

February 1, 2013

TO: Members of the MAG Street Committee

FROM: Charles Andrews, P.E., Chairman

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

**Tuesday, February 12, 2013 - 1:00 p.m.**  
MAG Office, Suite 200, Chaparral Room  
302 North First Avenue, Phoenix

The next meeting of the MAG Street Committee will be held at the time and place noted above. **Please note the earlier starting time of 1:00 pm.** Committee members or their proxies may attend in person, via video-conference or by telephone conference call. Those attending video conference must notify the MAG site three business days prior to 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 Jason Stephens at the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

The next meeting of the MAG Street Committee will be held at the time and place noted above. If you have any questions or need additional information, please contact Teri Kennedy or Steve Tate at (602) 254-6300.

TENTATIVE AGENDA

	<u>COMMITTEE ACTION REQUESTED</u>
1. <u>Call to Order</u>	
2. <u>Approval of the December 11, 2012 Meeting Minutes</u>	2. Review and approve the minutes from the December 11, 2012 meeting.
3. <u>Call to the Audience</u>  An opportunity will be provided to members of the public to address the Street 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 Street 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.	3. For information.
4. <u>Transportation Programming Manager's Report</u>  The MAG Transportation Programming Manager will review recent transportation planning activities and upcoming agenda items for MAG Committees and other related regional transportation activities.	4. For information and discussion.
5. <u>Closeout of the American Recovery and Reconstruction Act (ARRA) Transportation Projects</u>  The American Recovery and Reinvestment Act (ARRA) was passed by Congress and signed into law by President Obama in February 2009. As of December 2012, 3.5% of ARRA funds apportioned to the state have not yet been spent and/or reimbursed. The final completion date for all ARRA projects is September 30, 2013. All reimbursements or invoices must be submitted to ADOT by <b>APRIL 15, 2013</b> . No requests will be accepted or will be paid out	5. For information and discussion.

after deadlines. Critical deadlines leading up to the completion date and a listing of projects that still have unspent ARRA funds will be reviewed.

6. Development of the FY 2014 - FY 2018 MAG Transportation Improvement Program and Update of the Arterial Life Cycle Program (ALCP)

MAG is required by federal statutes and regulations to develop a Transportation Improvement Program (TIP) of specific projects to be constructed across the region. At a minimum, the TIP must cover a four-year horizon and must contain all projects funded with federal transportation dollars and all non-federally funded projects that are regionally significant. Arterial Life-Cycle Program (ALCP) projects that fall within the TIP horizon must appear in the TIP and comply with federal project listing requirements.

Project information and updates to the TIP and the ALCP will be needed by Monday, March 4, 2013. Federal requirements mandate that an air quality conformity analysis is completed prior to Council action; this analysis will take approximately three to four months to complete. Additional time is also required for public review prior to the new TIP's adoption.

MAG has developed two mechanisms to collect the data needed for the development of the new TIP. A simple database application will be used to collect data on all projects not included in the ALCP. This application incorporates significant changes that resulted from an FHWA review of the TIP completed in 2012 and may require more effort from MAG member agencies to complete. ALCP project data will be collected through ALCP workbooks distributed to each agency. The data will be incorporated into the TIP and will also be used to generate the draft FY2014 ALCP update. The database application and ALCP project workbooks will be previewed at the meeting.

6. For information and discussion.

Additional information will also be provided on new TIP reporting requirements and the impacts of these requirements on ALCP project listings.

7. FY2013 MAG Close-Out Funds for a Design Phase of proposed FY2015 Congestion Mitigation and Air Quality (CMAQ) Projects.

To ensure that all CMAQ obligation Authority is fully programmed for FFY2013, the recommendation from the modal committees in December and January was to fund a design phase for the currently proposed FY2015 CMAQ construction projects. Regional Council will review, and is expected to approve the list of FY2015 CMAQ construction and procurement projects in February 2013. A review of the PM-10 Paving Un-Paved Dirt Roads projects proposed for a funded Design Phase in FY2013 will be reviewed (See Attachment).

8. FY 2014 MAG Closeout and the TIP

In recent years the MAG closeout has placed greater emphasis on:

- funding for locally funded work phases of federally funded projects (e.g. design),
- and for increasing federal funding for work phases already programmed with federal funding.

For the 2014 closeout beginning in May, cost estimates to be used in the closeout and the work phases to receive funding are to be identified in the TIP prior to the start of closeout and not when the agency requests closeout funding.

