report, listing funding utilized and the date by month in which projects authorize.

For additional information or questions, please contact Stephen Tate (state@azmag.gov) or Teri Kennedy (tkennedy@azmag.gov) at (602) 254-6300.

Transportation Alternatives Application For FY 2015, 2016, 2017 Projects



Due: October 22, 2013 at 10:00 a.m.
(LATE AND/OR INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED)

Amount Available: \$4,000,000/year



Eligible Activities

Through consultation with MAG member agencies and with the approval of the MAG Regional Council, MAG has determined that the MAG Transportation Alternatives program will prioritize the following eligible activities:

1) Transportation Alternatives as defined in 23 U.S.C. 101(a)(29) (MAP-21 §1103):

A. Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.).

B. Construction of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.

C. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.

2) The safe routes to school (SRTS) program eligible projects and activities listed at section 1404(f) of the SAFETEA

A. Infrastructure-related projects

http://www.fhwa.dot.gov/environment/safe_routes_to_school/guidance/#toc123542197

B. Noninfrastructure-related activities (There is a separate MAG application for non-infrastructure SRTS)

http://www.fhwa.dot.gov/environment/safe_routes_to_school/guidance/#toc123542199

Eligible Project Sponsors

MAG has determined that, in order to qualify for MAG TA funding, any project application MUST be submitted by a MAG Member agency. Eligible entities who are not MAG Member Agencies may partner with a MAG Member Agency to submit a project, but the MAG Member Agency must be the primary project applicant.

Under 23 U.S.C. 213(c)(4)(B), the **Eligible Entities** to receive TAP funds are:

Local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts, local education agencies, or schools, tribal governments, and any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or a State agency) that the State determines to be eligible, consistent with the goals of subsection (c) of section 213 of title 23.

State DOTs and MPOs are not eligible entities as defined under 213(c)(4)(B) and therefore are not eligible project sponsors for TAP funds. However, State DOTs and MPOs may partner with an eligible entity project sponsor to carry out a project.

MAG TA PROGRAM GOALS

1. Improve pedestrian and bicyclist accessibility and connectivity on the transportation network.
2. Assist in providing a safe environment for the bicyclists and pedestrians on both the on-street and the off-street transportation networks.
3. Make bicycling and walking to public K-8 schools a safer and more desirable transportation alternative to motorized vehicles.

DEFINITIONS:

Accessibility: The ability of transportation infrastructure improvements to provide better access to transit stops, destinations, schools, homes/subdivisions, and employment for people that are walking or biking for all ages and abilities.

Connectivity: The ability of transportation infrastructure improvements to link the proposed project to other bike/pedestrian facilities, completing a gap in a bike/pedestrian facility, or a city/town.

Safety: Projects that make a street safer by addressing a perceived or observed safety problem, including (but not limited to): high vehicle speed, crashes, striping, intersection crossings, or mid-block crossings.

MAG TA PROGRAM OBJECTIVES

- Fund eligible Transportation Enhancement and Safe Routes to School (SRTS) projects through the federal MAP-21 Transportation Alternatives fund.
- Fund bike and pedestrian improvement projects that provide a safe transportation route or improve a transportation route
- Fund bike and pedestrian improvement projects that address a perceived or observed problem/safety issue, including (but not limited to) unsafe street crossings; missing, narrow or poorly maintained sidewalks; adding/improving bike lanes (restriping, widening, colored pavement); or disconnected/inaccessible bike or pedestrian facilities, while connecting residents to transit stops/centers or other destinations.
- Fund Safe Routes to School (SRTS) non-infrastructure projects that educate and encourage K-8 students, parents, and school resources officers/staff on bicycle and walking options.
 - o GUIDELINE - Funding will be set aside at 9% of total Transportation Alternatives funding, with a maximum yearly total of \$400,000. If the total value of projects awarded for Safe Routes to School non-infrastructure projects is less than the total programmed set-aside, remaining funds will be applied toward eligible infrastructure projects.
 - o GUIDELINE – These projects will need to evaluate on a quarterly basis as required by the federal government, and address enforcement and encouragement. .
- Utilize evaluative tools based on quantitative and qualitative performance measures to inform project rankings in the application process.

MAP-21 TRANSPORTATION ALTERNATIVES PROGRAM (TA) APPLICATION
TA Funding Available for Federal Fiscal Year 2015, 2016 and 2017

General Instructions:

This Excel form is to be used to request federal Transportation Alternatives (TA) funding available through the Maricopa Association of Governments (MAG) for projects to be included in the FY2014-FY 2018 MAG Transportation Improvement Program. Funding is available for Federal Fiscal Year (FFY) 2015, 2016 and 2017.

This application form includes:

- General Instructions
- Cover Sheet
- Part A - Contact and Project Description
- Part B - Segment Description and Proposed Improvements
- Part C - Required and Optional Attachments
- Part D - Cost Estimate Spreadsheet
- Part E - Project Budget Summary and Schedule
- Part F - Checklist and Signature Page
- Transmittal Instructions and Schedule

Each part is a separate tab of this excel file. Please complete the Cover Sheet and Parts A - F. Alternative application forms are available upon request.

Deadlines and Transmittal Instructions:

Twelve copies of a printed, complete and signed application must be received in the MAG offices by **Tuesday, October 22, 2013 at 10:00 a.m.** The application must also include a CD with the Excel application and a PDF of the entire application (including all required attachments as specified in Part C).

Detailed transmittal instructions are located in a separate tab in this excel sheet. **Late and/or incomplete applications will not be accepted.**

If member agencies need additional information or have questions, they should contact Maureen DeCindis at (602) 254-6300 or by e-mail at mdecindis@azmag.gov

All information is required, unless noted by the word - Optional.

**INSERT PHOTO OF PROJECT AREA
EXISTING CONDITIONS HERE**

**Transportation Alternatives Application for
FY 2015, 2016, and 2017 Projects**

ENTER PROJECT NAME

ENTER MAG MEMBER AGENCY NAME

**APPLICATIONS ARE DUE AT MAG OFFICES BY
Tuesday, October 22, 2013 at 10:00 a.m.**

(LATE AND/OR INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED)

PART A - CONTACT AND PROJECT DESCRIPTION	
Contact Information	
1. Name of Sponsoring Agency	
2. Agency Contact Name	
3. Phone Number of Agency Contact	
4. E-Mail Address of Agency Contact	
5. Mailing Address of Agency Contact	
Project Description	
6. Please provide the Project Title.	
7. Please provide a concise, specific description of the project (250 character limit):	
8. Please provide the project limits:	
Safe Routes to School (if project is NOT a Safe Routes to School project, proceed to Part B)	
9. School Name	
10. School Address	
11. School City, State, ZIP Code	

PART B-PROJECT DESCRIPTION

This part of the form identifies the current characteristics and proposed improvements for each project.

