
FY 2013
Phoenix-Mesa-Glendale Urbanized Area
Grant Application

Federal Funds Regional Competitive Project Application



Competitive Selection Process Coordinated By:



Maricopa Association of Governments
302 N. First Avenue, Suite 300
Phoenix, AZ 85003

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SECTION 1: BACKGROUND AND PROCESS

APPLICATION & SELECTION PROCESS

Project funding will be determined by a competitive selection process. MAG staff will work in coordination with the Transit Committee/ad-hoc evaluation committee to determine eligibility for funding and ranking of projects.

The MAG staff will publish the list of applications and allow for a one week period for public comment. Applicant's contact information may be provided to the public.

APPLICANT INTERVIEWS

The Project Evaluation Panel members individually review and score each application prior to the applicant interviews. Applicants will be invited to an interview process after the evaluation panel conducts a preliminary review of the applications. The interview process provides an opportunity for the applicant to give a presentation on their proposed project(s) and allows the panel to ask the applicant questions based on their application, and seek any clarification deemed necessary.

APPROVAL PROCESS

Once the interviews are completed, the panel convenes, scores are discussed and final project selection decisions are made based on the published criteria. A review of the recommended application is conducted by the MAG staff and Transit Committee. Any projects that are denied or funded conditionally are given an opportunity to solicit feedback from the project coordinator of the selection panel and/or utilize the appeal process.

FINAL SELECTION

The draft list of recommended projects to be funded will be submitted to MAG Transit Committee for recommendation and to Regional Council for final project approval. Final projects are sent to the MAG Regional Council for authorization to receive and disburse grant funds and execute Grant Pass Through Agreements with City of Phoenix, the designated grant recipient and agencies whose projects have been selected for funding.

APPEAL PROCESS

Applicants will be given the opportunity to appeal the final funding recommendations. The applicant must use the following process to be recognized as a valid appeal. The letter of appeal must clearly identify the applicant, contact person, address, phone number, email address, project description and grounds for appeal. Letters of appeal must be submitted and postmarked within 14 calendar days after the postmarked date of decline notice and mailed to: Alice Chen at achen@azmag.gov. The appeal will be reviewed by the MAG Transit Committee at the following meeting date.

If the applicant is not satisfied with MAG Transit Committee's response, the appeal may be addressed during the MAG committee process, including the Transportation Review Committee, Management Committee, Transportation Policy Committee and Regional Council.

PROJECT EVALUATION PANEL

The evaluation process will include initial evaluation of all submitted projects, initial reading scores for all applications, and an evaluation session. The project evaluation panel will comprise of an ad-hoc evaluation team. The recommendations of the ad-hoc panel would be reviewed by the Transit Committee before they are forwarded to Regional Council for approval. The evaluation committee shall be composed of representatives from MAG member agencies.

- Each MAG member agency may choose to appoint one individual to the committee.
- The representative must remain constant throughout the process and commit to the initial evaluation, ranking, and selection process.
- A substitute representative may be allowed upon request.
- Representative must attend all meetings and submit all forms to be granted voting rights.

QUALIFYING CRITERIA

All projects will be required to submit an initial set of documentation to be eligible for consideration. Projects submitted through the competitive grant process need to meet the qualifying criteria before continuing through the process.

1. Local Match as demonstrated by either the:
 - CIP Budget; or,
 - A letter of commitment from the City Manager or Agency CEO;
2. A preliminary project scope;
3. Documentation that the National Environmental Policy Act (NEPA) process for the project has begun for non-Categorical Exclusion projects or demonstration of a Category Exclusion.

PROJECT AWARD

TIP/STIP AMENDMENT

All projects selected for funding must be included in the Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP) to apply to FTA for the funding. The selected projects are provided to MAG to process a TIP amendment and forwards to ADOT. ADOT then processes the amendment for inclusion in the STIP and forwards to FTA for final approval.

ENTERING INTO AGREEMENT WITH CITY OF PHOENIX

All sub recipients will be required to enter into a Grant Pass-Through Agreement with the City of Phoenix as a result of being awarded any grant funds. The City's Grant Pass Through Agreement incorporates the terms and conditions outlined in the FTA's Master Agreement. To view the FTA Master Agreement, visit: <http://www.fta.dot.gov/documents/18-Master.pdf>.

REPORTING

All projects rewarded under the competitive Grant Process will be required to adhere to reporting guidelines. Project updates are will be reported to the MPO on a semi-annual basis.

CLOSE OUT

Projects funded under the competitive process will have will be subject to close-out policies adopted by MAG Regional Council. Please refer to the policy guidelines.

PROGRESS/TIMELINES

Projects awarded under the Regional Competitive Process will have a four year window to complete projects and a maximum deferment period of one year after which the funds are available for reprogramming, through the close-out process. A second deferment may be allowed but must be approved by MAG Regional Council and must demonstrate extraordinary circumstances. It is understood that procurement projects have a different process and schedule.

Phase	Step	Time from Award to Complete
Design	Bid	2 Years
	Award	
	Complete	
Environmental	Review Initiated	2 Years
	Documentation Complete	
	FTA Approval	
Right-of-Way	Site Selected	1 Year
	Acquisition Complete	
Construction	Bid	1 Year
	Award	
	Complete	

DEADLINE AND CONTACT IFORMATION

For inquiries regarding the FTA Competitive Projects Process through the Maricopa Association of Governments (MAG), contact Alice Chen or Teri Kennedy, 302 N. 1st Avenue, Suite 300, Phoenix, Arizona, 87503, Phone: (602) 254-6300, Fax: (602) 254-6490, E-mail: achen@azmag.gov or tkennedy@azmag.gov.

APPLICATION DEADLINE

Applications are due to the MAG offices, 302 North 1st Avenue, Suite 300, Phoenix, AZ 87503 no later than **March 11, 2013 at 10:00 a.m. Mountain Standard Time.** Please make all materials attention to **Alice Chen.** MAG staff will time and date stamp your materials, certifying the date/time your application was received. A receipt can be issued if requested.