Federal regulations require that all work phases for a project be reflected in the TIP and that cost estimates listed in the TIP be those that the sponsoring agency expects to expend when the project obligates. Member agencies may request

7. For information and discussion.

8. For information and discussion.

on a monthly basis updates to the TIP through a TIP amendment. Member agencies may also on a semi-annual basis update cost estimates and request to add locally funded work phases through the federally funded projects status workbooks.

At the meeting the implications of this practice will be discussed.

9. Highway Performance Monitoring Data Collection Coordination

The Highway Performance Monitoring System (HPMS) is national transportation database developed by the FHWA and maintained by states. The maintenance of the HPMS is considered to be critical importance to the functioning of the FHWA as it is the basis of reports to the Congress on the state of the nation's highways.

In the Maricopa County area, MAG aids ADOT in the coordination of HPMS data collection for roadways not on the State Highway System. This data to be collected is for calendar year 2012 and includes:

- International roughness data,
- Average Annual Daily Traffic,
- number of through lanes,
- facility ownership,
- public roadway mileage by various geographical areas,
- and other items.

At the meeting HPMS data collection needs and scheduling will be discussed.

10. Review of Transportation Enhancement Projects in the MAG region and evaluation of proposed funding scenarios for the MAP-21 Transportation Alternatives Program.

Under MAP-21, a new Transportation Alternatives (TA) Program allocates funding to

9. For information and discussion.

10. For information and discussion.

regional planning organizations for programming. Federal Fiscal Year (FFY) 2013 and 2014 TA funds are estimated at \$6.2 million and \$6.8 million respectively. Under SAFETEA-LU, ADOT had programmed Transportation Enhancement (TE) projects and Safe Routes to School (SRTS) projects statewide for FFY2013 and FFY2014. Under MAP-21 the programs have sunset. A list of projects and a proposed programming methodology will be reviewed (See Attachment).

Adjournment

MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
STREET COMMITTEE

Wednesday December 11, 2012 1:00 p.m.  
MAG Offices, Suite 300,  
302 North First Avenue, Phoenix, Arizona 85003

MEMBERS ATTENDING

Charles Andrews, Avondale, Chairman	Chris Plumb, Maricopa County
Lupe Harriger, ADOT	Maria Deeb, Mesa
* Jose Heredia, Buckeye	* James Shano, Paradise Valley
Dan Cook, Chandler	* Ben Wilson, Peoria
* Bob Senita, El Mirage	Dana Owsiany for Shane L. Silsby, Phoenix
* Tony Rodriguez,	Janet Martin, Queen Creek
Gila River Indian Community	* Elaine Cabrera, Salt River Pima-Maricopa
* Michael Gillespie, Gilbert	Indian Community
Bob Darr, Glendale	Todd Taylor for Phil Kercher, Scottsdale
Hugh Bigalk, Goodyear	Nicholas Mascia, Surprise
* Gino Turrubiates, Guadalupe	Shelly Seyler, Tempe
Thomas Chlebanowski for Darryl Crossman,	* Jason Earp, Tolleson
Litchfield Park	Grant Anderson for Jim Fox, Youngtown

\* Members neither present nor represented by Proxy

OTHERS PRESENT

Shirin Marvastian, ADOT	Ed Stillings, FHWA
Rebecca Metzger, ADOT	John Bullen, MAG
Patrick Stone, ADOT	Jami Garrison, MAG
Janice Simpson, Avondale	Teri Kennedy, MAG
Lee Jimenez, Maricopa County	Stephen Tate, MAG

1. Call to Order

Chairman Charles Andrews acted called the meeting to order at 1:05 p.m.

2. Approval of the October 17, 2012 Meeting Minutes

Ms. Maria Deeb moved approval of the October 17, 2012 Minutes. Mr. Grant Anderson seconded the motion. The motion was carried unanimously.

3. Call to the Audience

There were no members of the public at the meeting who expressed a desire to address the Committee.

4. Transportation Programming Manager's Report

Ms. Teri Kennedy briefed the Committee. She noted that MAP-21 reduced available federal funding by 11 percent partly due to changes in funding sources. The MAG Management Committee will form a task force to examine federal funding in January. Names for the task force are currently being sought.

She went on to indicate that the MAG closeout process for FY 2013 would begin next month and that she would be seeking input from the Committee on closeout scenarios.