The purpose of Part B is to provide sufficient information to evaluate the cost estimate for the project and to provide assurance that the project will be capable of meeting the ADOT administered federal design review and clearance process. This process requires environmental, ROW and utilities clearances and a bid ready design prior to FHWA approval to encumber federal funding for construction.

NOTE: For Part B, Questions 12-13 and 15-18, the specified distance will vary (and update automatically) depending on the project type identified in Part B, Question 1. Pedestrian-only projects will use a distance of 1/4 mile, while bicycle and Shared-Use projects will use a distance of 1/2 mile.

1. What type of project is this? (Check only one)

<input type="checkbox"/>	Bicycle lane (4' min. w/o curb/gutter)	<input type="checkbox"/>	Wide Sidewalk (8' min.)
<input type="checkbox"/>	Bicycle lane (5' min. with curb/gutter)	Other:	
<input type="checkbox"/>	Shared-use path (10' min.)	<input type="text"/>	
<input type="checkbox"/>	Detached Sidewalk with 4' min. buffer		
<input type="checkbox"/>	Sidewalk (5' min.)		

2. What other major elements are included in this project? (Check all that apply)

<input type="checkbox"/>	Bridge (overpass)	<input type="text" value="0"/>	Number of new openings in street walls
<input type="checkbox"/>	Tunnel (underpass)	<input type="text" value="0"/>	Number of Trees
<input type="checkbox"/>	Safe Routes to School	<input type="text" value="0"/>	Number of Shade Structures
<input type="text" value="0"/>	Signalized Crossing	<input type="text" value="0"/>	Number of Seating/Rest Area(s)
<input type="text" value="0"/>	Signalized midblock crossing/HAWK	<input type="text" value="0"/>	Number of bicycle/pedestrian counting devices
<input type="text" value="0"/>	Countdown Pedestrian Signal	Other:	
<input type="text" value="0"/>	Number of Bike racks/lockers	<input type="text"/>	
<input type="text" value="0"/>	Number of Drinking Fountains		
<input type="text" value="0"/>	Number of Way-finding Signs		
<input type="text" value="0"/>	Number of Trash receptacles		

3. Please describe the existing condition of the project site and any problem(s) being addressed.

4. Please describe the work being done and improvements being made as part of this project.

5. What do you hope to achieve with this project?

6. Please provide a site safety / crash history, and provide a source for this information.

Please describe any car-bicycle and car-pedestrian crashes on streets within 2-mile radius of the project (within the last 5 years). You may attach crash reports or summarize their results below.

7. Safety improvements to be included for this project: (Check all that apply)

<input type="checkbox"/>	Wide bike lanes (6'-7')	<input type="text"/>	Buffer Zone, Width
<input type="checkbox"/>	Wide sidewalk (8' min.)	<input type="text"/>	
<input type="checkbox"/>	Grade-separated crossing (overpass or underpass)	Other	
<input type="checkbox"/>	Signalized crossing/Ped countdown/HAWK	<input type="text"/>	
<input type="checkbox"/>	Lighting		
<input type="checkbox"/>	Striping/re-striping of roadway		
<input type="checkbox"/>	Countdown signals		

PART B-PROJECT DESCRIPTION

8. How does this project improve upon an existing safety issue?

9. How does the project improve ADA facilities for persons with disabilities?

10. How does the project create a sense of place?

11. Connectivity: (Check all that apply)

Project fills a gap in the system
Explain:

Project connects to other local bikeways
List of connected bikeways:

Multi Jurisdiccional Project
List of Participating Jurisdictions:

Total length of facilities connected by this project (in miles)

12. Number of transit stops this project will connect to. Do NOT count major transit facilities (park and rides, transit centers, etc.) in this question. List associated route(s) and their peak frequency, using Valley Metro as the source.

Within 1/4 mile
List routes and frequency:

13. Number of major transit facilities (park and rides, transit centers, etc.) served by this project:

Within 1/4 mile
List:

14. Describe how this project will improve access from nearby neighborhoods and/or adjacent uses:

PART B-PROJECT DESCRIPTION

15. Number of activity centers (parks, libraries, senior centers, recreational centers, etc.) this project will benefit:

Within 1/4 mile

List:

16. Number of commercial and employment destinations (malls, retail centers, business parks, etc.) this project will benefit (for example, a mall is ONE destination; do NOT count every store in a mall as a separate destination):

Within 1/4 mile

List:

17. Number of K-8 public schools this project will benefit:

Within 1/4 mile

List:

18. Number of other schools (charter schools, high schools, colleges, and universities) this project will benefit:

Within 1/4 mile

List:

19. What are the demographics of the area served:

[MAG Demographic Mapping](#)

People Per Square Mile

% Families in Poverty

Use the MAG Demographic Mapping link above. Zoom in to your project area. On the right-hand side of the screen, under "Reporting," select "Custom." Next, select "Corridor of Interest." Left-click to begin drawing. Draw a line through all census blocks adjacent to your project, left-clicking where needed to change the direction of the line Double-click to finish drawing the line. The selected census blocks will become highlighted in blue. A pop-up box will appear with "Results for Selected Block Groups." Select the "Summary Report" tab, and use the data found there. You may export the results to Excel (click the printer icon at the top-right side of the pop-up window) for your records.

PART B-PROJECT DESCRIPTION

20. Please provide the following information on the facility on which the improvement will be located.

For a linear project, please enter the Facility Name, Starting Limit and Ending Limit:

For a point project (e.g. an intersection or crossing), please enter a Facility Name and a Crossing Feature:

Federal Functional Classification of the Facility:

[Link to MAG webpage for Federal Functional Classification Map](#)

Type of Facility the Improvement will be located on:

Length (in Miles)

Posted Speed Limit (MPH)

Number of Travel Lanes

21. Please provide an estimated traffic volume (ADT) below. If project is not on a road (ex. Canal path), use nearest parallel arterial.

ADT Estimate

Date Counted

Name of road the traffic count was taken from

Description of Methodology and Source used for the ADT Estimate

22. Federal law requires that all federally funded projects comply with a federal environmental clearance. For projects that have a minimum ground disturbance, environmental surveys are required and an environmental document will need to be prepared, which typically requires 12 months to complete.

Describe any known cultural, historical and biological resources, hazardous materials or other environmental issues that could affect work on the segment.