Late applications will not be accepted.

Submittal must include two hard copies of the application.

ADDITIONALLY- please submit one (1) electronic copy via email or CD to Alice Chen at achen@azmag.gov.

SECTION 2: CHECKLIST and SCHEDULE

CHECKLIST

The following documents must be submitted as part of your application:

- Section 2 – Checklist and Schedule**

- Section 3 – Project Description**

- Section 4 – Evaluation Metrics**

- Section 5 – Attachments**

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PRELIMINARY SCHEDULE FOR FISCAL YEAR 2013¹

Date	Description
February 14, 2013	Transit Committee - recommends MAG Regional Programming Guidelines for Federal Transit Formula Funds and Project Application to Regional Council for Approval
February 15, 2013	MAG staff - Applications made available to member agencies
March 11, 2013	Applicants - Applications due to MAG – 10:00 a.m.
March 14, 2013	Transit Committee - reviews list of applications/ applicants
March 15, 2013	MAG staff - Application made available to Evaluation Committee on MAG website Public notice of funding available is submitted for publication.
March 19, 2013	Evaluation Committee - training 10:00 – 11:00 a.m.
March 27, 2013	MAG Regional Council - approves final MAG Regional Programming Guidelines for Federal Transit Formula Funds and Project Application
March 28, 2013	Public notice of agencies submitting for funding is submitted for publication.
April 8, 2013	Evaluation Committee - questions for applicants due to MAG Staff – 10:00 a.m. MAG Staff - Questions emailed out to applicants with 24 hours.
April 11, 2013	Transit Committee - information/updates as necessary
April 12, 2013	Applicants - Responses from to questions to MAG – 10:00 a.m. MAG Staff - Responses posted to MAG website within 24 hours.
April 19, 2013	Evaluation Committee - Initial Evaluation Scores due to MAG Staff – 10:00 a.m.
April 22, 2013	Applicants - Powerpoints (not required) due to MAG – 10:00a.m.
April 24, 2013	Evaluation team/Applicants - meet for presentation/Q&A – 15 minute maximum time per Project Application.
May 9, 2013	Transit Committee - recommend list of projects for inclusion in TIP
June 26, 2013	MAG Regional Council - approves list of projects
August 21, 2013	Regional Council - Approves TIP
September, 2013	Governor's designee approves MAG 2014-2018 TIP
October, 2013	First Four Years of the MAG 2014-2018 TIP included in 2013-2016 Arizona STIP

¹ Please note that this schedule is preliminary and subject to change.

SECTION 3: PROJECT DESCRIPTION

PROJECT OVERVIEW

1 Please provide the following:

Lead Agency	City of Tempe
Other Partnering Agencies	
Project Type (Transit Accessibility, State of Good Repair, or Asset Management, etc.)	Transit Accessibility
Project Title	Route 56 Bus Stop Improvements

2 Please provide Program Year Preference. Circle the appropriate year for each choice.

First Choice	FY 2013	FY 2014	FY 2015
Second Choice	FY 2013	FY 2014	FY 2015
Third Choice	FY 2013	FY 2014	FY 2015

3 List the amount requested for your project.

	Local Share:	Federal Share:	TOTAL AMOUNT:
Capital (80/20):	22,000	100,000	122,000

Project Goals and Objective

- 4 Please describe your project goals and objectives. Include in the description how you plan to measure and report the success of your project as a good use of regional Federal Funding? (750 characters or less).

Design and construct ADA accessible bus stops, lighted bus shelters, and appropriate bus stop furniture along Priest Drive between Chandler Boulevard and Elliot Road.

Design and construct bus pullout at the northeast corner of Priest and Ray Road to accommodate route layovers.

- 5 Please provide your project location. Please attach a GIS-Based Map in shape file format. Include in the description the target population(s) to be served. (450 characters or less)

The project is located between Elliot Road and Chandler Boulevard. Based on a 3 mile bike shed, there are approximately 133,117 residents in the area.

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6 Please provide the scope of the project including estimated start and completion dates for your project. Please limit written narrative to 750 characters or less and fill out box below.

Phase	Step	Applicable? (Y/N)	Estimated Completion Date
Design	Bid	N	
	Award	Y	MONTH 1 FROM FTA APPROVAL
	Complete	Y	MONTH 3 FROM FTA APPROVAL
Environmental	Review Initiated	Y	MONTH 1 FROM FTA APPROVAL
	Documentation Complete	Y	MONTH 3 FROM FTA APPROVAL
	FTA Approval	Y	MONTH 4 FROM FTA APPROVAL
Right-of-Way	Site Selected	Y	MONTH 1 FROM FTA APPROVAL
	Acquisition Complete	N	
Construction	Bid	Y	MONTH 5
	Award	Y	MONTH 7
	Complete		MONTH 12

7 Please provide any on-going operations and maintenance costs that will be incurred as a result of this project.

Estimated additional annual operations & maintenance funds required for features/functions added by this project	2000
Estimated DATE from when required additional O&M funds will be available to support this project	MONTH 12
Source of additional O&M funds necessary to support this project	TEMPE TRANSIT TAX

SECTION 4: EVALUATION METRICS

Please fill out Part A in this section if the project is best classified as a State of Good Repair Project and Part B if it is best classified as a Transit Accessibility Project. **PLEASE FILL OUT ONLY PART A OR PART B.**

A. PERFORMANCE BASED PROJECT EVALUATION CRITERIA FOR STATE OF GOOD REPAIR (40%)

- 1** Please describe the asset(s) age relative to its useful life. What is the useful life of the asset(s) as defined by FTA? Is this project a refurbishment of an existing resource? Please explain in 750 characters or less.

