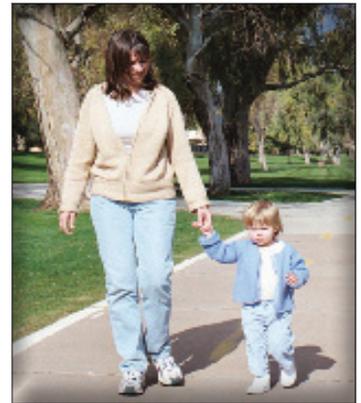


Fiscal Year 2013

Transportation Programming Guidebook



Maricopa Association of Governments

August 2012



INFORMATION



SCHEDULE



CONTACT



RESOURCES

ACRONYMS

ADOT	Arizona Department of Transportation
ALCP	Arterial Life Cycle Program
AQCA	Air Quality Conformity Analysis
AQTAC	Air Quality Technical Advisory Committee
BR	Highway Bridge Replacement and Rehabilitation Program (will be integrated into the National Highway Performance Program under MAP-21)
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Process
CR	Continuing Resolution (Federal authorization)
CTOC	Citizens Transportation Oversight Committee
EPA	Environmental Protection Agency
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FY	Fiscal Year
HES	Hazard Elimination Safety Program
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Program
HOV	High Occupancy Vehicle
HURF	Highway User Revenue Funds
IM	Interstate Maintenance (will be integrated into the National Highway Performance Program under MAP-21)
ITS	Intelligent Transportation Systems
MAG	Maricopa Association of Governments
MAG-STP	MAG Surface Transportation Program
MAP-21	Moving Ahead for Progress in the Twenty first Century; Surface Transportation Bill signed July 6, 2012
NHS	National Highway System (will be integrated into the National Highway Performance Program under MAP-21)
NHPP	National Highway Performance Program, new MAP-21 program (Integrates SAFETEA-LU programs; IM, NHS, Bridge)
OA	Obligation Authority (the total amount of funds that may be obligated in a year)
PL	FHWA Planning Funds
PTF	Public Transit Funds
RARF	Regional Area Road Funds
RC	Regional Council, MAG
RPTA	Regional Public Transportation Authority
RTP	Regional Transportation Plan
RTPFP	Regional Transportation Plan Freeway Program
SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act— A Legacy for Users
STAN	Statewide Transportation Acceleration Needs
STIP	State Transportation Improvement Program

STP-HES	Surface Transportation Program—Hazard Elimination and Safety
STP-RR	Surface Transportation Program—Rail Road Crossing
STP-TE	Surface Transportation Program - Transportation Enhancements (moved to Transportation Alternatives under MAP 21)
TA	Transportation Alternatives: New MAP 21 Program (includes TE, SRTS, Recreational Trails from SAFETEA-LU)
TAC	Technical Advisory Committee
TCM	Transportation Control Measures
TERC	Transportation Enhancement Review Committee
TIP	Transportation Improvement Program
TLCP	Transit Life Cycle Program
TPC	Transportation Policy Committee
TRC	Transportation Review Committee
YOE	Year Of Expenditure (in U.S. dollars)
5303	FTA Section 5303 Metropolitan Transit Planning (SAFETEA-LU)
5305	FTA Section 5305d, Metropolitan Transit Planning (MAP-21)
5307	FTA Section 5307 Urbanized Area Transit (Phx-Mesa UZA)
5307 Avon	FTA Section 5307 Urbanized Area Transit (Avondale-Goodyear UZA)
5308	FTA Section 5308 Clean fuels Formula (Canceled in MAP-21)
5309 FGM	FTA Section 5309 Fixed Guide way Modernization SAFETEA-LU (Canceled in MAP-21)
5309 NS	FTA Section 5309 New Starts Competitive Program > \$75 M
5309 SS	FTA Section 5309 Small Starts Competitive Program < \$75 M
5309 Bus	FTA Section 5309 Bus and Bus Facilities Competitive Program SAFETEA-LU, Formula MAP-21
5339	FTA, Bus and Bus Facilities Formula, MAP-21 (previously Section 5309 Competitive Program SAFETEA-LU)
5339	FTA Section 5339 Alternatives Analysis SAFETEA-LU (Canceled in MAP-21)
5309 LIV	FTA Section 5309 Livability Competitive Program
5309	FTA Section 5309 State of Good Repair, competitive (Canceled in MAP-21)
5337	FTA Section 5337 State of Good Repair Formula Grant MAP-21
5310	FTA Section 5310 Elderly /Disabled Transit Assistance Program
5316	FTA Section 5316 Job Access and Reverse Commute Transit Program (JARC) (incorporated into 5307 and 5311 in MAP-21).
5317	FTA Section 5317 New Freedom Transit Program (NF) (incorporated into 5310 in MAP-21)

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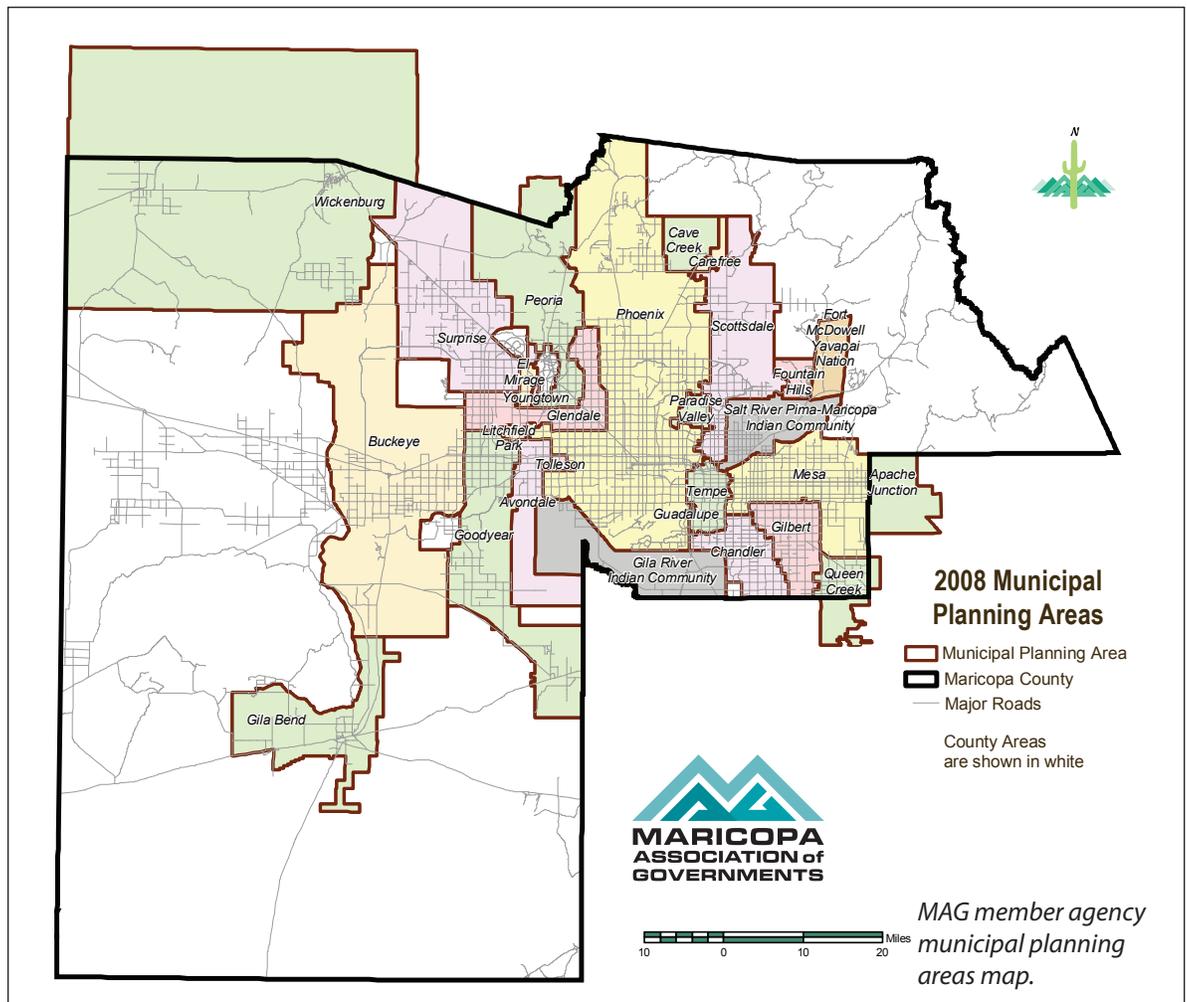
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INTRODUCTION

The Maricopa Association of Governments (MAG) Transportation Division is responsible for the region's Transportation Improvement Program (TIP), the long range Regional Transportation Plan (RTP), facilitating the selection of projects to be programmed with Federal Funds, modeling roadway conditions, vehicle models, congestion reduction models, long range transportation planning, and working with our member agencies through the MAG Committee Process identifying regional priorities and policy direction.

The purpose of the *Transportation Programming Guidebook* is to provide MAG member agencies information, instructions, and deadlines on the different transportation programs. This publication does not duplicate the information in the RTP or the TIP Report, but is a compilation of resources available to member agencies on how transportation projects are programmed in the MAG Region. The Guidebook explains the available transportation funds, funding allocations, and projections as they relate to programming transportation projects. This guide is also a source to find the different requirements, resources, policies, processes, schedules, and contact information organized by types of transportation projects.



FY 2013 Transportation Programming Focus Areas

In FY2013, MAG will be preparing a new TIP; the FY2014-2018 MAG TIP. The RTP 2010 Update that was approved by MAG Regional Council on July 28, 2010 will be updated in 2013 and will continue to be the document that guides long range transportation development in the region. In FY2013, MAG will focus on:

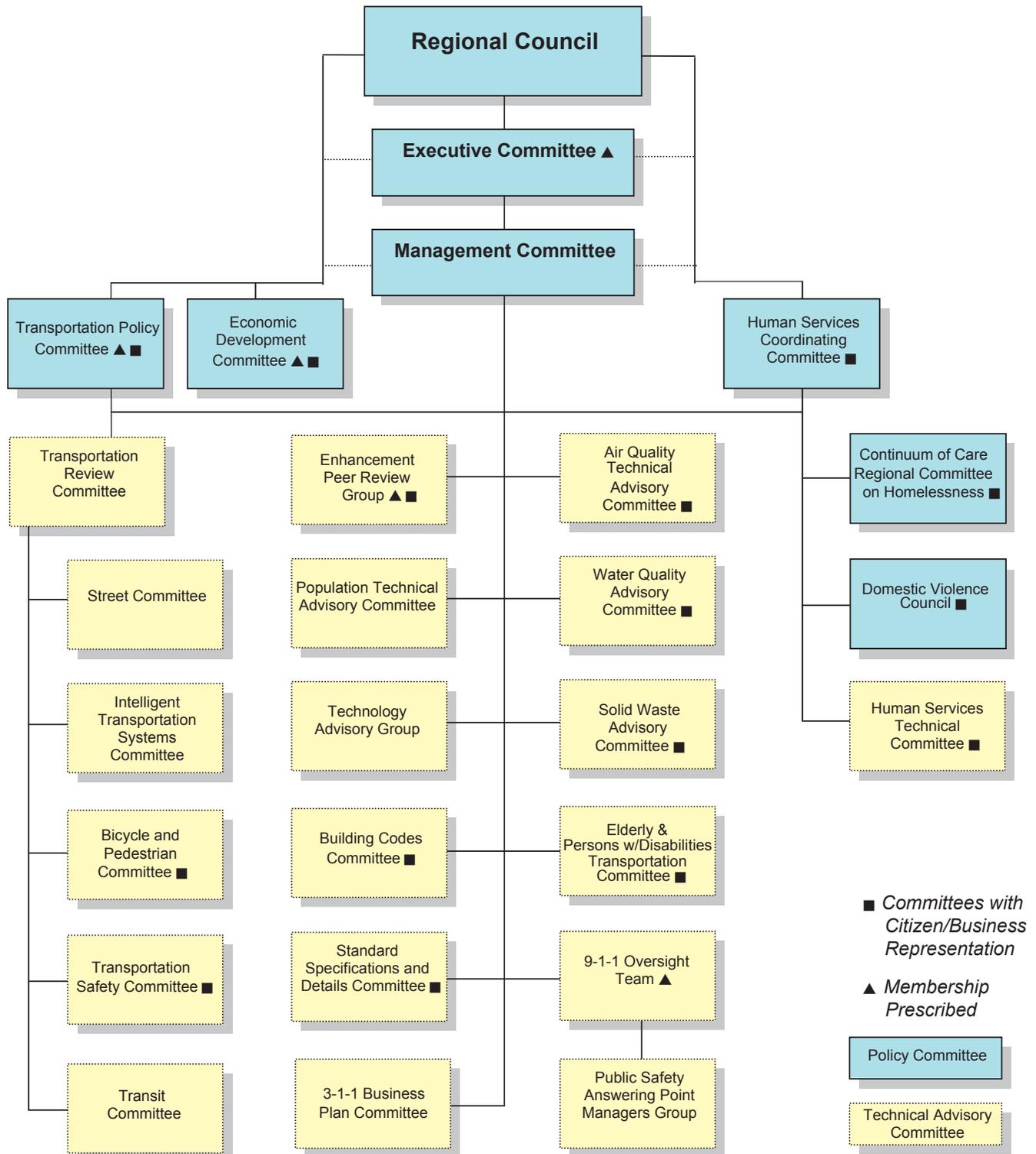
1. Developing an update to the RTP
2. Developing a new 2014-2018 TIP with updated FHWA and FTA direction
3. Revising Programming and Funding principals with the new Federal Transportation Authorization Act passed on July 6, 2012; *Moving Ahead for Progress in the Twenty First Century* (MAP-21)
4. Programming Congestion Mitigation Air Quality (CMAQ) federal funds for Air Quality programs, street sweepers, paving dirt roads, Bicycle/Pedestrian, and ITS projects
5. Programming the 2013 Transit Program of Projects
6. Integrating the new transportation authorization programs into the TIP as information becomes available
7. Making Project Changes to the current FY2011-2015 MAG TIP and RTP 2010 Update
8. Maintain regular processes like updating the regional lifecycles for freeways, arterials, and transit
9. Integrating enhanced Congestion Management Process (CMP) evaluations and updating criteria
10. The Closeout of the federal fund programs
11. Development of enhanced TIP reporting elements
12. Updating processes to include Prop 400 audit recommendations