23. Current ROW: (Check all that apply)

Agency owns all ROW Needed

ROW to be acquired

Owners will donate ROW

Agency owns easement

Agency has right-of-use (i.e. canal)

Condemnation may be required

24. Please describe any right of way issues associated with the project.

25. Current Utilities in or abutting the alignment: (Check all that apply)

No Utility in or abutting the alignment

Canals & Drainage

Power Lines & Cables

Pipelines, Sewer and Water

Private Structures

Other:

PART B-PROJECT DESCRIPTION

26. Please describe any utility conflicts that will need to be addressed.

27. Guidelines used to develop project: (Check all that apply)

- AASHTO Guide for Bicycle Facilities
- MAG Pedestrian Policies and Design Guidelines
- MAG Complete Streets Guide
- MAG Designing Transit Accessible Communities
- NACTO Urban Bikeway Design Guide
- RPTA Bus Stop Program and Standards

Other:

28. Jurisdiction has the following policies for improved bicycle/shared use facilities:

- With new development and capital improvement projects, bike lanes on arterial streets are:
- With new development and capital improvement projects, bike lanes on collector streets are:
- With pavement restoration or regular pavement maintenance on arterial streets, bike lanes are:
- With new development or during development retrofits, shared-use paths are:
- Bicycle program implemented, including bike education, safety events, and bike maps
- Complete Streets Policy

29. The project is: (Check one)

- Identified in General Plan, council adopted policy, or Capital Improvements Program (provide source)
List:
- Consistent with general policy/practices, but not formally identified (provide source)
Explain:
- Not addressed by jurisdiction's plans, policies, or practices
Explain:

30. Identify the organization(s) responsible for on-going maintenance and repairs of the project:

31. How will the applicant measure the success of this project?

32. Will bicycle/pedestrian count technology be incorporated? Will the devices broadcast automatic updates or require manual data collection? If manual, how will the agency identify staff resources to dedicate to collecting the data?

33. Will the project include an education/marketing component upon completion of construction, to publicize the project and increase citizen awareness of the project impact and benefits? If yes, please describe below.

Part C - Required Attachments

Listed below are the required attachments for this project application. These attachments are intended to demonstrate the need of the project. They should clearly show the segment alignment and features that connect to other bicycle, pedestrian, and/or shared-use facilities, as well as washes, canals, railroad crossings, and other crossing features that may affect the project.

PLEASE INCLUDE EACH ATTACHMENT AS A SEPARATE .JPEG OR .PDF FILE ON YOUR APPLICATION CD.

Please insert ALL attachments between Part B and Part D on your printed application, in the order they are listed below. See below for alternate submission requirements for GIS coverage files.

Required Attachments:

1) Please attach a map with streets labeled showing the location(s) of the proposed project, including a north arrow.

2) Please attach up to four photos indicating existing conditions in the project area (two 4x6 photos per page).

3) Please attach a simple diagram of the current typical cross section, including widths, of the segment that shows the right of way limits, sidewalks and shoulders (if any), and the lanes of travel.

OPTIONAL Attachments:

(OPTIONAL) Attach up to two photos showing what the completed project will look like, if available (these can be photoshop, renderings, etc.).

(OPTIONAL) Attach any crash report(s) referenced in Part B, Section 2, #6.

(OPTIONAL) If the applicant will be providing a GIS coverage (shapefile or geodatabase), please see the tab labeled "GIS Transmittal Instructions"

PART D - TRANSPORTATION ALTERNATIVES COST ESTIMATE FORM

Please provide a detailed cost estimate for this project. The data entered in this cost estimate sheet will automatically transfer into the correct fields in Part E. Rows 1-9 will remain visible at the top of this page at all times.

Sponsoring Agency:	Project Title:	Application Date:
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Part	Item Description	Unit	Quan.	Unit Price	Total	Federally Eligible	Federal Funds (94.3%)	Local Funds (5.7%)	Note(s)	
A. Scoping (15% Preliminary Engineering Design)	1. SITE TOPOGRAPHIC SURVEY	LS	1	\$0.00	\$0.00	No	\$0.00	\$0.00		
	2. PROJECT ASSESSMENT REPORT or DETAILED WORKPLAN	LS	1	\$0.00	\$0.00	No	\$0.00	\$0.00		
	3. ENVIRONMENTAL DETERMINATION (Infrastructure projects, including technical supporting documents)	LS	1	\$0.00	\$0.00	No	\$0.00	\$0.00		
	4. HAZMAT ASSESSMENT	LS	1	\$0.00	\$0.00	No	\$0.00	\$0.00		
	Subtotal Scoping (Part A)					\$0.00	\$0.00	\$0.00		
B. Final Preliminary Engineering Design - Stages II, III, IV And PS&E	1. Plans, Special Provisions or Bid Manual, Cost Estimate & Schedules.	LS	1	\$0.00	\$0.00	No	\$0.00	\$0.00		
	2. GEOTECHNICAL INVESTIGATION and Materials & Pavement Design Report	LS	1	\$0.00	\$0.00	No	\$0.00	\$0.00		
	3. DRAINAGE REPORT	LS	1	\$0.00	\$0.00	No	\$0.00	\$0.00		
	4. SWPPP	LS	1	\$0.00	\$0.00	No	\$0.00	\$0.00		
	Subtotal PE (Part B)					\$0.00	\$0.00	\$0.00		
Subtotal Preliminary Engineering (Part A + Part B)						\$0.00	\$0.00	\$0.00		
C. Right-of-Way Acquisition	1. Right-of-Way Acquisition	LS	1	\$0.00	\$0.00	No	\$0.00	\$0.00		
Subtotal Right-of-Way Acquisition (Part C)						\$0.00	\$0.00	\$0.00		
D. Utility Relocation	1. Utility Relocation	LS	1	\$0.00	\$0.00	No	\$0.00	\$0.00		
Subtotal Utility Relocation (Part D)						\$0.00	\$0.00	\$0.00		
E. Construction Or Implementation [For Non-Infrastructure Projects (No Ground Disturbing Activities), Address Only Part 4]	1. Hardscape Construction	Installation Of SWPP Measures		LS	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Site Preparation		LS	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Demolition	Sawcut	LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Remove Structures and Obstructions	LS	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Remove Fencing	LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Remove Structural Concrete	CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Remove Asphaltic Concrete Pavement	CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Remove Concrete Sidewalks, Slabs	CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Hazmat Abatement		LS	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Retaining Wall - Reinforced Concrete Cantilevered		SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Earthwork	General Excavation	CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Drainage Excavation	CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Structural Excavation	CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Structural Backfill	CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Borrow (In Place)	CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Curb & Gutter		LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Aggregate Base		CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Pathway Or Sidewalk Materials	Concrete	SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Colored Concrete	SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Stamped Color Concrete	SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Precast Concrete Pavers	SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Asphaltic Concrete	Ton	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Polymer or Resin Stabilized Surface	SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Concrete Pavers	SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Stamped Asphalt	SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Stamped Concrete	SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Concrete	SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Crosswalk Enhancement		SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Integral Color Concrete		SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Pedestrian ADA Ramp		SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Culvert Extensions		LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Pedestrian Lighting Including Conduit And Trenching		Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Handrail	Standard	LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Decorative	LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Subtotal Hardscape Construction						\$0.00	\$0.00	\$0.00

PART D - TRANSPORTATION ALTERNATIVES COST ESTIMATE FORM

Please provide a detailed cost estimate for this project. The data entered in this cost estimate sheet will automatically transfer into the correct fields in Part E. Rows 1-9 will remain visible at the top of this page at all times.

