

January 6, 2016

TO: Members of the MAG Street Committee

FROM: Chris Hauser, El Mirage, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

**Tuesday, January 12, 2016 - 1:00 p.m.**  
MAG Office, Suite 200, Ironwood Room  
302 North First Avenue, Phoenix

The next meeting of the MAG Street Committee will be held at the time and place noted above. Committee members or their proxies may attend in person, via video-conference or by telephone conference call. Those attending by video conference must notify the MAG site three business days prior to the meeting. Those attending by telephone conference please contact MAG offices for conference call instructions. Please call in prior to the time noted above.

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>
<p>1. <u>Call to Order</u></p> <p>For the January meeting, the quorum requirement is 12 committee members.</p>	
<p>2. <u>Introductions and Attendance</u></p> <p>An opportunity for new members to introduce themselves and record member attendance at the meeting will be provided.</p>	<p>2. For information.</p>
<p>3. <u>Approval of the November 10, 2015 Meeting Minutes</u></p>	<p>3. Review and approve the minutes from the November 10, 2015 meeting.</p>
<p>4. <u>Call to the Audience</u></p> <p>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.</p>	<p>4. For information.</p>
<p>5. <u>Transportation Programming Manager's Report</u></p> <p>The MAG Transportation Programming Manager will review recent transportation planning activities and upcoming agenda items for MAG Committees and other related regional transportation activities.</p>	<p>5. For information and discussion.</p>
<p>6. <u>Arterial Life Cycle Program Project Changes Technical Review: Baseline Road from 24th Street to Consolidated Canal</u></p> <p>The Arterial Life Cycle Program (ALCP) Policies and Procedures require Lead Agencies to present proposed substitute projects or</p>	<p>6. For information, discussion, and possible recommendation to include the proposed project change in the draft FY 2017 ALCP.</p>

changes in project scope to the MAG Street Committee for a technical review and recommendation for approval. The City of Mesa will present a request to substitute the Val Vista Drive: Southern Avenue to University Drive project with a proposed Baseline Road: 24th Street to Consolidated Canal project.

7. Call for Vice Chair Nominations

In December, the current Vice Chair left Maricopa County for a position with the City of Phoenix, leaving a vacancy in the Vice Chair position.

At the meeting, the process for selecting a new Vice Chair will be discussed.

8. System Level Operating and Maintenance Costs and Revenue Sources for the draft FY 2017-FY 2021 MAG Transportation Improvement Program (TIP) and Update of the Regional Transportation Plan (RTP)

The Code of Federal Regulations require that each TIP have a financial plan that addresses system level operating and maintenance costs and revenue sources that can be reasonable expected to cover these costs. To develop cost and revenue estimates for the draft TIP, a survey that was used to develop the current TIP has been updated to be distributed to member agencies (Please see Attachment 1).

Also, the RTP includes a table summarizing member agency pavement management systems. For the update of the RTP, MAG will need to update this table (Please see Attachment 2).

At the meeting, member agencies will be briefed on the survey and pavement management system table, and comments and suggestions for improving both will be sought.

9. Review of the MAG Federal Fund Project Selection Process

In October, the Street Committee reviewed

7. For information and discussion.

8. For information and discussion.

9. For information and discussion.

street sweepers and paving project applications for CMAQ funding and Pinal County area applications for STP funding set aside for the Pinal County area. At the meeting, the process used to review projects will be discussed and input will be sought from the Committee on how to improve the process.

10. Request for Future Agenda Items

Topics or issues of interest that the Street Committee would like to have considered for discussion at a future meeting will be requested.

11. Member Agency Update

This section of the Agenda will provide Committee members with an opportunity to share information regarding a variety of transportation-related issues within their respective communities.

12. Next Meeting Date

The next regular Street Committee meeting will be scheduled for Tuesday, February 9, 2016 at 1:00 p.m. in the MAG Offices, Ironwood Room.