She concluding by informing members that next week that ADOT would be providing training on the local government process for developing federal projects. She noted that the ADOT local governments manual would be posted on the ADOT website.

5. The Arterial Life Cycle Program (ALCP) Status Report, December 2012

Mr. John Bullen briefed the Committee on the status of the ALCP. He noted that in FY 2012 approximately \$34 million was collected for the ALCP and that this amount was a year-over-year increase of approximately 5 percent. Comparing FY 2012 collections with the FY 2012 forecast, there was little difference and collections show no discernable trend.

To date, approximately, \$246 million in RARF has been collected for the program and approximately \$234 million has been expended, leaving a balance of \$12 million. Compared to previous years this balance is quite low and is trending to zero. If this trend continues, some reimbursement payments may be somewhat delayed, but should be paid within the fiscal year.

He noted that federal funding for the ALCP is expected to decline by ten percent, but estimates are not finalized. Better numbers should be available in February.

He concluded by noting that 21 segments are programmed in FY 2013 for a total cost of \$39 million. Approximately, \$15 million has been reimbursed.

Ms. Kennedy noted that member agencies have done an excellent job in sending in reimbursement requests.

6. Year End Closeout Report of Federal Fiscal Year (FFY) 2012 Funds, & FFY 2013 Funding Levels for Tier 3 Programming

Ms. Kennedy briefed the Committee. She noted that all numbers provided were preliminary, that MAG had carried over approximately \$40 million in Obligation Authority (OA) from FY 2011, and that an additional \$4 million had been returned to the region from the closeout of old projects. In FY 2012, approximately \$31 million in highway projects and \$43 million in transit transfers were authorized. The transit transfers had been primarily for preventive maintenance.

For FY 2013 approximately \$63 million in CMAQ and \$46 million in STP is available to cover projects programed in the TIP. Subtracting amounts for programmed projects, this

leaves approximately \$22 million in CMAQ for the FY 2013 closeout. These amounts assume a 94.3 percent federal match ratio.

In FY 2014, the TIP is over programmed by approximately \$9 million in CMAQ and \$11 million in STP. It is anticipated that this can be addressed by a combination of project deferrals and funding transfers through ADOT.

For the FY 2013 closeout two options have been developed. The first option would be to fund all programmed FY 2013 at the maximum federal match, leaving \$11 million to be carried over by ADOT or addressed in some other manner.

The second option would be to fund all FY 2013 projects at the maximum federal match and to use federal funds to fund locally funded design phases for projects programmed in FY 2014. It is estimated that this would reduce the unused funds to approximately \$8 million.

Mr. Dan Cook suggested that we could perhaps over fund Mesa light rail projects with CMAQ and in later years takeout STP. Ms. Kennedy indicated that she did not think that it would be feasible this year.

Mr. Grant Anderson suggested that it might be feasible to apply CMAQ for some elements of programmed STP intersection improvements. Ms. Kennedy noted that it would take additional data collection to determine what would be eligible.

Ms. Maria Deeb noted that the option would not be available for ongoing Mesa projects. She also noted that some of the excess funding could be used to supplement Safe Routes to School funded projects. Ms. Kennedy noted that MAG was developing policies concerning Transportation Alternatives Program funding.

Mr. Cook noted that a number of project deferrals were to be addressed at the upcoming MAG policy committee meetings and he wondered whether the management of the member agencies involved were aware that they could only defer a project once. Ms. Kennedy noted that MAG had repeatedly informed member agency management of the one deferral time rule.

7. MAG Federally Funded Locally Sponsored Project Development Status Report, December 5, 2012

Mr. Stephen Tate briefed the Committee on the process. He noted that MAG monitors the development process through the status workbooks. He noted that the sixty percent plan milestone was proving difficult to measure as many projects skipped this step in the design.

A general discussion ensued. It was noted that it may be necessary to categorize projects to apply the milestone. It was suggested that there are too many design reviews and the number of reviews required seemed to vary with the reviewers. Mr. Grant Anderson suggested that greater consistency is needed. Mr. Patrick Stone concurred that greater consistency is highly desirable.

Ms. Deeb suggested that milestones for projects be defined when the project assessment or design concept report are approved. Mr. Stone indicated that ADOT recognizes that greater flexibility is needed.

8. 2010 Census Boundary Smoothing Methodology

Ms. Jami Garrison briefed the Committee. She noted that maps of the proposed smoothed urbanized area boundary are available for review.