Sponsoring Agency:	Project Title:	Application Date:
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Part	Item Description	Unit	Quan.	Unit Price	Total	Federally Eligible	Federal Funds (94.3%)	Local Funds (5.7%)	Note(s)	
E. Construction Or Implementation [For Non-Infrastructure Projects (No Ground Disturbing Activities), Address Only Part 4]	2. Landscaping & Irrigation Items	Requirements	Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Trees (15 Gallon Size)	Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Trees (5 Gallon Size)	Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Shrubs (5 Gallon Size)	Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Shrubs (1 Gallon Size)	Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Cactus (5 Gallon Size)	Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Mulch	Decomposed Granite	CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Organic	CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Topsoil		CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Seeding		Acre	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Turf Sod		SY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Boulders		Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Irrigation System	Drip	SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Turf	SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Sleeving For Irrigation System	Directional Bore	LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Cut and Patch	LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Landscape Header Curb		LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Landscape Establishment		LS	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Subtotal Landscaping & Irrigation Items					\$0.00		\$0.00	\$0.00
		3. Site Furnishings	Benches	Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
	Seatwalls		LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
	Bike Racks		Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
	Trash Receptacles		Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
	Drinking Fountains		Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
	Signage (Standard Traffic Control)		Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
	Signage (Wayfinding)		Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
	Tree Grates		Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
	Subtotal Site Furnishings					\$0.00		\$0.00	\$0.00	
	4. Other Construction Items. Also, Itemized Line Items For Non-Infrastructure Projects. (Insert Additional Rows If Necessary)		Bicycle and Pedestrian Counter	Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
				1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
				1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
				1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
				1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
				1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
				1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
				1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Subtotal Other Construction					\$0.00		\$0.00	\$0.00
		5. Mobilization And Administration Costs	Contractor Mobilization	LS	1	\$0.00	\$0.00	No	\$0.00	\$0.00
	Traffic Control		LS	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
	Construction Survey & Layout		LS	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
	Construction Contingencies		LS	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
	Construction Administration		LS	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
	Subtotal Mobilization & Administration Costs					\$0.00		\$0.00	\$0.00	
	Subtotal Construction Or Implementation Cost (Part E)					\$0.00		\$0.00	\$0.00	
	F. Total Scoping, PE, Right-of-Way Acquisition, Utility Relocation, and Construction (Part A, B, C, D, and E)					\$0.00		\$0.00	\$0.00	
G. Adot Fee For Pe Reviews And Staff Charges (The higher of \$20,000 or 2% of Total Cost (Part F))					\$0.00	No	\$0.00	\$0.00		
H. Total Project Cost Including ADOT Fees (Part F + Part G)					\$0.00		\$0.00	\$0.00		

PART E - TOTAL PROJECT SCHEDULE AND BUDGET INCLUDING ALL SEGMENTS

Please verify that the cost and programming estimates for the total project are correct below. The numeric values on this sheet (in GREY) are automatically populated from the cost estimate sheet (Part D) and cannot be modified. If there are any errors in the numeric values on this sheet, please verify and correct the numbers you have entered into the cost estimate sheet (Part D). You MUST fill in the GREEN portions of Part E manually.

The design for the project should be programmed at least 1 year, preferably 2 years, prior to construction. Utilities and right of way should be programmed at least 1 year prior to construction, but may occur in the same year as construction depending on utility and right of way concerns that are identified in questions 23-26 in Part B.

Cost Estimate for the Project Including ALL Segments	Cost	Additional Notes (if needed)			
1. ADOT Fee	\$0				
2. Design	\$0				
3. Right of way	\$0				
4. Utilities	\$0				
5. Construction	\$0				
6. Total Cost	\$0				
7. Will the agency maintain the improvement after it is completed?		<input style="width: 100px; height: 20px;" type="text"/>			
8. Expected Annual Maintenance Cost		<input style="width: 200px; height: 20px;" type="text"/>			
9. Identify Source of Maintenance Funds		<input style="width: 400px; height: 20px;" type="text"/>			
Requested MAG Programming	Year	Local Funding Source	Local Cost	Federal Cost	Total Cost
10. Design			\$0	Not Available	\$0
11. ADOT Fee			\$0	Not Available	\$0
12. Right of way and Utilities			\$0	Not Available	\$0
13. Construction			\$0	\$0	\$0
14. Total Costs			\$0	\$0	\$0

PART F - SIGNATURE AND CHECKLIST

Checklist

This checklist is included to facilitate applicant review and verification that all required fields in the form have been completed.

COVER SHEET	Complete?
Cover Sheet is completely filled out	
PART A - Contacts and Project Description Fields	Complete?
Contact Information, fields 1 – 5 are complete	
Project Description, fields 6 - 8 are complete	
Safe Routes to School, fields 9-12 are complete (if applicable)	
PART B - Project Description	Complete?
Fields 1 - 11 (Project Description) are complete	
Fields 12– 14 (Transit and Access) are complete	
Fields 15 – 19 (Attractors and Demographics) are complete	
Fields 20 – 26 (Traffic, Environmental, ROW, and Utilities) are complete	
Fields 27 – 29 (Guidelines, Policies, and Plans) are complete	
Fields 30 – 33 (Maintenance and Performance Measurement) are complete	
PART C - Required Attachments	Complete?
Field 1 - Project map is provided in the printed application and the PDF application	
Field 2 - Up to 4 photos of existing conditions are provided in the printed application and the PDF application (two 4x6 per page).	
Field 3 - Cross-section(s) provided in the printed application and the PDF application.	
(OPTIONAL)- Up to 2 photos/renderings of the completed project are provided in the printed application and the PDF application.	
(OPTIONAL) - Crash report(s) are provided in the printed application and the PDF application	
(OPTIONAL) - GIS coverage (shapefile or geodatabase) is provided on the CD with the application.	
PART D - Cost Estimate Worksheet	Complete?
Sponsoring Agency, Project Title, and Application Date are complete	
Part A - Scoping is complete	
Part B - Final Preliminary Engineering Design is complete	
Part C - Right-of-Way Acquisition is complete	
Part D - Utility Relocation is complete	
Part E - Construction or Implementation is complete	
Parts F, G, and H - Costs are complete and accurate	
PART E - Total Project Schedule and Budget Including All Segment Fields	Complete?
Fields 1 – 6 are complete and costs are accurate	
Field 7 - 9 are complete	
Fields 10 – 13 Years are complete	
Fields 10 – 13 Local Funding Sources are complete	
Fields 10 – 13 Local Costs are complete and accurate	
Field 10 - 13 Federal Costs are complete and accurate	
Field 14 Total Costs are complete and accurate	
PART F - Signature and Checklist	Complete?
Entire checklist is completed.	
Form is signed by MAG member agency's manager/administrator or designated representative.	
Name, title and date fields under the signature are completed.	
(SAFE ROUTES TO SCHOOL PROJECTS ONLY) - Additional signatures and related name, date, and title are completed.	