Adjournment

10. For information and discussion.

11. For information and discussion.

12. For information.

MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
STREET COMMITTEE

Tuesday, November 10, 2015 10:00 a.m.  
MAG Offices, Suite 300,  
302 North First Avenue, Phoenix, Arizona 85003

MEMBERS ATTENDING

Maria Angelica Deeb, Mesa, Chair	Lee Jimenez, Maricopa County
Chris Hauser, El Mirage, Vice Chair	Mike Gillespie, Litchfield Park
Eric Boyles for Susan Anderson, ADOT	* James Shano, Paradise Valley
* Emile Schmid, Apache Junction	Jenny Grote, Phoenix
David Janover, Avondale	* Scott Bender, Pinal County
Jose Heredia, Buckeye	Ben Wilson, Peoria
Kevin Lair, Chandler	* Janet Martin, Queen Creek
@Aryan Lirange, FHWA	Jennifer Jack, Salt River Pima-Maricopa Indian Community
* Wayne Costa, Florence	* Phil Kercher, Scottsdale
Sasha Pachito for Tim Oliver, Gila River Indian Community	Dana Owsiany, Surprise
* Greg Smith, Gilbert	German Piedrahita, Tempe
Patrick Sage, Glendale	* Jason Earp, Tolleson
* Hugh Bigalk, Goodyear	* Grant Anderson, Youngtown
* Bill Fay, City of Maricopa	

\* Members neither present nor represented by Proxy

# Members attending by phone

@Ex-officio member, non voting member

OTHERS PRESENT

Mike Sabatini for Baker	Teri Kennedy, MAG
Warren White, Chandler	David Massey, MAG
Gregory McDowell, Gila River Indian Community	Stephen Tate, MAG

1. Call to Order

Chair Maria Deeb called the meeting to order at 10:00 a.m.

2. Introductions and Attendance

A roll call of members attending the meeting was conducted. The following member agencies were not represented at the meeting: Apache Junction, Florence, Goodyear, City of Maricopa, Gilbert, Paradise Valley, Pinal County, Queen Creek, Scottsdale, Tolleson and Youngtown.

3. Approval of the October 13, 2015 Meeting Minutes

The Chair noted that the minutes had been revised since the mailing. Mr. Tate read off a list of changes. These include:

- grammar corrections for missing commas,
- misidentification of Vice Chair Hauser as the Chair,
- correction of Mr. Kraft's remarks to indicate that Pinal County would revise its paving proposal to meet federal requirements if it were determined that this is needed, and
- noting that Phoenix used a special vehicle to collect roughness data.

Ms. Jenny Grote moved the approval of the revised minutes. Mr. Kevin Lair seconded the motion. The minutes were approved unanimously.

4. Call to the Audience

No members of the audience requested to speak before the Committee.

5. Transportation Programming Manager's Report

Ms. Kennedy briefed the Committee. She began by welcoming Mr. David Janover to the Committee. He is the new member from Avondale.

She then proceeded to note that the Gila River Indian Community had won an Engineering News-Record Regional Best Projects 2015 award for its bridge replacement. Also, the cities of Maricopa and Phoenix have been awarded TIGER grants for a railroad bridge overpass and a bicycle project, respectively.

Member agencies may now apply for the use of Project Initiation Pool Funding (PIP) to pay ADOT to kick off projects. All that is needed is for a member agency to have a federally funded project in the TIP that has not started. The amount of federal funding available per projects is \$2,829 with a \$171 local matching requirement.

Members with Arterial Life Cycle Program projects were reminded that they should submit billing for reimbursements on a quarterly basis. Failure to submit billing can result in lost interest income to the sponsoring agency.

It is anticipated that FY2016 street sweepers applications will be considered at the November 18, Management Committee. Regional Council approval is anticipated by the end of December.

6. Programming of PM-2.5, and PM-10 Paving Unpaved Road Projects for MAG Federal Congestion Mitigation and Air Quality Improvement Funding for the Draft FY 2017-2021 MAG Transportation Improvement Program

Ms. Kennedy briefed the Committee. She noted that the Committee had previously reviewed applications for paving unpaved roads to be funded from Congestion Mitigation and Air Quality (CMAQ) funds and that the results of this review along with responses to clarifying questions had been forwarded to the MAG Air Quality Technical Advisory Committee (AQTAC) for review and approval of measures to be used in the ranking of projects for funding.