- 2** The following questions address how the project is critical to the type of service it provides, whether it is bus replacement, midlife rebuild, parts replacement or facility maintenance issue. Please limit to 250 characters per section.
 - a.** Please estimate the number of transit routes impacted and describe how the number is derived?

b. Please estimate the number of individuals impacted and describe how the number is derived?

c. Please describe how the proposed project will increase the lifecycle of an asset.

3 Please provide a cost/benefit analysis. Cost of project/number of people based on the data from 2a and 2b and 2c. Describe the results in 120 characters or less.

B. PROJECT PERFORMANCE BASED EVALUATION CRITERIA FOR TRANSIT ACCESSIBILITY (40%)

1 Please describe how the project when completed will improve transit access for pedestrians, bicyclist or other type of users. (450 character narrative allowed in addition to data supporting each metric).

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Description	Quantity
a) Measured by LOS on the adjacent roadway of the proposed project (MAG)	F
b) Measured by the traffic count on the adjacent roadway of the proposed project (MAG)	21,408
c) Measured by the number of residents within 1/2 miles walking distance for pedestrian and 3 miles for bicycle project (Census 2010)	133,117
d) Measured by the number of employment centers within 1/2 miles walking distance for pedestrian and 3 miles for bicycle project (Census 2010)	2,512
<p>You may provide additional narrative. Please limit to 450 characters or less.</p> <ul style="list-style-type: none"> - Traffic Count is for Priest Drive between Elliot Road and Chandler Boulevard was collected in 2009. Chandler Boulevard and Elliot Road are LOS F at AM and PM Peak. - Total population: 1/2 mile = 3,608 and 3 miles = 133,117. - Total employment centers: 1/2 mile 328 and 3 miles = 2,512. 	

2 The following questions address how the project proposes to improve system connectivity and system. Please limit to 450 characters per section.

a. How will it connect different modes?

No transit service exist at Priest Drive between Chandler Boulevard and Elliot Road. The corridor has significant amount of un-served employment and residence. By providing transit service, almost 225,000 residents and employees are provided alternative way to reach their destination.

b. How will it address missing links in the system?

Extending Route 56 on Priest Drive between Elliot and Chandler Boulevard will provide connection from the Washington Street light rail station; to Arizona Mills; to Chandler and to Phoenix.

c. Please estimate the number of routes impacted and describe how the number is derived?

The route will provide connection to the light rail; to Route 30; Route 45; Route 61; Route 77; Route 108 and the Chandler Boulevard bus route. The extension will connect to 6 bus routes and the light rail.

d. Please estimate the number of individuals impacted and describe how the number is derived?

Total individuals impacted within the 3 mile bike shed area: 90,311 employees and 133,117 residents.

3 Please describe how the project will directly or indirectly impact the land use of the project location to improve accessibility for transit users. Describe the results in 750 characters or less.

In Tempe, most of the area being served are already zoned for higher density use. Standards like bringing the buildings closer to the street, providing shortest path access to building entrances, and providing bike parking are standard development requirements. New developments will also provide 8-foot sidewalk along Priest Drive. (See Attachment 3)

4 Please provide a cost/benefit analysis. Cost of project/number of people based on the data from 2a and 2b and 2c. Describe the results in 120 character or less.

Total residents = 133,117 Total employment = 90,311
Total number of people = 223,428
Total Cost= \$117,000
C/B = \$0.52

C. PROJECT EQUITABLE / TITLE VI /SPECIAL NEEDS EVALUATION CRITERIA (30%)

This section must be filled out for **ALL** projects.

- 1 Please describe how the project will improve accessibility and transport services for economically disadvantaged populations, non-drivers, senior citizens, and persons with disabilities. Complete the table below by filling in the Quantity box.**

Description	Quantity
a) Percentage low income residents within 1/2 mile (Census 2010)	6.44%
b) Percentage non-drivers in households within 1/2 mile (Census 2010)	3.56%
c) Percentage senior citizens in households within 1/2 mile (Census 2010)	3.82%
d) Percentage persons with disabilities in households within 1/2 mile (Census 2010)	9.76%
e) Number of individuals without driver licenses within 1/2 mile (Census 2010)	
f) The minority population as a percent of total within 1/2 mile (Census 2010)	43.60%
g) The project is necessary to meet ADA compliance (yes/no)	Yes
<p>h) Describe the findings of population analysis conducted by the MAG Human Services Division. Please describe in 250 characters or less.</p> <p>The area being served has a high minority population and also high proportion of persons with disabilities.</p>	
<p>You may provide additional narrative. Please limit to 450 characters or less.</p> <p>No data available for Individuals with Drivers License.</p>	

D. PROJECT SAFETY CRITERIA SAFETY (20%)

This section must be filled out for **ALL** projects.

- 1 Please describe how this project directly improves the safety of transit users or providers. Please explain in 750 characters or less.**

The project will provide bus stops and shelters that are well lighted and ADA accessible. Bus stops will be sited at locations following principles of Crime Prevention thru Environmental Design (CPTED). All shelters will be lighted so waiting passengers are visible and safe.

- 2 Please describe how this project directly addresses transit crime concerns. Please explain in 750 characters or less.**

Bus stops will be sited at locations following principles of Crime Prevention thru Environmental Design (CPTED). All shelters will be lighted so waiting passengers are visible and safe.

E. PROJECT BUDGET (10%)

This section must be filled out for **ALL** projects.

In this section you will be asked to provide the budget information for the capital and operating costs associated with the project. Please be specific and thorough when providing line items within your budget. If listing personnel salaries, please indicate the anticipated salary, any overhead or fringe costs and the estimated number of hours. The budget should contain all anticipated line items that will be requested for reimbursement including materials, supplies, etc.

1. Can this project be scaled to a more limited scope with less funding? Please describe in 250 characters or less.

Yes. The number of shelters can be reduced.

2. Would your agency accept partial funding for this project?

Yes

- a. If yes, are there any funding minimums, limits or thresholds for your agency to accept partial funding?