The MAG regional transportation programming, planning, and modeling processes have been designed to respond to Federal and State mandates directed at the metropolitan transportation planning processes. The MAG region will be transitioning from the requirements of the Federal Transportation Authorization Act; *Safe, Accountable, Flexible, and Efficient Transportation Equity Act—A Legacy for Users* (SAFETEA-LU) to the new act; *Moving Ahead for Progress in the Twenty First Century* (MAP-21) signed into law on July 6, 2012. Additional guiding regulations, statutes, and requirements including the Arizona State statutes related to House Bill 2292 and House Bill 2456 guide the MAG transportation processes. MAG will be integrating the new MAP-21 authorization into current planning and programming as federal direction is received for the specific programs and apportioned funding. If there are any significant changes to schedules in the Guidebook, a new version will be printed and MAG member agencies will be notified.

The MAG Committee Process is an integral part of the transportation programming process and is responsible for reviewing and approving the multiple stages of programming the TIP and the RTP. Transportation decisions begin at the modal level committees and then move through the approval process. The typical progression for transportation decisions:



MAG Committee Structure



REGIONAL TRANSPORTATION PROGRAMMING

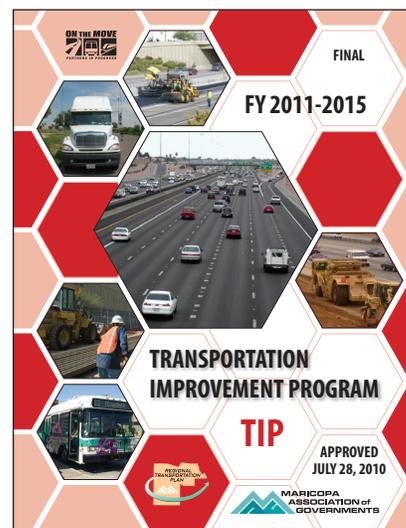


Regional Transportation Plan 2013 Update & 2014-2018 MAG Transportation Improvement Program

The *Regional Transportation Plan (RTP) 2010 Update* and the *FY2011-2015 MAG Transportation Improvement Program (TIP)* were approved by MAG Regional Council on July 28, 2010. A new MAG Regional Transportation Plan 2013 Update and MAG FY2014-2018 TIP will begin development in FY 2013. The update to the RTP will cover a period of at least 20 years. The new TIP will cover 2014-2018 and the RTP and TIP are expected to be prepared for Regional Council approval in August 2013.

For more information about the RTP 2010, and 2013 Updates, please see the RTP web page at: <http://www.azmag.gov/Projects/Project.asp?CMSID2=1126&MID=Transportation>

For more information about the *FY2014-2018 MAG Transportation Improvement Program (TIP)*, please see the TIP at: <http://www.azmag.gov/Projects/Project.asp?CMSID=1140&MID=Transportation>



RESOURCES

The FY 2011-2015 MAG TIP is an element of the MAG Regional Transportation Plan (RTP), which is the region's long range transportation plan. Projects included in the FY 2011-2015 MAG TIP, and new FY2014-2018 TIP are drawn from projects defined in the RTP and major elements of the RTP, such as the life-cycles for transit, arterial streets and freeways and the MAG Federal Fund Program.

The Federal funded and regionally significant projects come from three major elements of the region's long range plan—the RTP:

1. Proposition 400 projects in the three life cycle programs: Freeway, Arterial, and Transit;
2. The MAG Federal fund program; and
3. Local sponsored projects.

The 2014-2018 Transportation Improvement Program (TIP) is a listing/program of transportation projects covering a 5 year period. To meet federal requirements, the FY2014-2018 TIP reports on all projects programmed with federal funds identified in Title 23 and Title 49 of the US Code and on all regionally significant projects that are funded with Federal and non-federal funds. The TIP also reports on projects that have obligated with federal funds in the most recent previous federal fiscal year.

MAG defines a regionally significant project as:

A transportation project that is on a facility which serves regional transportation needs (i.e., urban freeways, other urban or rural principal arterials; and the one-mile grid street network and extensions thereof), and would normally be included in the modeling of the transportation network.

Projects that are greater than one-half mile in length, impacts freeways or freeway interchanges, or alters the number of striped through-lanes for motor vehicle use, are reflected in the transportation network used by MAG for regional transportation modeling purposes.

Fixed guideway transit facilities (e.g., trackage for light rail service, or dedicated busways) that serve regional transportation needs also meet the definition of a regionally significant project.

The government agency with jurisdiction for approving the project has the responsibility of determining whether or not a transportation project is regionally significant and for providing information on the regionally significant projects through the interagency consultation process to MAG.



RESOURCES

For more information about transportation programs, reports, and studies in the MAG region, please go to: <http://www.azmag.gov/Transportation/default.asp>.

Transportation Projects Listed in the Current TIP

The current 2011-2015 TIP is listed as a PDF, and excel tables for transit and highway projects; are available for download for project information. As projects changes are approved by Regional Council, the TIP web page and excel project tables will be updated. For available up to date listings of projects in the current Transportation Improvement Program, please visit:

<http://www.azmag.gov/Projects/Project.asp?CMSID=1140&MID=Transportation>



RESOURCES

Amendments & Administrative Modifications, the comprehensive TIP listings in **Excel sheets**, Meetings, Agendas and Minutes, a Resource Library, and other items related to the TIP are regularly updated and located on the TIP web page.

Changes to Transportation Projects



INFORMATION

MAG member agencies play a critical role supporting information for transportation projects that are included in the TIP and RTP. To ensure that the Region complies with all applicable air quality plans, regulations and laws and to ensure the timely completion of federally funded projects, all regionally significant projects regardless of funding source and all federally funded transportation projects need to be accurately represented in the TIP. Failure to accurately include a regionally significant project can per the provisions of the Clean Air Act Amendments of 1990 result in a third party law suit against the project sponsor and bring into question adopted regional air quality plans, thereby placing federal funding for the Region in jeopardy.

Per the most recently adopted federal transportation act and its immediate predecessors, all projects that are to receive federal transportation funding in an urbanized area such as the MAG region must be accurately reflected in the region's TIP. Failure to appear in the TIP or substantial variance with regard to the project's location, scope and year to be authorized as reflected in the TIP will result in a denial by the appropriate federal authorities to commit federal funding for the project. All funding expended on a project prior to this commitment is not eligible for federal reimbursement.

MAG has placed a Project Change Form (an Excel spreadsheet) on the TIP page of the MAG website for member agencies to use, to request project changes. The type of changes to request include the following:

1. Adding new federally funded or regionally significant projects to the TIP
2. Deleting federally funded or regionally significant projects from the TIP
3. Changes to the following items listed for regional significant and federally funded projects in the TIP: year programmed, project location, project work description, length of the project, number of through lanes before the project is completed, number of through lanes after the project is completed, the source and amount of funding.

To download the Project Change Form, use the following link:

- <http://www.azmag.gov/Projects/Project.asp?CMSID=1140&MID=Transportation>

Additional instructions and a sample of the document is included in **Appendix A**.

To submit the completed form to MAG, member agencies should e-mail the form to Stephen Tate (602.254.6300) at the following e-mail address:

- state@azmag.gov

Once the Project Change Request Form is submitted, MAG will review the request and as appropriate initiate the process to modify the TIP and related plans (e.g. the RTP) and programs (e.g. the ALCP, FWLCP, and TLCP) to incorporate the changes.



RESOURCES



CONTACT

Per policies approved by the Regional Council, MAG staff at its discretion has the authority to directly request approval of the appropriate State and Federal authorities of the following types of change for projects programmed in the TIP:

- Revisions of a project description that does not change the project scope or conflict with environmental documents
- Cost decreases
- Changes in the source of funds
- The split or combining of individually listed projects, provided cost, schedule and scope remain unchanged

All other project changes are required to be heard through the MAG Committee Process culminating in Regional Council approval prior to their submission to the appropriate State and Federal authorities for review and concurrence of these authorities.

To facilitate State and Federal review, project changes are classified as either administrative modifications or amendments. Administrative modifications include the following type of project changes as defined by the Federal Highway Administration:

- Revisions of a project description without changing the project scope or conflicting with the environmental document,
- Revisions of funding for project phases. Additional funding is limited to the lesser of 25% of the total project cost or \$5 million,
- Cost decreases,
- Change sources of funds,
- Change a project lead agency,
- Program federal funds for advance construction conversion,
- Change program year of funds within the 4-year FTIP/STIP—provided Expedited Project Selection Procedures are in place,
- Split or combine individually listed projects, provided cost, schedule and scope remain unchanged,
- Change required information for grouped or lump sum project listings,
- Administrative modifications may be used for programming FTA projects from the previous FTIP. Prior year funding must be differentiated from the current year funding by including narrative in the project description or in the MPO Comment area, and
- Make minor changes to the FTA funded grouped project listings. Minor changes include changing the # of transit vehicles purchased by 20% or less and changes to the fuel type of transit vehicles.

All other types of changes to be heard through the MAG Committee process, including the addition and deletion of projects are defined as amendments.

Special Considerations for Certain Regionally Significant Projects

During project development, changes to projects are required to be reflected in the TIP project listing. These changes may require a TIP amendment. In addition to a TIP amendment, some types of project changes may effect the transportation and air quality modeling assumptions made for the most recent regional emissions analysis on the TIP and Regional Transportation Plan, and require a new conformity determination. Examples of project changes that would require a new conformity determination include:

- The addition or deletion of a regionally significant road or transit project.
- Changes to the design scope of a regionally significant road or transit project (e.g. changes to the length of project, or the number of striped through-lanes available for motor vehicle use).

Changing the completion date of a project that results in a change to the planned transportation network(s) used for the regional emissions analysis (e.g. if 2015 is an analysis year, moving a project with a completion date in 2014 or 2015 to 2016 or later would require a new conformity determination).