Ms. Kennedy then discussed a listing of project ranking based on the measures approved by the AQTAC. She noted that on October 22, 2015, the AQTAC made a recommendation on air projects for FY 2018, 2019, and 2020 for CMAQ funding to the MAG Transportation Review Committee. This ranking is to be based on the air quality effectiveness scores.

Ms. Kennedy then discussed the programming of projects and discussed a table showing programming scenarios that was included in the mailing packet. She noted that a total of \$14,022,139 CMAQ funding is available for the program years. The PM-2.5 allocation is \$2,022,139, and the PM-10 is \$12,000,000. All PM-2.5 projects are also eligible for PM-10 CMAQ funding. The amount of funding per year is sufficient to allow projects to be programmed in the year requested by project sponsors.

Mr. Kevin Lair moved to recommend approval the programming scenario as detailed in the agenda for the meeting. Ms. Jenny Grote seconded the motion. The motion carried unanimously.

7. MAG Arterial Road and Bridge Applications, Proposed to be Funded with Surface Transportation Program (STP) Funds for Projects in Pinal County Within the MAG Planning Area

Mr. John Bullen of MAG staff provided an overview. He indicated that project applications were released in August and due in September. A total of three were received, and the Street Committee deemed one ineligible for funding under the Pinal County STP program at its October 13, 2015 meeting. Mr. Bullen noted that there were also questions concerning the data in the two remaining project applications at that meeting.

Mr. Bullen said revised data had been received for the two project applications. The annual average daily traffic (AADT) and K-Factor was reduced for the Southern Avenue: Delaware Drive to Ironwood Drive project. The pavement/bridge condition was changed for the Gilbert Road reconstruction and improvement project. A summary sheet with all these changes was sent out as Attachment #2 in the agenda packet.

Mr. Bullen stated that with the revised data, the projects receive an identical evaluative score. He indicated that \$1.62 million was available, and that the Southern Avenue: Delaware Drive to Ironwood Drive project requested \$1.47 million in funding and the Gilbert Road reconstruction and improvement project requested \$1.27 million in funding. This results in a \$1.12 million shortfall. Mr. Bullen stated that the Street Committee could make a number of recommendations to move the item forward to the Transportation Review Committee. These motions include a recommendation to send both projects to the Transportation Review Committee to program for funding, a recommendation that the Transportation Review

Committee award partial funding to both projects, or a recommendation that the Transportation Review Committee include FY 2021 funding and award full funding to both projects.

Chairwoman Deeb stated that she did not think it would be a good idea to include FY 2021 funding if it was not included when the call for projects was issued. She asked if the two agencies would be willing to accept partial funding. Mr. Bullen indicated that there was no representative from Apache Junction present at the meeting. Mr. Gregory McDowell and Ms. Sasha Pachito from the Gila River Indian Community indicated that they would not be able to move forward with the project with partial funding. Chairwoman Deeb suggested that the Street Committee make a motion to send both projects forward to the Transportation Review Committee to program for funding but that both agencies indicate whether or not they can accept partial funding.

Vice Chair Chris Hauser motioned that both projects be sent to the Transportation Review Committee to program funding in the FY 2014 - 2018 MAG Transportation Improvement Program and that the City of Apache Junction and Gila River Indian Community indicate whether or not they can accept partial funding. Mr. German Piedrahita seconded the motion. The motion carried unanimously.

#### 8. Transportation Improvement Program and MAG Model Network Update

Mr. Stephen Tate briefed the Committee. He noted that MAG is in the process of developing a new FY 2017 - FY 2021 Transportation Improvement Program. The TIP is required by federal regulations to include all projects funded from federal transportation funds and all regionally significant projects.

The term, regionally significant projects, is somewhat vague. It includes all projects that change the number of through lanes or access of arterial roadways or very large collector roadways as these facilities are included in MAG model simulations used to establish that transportation projects conform to air quality plans and requirements.