Negotiable

3. Please indicate the phase the project is currently in? (Pre-design, NEPA, ROW, Construction)

NEPA. The project has no extra ROW requirements and can be built completely on existing city owned ROW.

4. Please provide the contact information for persons preparing the grant project budget, submitting grant reports and reimbursement requests and documentation.

Robert Yabes/Joe Clements

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5. Matching Funds- Please discuss the availability and source and percentage of necessary matching funds for the proposed equipment or service by filling out the table below.

CAPITAL BUDGET DETAIL			
List capital expenses for all requested items. Budgets should be detailed listing all line item expenses including overhead, equipment, supplies, etc.			
Capital (Include supplies, equipment, etc.)			
Requested Item	Quantity	Unit Cost	Subtotal
Shelters	5	8,000	\$ 40,000
Solar Lights	5	4,500	\$ 22,500
PULL-OUT PADS	1	38,000	\$ 38,000
	6	3,000	\$ 18,000
Capital Total			118,500
Non-Capital (include labor, operating, overhead, etc.)			
Description	Quantity	Unit Cost	Subtotal
SURBMS	1	3,500	\$ 3,500.00
			\$ 0
			\$ 0
Non-Capital Total			\$ 3,500.00
FTA 5307 Match Ratio 80/20			
Federal Share (not to exceed 80% of total)			\$ 100,000.00
Local Share			22,000.00
TOTAL COST			\$ 122,000
Match Funding Source: List each source and amount			
Name of Source	Type of Funding	Amount	
1 TEMPE TRANSIT TAX	LOCAL	22,000.	
2			
3			
4			
5			
Total			\$ 22,000.

SECTION 5: ATTACHMENTS

- Local Match Support Document (Letter from City Manager, Project Capital Improvement Program)
- Graphics including map, engineering documents etc.

SECTION 6: APPLICANT RESOURCES

WEB SITES

Census 2010 – For data related to Census 2010: <http://2010.census.gov/2010census/#>

Human Services Coordination Plan – Federal legislation requires applicants who receive federal funding to comply with a locally derived plan. A prioritized list of strategies is developed to improve efficiencies in service delivery. It is the goal of every plan to coordinate and collaborate on resources to help the most vulnerable in our region move throughout the community. The plan may be found here: http://www.azmag.gov/Documents/EaPWD_2012-05-01_Final-FY2013-Human-Services-Coordination-Transportation-Plan.pdf

Job Access Reverse Commute (JARC) – The Job Access and Reverse Commute (JARC) program was established to address the unique transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment. Many new entry-level jobs are located in suburban areas, and low-income individuals have difficulty accessing these jobs from their inner city, urban, or rural neighborhoods. In addition, many entry level-jobs require working late at night or on weekends when conventional transit services are either reduced or non-existent. Finally, many employment related-trips are complex and involve multiple destinations including reaching childcare facilities or other services. JARC circular may be found here: http://www.fta.dot.gov/13093_7172.html

MAG- 21 – Updates to MAP-21 as provided by the Federal Administration can be found here: <http://www.fta.dot.gov/map21/>

MAG Population Data – Data for project application must be from documented sources. Population data not available from Census 2010 may be requested from MAG Information services. Assistance may be provided to applicants without GIS capabilities. http://azmag.gov/Information_Services/default.asp

MAG Transit Committee – For upcoming agenda items and additional resources, view the MAG transit committee web site: <http://www.azmag.gov/Committees/Committee.asp?CMSID=1162>

MAG Transportation Improvement Program – <http://www.azmag.gov/Projects/Project.asp?CMSID2=1140&MID=Transportation>

MAG Urbanized Areas – To view the draft maps of the smoothed Urbanized Areas: http://www.azmag.gov/Documents/TIP_2012-12-04_Smoothed-Boundaries-for-Urban-Areas-2000-and-Draft-2010.pdf

Transit Operators Eligible for Operating Assistance – Eligible operators are public entities that operate fixed route bus service with 100 or fewer buses in maximum peak hour service, and that operate transit service in a large urbanized area. This provision does not affect the continued availability of operating assistance for public transportation operators in urbanized areas with populations between 50,000 and 199,999. The list may be found here: http://www.fta.dot.gov/documents/Table_3-A_Revised_12-7-12.xlsx

GLOSSARY OF TERMS

A.R.S. § 38-431 – Arizona Revised Statute pertaining to Public Meetings and Proceedings.

Applicant/Designated Recipient (for this application only) – The organization or entity submitting a grant application to the FTA on behalf of the subrecipient. The City of Phoenix is the “Applicant” to the FTA and the designated recipient of the awarded funds.

Asset Management – A system that includes functionality for:

1. Storing a complete asset inventory;
2. Recording condition and performance data for the inventory;
3. Identifying deficiencies in existing assets;
4. Providing decision support capability for predicting future conditions and needs;
5. Tracking data on work accomplishments, including maintenance actions and capital projects; and
6. Supporting monitoring and reporting.

Competitive Selection Process – A process to choose which projects will be funded. The process is conducted by the Maricopa Association of Governments, in coordination with member agencies in the Transit Committee and working with City of the Phoenix, the designate grant recipient.

Designated Recipient – Any local or state agency applying for and receiving grant funds directly from and authorized by FTA. City of Phoenix is the designated recipient for Section 5307, 5337, 5339, 5309, STP-AZ and CMAQ funds.

Federal Share – amount of funds being requested as part of the grant application.

FTA – Federal Transit Administration, the implementing agency of the US Department of Transportation for all federal transit programs.

Local Share – the amount of funds the sponsoring local agencies will invest in the project.

MPO – Metropolitan Planning Organization – a regional planning agency representing a predominately urban area, encompassing all or part of a county. MAG is the regional MPO.

