

Pinal County Surface Transportation Program



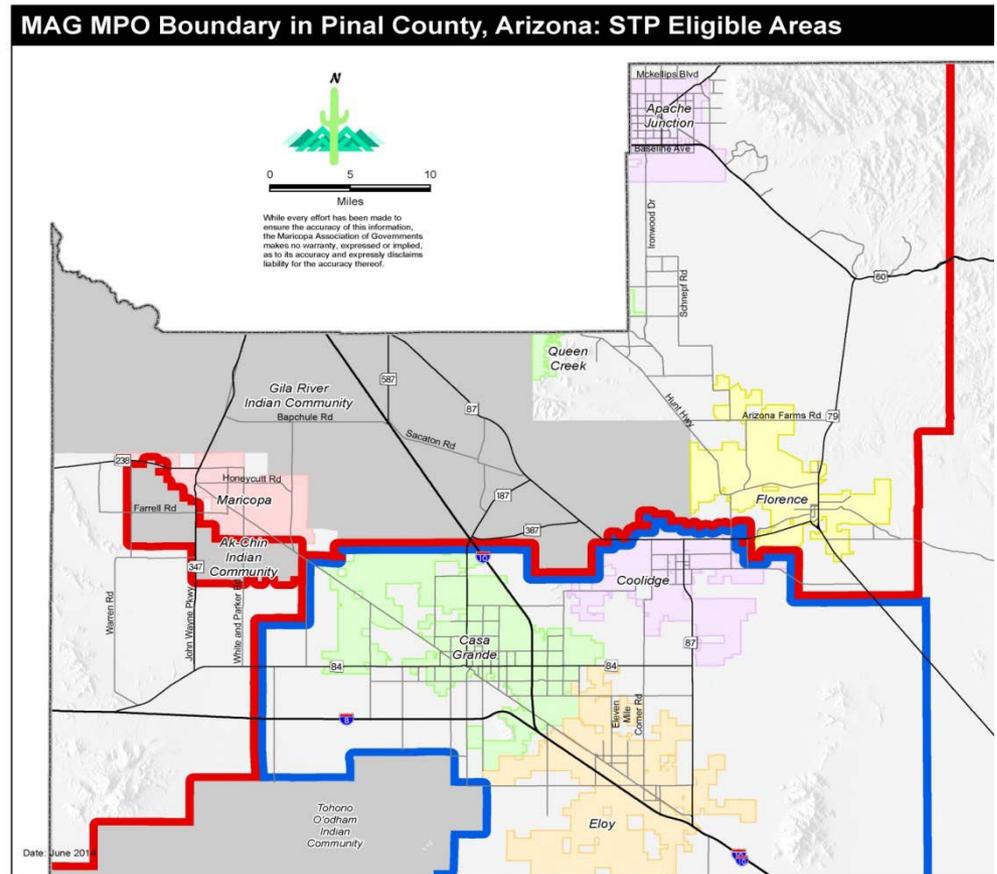
Programming and Evaluation Policy

Management Committee
February 11, 2015

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Transportation Improvement Program Manager 1

New MAG Members

- * On May 9, 2013, Governor Brewer approved the MAG metropolitan planning area boundary expansion into Pinal County
 - * Town of Florence
 - * City of Maricopa
 - * Portions of Pinal County
 - * Balance of Apache Junction
 - * Balance of GRIC
 - * Balance of Queen Creek



New MAG Members: Funding

- * The new MAG members brought an allotment of Surface Transportation Program (STP) Funds
 - * Distributed throughout the state based on population
- * MAG does not have an existing methodology to program the funds



STP Program Development



- * A working group of city, town, county, and tribal managers from the Pinal County region of MAG was convened
- * Objective was to establish regional goals and evaluative criteria to program the funds
- * Met a total of 4 times from June 2014 through September 2014

STP Program Development



- * STP funds represent the most flexible type of funding in the FHWA's federal-aid program



- * A survey was generated and sent to the group to establish a starting point to generate consensus

Pinal County STP Program: Goals and Objectives

The working group agreed to six goals and objectives:

1. Expand capacity on existing roadways or intersections of high demand.
2. Maintain and preserve the region's transportation system.
3. Address safety concerns in the existing roadway/intersection conditions.
4. Promote connectivity between high demand/capacity roadways and activity centers to advance economic viability.
5. Maintain consistency with stated jurisdictional policy.
6. Achieve a significant reduction in congestion on the region's transportation system.

Pinal County STP Program: Evaluative Criteria

- * The group decided on six weighted quantitative criteria:
 1. Annual average daily traffic (AADT) - 13%
 2. Pavement/bridge condition - 13%
 3. Peak period speed - 13%
 4. Segment/intersection capacity (VPLPH) - 13%
 5. Crash rate - 9%
 6. Number of injuries/fatalities - 9%

Pinal County STP Program: Evaluative Criteria

- * The group also decided on six weighted qualitative criteria:
 1. Connectivity (regional) - 5%
 2. Proximity to activities centers - 5%
 3. Intersection improvement throughput - 5%
 4. Intersection improvement safety - 5%
 5. Jurisdictional policy - 5%
 6. Community involvement - 5%

Pinal County STP Program: Characteristics

- * **Financial Ceiling** for award of initial construction programming: \$2 million, or \$3 million for joint projects max.
- * **Funding** Design and Construction phases
- * Projects will be presented, reviewed, and recommended initial ranking at the **Streets Committee** and then forwarded to TRC.
- * Additional detail about eligible roadways and activities can be found in the draft MAG Pinal County STP Programming and Evaluation Policy document

Pinal County STP Program: Funding Available

4/1/2014	Pinal County Non Lifecycle STP Sub-Allocation \$5.7 million				
FFY	Non LifeCycle STP (Pinal County Members) With OA Applied	Project Authorizations	Loans out	Loans In	Balance For Programming
2014	\$ 1,213,265	-	(1,213,265)	-	-
2015	\$ 1,213,265	(1,610,000)		396,735	-
2016	\$ 1,213,265		(1,213,265)		-
2017	\$ 1,213,265			816,530	2,029,795
2018	\$ 1,213,265			1,213,265	2,426,530
2019	\$ 1,241,170				1,241,170
2020	\$ 1,265,993				1,265,993
Estimated					

Pinal County STP Program: Moving Forward

- * If the draft MAG Pinal County STP Programming and Evaluation Policy is approved by Regional Council on February 25, 2015:
 - * Call for projects will be issued on February 26
 - * Projects will go to Street Committee and TRC in May, Management and Regional Council in June



Requested Action

Recommend approval of the Pinal County Surface Transportation Program into the MAG Federal Fund Programming Guidelines