In Pinal County, MAG will also need to collect information on near term improvements as to establish transportation conformity for this area MAG will need to perform both a no build and a build simulation. Transportation conformity for this area will need to be completed early for this area as the Sun Corridor Metropolitan Planning Organization, a neighboring Metropolitan Planning Organization, needs to adopt a new plan and TIP in March or face a possible disruption of federal funding.

It is anticipated that beginning next week, MAG will start contacting member agencies to set up meetings to discuss projects to be included in the TIP and MAG model networks. Prior to the meetings, MAG will e-mail and post on its website TIP information and model network maps.

Public involvement for the development of the TIP was discussed. It was indicated that MAG has a continuous public involvement process and that a public hearing on the new TIP would

be heard next year. Ms. Kennedy noted that MAG had already held a public meeting to discuss the new TIP.

9. Next Meeting Date

Ms. Kennedy noted that the next regular Street Committee meeting is scheduled for Tuesday, December 8, 2015 at 1:00 p.m. in the MAG Offices, Ironwood Room.

Adjournment

The meeting adjourned at 1:42 PM.

## 23 CFR § 450.324(h)

The TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs. In developing the TIP, the MPO, State(s), and public transportation operator(s) shall cooperatively develop estimates of funds that are reasonably expected to be available to support TIP implementation, in accordance with §450.314(a). Only projects for which construction or operating funds can reasonably be expected to be available may be included. In the case of new funding sources, strategies for ensuring their availability shall be identified. In developing the financial plan, the MPO shall take into account all projects and strategies funded under title 23 U.S.C., title 49 U.S.C. Chapter 53 and other Federal funds; and regionally significant projects that are not federally funded. For purposes of transportation operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53). In addition, for illustrative purposes, the financial plan may (but is not required to) include additional projects that would be included in the TIP if reasonable additional resources beyond those identified in the financial plan were to become available. Starting December 11, 2007, revenue and cost estimates for the TIP must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).

Expenditure Categories	FY 2014	FY 2015	FY 2016	Notes/Comments
<b>Total Maintenance and Operating Budget</b>				
Potential Breakout of O& M Budget Expenses				
- Pavement				
- Signs and Markings				
- Street Lighting				
- Traffic Signals				
- Landscaping				
- Street Sweeping/Trash Removal				
- Safety Education Programs/Public Outreach				
Revenue Categories	FY 2014	FY 2015	FY 2015	Notes/Comments
<b>Total Revenue Available for O &amp; M</b>				
Potential Breakout of O& M Budget Revenue				
- Gas Tax (HURF)				
- Dedicated Tax for Transportation				
- General Fund				
- Other City Revenue				
- Private Contributions/Impact Fees				

**TABLE 9-1  
PAVEMENT MANAGEMENT SUMMARY**

Agency	Software	Assessment Frequency	Rating System/Approach	Additional Comments
ADOT	Highway Pavement Maintenance Application (HPMA)  PECOS	Annual	International Roughness Index (IRI)  Present Serviceability Rating (PSR)	Pavement preservation activities are planned five years in advance, based on technical indicators. The effects of new construction and reconstruction projects on pavement preservation requirements are also taken into account in pavement preservation programming. Extensive coordination is maintained to avoid overlapping pavement treatments, such as roads being restriped shortly before a pavement overlay project.
Apache Junction	iWorQ	Annual	Remaining Service Life (RSL)	Five main distresses are measured: fatigue, transverse cracking, longitudinal cracking, patches, and edge of pavement cracking. Raveling and other indices are also monitored. Inspectors use a guide to rate pavement. Software is used to recommend maintenance activities based on ratings. Pavement preservation measures are prioritized and coordinated with crack sealing.
Avondale	iWorQ	2 years	Not Available	Experience has indicated that past patterns of pavement maintenance have had a significant effect on current pavement conditions.
Buckeye	Microsoft Excel	Continuously check, update informally	Pavement Surface Evaluation and Rating (PASER)	The roadway maintenance approach is focused on obtaining grant funding for major arterials, while maintaining the highest traffic volume residential roadways. Pavement maintenance program focuses on keeping the greatest number of residents satisfied.