SIGNATURE(S):

As the MAG member agency's manager/administrator or designated representative, I certify that this application is accurate and complete and that the project will be included in the sponsoring MAG member agency's local CIP/TIP if the project is selected for federal funding.

Signature:	
Name:	
Title:	
Date:	

Complete the following ONLY if this is a Safe Routes to School Project.

Note: All signatures indicate an agreement in principle and a partnership on this project between the applicant and the signing organization. Although not all signatures are required, applications that include more signatures will be ranked higher

School/Site Official (required):
(Principal, assistant principal, teacher-in-charge, PE Teacher, SRTS coordinator)

Signature:	
Name:	
Title:	
Date:	

School District official (required):

Signature:	
Name:	
Title:	
Date:	

Law Enforcement Official (required):

Signature:	
Name:	
Title:	
Date:	

TRANSMITTAL INSTRUCTIONS and SCHEDULE

The due date and time for project applications to be submitted to MAG is **Tuesday, October 22, 2013 at 10:00 a.m.**

Member agencies are to:

1) Submit TWELVE printed, signed, and complete applications to MAG.

Please verify that the application is COMPLETE and signed in Part F. Please also verify that all Required Attachments (Part C) are included between Part B and Part D of the printed application.

2) Submit one CD with complete Excel application and PDF of the entire application to MAG.

Please verify that the entire, completed Excel application is on the CD, along with a PDF of the entire application (including all required attachments as specified in Part C).

To submit twelve printed, signed, and complete applications, and one CD with complete Excel application and all Required Attachments (Part C) to MAG, the applicant can mail to or drop off application **at MAG offices by Tuesday, October 22, 2013 at 10:00 a.m.**

Maricopa Association of Governments
ATTN: Maureen DeCindis,
302 N. 1st Avenue, Suite #200,
Phoenix, AZ 85003.

Instructions for the Submittal of GIS Data for CMAQ Funding Applications

It is preferred that, when possible, member agencies submit GIS data representing the locations of projects defined in their CMAQ Applications. For member agencies unable to meet this requirement, MAG staff is available to assist in this area.

Submission Requirements

GIS Data – For each geometry type (point, line, polygon), please provide a single GIS shapefile or feature class for your jurisdiction. Example: if you are submitting Project Applications that are for both linear features (bike lanes) and point features (crossings), you would submit a total of two shapefiles or geodatabase feature classes along with your Project Application.

File Formats – Agencies that are able to submit GIS data along with CMAQ Applications shall provide the data in one of three formats that are compatible with ESRI products: (1) shapefile, (2) Personal Geodatabase, or (3) File Geodatabase.

Spatial Reference – The preferred spatial reference system of submitted GIS data is State Plane Arizona Central NAD 83 HARN.

Attributes – All GIS data submitted shall, at a minimum, have the following attributes:

- PROJECT_TITLE – the name of the project; this should be the same as the Project Title in the Project Application
- LOCATION – (optional) a description of the location of the project. Linear features should be described by their start and end locations. Polygon features should be described using streets, water courses, canals, city boundaries, or other landmarks as a means of describing the location of the project.

PEDESTRIAN, BICYCLE and SHARED-USE FACILITY PROJECT APPLICATION

General Instructions:

This Excel form is to be used to request federal Congestion Mitigation and Air Quality (CMAQ) funding available through the Maricopa Association of Governments (MAG) for Bicycle Projects to be included in the FY2014-FY 2018 MAG Transportation Improvement Program. Funding is available for Federal Fiscal Year (FFY) 2015, 2016 and 2017.

This application form includes:

- Part A - Contact and Project Description,
- Part B - Segment Description and Proposed Improvements,
- Part C - Total Project Budget and Schedule,
- Part D - Checklist and Signature Page, and Transmittal Instructions and Schedule.

Each part is a separate tab of this excel file. Please complete Parts A - D. Alternative application forms are available upon request.

Deadlines and Transmittal Instructions:

Two copies of a printed, complete and signed application must be received in the MAG offices by **10:00 a.m. Wednesday, September 19, 2012**. The application is to be submitted electronically and should include ArcGIS shape files depicting the project location if they are available.

Detailed transmittal instructions are located in a separate tab in this excel sheet. Late applications **will not be accepted**.

If member agencies need additional information or have questions, they should contact Teri Kennedy or Stephen Tate at (602) 254-6300 or contact them by e-mail at the following addresses:

<mailto:state@azmag.gov>

<mailto:tkennedy@azmag.gov>

<mailto:MDeCindis@azmag.gov>

All information is required, unless noted by the word - Optional.

PART A - CONTACT AND PROJECT DESCRIPTION

Contact Information

1. Sponsoring Agency
2. Contact Name
3. Phone
4. E-Mail Address
5. Mailing Address

Project Description	
6. Please provide the Project Title.	
7. Please provide a general description of the project (Please no more than 200 characters)	
8. Please attach a map with streets labeled showing the location(s) of the bicycle/shared-use facility.	Please attach map with transmittal

PART B-PEDESTRIAN, BICYCLE & SHARED-USE PROJECT DESCRIPTION AND PROPOSED IMPROVEMENTS

This part of the form identifies the current characteristics and proposed improvements for each project.

The purpose of Part B is to provide sufficient information to evaluate the cost estimate for the project and to provide assurance that the project will be capable of meeting the ADOT administered federal design review and clearance process. This process requires environmental, ROW and utilities clearances and a bid ready design prior to FHWA approval to encumber federal funding for construction.