Material Change Policy for the MAG Regional Freeway Program

In May, 1997 MAG adopted policies regarding material changes for the MAG Regional Freeway Program. These are listed below:

- A. Material Cost Change:** An increase in the cost of a project that is more than five (5) percent of the adopted project budget, but not less than \$500,000 or any increase greater than \$2.5 million.
- B. Material Scope Change:** A change in a project scope that results in a material cost change and all scope changes that modify project limits by a mile or more, a horizontal alignment change outside of the adopted corridor limits that requires an updated environmental assessment, a vertical alignment or cross-section profile modification that causes the profile classification to change from depressed, at grade or elevated, changes to an interchange location of a 1/4 mile or more, adds design elements (including additional lanes), or adds a new project to the program. Any scope change that causes a material cost change to occur must be approved by the Regional Council.



If the material scope change is requested by a local jurisdiction and meets the definition of an enhancement, then the local jurisdiction must also provide the necessary

funding to complete the enhancement. If the material scope change is requested by ADOT, the cost of the scope change, if approved, can be paid from Regional Freeway System funding with the concurrence of the Regional Council. (See A.R.S 28-6353)

According to A.R.S. 28-6351, enhancement means an addition that exceeds generally accepted engineering or design standards for the specific type of facility. ADOT should ensure that the design elements of each new segment meet generally accepted engineering or design standards adopted or accepted for general use by ADOT and are supported by traffic volumes and patterns, the need to serve major public facilities and the need to provide a balanced, multimodal transportation system for Maricopa County.

- C. Material Schedule Change:** A change in the approved schedule for the start of design, right of way, or construction that causes: (1) completion to be delayed by more than three months, or, (2) the completion of the construction phase of the segment to be delayed beyond the year shown on the latest Certified Regional Freeway System map. For the purposes of this policy, completion means that the segment is open to traffic. See **Appendix A2** for additional information.

All approved project change requests and MAG staff administrative modifications will be submitted to ADOT, FHWA, and FTA for modification in the MAG TIP and State TIP (STIP). *These requests will be approved through the MAG Committee Process on a quarterly basis, as noted in the table below.*

Please note: MAG Project changes receive final approval to be included in the Statewide Transportation improvement Program (STIP) by ADOT, then by FHWA and FTA. The approved FHWA and FTA amendments have a different amendment/administrative modification approval numbers than the MAG approval numbers.



RESOURCES

MAG's approved project changes, and excel spreadsheets of project listings are posted on the TIP web page:

<http://www.azmag.gov/Projects/Project.asp?CMSID=1140&MID=Transportation>

The FHWA and FTA approved amendments can be found on ADOT's website:

http://www.azdot.gov/MPD/priority_Programming/pdf/stip/amendments/amendments.htm



SCHEDULE

Project Changes—Fiscal Year 2013		
2012		
August	9	Deadline: Submit Requests for project changes to be heard at Transportation Review Committee (TRC) to amend/administratively modify the current TIP, RTP, and ALCP*
	29	Transportation Review Committee (TRC) review/recommend/approve Project changes to amend/administratively modify the current TIP, RTP, and ALCP*
September	11	Management Committee (MC) review/recommend/approve Project changes to amend/administratively modify the current TIP, RTP, and ALCP*
	18	Transportation Policy Committee (TPC) review/recommend/approve Project changes to amend/administratively modify the current TIP, RTP, and ALCP*
	25	Regional Council review/recommend/approve Project changes to amend/administratively modify the current TIP, RTP, and ALCP*
October	4	Deadline: Submit Requests for project changes to be heard at Transportation Review Committee (TRC) to amend/administratively modify the current TIP, RTP, and ALCP*
	25	Transportation Review Committee (TRC) review/recommend/approve Project changes to amend/administratively modify the current TIP, RTP, and ALCP*
November	13	Management Committee (MC) review/recommend/approve Project changes to amend/administratively modify the current TIP, RTP, and ALCP*
	20	Transportation Policy Committee (TPC) review/recommend/approve Project changes to amend/administratively modify the current TIP, RTP, and ALCP*
	27	Regional Council review/recommend/approve Project changes to amend/administratively modify the current TIP, RTP, and ALCP*
December	3	Deadline: Submit Requests for project changes to be heard at Transportation Review Committee (TRC) to amend/administratively modify the current TIP, RTP, and ALCP*
	13	Transportation Review Committee (TRC) review/recommend/approve Project changes to amend/administratively modify the current TIP, RTP, and ALCP*
2013		
January	9	Management Committee (MC) review/recommend/approve Project changes to amend/administratively modify the current TIP, RTP, and ALCP*
	16	Transportation Policy Committee (TPC) review/recommend/approve Project changes to amend/administratively modify the current TIP, RTP, and ALCP*
	23	Regional Council review/recommend/approve Project changes to amend/administratively modify the current TIP, RTP, and ALCP*
February		
March	7	Deadline: Submit Requests for project changes to be heard at Transportation Review Committee (TRC) to amend/administratively modify the current TIP, RTP, and ALCP*
	28	TRC review/recommend/approve Project changes to amend/administratively modify the current TIP, RTP, and ALCP*

Project Changes—Fiscal Year 2013 (continued)		
April	10	Managers review/recommend/approve Project changes to amend/administratively modify the current TIP, RTP, and ALCP*
	17	Transportation Policy Committee (TPC) review/recommend/approve Project changes to amend/administratively modify the current TIP, RTP, and ALCP*
	24	Regional Council (RC) review/recommend/approve Project changes to amend/administratively modify the current TIP, RTP, and ALCP*
May		
June	27	DEADLINE: ADOT project submittal deadline for FFY2013
July	11	Deadline: Submit Requests for project changes to be heard at Transportation Review Committee (TRC) to amend/administratively modify the current TIP, RTP, and ALCP*
	25	TRC review/recommend/approve Project changes to amend/administratively modify the current TIP, RTP, and ALCP*
August	14	Managers review/recommend/approve Project changes to amend/administratively modify the current TIP, RTP, and ALCP*
	21	Transportation Policy Committee (TPC) review/recommend/approve Project changes to amend/administratively modify the current TIP, RTP, and ALCP*
	28	Regional Council (RC) review/recommend/approve Project changes to amend/administratively modify the current TIP, RTP, and ALCP*
September	13	* End of Fed Fiscal Year Electronic Submittals Closed
	30	End of Fed Fiscal Year
<i>Estimated Dates are in Gray</i>		
<i>* Estimated Fed/Council Action</i>		

Programming Transportation Projects

In FY 2013 MAG will be focusing on programming federal funds for FY2013 street sweepers, and for FY 2015, 2016, 2017 Paving dirt roads, Intelligent Information Systems, Bike/Ped projects. The regular processes which include updating the regional lifecycles for freeways, arterials, and transit; and the Closeout of the federal fund programs authorized under SAFETEA-LU will also continue, and transition to MAP-21 on October 1, 2013. A new process, the Transit 2012 Program of Projects will be administered and the 2013 Program of Projects will be developed.

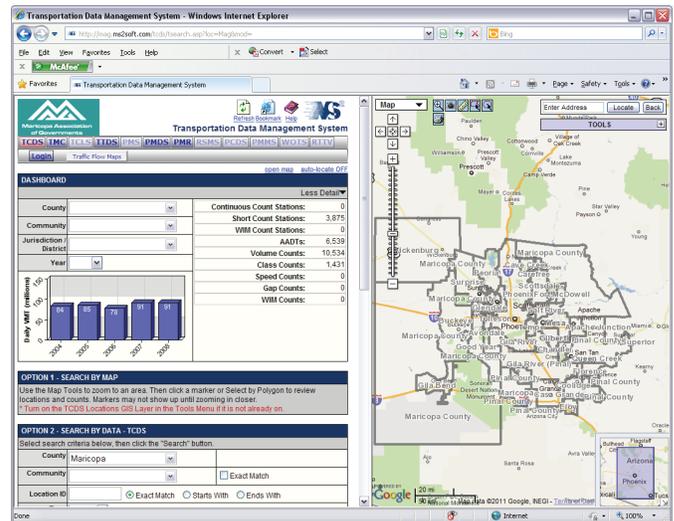
Please see **Section 5** and **Section 6** for more information that is presented by transportation project categories that includes schedules, guidance, and evaluations.



INFORMATION

Transportation Modeling and System Analysis

The regional transportation planning process requires analysis and forecasting of travel demand and level of service provided by the regional transportation system. This information is fundamental for timely recognition of the future transportation challenges and development of appropriate planning solutions. It is important to perform these functions on a system-wide regional level, so that system wide effects and interrelationships between different elements of the transportation system can be properly reflected.



This component of the regional transportation programming involves task of collecting, maintaining, analyzing, forecasting and delivering information relevant to the regional transportation infrastructure. Information collected from the member agencies on RTP and TIP relevant projects provides one of the critical inputs to the analysis and forecasting of the regional transportation system. The information is utilized by MAG, its member agencies and by the consulting community working on local and regional planning and design projects. Travel simulations produced by the program serve as a major input for local highway and transit planning and design efforts as well as for regional transportation planning and air quality analysis.

Major activities scheduled for the 2013 fiscal year include continuous updates and recalibration of the MAG travel demand forecasting model; development of new modeling tools and approaches that reflect emerging trends in the state-of-the-art; data collection and data management activities required for the development and maintenance of the regional travel forecasting tools and analysis of regional travel and traffic trends.



CONTACT

MAG—Transportation Division

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Performance Measurement Program

The Maricopa Association of Governments (MAG) has developed a Performance Measurement Program to collect, analyze and document the most important characteristics associated with the status of surface transportation in the MAG region, as well as to communicate transportation system and corridor performance to policy makers and the public in general.

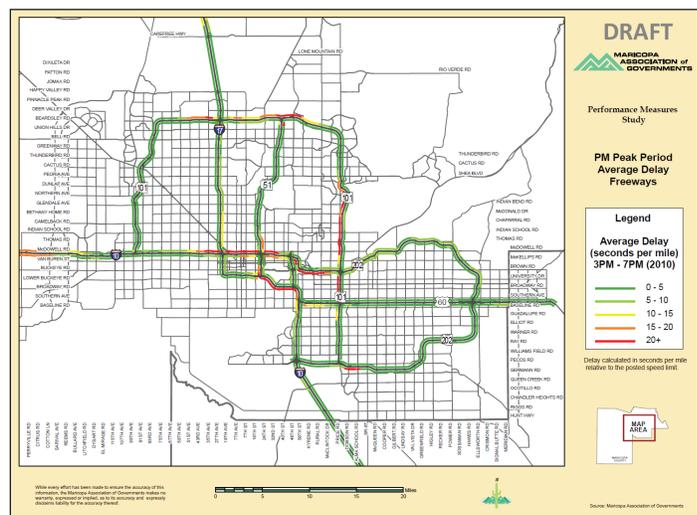
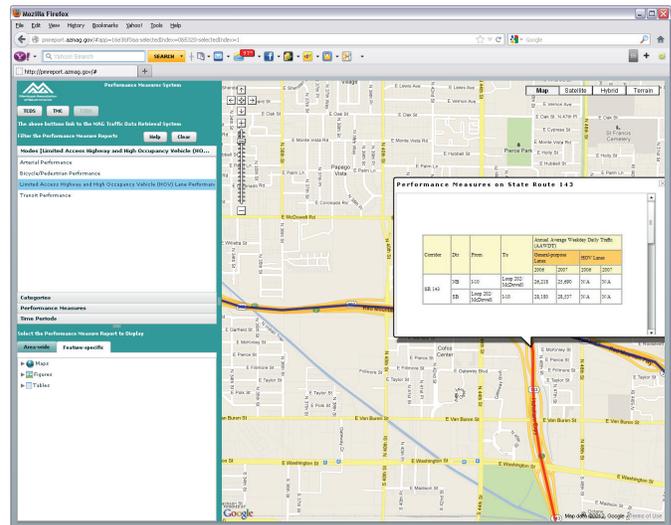
One of the main components of this program is a Performance Measurement Framework.