Chairman Andrews asked what methodology was used to develop the maps. Mr. Anderson asked how the smoothed boundary would affect funding.

Ms. Garrison noted that smoothing does not effect population estimates for the region, but does slightly increase the area where MAG federal funding may be used. The smoothed boundary must incorporate the Census defined urbanized area boundary and the smoothing usually expands the boundary by one or two miles to fully taken in roads or adjacent commercial development.

Mr. Anderson requested to include the 2010 Census defined urbanized area boundary on the smoothing map so that members could see the extent of the smoothing. Ms. Garrison indicated that she would include an 2010 Census coverage on the maps.

9. Revisions to the National Highway System and Principal Arterial Network in the MAG Region

Mr. Tate briefed the Committee. He started by reviewing the previous meeting, noting that including a facility on the NHS carried numerous federally mandated obligations with little chance of obtaining additional federal funding and that members were asked to review the NHS using the pre-MAP-21 network as a base to request additions and deletions of NHS facilities. It was noted that since the meeting, it had been requested by the City of Glendale to add the Northern Parkway to the NHS and to remove 51<sup>st</sup> Avenue from I-10 to US 60 from the NHS. Staff was also recommending that a section of the Superstition Freeway that is currently not part of the NHS be added to the NHS and contingent upon approval of the Northern Parkway as part of the NHS that sections of Litchfield Road currently on the NHS be removed.

A general discussion concerning NHS routes that serve as intermodal connectors and whether or not action can be taken to remove them ensued. Mr. Ed Stillings suggested that the Committee focus on facilities other than NHS intermodal connectors and NHS STRANET routes as it was questionable whether these could be removed.

Mr. Christopher Plumb indicated that the County was opposed to including the Northern Parkway on the NHS. Ms. Owsiany suggested that SR 153 be removed from the NHS as it no longer serves as a major connector to Sky Harbor Airport . It was suggested by Ms. Deeb that SR 87 between the 202L Red Mountain and 202L Santan be removed from the NHS as the Price Freeway better served the function of these sections of SR 87. Mr. Cook suggested that the planned Williams Gateway Freeway be included on the NHS.

Mr. Plumb moved and Mr. Anderson seconded the following motion:

- all principal arterial routes added to the NHS by MAP-21 based on their federal functional classification are to be removed from the NHS,
- the sections of SR 87 in Mesa and Chandler between Loop 202 Red Mountain and Loop 202 Santan are to be removed from the NHS,
- SR 153 Sky Harbor is to be removed from the NHS,
- the section of US 60 Superstition Freeway not on the NHS is to be added to the NHS, and
- the planned Williams Gateway Freeway is to be added to the NHS when it is completed.

The motion was carried unanimously.

10. Results of the 2012 Call For Projects recommended programming of CMAQ Paving Dirt Roads Projects

Ms. Kennedy briefed the Committee on the programming of paving dirt road projects that had been selected for federal funding. She noted that there were three scenarios as follows:

- Scenario 1 - the recommended staff programming of projects was based on air quality score cost effectiveness and keeping project scope and budget whole. This scenario moves two projects from their requested year to FY2017 to balance the overall program.
- Scenario 2 - a recommended proposal by MCDOT to ensure that their locally highest priority project is funded in FY2015. It moves one other agency's project from their preferred year to FY2016.
- Scenario 3 - is based on the cost effectiveness score and agency preference year for construction into consideration to fit available funds. The result splits one Maricopa County project between two years for funding and defers four projects from their preferred year of construction.

Mr. Cook moved that the Committee recommend Scenario 3 and Mr. Plumb seconded the motion. The motion carried unanimously.

11. Calendar Year 2013 Street Committee Meeting Schedule

This item was not heard due to a loss of quorum.

The meeting adjourned at 3:40 p.m.

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

**DATE:**

February 6, 2013

**SUBJECT:**

FY2013 MAG Close-Out Funds for a Design Phase of proposed FY2015 Congestion Mitigation and Air Quality (CMAQ) Projects.

**SUMMARY:**

Closeout of the federal fiscal year (FFY) 2013 Federal Highway Administration (FHWA), Congestion Mitigation and Air Quality (CMAQ) program and the Surface Transportation Program (STP) funding began in December and was approved by Regional Council on January 30, 2013. During the closeout session, it was proposed to include a design phase for the recommended listing of CMAQ FY2015 construction projects that is pending Regional Council approval on February 27, 2013. From the January approval of the closeout methodology, a remaining \$3.2 million is available to fund design phases in FY2013 for the FY2015 construction projects. A remaining balance of \$3.4 million will be carried forward to address the over-programming of FY2014 CMAQ project phases, this leaves the TIP fiscally constrained and in balance.