Section 1 - Project Description

1. What is the type of bicycle project? (Check all that apply)

<input type="checkbox"/>	Bicycle lane (4' min. w/o curb/gutter)	<input type="checkbox"/>	Shoulder paving is within 4-miles of a PM-10 monitor Link MAG Webpage for Map of PM-10 Monitor Locations
<input type="checkbox"/>	Bicycle lane (5' min. with curb/gutter)	<input type="checkbox"/>	Signalized crossing
<input type="checkbox"/>	Shared-use path (10' min.)	<input type="checkbox"/>	Signalized midblock crossing/HAWK
<input type="checkbox"/>	Bridge (overpass)	<input type="checkbox"/>	Mid-block crossing w/ pedestrian refuge
<input type="checkbox"/>	Tunnel (underpass)	<input type="checkbox"/>	Other <input type="text"/>
<input type="checkbox"/>	Paved shoulders (5' min.)		

1a. What is the type of pedestrian project? (Check all that apply)

<input type="checkbox"/>	Sidewalk (5' min.)	<input type="checkbox"/>	Signalized crossing
<input type="checkbox"/>	Wide sidewalk (8' min.)	<input type="checkbox"/>	Signalized midblock crossing/HAWK
<input type="checkbox"/>	Detached sidewalk (4' min. buffer)	<input type="checkbox"/>	Mid-block crossing w/ pedestrian refuge
<input type="checkbox"/>	Bridge (overpass)	<input type="checkbox"/>	Other <input type="text"/>
<input type="checkbox"/>	Tunnel (underpass)		

2. Please describe the facility on which the improvement will be located.

For a linear feature please enter the Facility Name, Starting Limit and Ending Limit. For a point feature (e.g. an intersection or crossing) please enter a Facility Name and a Crossing Feature.

Federal Functional Classification of the Facility

[Link to MAG webpage for Federal Functional Classification Map](#)

Type of Facility the Improvement will be located on

Length (in Miles)

Posted Speed Limit (MPH)

Through Lanes

The application submission will include ArcGIS shapefiles.

3. Please provide a map, aerial map, graphics and photos that clearly show the segment alignment and features that connect to other bicycle facilities and that cross into or about the alignment such as: washes, canals, railroad crossings, and other crossing features that may affect the project.

4. Please provide a simple diagram of the current typical cross section, including widths, of the segment that shows the right of way limits, sidewalks and shoulders (if any), and the lanes of travel.

PART B-PEDESTRIAN, BICYCLE & SHARED-USE PROJECT DESCRIPTION AND PROPOSED IMPROVEMENTS

5. Please provide an estimated traffic volume (ADT) below.

ADT Estimate

Date Counted

Name of road the traffic count was taken from

Description of Methodology used for the ADT Estimate

6. Federal law requires that all federally funded projects comply with a federal environmental clearance. For projects that have a minimum ground disturbance, environmental surveys are required and an environmental document will need to be prepared, which typically requires 12 months to complete. Describe any known cultural, historical and biological resources, hazardous materials or other environmental issues that could affect work on the segment.

Describe any known cultural, historical and biological resources, hazardous materials or other environmental issues that could affect work on the segment.

7. Current ROW: (Check all that apply)

Agency owns all ROW Needed
 ROW to be acquired
 Owners will donate ROW

Agency owns easement
 Agency has right-of-use (i.e. canal)
 Condemnation may be required

8. Please describe any right of way issues associated with the project.

9. Current Utilities in or abutting the alignment: (Check all that apply)

No Utility in or abutting the alignment
 Canals & Drainage
 Power Lines & Cables

Pipelines, Sewer and Water
 Private Structures
Other

PART B-PEDESTRIAN, BICYCLE & SHARED-USE PROJECT DESCRIPTION AND PROPOSED IMPROVEMENTS

10. Please describe any utility conflicts that will need to be addressed.

Section 2 - Proposed Improvements

11. Please describe the work to be performed on the project:

12. Guidelines used to develop project: (Check all that apply)

<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

AASHTO Guide for Bicycle Facilities
MAG Pedestrian Policies and Design Guidelines
MAG Complete Streets Guide

Other

13. Why is this project an enhancement to the local and/or regional transportation system? Is this a one-time opportunity?

14. Please describe the current surface condition of the proposed project

15a. Safety improvements to be included for bike facilities: (Check all that apply)

<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

Wide bike lanes (6'-7')
Grade-separated crossing (overpass or underpass)
Signalized crossing
Path lighting

Buffer Zone, Width

Other

15b. Safety improvements to be included for pedestrian facilities: (Check all that apply)

<input type="checkbox"/>

Wide sidewalk (8' min.)
Grade-separated crossing (overpass or underpass)
Signalized crossing
Path lighting
Shade

Buffer Zone, Width

Other

PART B-PEDESTRIAN, BICYCLE & SHARED-USE PROJECT DESCRIPTION AND PROPOSED IMPROVEMENTS

16a. Number of convenience improvements to be included for bike facilities:

- Number of Drinking Fountains
- Number of Way-finding Signs
- Number of Bike racks/lockers
- Number of Trash receptacles
- Number of Seating/Rest(s)

Number of Trees/shade structures

Other

16b. Number of convenience improvements to be included for pedestrian facilities:

- Number of Drinking Fountains
- Number of Way-finding Signs
- Number of Trash receptacles
- Number of Seating/Rest(s)

Number of Trees/shade structures

Other

17. How does this project improve upon an existing safety issue?

18. How does the project improve ADA facilities for persons with disabilities?

19. Connectivity: (Check all that apply)

- Project fills a gap in the system
- Project connects to other local facilities

- Project is on a regional facility

Regional Facility Name

- Multi Jurisdiccional Project

List of Participating Jurisdictions

Number of transit routes and Park & rides served.

List: route number(s)/park & ride(s) served.

20. Total length of facility connected by this project (in miles)

Miles of facilities connected

PART B-PEDESTRIAN, BICYCLE & SHARED-USE PROJECT DESCRIPTION AND PROPOSED IMPROVEMENTS

21. Number of activity centers (parks, libraries, senior centers, recreational centers, etc.) this project will benefit:

Within 1/4 mile
List:

1/4 mile to 1/2 mile
List:

1/2 mile to 1 mile
List:

22. Number of commercial destinations (malls, retail centers, business parks, etc.) and transit services (bus/rail routes, stops, and stations) this project will benefit:

Within 1/4 mile
List:

1/4 mile to 1/2 mile
List:

1/2 mile to 1 mile
List:

23. Number of schools (public elementary, middle, and high schools, colleges, and universities) this project will benefit:

Within 1/4 mile
List:

1/4 mile to 1/2 mile
List:

1/2 mile to 1 mile
List:

24. What are the demographics of the area served:

- Housing Density (Number of dwelling units per acre) within 1/2 mile
- The project is in a block group where the average household income is less than \$26,000/year (Use blockgroup data from the Census 2010)
- The project is in an area that serves adults over the age of 60 years (Use blockgroup data from the Census 2010)