MAP-21 - Moving Ahead for Progress in the 21st Century Act (MAP-21). On July 6, 2012 President Obama signed into law a new two-year transportation authorization, entitled Moving Ahead for Progress in the 21st Century (MAP-21). The new law authorizes \$10.6 billion in FY 2013 and \$10.7 billion in FY 2014 for public transportation. MAP-21 will take effect on October 1, 2012. Until then, FTA will continue to manage agency programs under existing law (SAFETEA-LU), which expires on September 30, 2012.

Subrecipient (For this application) – Any recipient of grants or grant funding from the designated recipient which originated with a federal agency (e.g., FTA). Generally, a subrecipient is the applicant selected by the designated recipient to receive funding for their project.

State of Good Repair – Projects that emphasizes one or more of the following concepts:

7. Maintaining rolling stock and infrastructure as needed;
8. Performing maintenance, repair, rehabilitation and renewal; and/or
9. Reducing or eliminating an agency's backlog of unmet capital needs.

Transit Accessibility – Projects that aim to improve accessibility to transit for bicyclists, pedestrians and other non-motorized users. Examples may include bus stop improvements, sidewalk, safety, lighting, shading, and information.

Eligible operators are public entities that operate fixed route bus service with 100 or fewer buses in maximum peak hour service, and that operate transit service in a large urbanized area. This provision does not affect the continued availability of operating assistance for public transportation operators in urbanized areas with populations between 50,000 and 199,999.

Subrecipient (For this application) – Any recipient of grants or grant funding from the designated recipient which originated with a federal agency (e.g., FTA). Generally, a subrecipient is the applicant selected by the designated recipient to receive funding for their project.

State of Good Repair – Projects that emphasizes one or more of the following concepts:

- a. Maintaining rolling stock and infrastructure as needed;
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- c. Reducing or eliminating an agency's backlog of unmet capital needs.

Transit Accessibility – Projects that aim to improve accessibility to transit for bicyclists, pedestrians and other non-motorized users. Examples may include bus stop improvements, sidewalk, safety, lighting, shading, and information.

Location Map Route 56 Extension Project

Cities, Towns and Municipalities

- CHANDLER
- FOUNTAIN HILLS
- FORT MCDOWELL
- GILA RIVER COMMUNITY
- GILBERT
- MESA
- PARADISE VALLEY
- PHOENIX
- SCOTTSDALE
- TEMPE

City of Phoenix

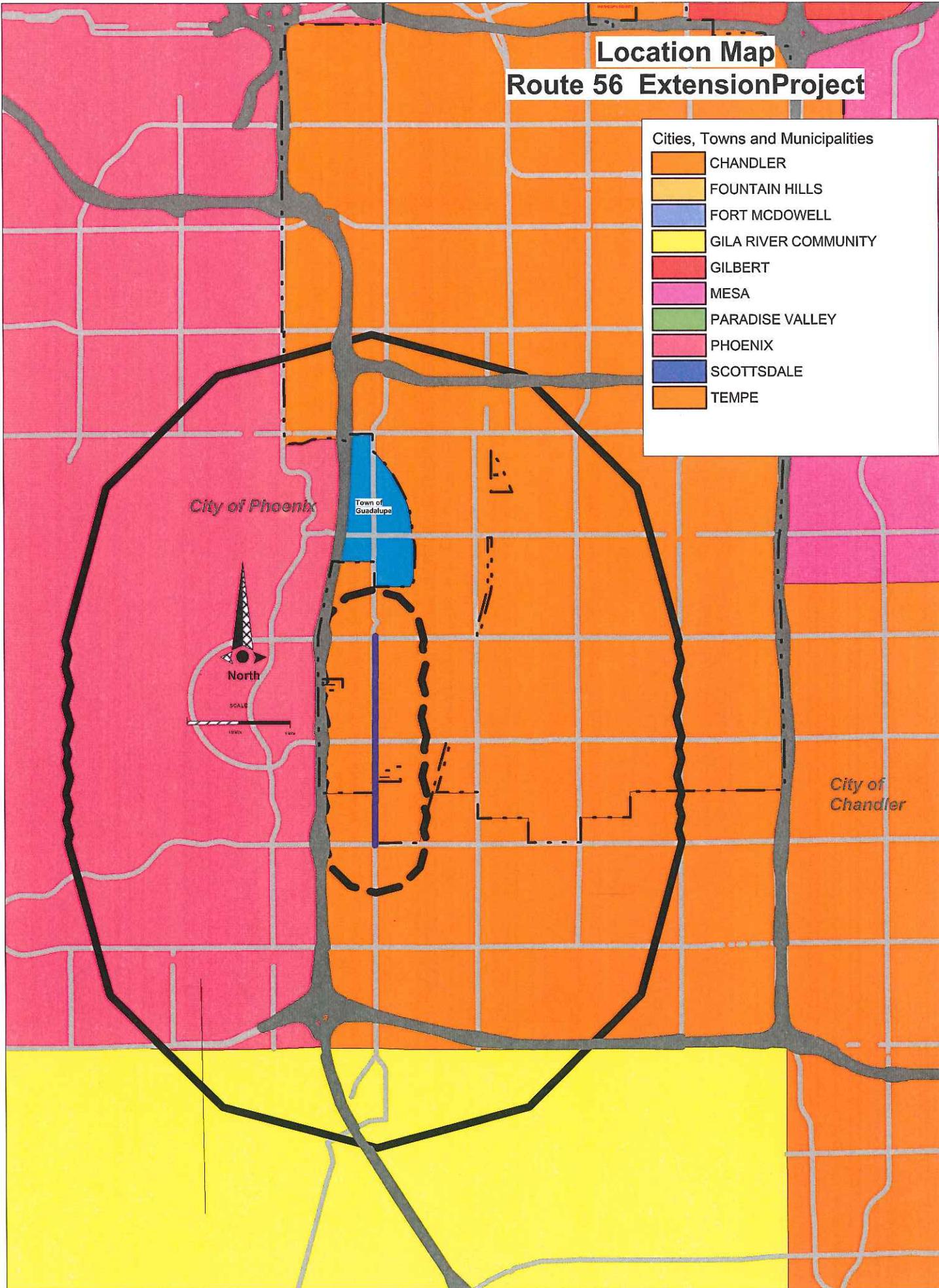
Town of
Guadalupe

North

SCALE

1000' 1000' 1000'