<http://pmreport.azmag.gov/#>

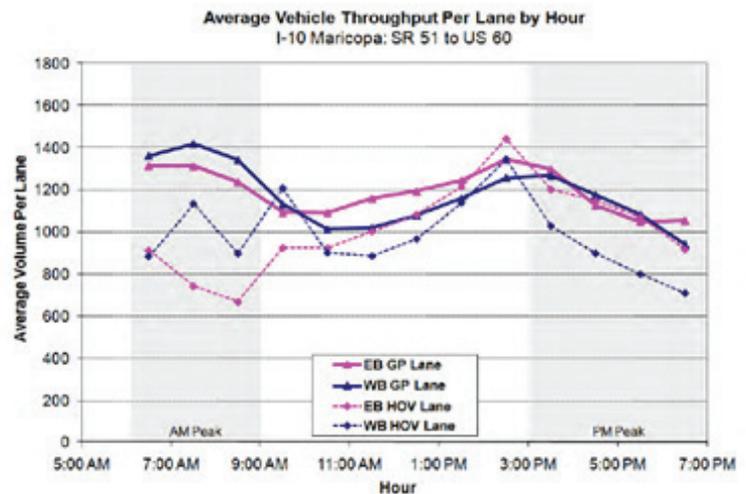
The purpose of this framework is to:

- Enhance planning and programming decision-making processes by enabling MAG to better monitor and evaluate progress toward the achievement of strategic goals
- Provide the tools necessary to better understand regional trends in transportation system performance
- Provide a factual basis to better inform policy-makers based on objectives-based performance driven planning

In 2010, MAG published its first Performance Measures (PM) Report, which was developed in collaboration with member jurisdictions and is being updated on a semi-annual basis. The purpose of the PM Report is to provide an overview of how the transportation system in the MAG region is currently performing, as well as highlight significant facts regarding performance across selected corridors and facilities. The Regional Performance Measurement Framework and a Data Gap Analysis Document are components of the 2010 PM Report.



As a companion to the PM Report, a web based tool has been developed to provide access to all performance measures developed by MAG in 2008 and 2009. This tool is undergoing an update and will be re-launched in the Fall of 2012 as an interactive web-based Performance Dashboard named *MAGnitude*. Measures are based on multi-modal observed data on a system and corridor scale. *MAGnitude* will serve as the current and future repository of MAG's Performance Measurement Program. New measures and performance analysis will be posted in the sites as new data becomes available. This tool is linked internally to the MAG Transportation Data Management System.



CONTACT

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MAG Performance Measurement Program information:



RESOURCES

2009 MAG Performance Measurement Report:

http://www.azmag.gov/Documents/pdf/cms.resource/TRANS_2009-10-22_MAG-Performance-Measurement-Report_89997.pdf

2009 Performance Website:

<http://pmreport.azmag.gov/#>

2010-2011 Performance Data Update:

http://www.azmag.gov/Transportation/2009-2010-2011_Freeway_and_Arterial_Data.asp



INFORMATION

Public Involvement

MAG's Public Participation Plan is a response to requirements included in federal legislation and is typically divided into four phases: Early Phase, Mid-Phase, Final Phase, and Continuous Involvement. The Early Phase meetings ensure early involvement of the public in the development of the transportation plans and programs. The Mid-Phase process provides for input on initial plan analysis for the Draft RTP and the Draft TIP, and includes a public hearing on regional transportation issues. The Final Phase provides an opportunity for final comment on the Draft RTP, Draft TIP, and Draft Air Quality Conformity Analysis, prior to final approval, and also includes a public hearing. In addition, continuous outreach is conducted throughout the annual update process.

It is important to note that MAG's public involvement process parallels the TIP and RTP update cycles. Due to a variety of factors, MAG is exploring possible improvements to the composition of the transportation programming, planning and public involvement processes. Any improvements or changes will be made available to MAG member agencies as soon as possible.

To learn more about ongoing public involvement opportunities and communications, please see the Communications web page: <http://www.azmag.gov/Projects/Project.asp?CMSID=1118>.

FY 2010 Final Phase Input Opportunity Report:

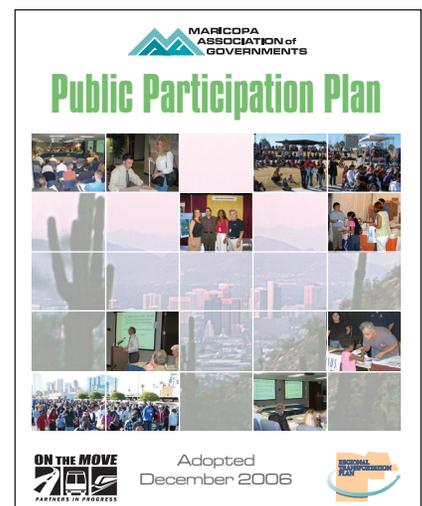
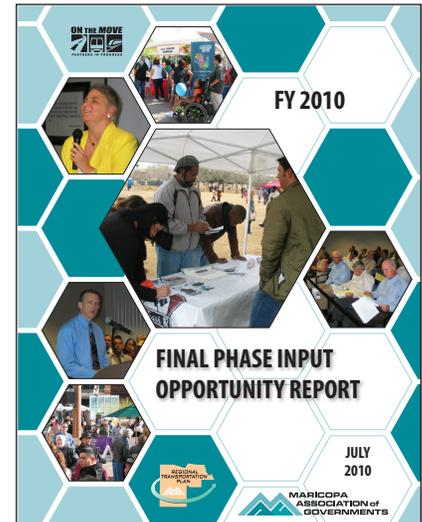
http://www.azmag.gov/Documents/pdf/cms.resource/COMM_2010-07-01_Draft-FY2010-Final-Phase-Input-Opportunity-Report-July-2010_88053.pdf

MAG Public Participation Plan:

http://www.azmag.gov/Documents/pdf/communications/MAG_Public_Participation_Plan.pdf

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RESOURCES



CONTACT



SCHEDULE

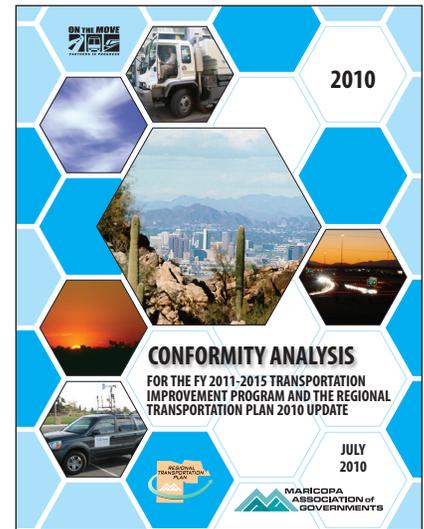
RTP & TIP Public Hearing Schedule—Fiscal Year 2013		
2012		
August/ September		Early-Phase Public Information mail out
October		Early-Phase Public Information Draft Report
November	7	Present PI Report to ITS
	13	Present PI Report to Streets
	20	Present PI Report to Bike/Ped
December		
2013		
February		
March	15	Draft 2014-2018 TIP Project Listings and Draft RTP 2013 Update available for TAC and public review
April		Mid-Phase Public Hearing. Depending on program cycles, this hearing may be held jointly with ADOT-State Transportation Board, RPTA (Valley Metro), Metro, City of Phoenix Dept. of Public Transit, and Citizen's Transportation Oversight Committee. The hearing is typically held to discuss the Draft TIP/ State Highway Program and Draft RTP Plan Update.
May		Draft FY2013 Mid-Phase Input Opportunity Report
		Plan documents available for 30 day public review and notice of Final Phase Public Hearing.
June		Final-Phase Public Hearing for MAG on Final Draft TIP, Draft RTP Update and Draft AQ Conformity Analysis
July/August		Draft FY2013 Final Phase Input Opportunity Report
		Managers, TPC and RC review/recommend/approve Draft FY2013 Final Phase Input Opportunity Report
September	19	Governor's designee approves MAG 2014-2018 TIP
October	1	First Four Years of the MAG 2014-2018 TIP included in 2013-2016 Arizona STIP
<i>Projected/estimated dates are in Gray</i>		



INFORMATION

Air Quality Conformity Analysis

The Clean Air Act links transportation and air quality. Portions of Maricopa County are designated as a nonattainment for particulate matter (PM-10) and eight-hour ozone, and as a maintenance area for carbon monoxide. According to Environmental Protection Agency (EPA) regulations, transportation conformity requirements apply to all nonattainment or maintenance areas. Transportation plans, programs, and projects for the nonattainment or maintenance areas in the Maricopa County area must comply with requirements of the federal transportation conformity rule. The final determination of conformity on the Transportation Improvement Programs and Regional Transportation Plans, and any major plan revisions, is the responsibility of the Federal Highway Administration and the Federal Transit Administration.



All regionally significant projects proposed to be funded with federal funds and non federal funds must be included in the TIP. The federal transportation conformity rule defines a regionally significant project as “a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area’s transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.”



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RESOURCES

MAG conformity analysis page:

<http://www.azmag.gov/Projects/Project.asp?CMSID2=1080&MID=Environmental%20Programs>



INFORMATION

Congestion Management Process

The Congestion Management Process (CMP) is a systematic approach to addressing congestion problems throughout the MAG Transportation Management Area. The CMP is intended to address congestion through effective management and operation of transportation facilities and services, based on a cooperatively developed and implemented metropolitan-wide strategy for the development of new, and the improvement of existing, transportation facilities, through the use of a wide range of solutions.



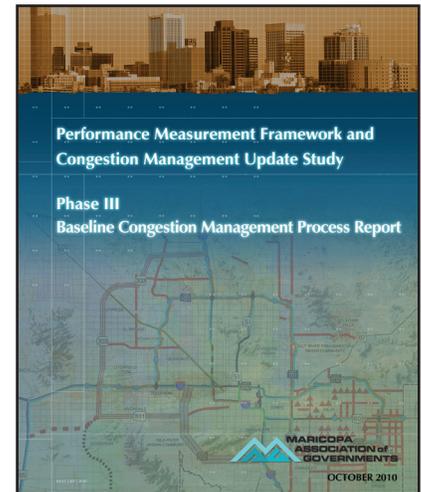
The overall planning and programming process used at MAG and at other metropolitan planning organizations is driven by regulations put forth by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), two of the modal administrations of the United States Department of Transportation. FHWA and FTA issue regulations and policies that put into practice legislation that Congress passes authorizing Federal funding for transportation. MAP-21, the most recently authorized surface transportation bill includes the Congestion Management Process as one of its requirements. As a continuation of the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA LU) of 2005.

Pursuant to the Final Rule on Statewide and Metropolitan Planning, a CMP shall include:

1. Methods to monitor and evaluate the performance of the multimodal transportation system, identify the causes of recurring and nonrecurring congestion, identify and evaluate alternative strategies, provide information supporting the implementation of actions, and evaluate the effectiveness of implemented actions.
2. Definition of congestion management objectives and appropriate performance measures to assess the extent of congestion and support the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of people and goods. Since levels of acceptable system performance may vary among local communities, performance measures should be tailored to the specific needs of the area and established cooperatively by the state(s), affected MPO(s), and local officials in consultation with the operators of major modes of transportation in the coverage area.
3. Establishment of a coordinated program for data collection and system performance monitoring to define the extent and duration of congestion, to contribute in determining the causes of congestion, and evaluate the efficiency and effectiveness of implemented actions. To the extent possible, this data collection program should be coordinated with existing data sources (including archived operational/ITS data) and coordinated with operations managers in the metropolitan area.

4. Identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies that will contribute to the more effective use and improved safety of existing and future transportation systems based on the established performance measures. The following categories of strategies, or combinations of strategies, are some examples of what should be appropriately considered for each area:
 - a. Demand management measures, including growth management, modal shifts and congestion pricing;
 - b. Traffic operational improvements;
 - c. Public transportation improvements;
 - d. ITS technologies as related to the regional ITS architecture; and
 - e. Where necessary, additional system capacity.
5. Identification of an implementation schedule, implementation responsibilities, and possible funding sources for each strategy (or combination of strategies) proposed for implementation.
6. Implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area's established performance measures. The results of this evaluation shall be provided to decision-makers and the public to provide guidance on selection of effective strategies for future implementation.

The MAG Congestion Management Process is in its first year of implementation and will continue to be applied in the programming process. It responds to the CMP requirement through the implementation of new procedures and technical tools. Working within the existing MAG structure of modal committees, MAG staff uses the CMP to incorporate congestion management strategies into the RTP and in other phases of the MAG project planning and programming process.