All projects that are proposed to receive CMAQ funding for the design phase in FY2013 must submit completed paperwork to ADOT by June 28, 2013 to be eligible for the funding. Please see attached list of proposed design phase projects.

**PUBLIC INPUT:**

None.

**PROS & CONS:**

PROS: Approval of these recommendations will allow for additional project design phases to be federally funded and will ensure that obligation authority is programmed.

CONS: There is no guarantee that sufficient funds will be available in the following fiscal year.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: Each year all federal funding obligation authority must be programmed or is at risk. Closeout of the fiscal year allows projects to receive federal funds if available. The project sponsor must receive federal authorization for their project phase in the year that they are programmed for or the funding will be reprogrammed to another project in the MAG region. These actions may include any necessary amendments or administrative adjustments to the FY 2011-2015 MAG TIP to allow the projects to proceed.

POLICY: Previously adopted MAG policies on the allocation of uncommitted and redistributed federal funds to projects have been followed.

**ACTION NEEDED:**

Recommend approval to forward the list of Congestion Mitigation and Air Quality (CMAQ) funded PM-10 Pave Un-Paved Road project design phases that will obligate in FFY 2013 up to the maximum federal share of 94.3 percent of eligible project costs that can obligate by June 28, 2013; and of the necessary amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2010 Update.

**PRIOR COMMITTEE ACTIONS:**

None

**CONTACT PERSON:**

Teri Kennedy, (602) 254-6300.



# Arizona Department of Transportation

## Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janice K. Brewer  
Governor

John S. Halikowski  
Director

Jennifer Toth  
State Engineer

September 10, 2012

### **Local Public Agency (LPA) Bulletin #1**

#### *Self-Administration on Local Public Agency Projects*

Purpose: To give direction and clarification concerning Self-Administration (SA) on LPA projects.

In the Fall of 2011 the Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) performed a number of audits on LPA self-administered projects. These projects included: Local Government, Transportation Enhancement, Local Bridge and Local Highway Safety Improvement Program Projects. The audits reported on a number of concerns including: Conflict of Interest, lack of source documentation, missing Buy America Certifications, and unapproved LPA consultant procurement procedures. As a result of this audit, in at least one case, ADOT and the LPA will be asked to repay the federal funds. This has prompted the question as to whether local agencies have been given adequate guidance and training to self-administer federally funded projects using funding from FHWA. There is also concern that ADOT does not have in place a system to provide proper oversight and monitoring of the LPA SA program. To address these concerns, ADOT is implementing the following changes to the SA program.

#### ***Development Activities***

When federal aid funds are used in the development (design, environmental, and right of way) of an LPA project, the Arizona Department of Transportation (ADOT) is required to administer the project or to provide oversight of the process. When ADOT provides administration of the development process, ADOT will do so in accordance with the approved *Stewardship and Oversight Agreement* between ADOT and FHWA. Pursuant to 23 USC 106(c), only certain project-level actions and authorities can be delegated. These involve: design, plans, specifications, estimates, contract awards, and inspection of projects. However, actions under the following non-Title 23 authorities cannot be delegated: National Environmental Policy Act (excepted as permitted under Title 23); Uniform Relocation Assistance & Real Property Acquisitions Act; and Clean Air Act. Therefore, ADOT is unable to allow local oversight for right-of-way purchases and environmental clearances. ADOT may allow an LPA to self-administer the design elements of the project. In order to qualify for self-administration, an LPA must apply for and demonstrate its capability, experience, and resources to develop and administer approved activities for the given project in accordance with all applicable agency, state, federal, and tribal laws, regulations, and requirements. If the LPA uses a consultant to design the project, they must follow applicable ADOT and federal requirements to select a consultant (e.g., qualification-based selection process) or opt to request that ADOT Engineering Consultant Services select a consultant from the on-call list to obtain consultant services.

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### ***Pre-Construction and Construction Activities***

When federal aid funds are used in the construction of an LPA project, ADOT is required to administer the project or to provide oversight of the process. When ADOT provides construction administration they will do so in accordance with the approved *Stewardship and Oversight Agreement* between ADOT and FHWA.