**TABLE 9-1: PAVEMENT MANAGEMENT SUMMARY (CONT'D)**

Agency	Software	Assessment Frequency	Rating System/Approach	Additional Comments
Carefree	Microsoft Word & Microsoft Excel	4-5 years	Modified Version of the Transportation Research Board Process	Through field inspection, 10 categories of pavement defects are scored. Defects are weighted based on severity and importance. Unique roadway and pavement conditions are noted. A three step approach to the operations and maintenance program is used; (1) identify defects, (2) prioritize needs, and (3) assess program options versus budget funding.
Cave Creek	No Formal System	Informal-routine	Informal system - Chip seal five miles of roads a year when funding is available. Other improvements are prioritized based upon available funding	Pavement management software is being researched and reviewed. Many of the available packages seem to be too complex to fit the pavement management needs of a small system.
Chandler	Proprietary road matrix software by Stantec	3 years	Pavement Quality Index (PQI)	Developers provide a one year final inspection on new roadways, at which time the developer may be required to apply the first seal coat. Pavement life is targeted at 25-30 years before the first mill and overlay.
El Mirage	Microsoft Excel	Goal – 2 years Current – 4 years	Pavement Surface Evaluation and Rating (PASER)	Projects are planned in order to maximize use of available funding. In order to achieve economies of scale, larger projects are performed, limiting the variety of activities in a given year. For example, one year all available funding may go toward one arterial; the next year, crack sealing and fogging the network.
Florence				
Fort McDowell Yavapai Nation				

**TABLE 9-1: PAVEMENT MANAGEMENT SUMMARY (CONT'D)**

Agency	Software	Assessment Frequency	Rating System/Approach	Additional Comments
Fountain Hills	No Formal System	7 years	Seven Zones-treat one annually	Maintenance is performed on a seven year cycle between seven zones. Each year, one zone is crack and slurry sealed or micro-paved. Roads are typically 40 years old and the majority have never had significant treatments.
Gila Bend	No Formal System	Informal	Informal	Establishment of a formal system is under consideration.
Gila River Indian Community				
Gilbert	CHEC software switching to GBA	3-4 years	Pavement Condition Index (PCI)	Pavement management program makes extensive use of the Pavement Condition Index. There is an ongoing effort to demonstrate to decision-makers how pavement preservation funding levels affect the Pavement Condition Index.
Glendale	Lucity	5 year goal	Pavement Condition Index (PCI)	Pavement preservation projects are included in the Capital Improvement Program, which utilizes General Obligation funds. The Structural Index (SI) is tracked on arterials to provide a basis for pavement management activities.
Goodyear	Lucity	3 year goal	Pavement Condition Index (PCI)	Because the majority of roads are relatively new, they are typically in good condition, which tends to increase the system average Pavement Condition Index. Recent rapid growth in the size of the roadway system may result in increased future maintenance program funding needs that may not be apparent due to the high current average PCI.
Guadalupe				