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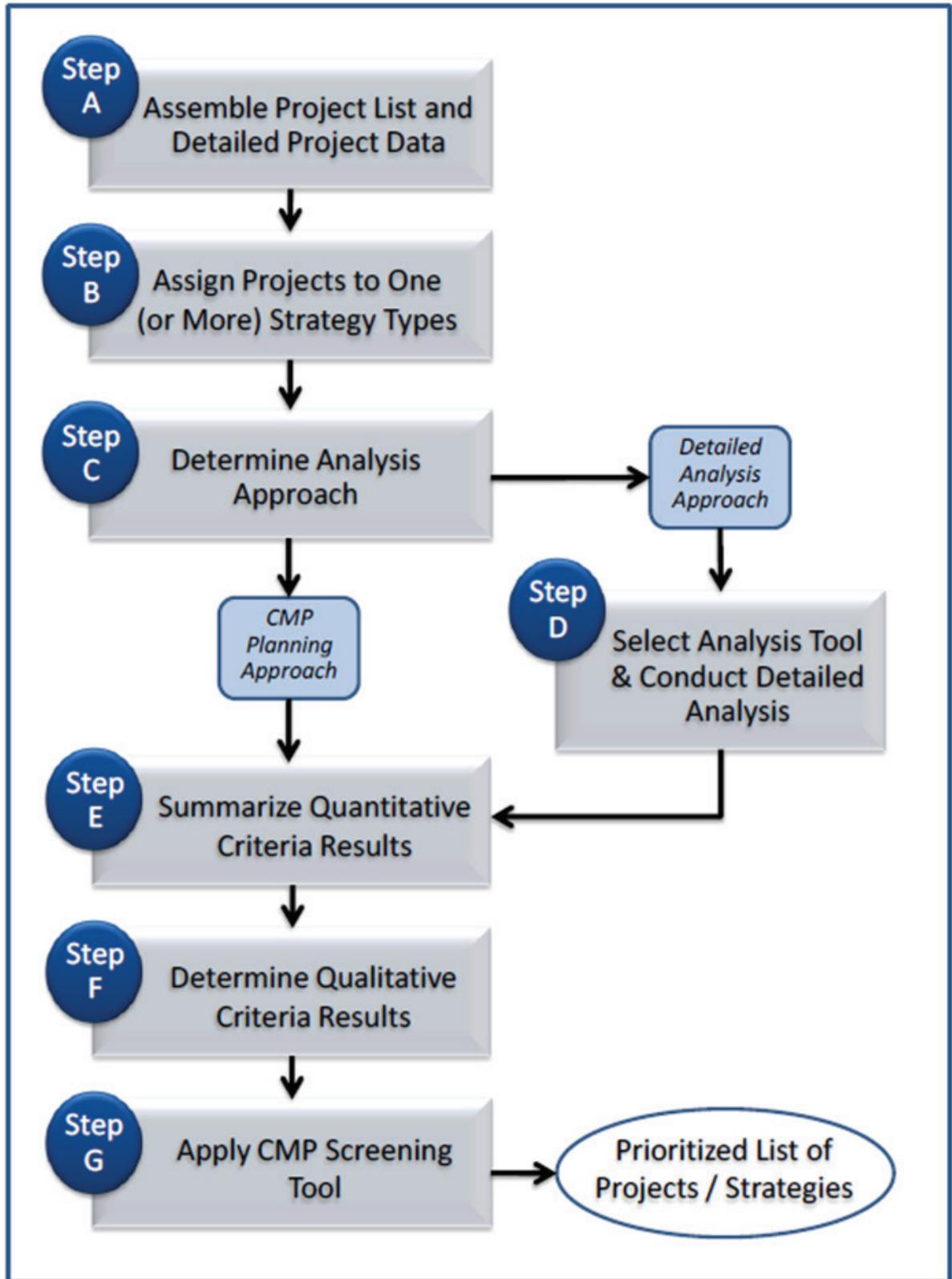


RESOURCES

MAG Congestion Management Process information:

http://www.azmag.gov/Documents/TRANS_2010-11-02_MAG-CMP-Final-Baseline-Report.pdf

MAG’s CMP process has developed a spreadsheet based screening tool to aid in the prioritization of potential projects based on their effectiveness in mitigating congestion in the region. The following figure describes the CMP Analysis and screening process.





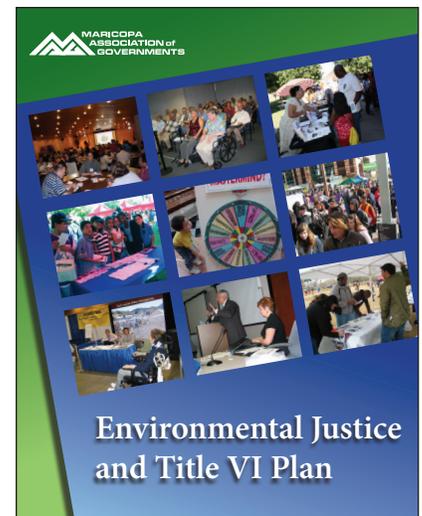
INFORMATION

Title VI/Environmental Justice for the 2014-2018 TIP and RTP 2013 Update

Title VI and Environmental Justice (EJ) activities are mandated by the federal government to ensure that people of all races, incomes levels, ages, and abilities have an equal voice in the planning process and receive equal benefit from the results of such planning. MAG is actively engaged in Title VI and Environmental Justice activities as a subrecipient of federal funding. The 2011 MAG Title VI and Environmental Justice Plan sets forth the process to fully integrate the needs of these vulnerable populations.

The activities listed in the Title VI and Environmental Justice Plan respond directly to the guidance provided by the Federal Transit Administration in Circular 4702.1A. Chapter seven charges metropolitan planning organizations (MPO), such as MAG, with the development of a demographic profile identifying the locations of Title VI and EJ groups, a planning process that identifies the transportation needs of people with low incomes and minority populations, and an analytical process that identifies the benefits and burdens of transportation system investments for different socioeconomic groups, identifies imbalances, and responds to the analysis produced. The goals of these activities are as follows:

- Comply with the public involvement and environmental justice requirements of the federal and state regulations.
- Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- Provide specific opportunities for the public and community-based organizations to discuss their views and provide input on the subject areas addressed in the planning activities of MAG.
- Ensure full and fair participation by all potentially affected communities in the transportation decision-making process.
- Inform the public about ongoing MAG planning activities, and their potential role in those activities.



CONTACT

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RESOURCES

For more information on MAG's Title VI and Environmental Justice activities, please visit: [http://www.azmag.gov/Projects/Project.asp?CMSID=3881&MID=Human Services](http://www.azmag.gov/Projects/Project.asp?CMSID=3881&MID=Human%20Services).

AVAILABLE REGIONAL TRANSPORTATION FUNDS

As shown in **Chart 1**, the major regional funding sources that are available in the region for transportation projects include:

- Half-Cent Sales Tax
- Local Funds
- Arizona Department of Transportation (ADOT) Funds
- MAG Area Federal Transportation Funds

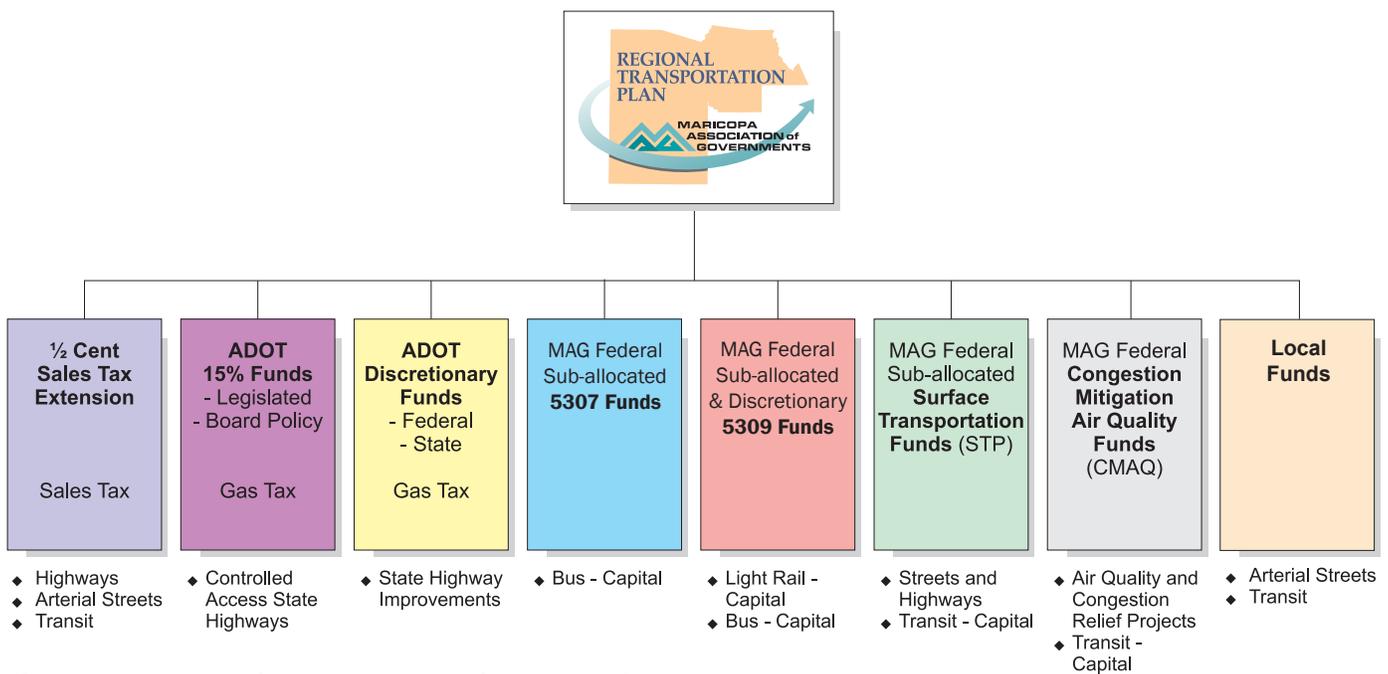


Chart 1: Major Regional Transportation Funding Revenue Sources

MAG Half-Cent Sales Tax Funds

The current half-cent sales tax extension approved through Proposition 400 went into effect on January 1, 2006. The revenues collected from the half-cent sales tax are deposited into the Regional Area Road Fund (RARF), and allocated between the Regional Transportation Plan Freeway Program (RTPFP) and the Arterial Life Cycle Program (ALCP); and into the Public Transportation Fund (PTF) for the Transit Life Cycle Program (TLCP). As specified in ARS 42-6105.E, 56.2 percent of all sales tax collections will be distributed to freeways and highways (RARF); 10.5 percent will be distributed to arterial street improvements (RARF); and 33.3 percent of all collections will be distributed to transit (PTF). The prioritization and project selection for these funds happens within each life cycle program. Please see **Section 5** for more details.



Local Funds

Local resources: taxes, bonds, general fund, Highway User Revenue Fund (HURF), state funds, and impact fees, allow member agencies to locally fund transportation projects, operations and maintenance, pavement preservation, and meet various match requirements for capital projects.



Arizona Department Of Transportation Funds

ADOT relies on funding from two primary sources: the HURF and Federal transportation funds. The HURF is comprised of funds from the gasoline and use fuel taxes, a portion of the vehicle license tax, registration fees and other miscellaneous sources. For more information on funding: http://www.azdot.gov/Inside_ADOT/FMS/IndexA.asp



MAG Federal Transportation Funds

In addition to the half-cent sales tax revenues, local funds, and ADOT funding, a number of Federal transportation funding sources are programmed in the current 2011-2015 MAG TIP, and will be included with new MAP-21 programs in the 2012-2014 MAG TIP.

For more detailed explanation about the Federal Transit funds, please see the Grant Programs web page: http://www.fta.dot.gov/funding/grants_financing_263.html.

For more detailed explanation about the Federal Highway funds, please see FHWA's Fact Sheets on Highway Provisions at <http://www.fhwa.dot.gov/safetealu/factsheets.htm> for SAFETEA-LU programs. Please see <http://www.fhwa.dot.gov/map21/> for MAP-21 guidance.

Federal Transit Administration (FTA)

Federal Transit 5307

Funding is made available to large urban areas (above 200,000 in population) to fund bus purchases, transit capital projects, preventative maintenance, and ADA/Para-transit operations (up to 10% of the sub-allocation). At least 1 percent of the funding apportioned to each area must be used for transit enhancement activities such as historic preservation, landscaping, public art, pedestrian access, and enhanced access for persons with disabilities. Purchases made under this program must include a 20 percent local match. These funds are programmed through a coordinated process between the development of the Transit Life Cycle Program (TLCP) and the MAG Committee Process, beginning with the MAG Transit Committee. Available to small urban areas (50,000 to 200,000 in population) operating assistance funding is eligible. On July 6, 2012, the president signed the new transportation authorization bill; MAP-21 (*Moving Ahead for Progress in the 21st Century*). This new legislation, effective October 1, 2012, combines the old SAFETEA-LU programs of Job Access and Reverse Commute (5316) under the 5307 and 5311 programs based on population.