City of
Chandler



FY 2013-14 Capital Improvements Project Budget Request

Project Name: City of Tempe Bus Pullout Project

Program: Special Purpose

Sub Program: Transit

Project Number: 6764

Location: Citywide

Estimated Start Date: 07/01/13

Department: Public Works

Dept. Cost Center: 6764

Project Priority Type: Customer Enhancements

Approver: Don Bessler

Estimated Completion Date: 06/30/14

Does the project require Operating Budget impacts? (Y or N): (if Y, complete Operating Impacts) _____

Project Description and Progress to Date (please include any *environmental benefits* to be derived from the project)

The project will install 4 to 5 new bus pullouts during FY 2013-14 with passenger amenities at various bus stops in the city. The project will also refurbish deteriorating existing bus pullouts. The locations for the next series of pull-outs is based on the project list established in the current Comprehensive Transportation Plan, but which is in the process of being re-prioritized for inclusion in the new Transportation Master Plan and based on changes in bus service levels, ridership, traffic volumes, and intersection safety considerations across the city. The projects will install 2 bus pull-outs per year in subsequent years and provide funding for repair of existing pull-outs.

Project Purpose and Need (Please continue on Additional Project Description Sheet as necessary)

Bus pull-outs provide safer layover areas buses, improve passenger safety and comfort by increasing distance from traffic flow, improve traffic flow along major streets, and improve intersection safety by reducing traffic back-ups behind buses.

**** Use the "12-13 Project Budget Detail" Tab to Input Project Budget Re-appropriations ****

a = Project Encumbrances plus Remaining Balance as of October 31, 2012
 b = Additional FY 2012-13 expenditures through June 30, 2013
 c = Proposed budget reduction
 (a-b-c) = d = Project Re-appropriations to FY 2013-14

Cost Category	2013-14 Re-approp	Input New Appropriation Requests Here					Five Year Total
		2013-14	2014-15	2015-16	2016-17	2017-18	
Legal / Administration	5,000		2,273	2,341	2,411	2,483	14,508
Land Acquisition							
Permit Fees	11,600		5,273	5,431	5,594	5,761	33,659
Water / Sewer Development Fees							
Design & Engineering	50,640		23,018	23,708	24,419	25,152	146,937
Survey / Staking	4,000		1,818	1,873	1,929	1,987	11,606
Inspection & Construction Management	28,000		12,727	13,109	13,502	13,907	81,245
Furnishings / Equipment							
Construction / Installation / Improvement	556,778		253,074	260,666	268,486	276,541	1,615,545
Geotech / Material Testing	4,000		1,818	1,873	1,929	1,987	11,606
Utility Relocation Fees							
Utility Undergrounding							
ITD / Telecommunications							
Other Project Costs							
Total annual expenditures	660,018		300,000	309,000	318,270	327,818	1,915,106

Project Useful Life:

Project Status / Changes:

Project Funding Sources	2013-14 Re-approp	New Funding Sources				
		2013-14	2014-15	2015-16	2016-17	2017-18
Transit Tax	660,018					
Total New Appropriations	660,018					

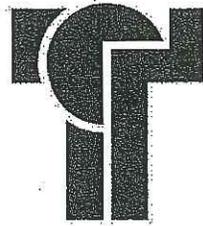
Note: Include specifics on grants or special fund revenue used as a funding source in the project description

Operating Budget Impacts	2013-14	2014-15	2015-16	2016-17	2017-18
Personal Services					
Supplies and Services					
Capital Outlay					
Operating Cost Savings					
New Revenue Offsets					
Total					

Department Contact: _____

Extension: _____

CITY OF TEMPE
PUBLIC WORKS DEPARTMENT
ENGINEERING DESIGN CRITERIA



Thomas W. With

For Andy Goh, P.E.
Deputy PW Director/City Engineer

January 2013

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PEDESTRIAN, BICYCLE, TRANSIT DESIGN CRITERIA

A. GENERAL REQUIREMENTS

1. Plans submitted for review shall show all existing bus bays, bus stops, shelters, furniture, and easements within 250' of the site.
2. Plans submitted for review shall show all existing bicycle and pedestrian paths, easements, and facilities within 250' of the site.
3. Plans submitted for review shall include a pedestrian plan indicating proposed circulation within the site and access from the streets abutting the site. Pedestrian plans must conform to Americans with Disabilities Act (ADA) requirements.

B. GUIDELINES FOR DEDICATIONS AND IMPROVEMENTS

1. Development of parcels located at the far side of arterial to arterial and arterial to collector intersections shall be required to dedicate minimum easements of 9' by 27' for transit shelters and 11' by 175' for bus bays per the City's exaction policy.
2. Development of parcels located along multi-use paths designated by the most recent adopted Tempe Bicycle Plan and Updates may be required to dedicate a 25' easement per the City's exaction policy.
3. Bus shelter and bus bay improvements shall conform to City of Tempe Standard Detail T-654 specifications.
4. Multi-use path improvements shall conform to City of Tempe Standard Detail T-656 specifications.

C. TRANSIT RELATED DESIGN CRITERIA

1. Building frontages and location of main buildings should be oriented towards arterial streets or streets with existing or planned transit service (all arterial and collector streets).
2. Bus stops shall be integrated into the overall pedestrian plan of any project. Pedestrian walkways shall be designed to provide a direct connection between the main building entrance to public sidewalks and transit stops. Landscaping plans shall be designed to provide shading to the pedestrian walkways.