**TABLE 9-1: PAVEMENT MANAGEMENT SUMMARY (CONT'D)**

Agency	Software	Assessment Frequency	Rating System/Approach	Additional Comments
Litchfield Park	Microsoft Excel	5 years	Pavement Condition Index (PCI)	All roads in the network were assessed in 2006 and 10-year maintenance activities recommended. Roadway segments are reviewed annually to determine if recommended treatments are still warranted, or if a roadway's condition has worsened enough that it needs more than the original prescribed level of maintenance.
Maricopa				
MCDOT	Proprietary Software - Roadway Management System (RMS)	Arterials-annual  Others-Biannual	Pavement Condition Rating (PCR) and International Roughness Index (IRI)	The pavement management process focuses predominantly on roadways classified as arterials. The roadway maintenance program does not maintain or manage landscape features.
Mesa	Modified MicroPAVER	Annual	Pavement Condition Index (PCI)	An activity-based budget process is used, tying pavement maintenance activities to strategic goals. Roadway operations and maintenance funding is kept separate from the Capital Improvement Program and major pavement projects are prioritized depending on funding levels. Typically a 20-30 year pavement life is experienced.
Paradise Valley	In House Program	4 years	Pavement Condition Rating (PCR)	Maintenance is performed on a 15 year cycle between 15 sections. Each year, one section is milled and overlaid. Roads are typically crack sealed every 7-8 years.
Peoria	Hansen Asset Management Software, Microsoft Excel for pavement condition	Bi-annual	Pavement Condition Index (PCI)	To maximize benefits from available funding, maintenance activities focus on arterial projects with greater or longer term impact. Projects are prioritized to maintain high levels of safety, while some lower rated pavements may not be treated due to funding limitations. Major pavement rehabilitation, when necessary in the future, may face funding issues.

**TABLE 9-1: PAVEMENT MANAGEMENT SUMMARY (CONT'D)**

Agency	Software	Assessment Frequency	Rating System/Approach	Additional Comments
Phoenix	Lucity	Bi-annual	Pavement Condition Index (PCI) and SCI	Specially equipped vans are used in the pavement assessment process to measure and record roadway Pavement Condition Index data. Reconstruction of pavements is not programmed, placing an emphasis on periodic/routine maintenance activities to preserve pavement quality over the long term.
Pinal County				
Queen Creek	MicroPAVER and Microsoft Excel	Goal- 3-5 years 10 year actual	Pavement Condition Index (PCI)	The majority of roads are relatively new, with an average age less than ten years, resulting in a relatively high Pavement Condition Index. The basic approach is to crack seal the roads annually, with a fog seal every three years. Slurry seals are used when there is significant cracking.
Salt River Pima-Maricopa Indian Community				
Scottsdale	Lucity	4 years	Pavement Condition Index (PCI)	Pavements are rated using the Pavement Condition Index, with intersections assessed separately. Data is recorded and tracked using GIS polygons rather than lane mile units, which is aimed at providing a more precise measurement of pavement areas.
Surprise	Hansen Pavement Management software	4 years	Overall Condition Index (OCI)	While most of the roads in the network are relatively new, efforts are aimed at adequate maintenance to continue high levels of pavement quality in the future. Typically roads are assessed every four years, using the time in between to perform improvements. The pavement management system is continually updated as improvements are performed, but new defects may not be documented until the next periodic assessment.

**TABLE 9-1: PAVEMENT MANAGEMENT SUMMARY (CONT'D)**

Agency	Software	Assessment Frequency	Rating System/Approach	Additional Comments
Tempe	Roadmatrix	3 years	Pavement Quality Index (PQI)	Avoiding a “worst first” repair prioritization approach, pavement maintenance strategies focus on consistent minor maintenance to preserve pavements, deferring the need for major maintenance projects. High standards are targeted, but if a road falls into poor condition, maintenance may be stopped and the road is later reconstructed. Predictable funding sources are being sought to maintain a strong pavement management program, instead of bonding or reliance on State shared revenues.
Tolleson	Microsoft Excel	Ongoing	Pavement Condition Index (PCI)	An inventory of roadway network conditions is maintained in Microsoft Excel and used to assess which streets need reconstruction, mill and overlay, etc. A ten-year pavement maintenance plan is being formalized, and repairs are beginning on the lowest rated parts of the network.
Wickenburg	No Formal System	Informal	Informal, need based prioritization	Projects are identified through an informal pavement condition assessment. In FY 2010 and 2011, \$100,000 from the Capital Improvement Program was available for roadway maintenance in addition to HURF. The local power grid, which is municipally owned, helps fund the Capital Improvement Program.
Youngtown	No Formal System	Informal	Informal, need based prioritization	A slurry seal was done on all roads In 2004. A specific annual roadway operation and maintenance program is not part of the budget process. Community Development Block Grant funding, or other funding, has been used as it becomes available in the past for roadway maintenance projects. HURF funds typically cover costs to fix vandalism or matching for grants.