Federal Transit 5309—New Starts

Available through discretionary grants from the FTA, and applications are on a competitive basis. They include grants for light rail, rapid/heavy rail, commuter rail, monorail, automated fixed guideway system (like a people mover), busway/high occupancy vehicle (HOV) facility, or an extension of any of these. To become a candidate for this program, candidates have to be successful completing the appropriate steps in the federal required major project development process. These funds are programmed through a collaborative process between MAG and Valley Metro Rail/METRO. The METRO Light Rail starter line received these funds. The statutory match for New Starts funding is 80 percent Federal, 20 percent local, yet FTA encourages applicants to request federal funding at the highest rate possible.

Federal Transit 5309/5339, 5318—Bus and Bus Facilities

Funding can be used for the purchasing of buses for fleet and service expansion, bus maintenance and administrative facilities, transfer facilities, bus malls, transportation centers, intermodal terminals, park-and-ride stations, acquisition of replacement vehicles, bus rebuilds, bus preventative maintenance, passenger amenities such as passenger shelters and bus stop signs, accessory and miscellaneous equipment such as mobile radio units, supervisory vehicles, fare boxes, computers and shop and garage equipment. This program will transition to section 5339 under MAP-21.

Federal Transit 5318/5339—Bus Testing Facility Formula Program

Section 5318 is the Bus Testing Facility program under SAFETEA-LU will transition to 5339 in MAP-21. The program, one facility is used for testing a new bus model for maintainability, reliability, safety, performance (including braking performance), structural integrity, fuel economy, emissions, and noise. These discretionary funds can be allocated to projects via a competitive grant process or a Congressional earmark. If funding is received, the funds are programmed through MAG.

Federal Transit 5310—Transportation for Elderly Person and Persons with Disabilities

This program provides formula funding to the state for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities. These funds provide capital assistance to organizations that provide specialized transportation services to elderly persons and persons with disabilities. Eligible sub-recipients are private non-profit organizations, governmental authorities where no non-profit organizations are available to provide service and governmental authorities approve to coordinate service. The federal match requirement is set by the State each program year to meet demand.

These funds are currently programmed annually through the Arizona Department of Transportation (ADOT) with a regional coordination effort lead by MAG and the MAG Elderly & Persons with Disabilities Transportation Committee. This committee consists of representatives from MAG member agencies and regional transportation agencies. The committee develops recommendations for ADOT regarding the prioritization of appli-

cants to receive FTA Section 5310 capital assistance awards in the form of vehicles, mobility management, and related equipment to transport elderly individuals and persons with disabilities. On July 6, 2012, the president signed the new transportation authorization bill; MAP-21 (*Moving Ahead for Progress in the 21st Century*). This new legislation, effective October 1, 2012, combines the old SAFETEA-LU program of New Freedom (5317) into the 5310 program. Funding apportionments will be distributed to designated recipients in metropolitan areas and to the state for programming.

Please see **Section 5** of the Guidebook for more information.

Federal Transit 5311—Non-Urbanized Area Transit Program (Rural Transit)

The Rural Transit program provides funds for capital and operating expenses in non-urbanized (rural) areas. The area eligible for these funds in the MAG Region are those found in communities less than 50,000 in population, for example, Wickenburg and Gila Bend. The federal match varies, depending on the use of funds and demand across the state; operating assistance can be funded up to 52 percent of the net operating costs, capital procurement may be funded up to 93%, projects meeting the requirements of ADA, the Clean Air Act or bicycle access projects may be funded up to 90 percent.

These funds are programmed annually through the Arizona Department of Transportation (ADOT) and match percentage rates each year vary. On July 6, 2012, the president signed the new transportation authorization bill; MAP-21 (*Moving Ahead for Progress in the 21st Century*). This new legislation, effective October 1, 2012, combines the old SAFETEA-LU program of Job Access and Reverse Commute (5316) into the 5307 and 5311 programs based on population.

Federal Transit 5316—Job Access and Reverse Commute (JARC) Program

This program will be integrated into the 5307 and 5311 programs under MAP-21. The purpose of the JARC grant program is to assist states and localities in developing new or expanded transportation services that connect welfare recipients and other low income persons to jobs and other employment related services. Job Access projects are targeted at developing new or expanded transportation services such as shuttles, vanpools, new bus routes, connector services to mass transit, and guaranteed ride home programs for welfare recipients and low income persons who are unemployed or underemployed. These grants are designed to serve persons at or below 150% of the federally-defined poverty level. Reverse Commute projects are generally not constrained by end-user income level and provide transportation services to suburban employment centers from urban, rural and other suburban locations for all populations.

States and public bodies are eligible designated recipients; subrecipients can be private non-profit organizations, state or local governments, and operators of public transportation services. Capital planning and operating expenses are eligible expenses.

These funds are programmed on an annual basis at a federal 80 percent match for capital expenses/mobility management, and at a 50/50 match for operations. Match ratios

and program objectives may change under MAP-21 and by the designated recipient's discretion. On July 6, 2012, the president signed the new transportation authorization bill; MAP-21 (*Moving Ahead for Progress in the 21st Century*). This new legislation, effective October 1, 2012, combines the old SAFETEA-LU program of Job Access and Reverse Commute (5316) into the 5307 and 5311 programs based on population.

For rural areas (less than 50,000 in population) the funds are programmed annually through the Arizona Department of Transportation (ADOT) in coordination with the City of Phoenix.

Federal Transit 5317—New Freedom Program

This program will be integrated into the 5310 program under MAP-21. The purpose of the New Freedom grant program is to provide funds to support the capital and operating costs of public transportation service focused on persons with disabilities, and to encourage public transportation alternatives which provide services and facility improvements to address needs that go beyond those required by the Americans with Disabilities Act (ADA). New Freedom projects may include activities permitting a transit operation to extend service beyond the ADA "complementary paratransit" service requirement of "1/4 mile either side of a fixed route"—or other constraints that many public transportation systems historically have had to adhere to or were otherwise financially constrained to improve upon.¹

States and public bodies are eligible designated recipients; subrecipients can be private non-profit organizations, state or local governments, and operators of public transportation services. Capital and operating expenses for new public transportation services and new public transportation alternatives beyond those required by the American with Disabilities Act of 1990 (ADA), that are designed to assist individuals with disabilities

These funds are programmed on an annual basis at a federal 80 percent match for capital/mobility management expenses and at a 50/50 match for operations. On July 6, 2012, the president signed the new transportation authorization bill; MAP-21 (*Moving Ahead for Progress in the 21st Century*). This new legislation, effective October 1, 2012, combines the old SAFETEA-LU program of New Freedom (5317) under the 5310 program. Match ratios are subject to change.

1. Program Management Plan, Sections 5316 & 5317 Job Access Reverse Commute and New Freedom Grant Programs, City of Phoenix Public Transit Department.

Federal Highway Administration (FHWA)

Federal Highway—MAG Surface Transportation Program (STP)

The most flexible Federal transportation funds and may be used for highways, transit or streets. Currently, all of the MAG STP funds are allocated to the ALCP and the FLCP as noted in Table 1. Through FY 2014, MAG has committed \$34.1 million per year in MAG Federal funds for completion of regional freeway system and the retirement of federal grant anticipation notes associated with this system. This commitment is to be met by first using STP-MAG funding and then by using CMAQ funding if there is not enough STP-MAG available. In addition, MAG has committed up to \$3 million per year for regional transportation planning and air quality studies and contingencies. Currently, all of the MAG STP funds are allocated and programmed through the ALCP and the FLCP as noted in **Table 1 (See Section 4)**.

National Highway Performance Program (NHPP) (New MAP-21 program)

The Interstate Maintenance (IM) program, the National Highway System, and the Highway Bridge Replacement and Rehabilitation Program will be combined into the new MAP-21 program; National Highway Performance Program.

Federal Interstate Maintenance (IM)

The Interstate Maintenance (IM) program provides funding for resurfacing, restoring, rehabilitating and reconstructing most routes on the Interstate System. These funds are programmed through ADOT on the highway system. (This program will be integrated into the National Highway Performance Program under MAP-21)

Federal National Highway System (NHS)

The program provides funding for improvements to rural and urban roads that are part of the NHS, including the Interstate System and designated connections to major intermodal terminals. Under certain circumstances, NHS funds may also be used to fund transit improvements in NHS corridors. These funds are programmed through ADOT on the highway system. (This program will be integrated into the National Highway Performance Program under MAP-21)

Federal Safe Routes to School (SRTS) Program

The program was established to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. Please see **Section 5** for more information.



On July 6, 2012, the president signed the new transportation authorization bill; MAP-21 (*Moving Ahead for Progress in the 21st Century*). This new legislation, effective October 1, 2012, combines the old SAFETEA-LU programs of Transportation Enhancements, Safe Routes to School and Recreational Trails Program under a new program entitled Transportation Alternatives.



Federal Bridge Funding—BR

The Highway Bridge Replacement and Rehabilitation Program provides funds to assist the States in their programs to replace or rehabilitate deficient highway bridges and to seismic retrofit bridges located on any public road. (This program will be integrated into the National Highway Performance Program under MAP-21. Information in the section is subject to change).

The Federal Fund Bridge Replacement and Rehabilitation Program provides funds (BR) to assist the States to replace or rehabilitate deficient highway bridges located on any public road. To be eligible for this funding, a bridge must be over a waterway, other topographical barriers, other highways or railroads, and the bridge must be significantly important and unsafe because of structural deficiencies, physical deterioration or functional obsolescence. In general, bridges in the MAG region are in excellent shape compared with other regions and, especially compared to other States.

ADOT is the lead agency for the development and implementation of a Bridge Management System (BMS). The BMS that has been developed includes a computer database of bridge information, a software system for providing the analytical capabilities suggested by federal regulations and an on-going process for inspecting and collecting information on bridges throughout Arizona. In the MAG area, ADOT, the City of Phoenix and Maricopa County are involved in the inspection of bridges and the collection of bridge data.

Based on the information in the BMS, bridges are assigned a sufficiency rating. This rating takes into account: structural adequacy and safety, serviceability and functional obsolescence, and importance for public use. To qualify for funds, a bridge must be included in the ADOT Statewide Inventory of Bridges and be inspected on a regular interval either by ADOT or the local jurisdiction. Bridges with a sufficiency rating below 50 and structurally deficient or functionally obsolete are considered for replacement funds. Bridges with a sufficiency rating between 50 and 80 are eligible for rehabilitation funds. Replacement of bridges rated greater than 50 may be eligible if rehabilitation alternatives are not feasible and/or rehabilitation would not remove all the deficiencies. This federal funding is available to all MAG member agencies that have bridges listed in **Appendix C**, and is administered by ADOT.

Appendix C lists bridges that are classified as either structurally deficient or functionally obsolete and that have a sufficiency rating below 80.

The federal match for this program is 94.3% and the ADOT bridge program averages around \$4 million per year statewide. The funds are available on a first-come, first-serve basis. ADOT has set a \$500,000 federal funding cap on local sponsored projects.

Projects using BR funds must be authorized by FHWA prior to June 30th each year. This allows ADOT to ensure all bridge subprogram dollars are obligated in the year programmed. To meet this deadline requests for new design and non-construction projects must be requested through the Local Government section by April 30th. Construction projects to be advertised by ADOT will need to be received by March 31st. For Certification Acceptance agencies all request must be received by June 1st.



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RESOURCES

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Federal Highway—Congestion Mitigation Air Quality (CMAQ)

Congestion Mitigation Air Quality (CMAQ) funds are available for transportation projects or programs that will contribute to improving nonattainment or maintaining the federal air quality standards. Projects may include a wide variety of highway, transit and alternate mode projects that contribute to improved air quality. While they are allocated to the state, Arizona's funds have been dedicated entirely to the MAG Region, due to the high congestion levels and major air quality issues in the region.