3. Pedestrian and transit user access to buildings is encouraged by locating buildings at the minimum setback at arterial to arterial intersections and arterial to collector intersections, or where transit service is provided or planned (all arterial and collector streets).
4. Distance of pedestrian access from bus stops to building entrances shall be minimized by using minimum setback requirements for locations of buildings on the site.
5. Pedestrian and bicycle access to the main building entrances from all sides of the site by providing more links to street frontages. At a minimum, it is suggested that pedestrian and bicycle ingress and egress pathways into the site shall be equal to the number of proposed driveways.
6. It is desirable that buildings locate closer to the street intersection by minimizing parking at street frontages or locating all parking behind or to the side of the building.
7. Bus stops shall be located between 60' and 110' from point of tangency of the intersection curb return.
8. Furniture installed at bus stops shall be located so as to provide minimum 36" clearance for access and maintenance between components and switch boxes, mailboxes, and utility boxes. All bus stops shall meet current ADA requirements for transit.
9. Bus stops shall be provided with convenient and safe pedestrian access to and from building entrances to streets. It is recommended that driveways not be located within a bus stop and/or pullout area.
10. The landscape plan shall incorporate shade trees for bus stops, maximizing shading for summer morning and afternoon hours. All landscaping shall be located so as not to obstruct the shelter canopy or visibility of the bus stop.
11. Mixed-use development is encouraged, allowing people to work and play where they live.
12. New and existing cul-de-sac and dead end streets, especially those abutting arterial and collector streets, should provide connecting pedestrian and bike paths to the major streets. Cul-de-sacs and dead-end streets are not encouraged for new or re-development.
13. Pedestrian and bicycle access to alleys shall be encouraged. Pedestrian and bicycle access to alleys may provide additional means for those users to access arterial streets.

D. BIKE FACILITIES

1. Bike racks shall be installed near main building entrances and located to take advantage of available building shade.
2. Provide direct access to the site from designated multi-use paths and other bike facilities abutting the site.
3. Bicycle rack design and installation shall conform to the City of Tempe Standard Detail T-578.

E. AMERICANS WITH DISABILITIES ACT (ADA) ACCESS

1. Sidewalks shall be required on all streets surrounding the property, including industrial, commercial and residential developments.
2. Sidewalks and pedestrian paths shall be built in compliance with the requirements of the Americans with Disabilities Act.
3. Ramps shall be provided at all street corners abutting the property.
4. A minimum 8' X 8' concrete clear area adjacent to the curb shall be required at all bus stops. Bus stops in areas with sidewalks less than 8' wide or with sidewalks separated from the curb shall be upgraded to meet the minimum clear area per the City's exaction policy.

EXACTION POLICY: NOTICE OF APPEAL RIGHTS

Applying for final approval for development or a building permit may lead to an administrative decision to condition approval of your permit on a dedication or an exaction. In accordance with ARS §9-500.12, we must inform you of your right to appeal such a determination and how that process operates.

In order to comply with the requirements for appeal, you must file with or mail a Notice of Appeal (in writing) with the City's designated hearing officer within thirty (30) days of the administrative decision. The Notice of Appeal shall set forth specifically the condition of approval requiring a dedication or exaction which does not bear an essential nexus with a legitimate government interest and is not a condition which is roughly proportional to the impact of the use to which you wish to place your property together with any reasons underlying your disagreement with said condition

Mail your Notice of Appeal to:

City of Tempe Hearing Officer
c/o Andy Goh, P.E., Deputy PW Director/City Engineer
31 East 5th Street
Tempe, AZ 85281

There is not fee for filing. A hearing will be scheduled within thirty (30) days of the receipt of the appeal, and you will receive then (10) days notice of the date, time and place of your hearing, unless you indicate that you do not need then (10) days. A decision must be made by the hearing officer within five (5) days of the hearing and he may affirm, modify, or delete the requirement.

If you are dissatisfied with the decision, you may file a complaint for a new trial with the Maricopa County Superior Court within thirty (30) days of the hearing officer's decision. At all times during the appeals process, the burden is on the City to prove the conditions placed on your permit bear an essential nexus with a legitimate government interest and that the condition required is roughly proportional to the impact of the use, improvement, or development you have proposed.

You will be notified of specific requirements for exactions or dedications in writing by the City upon final plan check.