PART B-PEDESTRIAN, BICYCLE & SHARED-USE PROJECT DESCRIPTION AND PROPOSED IMPROVEMENTS

25. Jurisdiction has the following policies for improved bicycle/shared use facilities:

With new development and capital improvement projects, bike lanes on arterial streets are:	Not Addressed
With new development and capital improvement projects, bike lanes on collector streets are:	Not Addressed
With pavement restoration or regular pavement maintenance on arterial streets, bike lanes are:	Not Addressed
With new development or during development retrofits, shared-use paths are:	Not Addressed
Bicycle program implemented, including bike education, safety events, and bike maps	Not Addressed
Complete Streets Policy	Not Addressed

26. The project is: (Check one)

- Identified in General Plan, council adopted policy, or Capital Improvements Program
List:
- Consistent with general policy/practices, but not formally identified
Explain
- Not addressed by jurisdiction's plans, policies, or practices

27. Describe how this project will be publicized to the general public.

28. How will you determine customer satisfaction/evaluation?

PART C - TOTAL PROJECT SCHEDULE AND BUDGET INCLUDING ALL SEGMENTS

Please provide a cost and programming estimate for the total project (e.g. the cost to complete all planned segment improvements). The design for the project should be programmed at least 1 year, preferably 2 years, prior to construction. Utilities and right of way should be programmed at least 1 year prior to construction, but may occur in the same year as construction depending on utility and right of way concerns that are identified in the segment description(s) in Part B(s).

Cost Estimate for the Project Including ALL Segments	Cost	Optional (Additional Notes)
1. ADOT Fee	0	None
2. Design	0	None
3. Right of way	0	None
4. Utilities	0	None
5. Construction	0	None
6. Contingency	0	None
7. Total Cost	0	None

8. Please attach a detailed cost estimate if available. [Link to MAG Webpage for Bike-Ped Cost Form](#)

9. Will the agency maintain the improvement after it is completed?

Yes

10. Expected Annual Maintenance Cost

0	Note
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Requested MAG Programming	Year	Local Funding Source	Local Cost	Federal Cost	Total Cost
11. Design	2013	HURF	0	Not Available	0
12. Right of way and Utilities	2013	HURF	0	Not Available	0
13. Construction	2015	HURF	0	0	0
			0	0	0

Pedestrian, Bicycle and Shared-Use Facility Project Application from for "

PART D - SIGNATURE AND CHECKLIST

As the jurisdiction's manager/administrator or designated representative, I certify that this application is accurate and complete and that the project will be included in the sponsoring MAG member agency's local CIP/TIP if the project is selected for federal funding.

Signature:

Name:

Title:

Date:

WILL FILL OUT AFTER QUESTIONS APPROVED.

Checklist - OPTIONAL

This check list is optional, but is included to facilitate applicant review and verification that all required fields in the form have been completed.

PART A - Contacts and Project Description Fields	Complete?
Contact Information, fields 1 – 5 are complete	
Project Description, fields 6 - 7 are complete	
Project Description, field 8 – project map is provided in the printed application. Please attach a PDF file in the electronic submittal.	
PART B - Segment Description and Proposed Improvements Fields	Complete?
Project Description, Section 1	
Fields 1 - 2 are complete	
Field 3 – segment alignment map is provided in the printed application. Please attach PDF file in the electronic submittal.	
Field 4 - please check box if included and provided in the printed application. Please attach PDF file in the electronic submittal.	
Fields 5 – 10 are complete	
Proposed Improvements, Section 2	
Fields 11 – 28 are complete	
PART C - Total Project Schedule and Budget Including All Segment Fields	Complete?
Fields 1 – 7 are complete	
Field 8 - please check box if included and provided in the printed application. Please attach PDF file in the electronic submittal.	
Field 9 - 10 are complete	
Fields 11 – 13 Years are complete	
Fields 11 – 13 Local Funding Sources are complete	
Fields 11 – 13 Local Costs are complete	
Field 11 - 13 Federal Costs are complete	
PART D - Signature Page Fields	Complete?
Form is signed	
Name, title and date fields are completed.	

Pedestrian, Bicycle and Shared-Use Facility Project Application from for "

TRANSMITTAL INSTRUCTIONS and SCHEDULE

The due date and time for project applications to be submitted to MAG is **Wednesday, September 19, 2012 by 10:00 a.m.**

Member agencies are to:

1) Transmit the application and all attachments electronically, and

To transmit the application electronically, please save the excel file, and then send the application and all attachments to Teri Kennedy, Transportation Programming Manager. Please send graphic attachments in PDF form. Click cell below to send e-mail.

[mailto: MAG Staff](mailto:MAG Staff)

2) Submit two printed, signed, and complete applications to MAG.

To submit two printed, signed, and complete applications to MAG, the applicant can mail (at MAG offices by Wednesday September 19, 2012 at 10:00 a.m.) or drop off application to:

Maricopa Association of Governments
ATTN: Teri Kennedy,
302 N. 1st Avenue, Suite #300,
Phoenix, AZ 85003.

Or, the applicant can scan a printed and signed application and transmit it via e-mail or fax to: tkennedy@azmag.gov or 602.254.6300 by Thursday September 19th @ 10:00 a.m. If the applicant is transmitting a scanned, printed, and signed application via e-mail or fax, the applicant will mail or drop off the original printed application by Wednesday, September 26, 2012.

Application Workshops and Open Working Group Meeting Schedule*

Monday, August 13, 2012 from 9:00-11:00 AM	Workshop on MAG Transportation Programming and Federal Fund Project Applications
Monday, August 27, 2012 from 1:00-3:30 PM	Open Working Group - Federal Fund Project Applications
Monday, September 10, 2012 from 8:30-11:00 AM	Open Working Group - Federal Fund Project Applications

* All meetings will be held on the 2nd Floor of the MAG Offices at 302 North 1st Ave, Suite 300, Phoenix, Arizona 85003

Instructions for the Submittal of GIS Data for CMAQ Funding Applications

It is preferred that, when possible, member agencies submit GIS data representing the locations of projects defined in their CMAG Applications. For member agencies unable to meet this requirement, MAG staff is available to assist in this area.

Submission Requirements

GIS Data – For each geometry type (point, line, polygon), please provide a single GIS shapefile or feature class for your jurisdiction. Example: if you are submitting Project Applications that are for both linear features (bike lanes) and point features (crossings), you would submit a total of two shapefiles or geodatabase feature classes along with your Project Application.

File Formats – Agencies that are able to submit GIS data along with CMAQ Applications shall provide the data in one of three formats that are compatible with ESRI products: (1) shapefile, (2) Personal Geodatabase, or (3) File Geodatabase.