The MAG CMAQ funds are allocated to different modal categories and are noted in **Table 1 (See Section 4)**. The arterial/ITS, bicycle, pedestrian, and air quality make up part of the MAG federal funded program and each mode has an established competitive project selection process that occurs when adding a new year to the MAG TIP. The federal match is 94.3%, unless noted otherwise.

MAG prepares a CMAQ assessment that includes the estimated emission reduction benefits and cost-effectiveness of the projects submitted by member agencies. This assessment is used by the Transportation Review Committee and modal committees in evaluating and prioritizing projects. MAG is currently implementing the Congestion Management Process (CMP) that will be integrated into the CMAQ competitive application process for Bike/Ped and ITS project selection. The CMP is a flexible evaluation process that meets changing conditions as the federal guidance and regional priorities change. MAG relies on a competitive application process to program CMAQ funds. For more detailed information, a fact sheet is provided in **Appendix B**.

The following activities are generally eligible for CMAQ:

- transportation activities in an approved State Implementation Plan;
- transportation control measures to assist areas designated as nonattainment under the Clean Air Act Amendments of 1990;
- pedestrian/bicycle off-road or on-road facilities;
- traffic management/monitoring/congestion relief strategies;
- transit projects, including the purchase of transit vehicles;
- alternative fuel projects;
- intermodal freight;
- alternative fuel projects (including vehicle refueling infrastructure);
- alternative fuels (including clean fuel fleet programs and conversions);
- telecommunications;
- travel demand management;
- rideshare programs;

- inspection and maintenance programs, with some notable restrictions;
- public education and outreach activities;
- project development activities for new services and programs with air quality benefits;
- establishing/contracting with transportation management associations;
- fare/fee subsidy programs;
- experimental pilot projects/innovative financing; and
- other transportation projects with air quality benefits.
- Transportation projects and programs that reduce transportation related particulate matter emissions such as: paving dirt roads and PM-10 certified street sweeping equipment. Also, paving unpaved shoulders and alleys are CMAQ eligible.
- CMAQ funds are eligible to be flexed to Transit for Capital procurements

Federal Railroad Crossing—STP-Railroad (RR)

A share of STP is set aside to address railroad crossing safety problems. These funds are administered by ADOT on a first come, first serve basis. The federal match is usually 94.3 percent. For local projects, ADOT has set a \$500,000 federal fund cap. Please see **Section 5** for more information.

Federal Hazard Elimination and Safety—STP-Hazard Elimination Safety (HES)

The purpose of Highway Safety Improvement Program (HSIP) is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements. ADOT is responsible for administering the state program with oversight from FHWA. ADOT's Highway Safety Section is responsible for the development of guidelines related to process and project eligibility. Twenty (20) percent of federal HSIP funds the state receives each year is sub-allocated to be programmed by the MPOs and COGs in the state, for safety improvement projects. A further 10 percent of HSIP is being directed by ADOT to safety improvement emphasis areas identified in the state's Strategic Highway Safety Plan. The balance 70 percent of HSIP will be available for safety improvements on all public roads in the state. The procedures for applying this portion of the federal HSIP funds for safety improvements are expected to be developed by ADOT. It is anticipated that these new ADOT HSIP procedures will be applicable mainly for larger safety improvement projects in FY 2014 and beyond. Please see **Section 5** for more information.

Federal Transportation Enhancements—STP-Transportation Enhancements (TE)

Transportation enhancements are transportation-related activities that are designed to strengthen the cultural, aesthetic, and environmental aspects of the Nation's intermodal transportation system. Please see **Section 5** for more information.

On July 6, 2012, the president signed the new transportation authorization bill; MAP-21. This new legislation, effective October 1, 2012, combines the old SAFETEA-LU programs of Transportation Enhancements, Safe Routes to School and Recreational Trails Program under a new program entitled Transportation Alternatives.

MAG REGIONAL FUNDING ALLOCATIONS AND PROJECTIONS

The distribution of regional revenues takes into account Federal and State restrictions on how individual funding sources may be applied to specific program areas. The Regional Transportation Plan (RTP) allocated the available regional funds to the different multi-modal categories. **Table 1** displays the allocation of regional revenues in terms of percentages applied to each program area by funding source. Project table will be updated after Federal Highway Administration and ADOT release obligation authority percentages and final funding distributions.

TABLE 1 PERCENTAGE DISTRIBUTION OF REGIONAL REVENUES: FY 2012-2015 (Percentage of Funding Source Total)								
Life Cycle Program	Modes	1/2 Cent	ADOT Funds	FTA (5307)	FTA (5309)	MAG-STP	CMAQ	Total Regional Funding
FLCP	Freeway	56.20%	100.0%			20.40%	19.10%	58.80%
ALCP	Arterial & ITS	10.12%				79.60%	13.40%	9.60%
	Planning Studies	0.38%						
TLCP	Bus Transit	18.90%		100.00%	17.00%		3.00%	17.00%
	Light Rail Transit	14.40%			83.00%		32.90%	13.40%
	Bicycle/ Ped.						17.00%	0.70%
	Air Quality						14.60%	0.60%
	Total	100%	100%	100%	100%	100%	100%	100%

These funding allocations are critical to the Transportation Programming Process as they determine the amount of funding designated per modal program/category. In addition, each modal program/category has different programming requirements, deadlines, and processes which are explained in **Section 5**.

The STP-MAG funds are committed to the ALCP and the RTPFP. The other major category of MAG federal fund program comprises funds from the Congestion Mitigation and Air Quality Improvement Program (CMAQ). These funds are split between six major categories. Freeways will receive approximately 19 percent (for high occupancy vehicle lane expansion and freeway management system projects). The Arterial Street program will receive 13.4 percent of the funds, primarily for regional intelligent transportation system (ITS) solutions. The extension of the light rail transit system is scheduled to receive the largest share of CMAQ funds, almost 33 percent and bus transit receives 3 percent. Bicycle and pedestrian projects are targeted to receive 17 percent and the remaining funds, 14.6 percent, are allocated for air quality projects.

MAP-21

FTA Program Restructuring (<http://www.fta.dot.gov/map21/index.html>)

FHWA Program Restructuring (<http://www.fhwa.dot.gov/map21/summaryinfo.cfm>)

"MAP-21 restructures core highway formula programs. Activities carried out under some existing formula programs—the National Highway System Program, the Interstate Maintenance Program, the Highway Bridge Program, and the Appalachian Development Highway System Program—are incorporated into the following new core formula program structure:

- National Highway Performance Program (NHPP)
- Surface Transportation Program (STP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Railway-Highway Crossings (set-aside from HSIP)
- Metropolitan Planning

It creates two new formula programs:

- Construction of Ferry Boats and Ferry Terminal Facilities—replaces a similarly purposed discretionary program.
- Transportation Alternatives (TA)—a new program, with funding derived from the NHPP, STP, HSIP, CMAQ and Metropolitan Planning programs, encompassing most activities funded under the Transportation Enhancements, Recreational Trails, and Safe Routes to School programs under SAFETEA-LU."

As the FHWA and FTA programs are restructured and funding levels are published, the Programming Guidebook will be updated to reflect the current Federal and State apportionments and awards to the MAG region.

MAG Federal Fund Projections

The annual appropriated Federal funds that are sub-allocated to the MAG region are Highway Surface Transportation Program (STP-MAG), Congestion Mitigation and Air Quality (CMAQ), Transit 5307—Urbanized Area Formula Program, and 5309—Rail and Fixed Guideway Modernization.

These revenue sources are discussed below and summarized in **Table 2** and **Table 3**. It is projected that a total of \$1.06 billion (YOE \$'s) will be available from these federal sources for the implementation of projects in the MAG Region between FY 2014 and FY 2018.

Table 2 lists the projected apportionments for Federal Transit 5307 and 5309—Fixed Rail & Guideway Modernization and 5309—Discretionary. Each Year in the FY 2011-2015 MAG TIP has been programmed with projects to meet the anticipated funds. The region will need to adjust programmed projects depending on actual allocations of funds to develop the FY2013 Program of Projects. Amounts in **Table 2** are estimates. Please see **Section 5** for more information.

Table 2									
MAG FEDERAL TRANSIT ADMINISTRATION FUNDS: FY 2013-2018									
(Year of Expenditure Dollars in Millions)									
Fiscal Year				5337			5339 (d)(2)	STP-AZ	5309
	5307	5310	Total	FGM	HI Bus	Total 5337			
2013	58.3	2.8	61.1	0.3	2.0	2.3	5.3	3.3	20.0
2014	59.1	2.9	62.0	0.3	2.0	2.3	5.4	3.3	19.5
2015	59.9	2.9	62.8	0.3	2.0	2.4	5.5	3.3	0.0
2016	60.8	2.9	63.7	0.3	2.1	2.4	5.5	3.3	0.0
2017	61.6	3.0	64.6	0.4	2.1	2.4	5.6	3.3	0.0
2018	62.5	3.0	65.5	0.4	2.1	2.5	5.7	3.3	0.0
Total 2014-2018	303.9	14.7	318.6	1.7	10.3	12.0	27.7	16.5	19.5

Table 3 lists the projected obligation authority (OA) estimates of MAG CMAQ and STP for the FY2014-2018 MAG TIP. The projections are based on SAFETEA-LU funding apportionments. However, as the legislation has expired, the expected availability of federal funds for the 2011-2015 TIP are based on straight-line extrapolations. The MAG-STP is programmed through the Arterial Life Cycle Program (ALCP) and the Freeway Life Cycle Program. The programs have fully programmed projects in the FY 2011-2015 MAG TIP for the available funds.

Table 3										
MAG FEDERAL TRANSPORTATION FUNDS: FY 2013-2018										
(Year of Expenditure Dollars in Millions)										
Fiscal Year	MAG STP			MAG CMAQ						MAG Trans. Alt. (TA)
	Fwy/Hwy	Arterial	Total	Fwy/Hwy	Arterial	Transit	Bike/Ped	AQ	Total	
2013	34.1	26.7	60.8	9.0	6.3	17.0	8.0	6.9	47.3	4.8
2014	34.1	26.9	61.0	9.1	6.4	17.1	8.1	7.0	47.7	4.8
2015	34.1	27.2	61.3	9.2	6.4	17.3	8.2	7.0	48.1	4.9
2016	12.7	48.8	61.5	9.3	6.5	17.4	8.2	7.1	48.5	4.9
2017		61.8	61.8	9.3	6.6	17.5	8.3	7.1	48.9	5.0
2018		62.1	62.1	9.4	6.6	17.7	8.4	7.2	49.3	5.0
Total 2014-2018	80.9	226.7	307.6	46.3	32.5	87.0	41.2	35.4	242.4	24.6

Estimated Obligation Authority (OA): 95.0%

Federal action on OA since MAP-21: still pending legislative action

Estimated growth rate: 0.84%

Competitive CMAQ Program

The CMAQ funds are distributed based on the percent allocations as noted in **Table 1**. CMAQ Funds that are available to be programmed during FY 2013 are for PM-10 Certified Street Sweepers in 2013 and in 2015, 2016, 2017 Pave Unpaved Road projects, ITS, and Bike/Ped projects under the Air Quality (AQ) category. The distributions shown in **Table 3** are based off of the percent allocations in **Table 1**. Please refer to these specific modal categories in **Section 5** for more information and **Section 6** for programming processes.

TRANSPORTATION PROJECT CATEGORIES AND CONTACTS

This section of the programming handbook contains detailed information that is organized by the type of transportation project/program. Each area will also include contact information, programming tools, and deadlines.



INFORMATION

Freeways

MAG cooperatively develops the Regional Transportation Plan Freeway Program (RTPFP) with ADOT. With the shortfall of revenues that the region has experienced in regional, state and local funds, MAG will engage the committee process for policy programming priorities. These decisions help guide the development of the RTPFP Life Cycle and the Five-Year MAG Regional Highway Construction Program. MAG collects information from ADOT to program the TIP and the RTP from these two sources. Biannual Life Cycle Certification Reports are produced at the end of January and July of each year. The Five-Year Construction Program is usually approved each June by the State Transportation Board. Once these are approved, they are incorporated into the TIP during the normal update schedule.



SCHEDULE

Regional Freeway Program—Fiscal Year 2013	
2013	
January - February	Develop Tentative Five Year Transportation Construction Program and publish Life Cycle Certification of the Regional Transportation Plan Freeway Program.
March - May	State Transportation Board holds public hearings on the Tentative Five Year Transportation Construction Program.
June	State Transportation Board approves Five Year Transportation Construction Program
July - August	Publish Life Cycle Certification of the Regional Transportation Plan Freeway Program.