*Pre-construction administration includes:*

- Review of design plans and specifications
- Review and approve all required clearances (environmental, right-of-way and utilities)
- Advertise for construction, open bids and award projects in accordance with state and federal regulations

*Construction administration includes:*

- Performing construction oversight as detailed in the ADOT construction manual to insure work conforms to the project plans and specifications
- Making Contractor monthly payments
- Approving supplemental agreements
- Perform required testing and ensure all materials have the needed certifications
- Completing final document and making final payment

Currently ADOT is not approving new local self-administration of construction projects. ADOT will be looking for opportunities to partner with local agencies to share the construction administration duties if there is a desire from the local agency. ADOT will soon begin developing an Oversight and Monitoring Program. Once the program is in place, ADOT will revisit the subject of self-administration of federal aid LPA projects.

In Summary, ADOT may allow an LPA to self-administer the design elements of a project if requirements are met. ADOT is unable to allow local oversight for right-of-way purchases and environmental clearances. ADOT is not approving new local self-administration of pre-construction and construction project phases.

ADOT understands that this is a change in the way business has been conducted in the past, but we believe that for Arizona to have a successful and compliant LPA program, these changes are needed. ADOT will continue to look for opportunities to improve the LPA process.

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In Summary, ADOT may allow an LPA to self-administer the design elements of a project if requirements are met. ADOT is unable to allow local oversight for right-of-way purchases and environmental clearances. ADOT is not approving new local self-administration of pre-construction and construction project phases.

ADOT understands that this is a change in the way business has been conducted in the past, but we believe that for Arizona to have a successful and compliant LPA program, these changes are needed. ADOT will continue to look for opportunities to improve the LPA process.

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

February 5, 2013

**SUBJECT:**

Review of Transportation Enhancement Projects in the MAG region and evaluation of proposed funding scenarios for the MAP-21 Transportation Alternatives Program.

**SUMMARY:**

Under MAP-21, a new Transportation Alternatives Program allocates funding to regional planning organizations for programming. Federal Fiscal Year (FFY) 2013 and 2014 TA funds are estimated at \$6.2 million and \$6.8 million respectively. Under SAFETEA-LU, ADOT had programmed Transportation Enhancement (TE) projects and Safe Routes to School (SRTS) projects statewide for FFY2013 and FFY2014. Under MAP-21 the programs have sunset. However many of the activities from the TE and SRTS projects are eligible under MAP-21 TA program. Funding for the statewide TA program is substantially reduced from the previous levels and is now over-programmed. MAG has generated a programming scenario to address regional needs and to assist with the statewide over-programming.

ADOT is expecting to be able to cover all SRTS programmed projects statewide. The TE and SRTS projects additional costs will be addressed. The proposal includes a two step approach that includes short term and long term needs. In the short term MAG will program for unfunded projects phases for the currently selected FY2013 and FY2014 ADOT programmed TE projects, utilizing TA funding to ensure that the project is fully funded. The balance of the obligation authority for FY2013 and FY2014 will be loaned back to ADOT to address statewide needs for current TE programmed projects. For the long term needs, MAG will develop an evaluation method for project selection, hold a call for projects to program in FY2015, 2016, and 2017 this summer and will be amended into the next FY2014-2018 TIP pending approval by Regional Council in August 2013. Please see attachments.

**PUBLIC INPUT:**

None.

**PROS & CONS:**

**PROS:** Approval of the funding scenario for these projects will enable their inclusion in the Transportation Improvement Program (TIP) and will allow jurisdictions to develop their projects in a timely and integrated manner. Approval will also assist with the statewide over-programming in FY2013 and FY2014. There is no guarantee that the federal program will be extended beyond FFY2014 if a new Surface Transportation Authorization Act is signed. Funding for this program is subject to substantial change.

**CONS:** If these projects are not approved, the time to develop projects will be limited. Timely development of projects is needed to ensure that MAG federal funds are fully utilized.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: Project selection criteria has been fully addressed by ADOT and MAG technical advisory committees under SAFETEA-LU authorization.

POLICY: The MAG federally funded program has been developed in accord with federal regulations and MAG policies.

**ACTION NEEDED:**

Approval of the scenario for short term and long term programming methodologies and of the associated amendments and modification to the FY 2011-2015 TIP, FY2010 RTP Update, and for inclusion in the Draft FY2014-2018 TIP, and Draft FY2014 RTP Update.