Spatial Reference – The preferred spatial reference system of submitted GIS data is State Plane Arizona Central NAD 83 HARN.

Attributes – All GIS data submitted shall, at a minimum, have the following attributes:

- PROJECT_TITLE – the name of the project; this should be the same as the Project Title in the Project Application
- LOCATION – (optional) a description of the location of the project. Linear features should be described by their start and end locations. Polygon features should be described using streets, water courses, canals, city boundaries, or other landmarks as a means of describing the location of the project.

<Provide screenshot showing graphic link between survey response in Excel and the attribute table.>

Pedestrian/Bicycle Cost Estimation Form

Design Funding	Locally Funded									
Part	Item Description	Unit	Quan.	Unit Price	Total	Federally Eligible	Federal Funds (94.3%)	Local Funds (5.7%)	Note(s)	
A. Scoping (15% Preliminary Engineering Design)	1. SITE TOPOGRAPHIC SURVEY	LS	1	\$0.00	\$0.00	FALSE	\$0.00	\$0.00		
	2. PROJECT ASSESSMENT REPORT or DETAILED WORKPLAN	LS	1	\$0.00	\$0.00	FALSE	\$0.00	\$0.00		
	3. ENVIRONMENTAL DETERMINATION (Infrastructure projects, including technical supporting	LS	1	\$0.00	\$0.00	FALSE	\$0.00	\$0.00		
	4. HAZMAT ASSESSMENT	LS	1	\$0.00	\$0.00	FALSE	\$0.00	\$0.00		
	Subtotal Scoping (Part A)					\$0.00		\$0.00	\$0.00	
B. Final Preliminary Engineering Design - Stages II, III, IV And PS&E	1. Right-of-Way Acquisition	LS	1	\$0.00	\$0.00	FALSE	\$0.00	\$0.00		
	2. Plans, Special Provisions or Bid Manual, Cost Estimate & Schedules.	LS	1	\$0.00	\$0.00	FALSE	\$0.00	\$0.00		
	3. GEOTECHNICAL INVESTIGATION and Materials & Pavement Design Report	LS	1	\$0.00	\$0.00	FALSE	\$0.00	\$0.00		
	4. DRAINAGE REPORT	LS	1	\$0.00	\$0.00	FALSE	\$0.00	\$0.00		
	5. SWPPP	LS	1	\$0.00	\$0.00	FALSE	\$0.00	\$0.00		
Subtotal PE (Part B)					\$0.00		\$0.00	\$0		
C. Construction Or Implementation For Non-Infrastructure Projects (No Ground Disturbing Activities), Address Only Part 4	1. Hardscape Construction	Installation Of SWPP Measures	LS	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
		Site Preparation	LS	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
		Demolition	Sawcut	LF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
			Remove Structures and Obstructions	LS	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
			Remove Fencing	LF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
			Remove Structural Concrete	CY	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
			Remove Asphaltic Concrete Pavement	CY	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
		Remove Concrete Sidewalks, Slabs	CY	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
		Hazmat Abatement	LS	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
		Utility Relocation	LS	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
		Retaining Wall - Reinforced Concrete Cantilevered	SF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
		Earthwork	General Excavation	CY	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
			Drainage Excavation	CY	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
			Structural Excavation	CY	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
			Structural Backfill	CY	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
			Borrow (In Place)	CY	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
		Curb & Gutter	LF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
		Aggregate Base	CY	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
		Pathway Or Sidewalk Materials	Concrete	SF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
			Colored Concrete	SF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
			Stamped Color Concrete	SF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
			Precast Concrete Pavers	SF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
			Asphaltic Concrete	Ton	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
		Polymer or Resin Stabilized Surface	SF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
		Concrete Pavers	Concrete Pavers	SF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
			Stamped Asphalt	SF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
			Stamped Concrete	SF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
			Concrete	SF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
		Crosswalk Enhancement	Integral Color Concrete	SF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
		Pedestrian ADA Ramp	SF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
	Culvert Extensions	LF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00		
	Pedestrian Lighting Including Conduit And Trenching	Each	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00		
	Handrail	Standard	LF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
		Decorative	LF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
	Subtotal Hardscape Construction				\$0.00		\$0.00	\$0.00		

2. Landscaping & Irrigation Items	Trees Above 15 Gallon In Size As Required Per Local Code Or Special Design Requirements		Each	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
	Trees (15 Gallon Size)		Each	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
	Trees (5 Gallon Size)		Each	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
	Shrubs (5 Gallon Size)		Each	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
	Shrubs (1 Gallon Size)		Each	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
	Cactus (5 Gallon Size)		Each	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
	Mulch	Decomposed Granite		CY	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
		Organic		CY	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
	Topsoil			CY	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
	Seeding			Acre	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
	Turf Sod			SY	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
	Boulders			Each	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
	Irrigation System	Drip		SF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
		Turf		SF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
	Sleeving For Irrigation System	Directional Bore		LF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
		Cut and Patch		LF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
	Landscape Header Curb			LF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
	Landscape Establishment			LS	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
	Subtotal Landscaping & Irrigation Items						\$0.00		\$0.00	\$0.00
	3. Site Furnishings	Benches		Each	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
		Seatwalls		LF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
Bike Racks		Each	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00		
Trash Receptacles		Each	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00		
Drinking Fountains		Each	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00		
Signage (Standard Traffic Control)		Each	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00		
Tree Grates		Each	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00		
Subtotal Site Furnishings						\$0.00		\$0.00	\$0.00	
4. Other Construction Items. Also, Itemized Line Items For Non-Infrastructure Projects. (Insert Additional Rows If Necessary)				1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
				1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
				1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
				1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
				1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
				1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
				1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
				1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
Subtotal Other Construction						\$0.00		\$0.00	\$0.00	
5. Mobilization And Administration Costs	Contractor Mobilization		LS	1	\$0.00	\$0.00	FALSE	\$0.00	\$0.00	
	Traffic Control		LS	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
	Construction Survey & Layout		LS	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
	Construction Contingencies		LS	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
	Construction Administration		LS	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
	Subtotal Mobilization & Administration Costs						\$0.00		\$0.00	\$0.00
Subtotal Construction Or Implementation Cost (Part C)						\$0.00		\$0.00	\$0.00	
D. Total Scoping, PE and Construction (Part A, B, and C)						\$0.00		\$0.00	\$0.00	
E. Adot Fee For Pe Reviews And Staff Charges (The higher of \$20,000 or 2% of Total Cost (Part D))						\$0.00	FALSE	\$0.00	\$0.00	
F. Total Project Cost Including ADOT Fees (Part D + Part E)						\$0.00		\$0.00	\$0.00	