Andy Goh, P.E.
Deputy PW Director/City Engineer

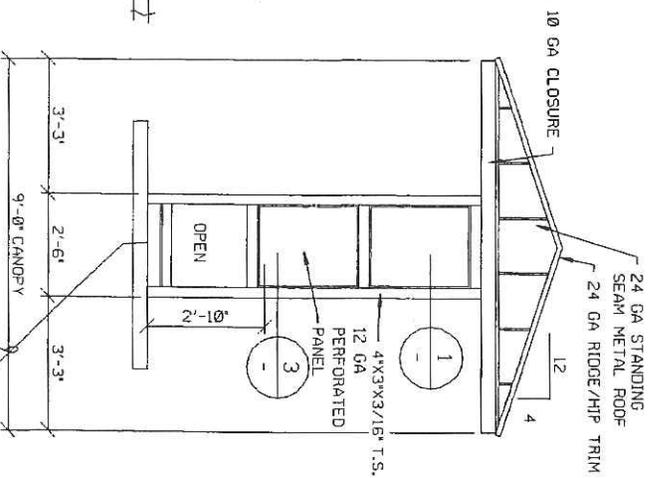
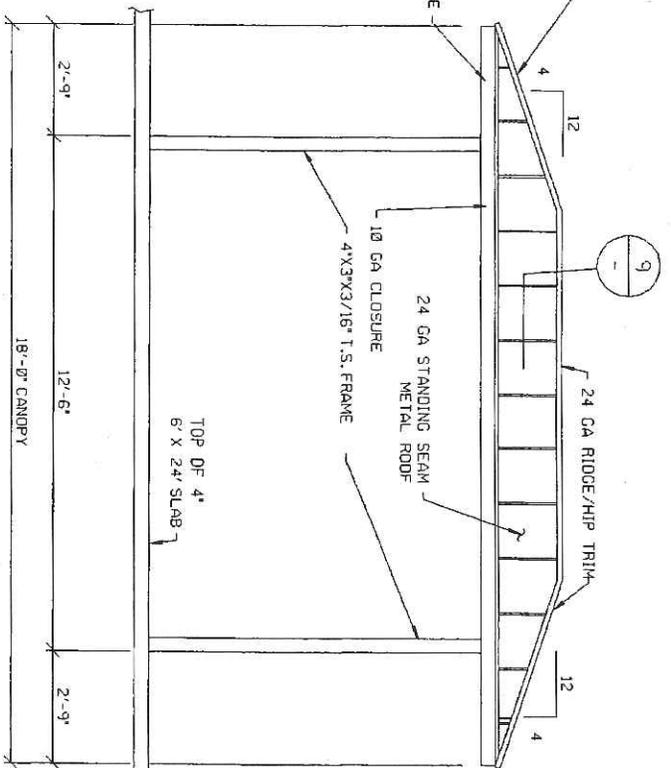
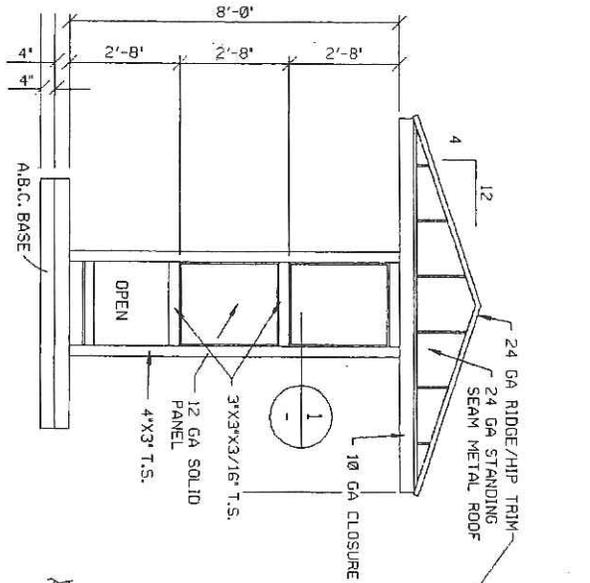
MATRIX OF PROPORTIONATE DEVELOPMENT REQUIREMENTS

R = Required unless individualized determination finds unnecessary
 N = Not required unless individualized determination finds unnecessary

Definition of Categories	Large	Medium	Small
Manufacturing/Industrial	70,000 + SF	18,000-70,000 SF	0-18,000 SF (Building Size)
Commercial/Retail	45,000 + SF	8,000-45,000 SF	0-8,000 SF (Building Size)
Residential (Single & Multifamily)	75 + UNITS	25-75 UNITS	0-25 UNITS (Building Size)

RIGHT OF WAY (ROW) DEDICATION/IMPROVEMENTS	Manufacturing/Industrial			Commercial/Retail			Residential		
	Large	Medium	Small	Large	Medium	Small	Large	Medium	Small
1. Public Health and Safety Requirements or Requests									
1a. ROW/Install turning lane	R	R	R	R	R	R	R	R	R
1b. Install looped water system where pressure/supply problems would otherwise exist.									
2. Trip Generation Rate Requirements or Requests									
2a. ROW for arterial street	R	R	R	R	R	R	R	R	R
2b. Full arterial half-street improvements (see 1b & 1e)	R	R	R	R	R	R	R	R	R
3. Individualized Determination or Requests									
3a. Bus pad dedications for bench	R	R	R	R	R	R	R	R	R
3b. Bus pad installation for bench	R	R	R	R	R	R	R	R	R
3c. Bus shelter dedication	R	R	R	R	R	R	R	R	R
3d. Bus shelter installation	R	R	R	R	R	R	R	R	R
3e. Bus bay dedication (Arterial/Arterial, Arterial/Collector)	R	R	R	R	R	R	R	R	R
3f. Bus bay installation (Arterial/Arterial, Arterial/Collector)	R	R	R	R	R	R	R	R	R
3g. Multi-use path easement	R	R	R	R	R	R	R	R	R
3h. Multi-use path construction (including Lighting)	R	R	R	R	R	R	R	R	R
3i. Construction of looped water main where existing pressure/supply is inadequate to service subject property	N	N	N	N	N	N	N	N	N

MATRIX OF PROPORTIONATE DEVELOPMENT REQUIREMENTS



LEFT ELEVATION

FRONT ELEVATION

RIGHT ELEVATION

SPECIAL NOTES

1. SHELTER SHALL BE GROUNDED (SEE NOTE NO. 7 ON SHEET 11 OF 12).
2. LANDSCAPE REQUIREMENTS (SEE NOTE NO. 2 ON SHEET 11 OF 12)
3. ARTIST DESIGN SHELTER (SEE SPECIAL NOTE NO. 1 ON SHEET 11 OF 12)

2"-Ø PVC SCHEDULE 40 CONDUIT TO NO. 5 'J' BOX. EXTEND TO SOURCE LOCATION, FOR FUTURE ELECTRICAL CONNECTION

*STUB-UP CONDUIT ACCESS PANEL AT BASE OF SUPPORT FRAME

CITY MAY DIRECT DIFFERENT LOCATION FOR CONDUIT BASED ON LOCATION OF POWER SOURCE

APPROVED:

Andy...
 DEPUTY PUBLIC WORKS MANAGER
 CITY ENGINEER

7/2/07
 DATE

APPROVED:

Shelly...
 TRAFFIC ENGINEER

Cl...
 DATE



CITY OF TEMPE
 PUBLIC WORKS DEPARTMENT

STANDARD BUS SHELTER - ELEVATIONS

ASSEMBLY DRAWING ONLY
 SPECS AND DESIGN BY
 REID & ASSOCIATES
 TEMPE, AZ

DETAIL T-654
 1 OF 12
 REVISED 2007