**PRIOR COMMITTEE ACTIONS:**

None.

**CONTACT PERSON:**

Teri Kennedy, (602) 254-6300

Table TA: Proposed changes to the FY2011-2015 Transportation Improvement Program

2/5/2013

Agency	Year	TIPID	Location	Work	Miles	Lanes Before	Lanes After	AU	In AICP	TRACS	MAG Mode	Funding	Federal	Regional	Local	Total	Note	
Glendale	2013	GLN08-802C2	Grand Canal in west Glendale, from Loop 101 to New River	Construct a 1.5-mile multi-use pathway	1.5	0	0	-----	No	-----	Bicycle	TA-MAG	\$ 132,222	\$ -	\$ 7,992	\$ 140,214	Amend: Add \$140,214 to construction phase. Project is also funded with STP-TEA (see GLN08-802), and TA-MAG. Total construction cost of project is \$1,478,039.	
Mesa	2014	MES11-111C2	Porter Park Pathway: Mesa Drive and 8th Street near the vicinity of Kino Junior High	Construct paved share use path	1.1	0	0	-----	No	-----	Safety	TA-MAG	\$ 1,405,498	\$ -	\$ 84,956	\$ 1,490,454	Amend: Add \$1,490,454 to construction phase. Project is funded with \$150,000 SRTS (see MES11-111), and \$1,405,498 TA-MAG funds.	
Peoria	2014	PEO13-903C2	New River Pathway, Northern Ave and Olive Ave	Construction of Olive to Northern multi-use path with extension to connect to Glendale path at Northern	1.1	4	4	-----	No	-----	Bicycle	TA-MAG	\$ 188,600	\$ -	\$ 11,400	\$ 200,000	Amend: Add \$200,000 TA-MAG funds to existing construction project PEO13-902 (STP-TEA=250,000 and CMAQ=700,000 ). Total construction project cost = \$ 1,384,889.	
Phoenix	2013	PHX12-112C2	Roosevelt Street: Central Ave to 4th Street	Construct Roosevelt Row Pedestrian Project	0.3	2	2	None	No	-----	Pedestrian	TA-MAG	\$ 1,131,600	\$ -	\$ 68,400	\$ 1,200,000	Amend: Add \$1,200,000 TA-MAG funds to existing project PHX11-112 (STP-TEA=589,218). Total project cost = \$ 2,044,684.	
Queen Creek	2013	QNC12-102D2	North Bank Queen Creek Wash: Hawes Rd and Ellsworth Phase 1	Design a one mile 8' wide multi-use path	0.8	0	0	None	No	-----	Bicycle	TA-MAG	\$ 24,131	\$ -	\$ 1,459	\$ 25,590	Amend: Add additional 25,590 TA-MAG funding. Design project split into two design phases.	
Queen Creek	2013	QNC12-102D3	North Bank Queen Creek Wash: Hawes Rd and Ellsworth Phase 2	Design a one mile 8' wide multi-use path	0.8	0	0	None	No	-----	Bicycle	TA-MAG	\$ 37,392	\$ -	\$ 2,260	\$ 39,652	Amend: Add additional 39,652 TA-MAG funding. Design project split into two design phases.	
Tempe	2013	TMP12-104D	Tempe - Rio Salado @ SR 101 & 202 Traffic Interchange	Design multi-use path underpass along Rio Salado connecting Tempe and Mesa	0.8	0	0	None	No	-----	Bicycle	TA-MAG	\$ 196,749	\$ -	\$ 11,893	\$ 208,642	Amend: New Design phase for FY2013. Construction was awarded by ADOT TEA program (TMP12-104).	
Tempe	2014	TMP12-104C2	Tempe - Rio Salado @ SR 101 & 202 Traffic Interchange	Construct multi-use path underpass along Rio Salado connecting Tempe and Mesa	0.8	0	0	None	No	-----	Bicycle	TA-MAG	\$ 2,074,438	\$ -	\$ 125,390	\$ 2,199,828	Amend: New listing to existing project (TMP12-104). Additional funding with TA-MAG to complete total construction phase.	
<b>Total</b>													<b>\$ 5,190,630</b>	<b>\$ -</b>	<b>\$ 313,750</b>	<b>\$ 5,504,380</b>		
													FY2013	\$ 1,522,094				
													FY2014	\$ 3,668,536				

2013  
2014

FY2013 \$ 1,522,094  
FY2014 \$ 3,668,536