For member agencies or private developer's who have questions about freeway projects, please contact:



CONTACT

Arizona Department of Transportation Multimodal Planning Division—Regional Freeway System

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<http://www.azdot.gov/Highways/RFS/index.asp>



RESOURCES

RESOURCES: <http://www.azdot.gov/Highways/RFS/Certifications.asp>



Transit

Through the MAG Committee process starting at the MAG Transit Committee, MAG programs transit projects to be funded with federal funds while working cooperatively with MAG member agencies, the designated grant recipient (City of Phoenix), and the transit operators in the region: City of Phoenix, Regional Public Transportation Authority (RPTA), Valley Metro Rail (METRO), City of Glendale, City of Tempe, City of Scottsdale, and the City of Peoria.



Transit Life Cycle Program



The Transit Life Cycle Program (TLCP) is updated annually and the projects are programmed using federal and Public Transportation Funds (PTF). The program is updated as a coordinated effort between RPTA and METRO, working with the member agencies in the region. It reflects the principles and goals as stated in the Regional Transportation Plan and plans for funding of regional routes, capital projects and bus replacements according to its stated guiding principles.

Fiscal year (FY) 2013 will continue to be a transition year for transit programming in the MAG region focusing on:

- Developing regional transit programming guidelines for federal funds
- Programming the MAG 2014-2018 Transportation Improvement Program (TIP)
- Integrating TLCP material changes through the MAG Committee process
- Information gathering on operations, maintenance, and ADA budgets
- Additional regional transit policies
- Finalizing the FY 2013 Transit Program of Projects
- Submitting federal grants to Federal Transit Administration (FTA)
- Updating transit project development status as needed
- Coordinating applications for 5310, 5316, and 5317 funds
- Program projects under new MAP-21 legislation principles



Transit Program of Projects

The Transit Program of Projects is a list of transit projects for a fiscal year, in this case FY 2013 that is reconciled with the actual Federal apportionments and allocations that are approved by Congress. The schedule of when MAG moves forward with the FY 2013 Transit Program of Projects is dependent on Congressional action, but in general, Congress

usually approves the apportionments and allocations in the Spring, and then the reconciliation of funds can begin. The 2014-2018 MAG TIP will program projects based on MAP-21 legislation and funding apportionments. This will include new funding sources and elimination or reduction of traditional funding allocations. Once apportionments are approved by Congress and made available to the public by FTA, MAG will then move forward to reconciling the projects programmed in 2013 with the available funds. The schedule is outlined below; please note that months may vary depending on when Congress apportions the federal funds.



Please refer to the schedule below that outlines the course of action for the above mentioned focus areas.



Transit Projects—Fiscal Year 2013	
2012	
June	18th: Send Transit Service Inventory Workbook to agencies and transit operators.
August	13th: DUE DATE for Transit Service Inventory Workbook submittal to jluna@azmag.gov
September	MAG Transit Committee*
October	Transit Service Inventory Report Available
	MAG Transit Committee—Produce Draft TIP listing for FY2014-2018 and identify balances of federal funds*
November	MAG Transit Committee—TIP Programming: Using the Guidelines and Evaluation Criteria program balances of federal funds*
December	MAG Transit Committee—Continue TIP programming*
2013	
January	MAG Transit Committee—Continue TIP programming and Finalize DRAFT project listings for FY2014-2018 MAG TIP*
February	Transit Committee & TRC: Develop Draft FY2013 Transit Program of Projects & review**
	MC, TPC, RC: Approve DRAFT Project Listing for FY2014-2018 MAG TIP
March	MC, TPC, RC: Approve FY2013 Transit Program of Projects**
April	MAG Transit Committee—Produce Draft TIP listing for FY2014-2018 and identify balances of federal funds*
May	MAG Transit Committee*
June	MAG Transit Committee*
July	MAG Transit Committee*

* If needed

** Dependent of Federal reauthorization and timing of FY2013 apportionment

**CONTACT****Regional Public Transportation Authority**

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Website: <http://www.valleymetro.org/>

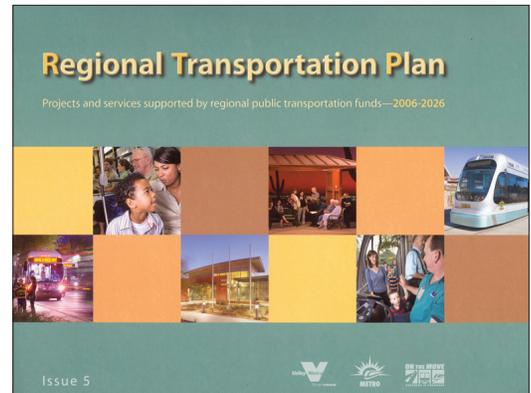
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**RESOURCES*****Regional Transportation Plan Transit Brochure***

MAG Transit Committee:

<http://www.azmag.gov/Committees/Committee.asp?CMSID=1162>



INFORMATION

Transit—5310: Transportation for Elderly Person and Persons with Disabilities, 5316: Job Access and Reverse Commute (JARC) Program, 5317: New Freedom Program

On July 6, 2012, the president signed the new transportation authorization bill; MAP-21 (*Moving Ahead for Progress in the 21st Century*). This new legislation, effective October 1, 2012, combines the old SAFETEA-LU program of Job Access and Reverse Commute (5316) under a the 5307 and 5311 programs based on population. This new legislation also combines the old SAFETEA-LU program of New Freedom (5317) under the 5310 program.



The 5316 (5316 included into 5307/5311 under MAP-21) federal programs are programmed in the MAG Region on an annual basis through a competitive application process in coordination with the Designated Recipient, the City of Phoenix. Information will be available as it is updated at:

<http://www.azmag.gov/Committees/Committee.asp?CMSID=1162>

The 5310 (5317 included into 5310 under MAP-21) federal programs are programmed for the MAG Region by ADOT on an annual basis through a competitive application process. Information is available at:

http://mpd.azdot.gov/mpd/Transit_Programs_Grants/

http://www.azmag.gov/Committees/Committee.asp?CMSID=1047&MID=Human_Services

Section 5316 & 5317 Programs

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Elderly & Persons with Disabilities Transportation Committee website:

<http://www.azmag.gov/Committees/Committee.asp?CMSID=1047&MID=Human%20Services>



CONTACT



RESOURCES



SCHEDULE

FTA Section 5310—Transportation for Elderly Person and Persons with Disabilities FFY2013	
2012	
August	Vehicle Deliveries for 2011 Awards
2013	
January	Vehicle Deliveries for 2012 Awards

ADOT Section 5310 and vehicle deliveries, contact:



CONTACT

Arizona Department of Transportation

Dan Harrigan, *Transit Grants Section*

206 S 17th Ave, Phoenix, AZ 85007

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Arterials

The TIP and RTP must be shown to conform to air quality conformity requirements. To demonstrate conformity, current and planned arterial roadways need to be accurately reflected in MAG travel demand networks that are used to estimate future vehicle miles of travel and mobile source emissions.



Member agencies provide data for arterial roadways through the following mechanisms:

- Review of MAG mode networks maps for the current and future years
- Submission of projects to be included in the TIP via a database application—the TIP Data Entry System—provided by MAG
- Submission and revision of projects included in the ALCP

The data included in the model networks from these submissions is as follows:

- The alignment of roadways
- The number of through lanes by direction on roadways
- The facility type of roadway—e.g. freeway, expressway, arterial, collector.

Arterials—TIP and RTP	
Model Network Reviews	July 10: Model networks for 2012, 2025, 2030, 2035 made available for agencies to review and update
	September 4: Model networks updates to be provided by MAG member agencies
TIP Data Entry System	August 13: TIP Data Entry System made available for agency use
	September 4: TIP Data Entry System data to be provided by MAG member agencies
ALCP Data Submission	Please see the section in this report concerning the ALCP
TIP, RTP and Air Quality Conformity	Please see the relevant sections for the process to review and approve the TIP, RTP and Air Quality Conformity



MAG—Transportation Division

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MAG TIP FY14-2018
MAG TIP Data Entry System



INFORMATION

Arterial Life Cycle Program

In 2004, MAG initiated development of the Arterial Life Cycle Program (ALCP) to provide management and oversight for the arterial projects contained in the Regional Transportation Plan (RTP). The ALCP is a key safeguard of Proposition 400 and represents almost \$1.6 billion of investment over a 20 year period.

The Arterial Life Cycle Program (ALCP) provides information for each project spanning the 20-year life cycle, including location, regional funding, year of work, type of work, status of project and the lead agency. The ALCP is updated on an annual basis each fiscal year (FY). However, updates may occur quarterly, as needed.

All project information is due to MAG by January 3, 2013. MAG Staff will assist Lead Agencies with the update process, including the appropriate schedule to follow for projects programmed in the ALCP. The ALCP project information is detailed in an excel workbook by each Lead Agency, which allows for members to update project status, work phases, and schedules.

The instructions and workbook are available at the ALCP web page:
<http://www.azmag.gov/Projects/Project.asp?CMSID2=1065&MID=Transportation>.

See next page for schedule.



CONTACT

MAG—Transportation Division

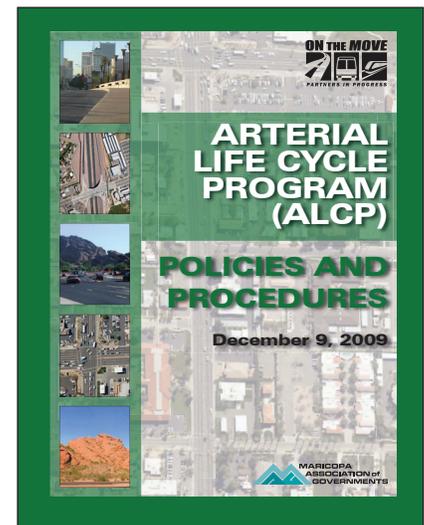
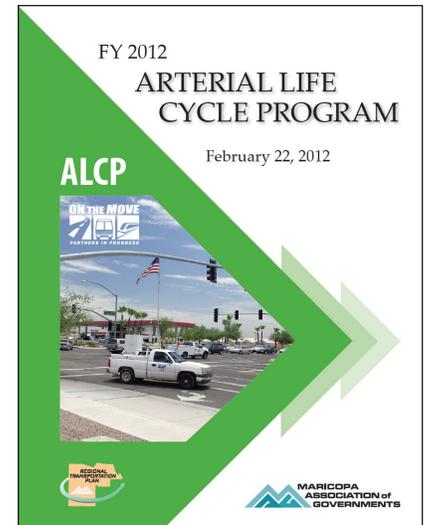
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RESOURCES

**ALCP Policies & Procedures
 FY2012 Arterial Life Cycle Program**





SCHEDULE

Arterial Life Cycle Program - Fiscal Year 2013		
2012		
July	30	ALCP Working Group Meeting at 1:30pm in the MAG Regional Meeting Center
August		Complete rebalancing of ALCP
	23	Transportation Review Committee to review/recommend/approve Final Draft of the FY 2013 ALCP and amendments to the MAG TIP and RTP, as necessary
	27	ALCP Working Group Meeting at 1:30pm in the MAG Regional Meeting Center
	29	Transportation Review Committee (TRC) review/recommend/approve Project changes to amend/administratively modify the current TIP, RTP, and ALCP*
September	11	Management Committee (MC) review/recommend/approve Project changes to amend/administratively modify the current TIP, RTP, and ALCP*
	24	ALCP Working Group Meeting at 1:30pm in the MAG Regional Meeting Center
	27	Lead Agencies may submit PRRs for reimbursements programmed in 2013 in the approved FY 2013 ALCP
October	25	MAG Staff to present (1) the ALCP Status Report and (2) revisions to the ALCP Policies and Procedures to the Transportation Review Committee for review/approval
November		Management Committee and Transportation Policy Committee to review/recommend/approve (1) revisions to the ALCP Policies and Procedures and (2) the ALCP Status Report
	15	MAG Staff to conduct workshop on the revised Substantial Project Change Process and provide forms and other materials, as needed
	29	MAG Staff to provide FY 2014 Annual Update Workbooks, Instructions, and Certification of Local Funds forms for Lead Agency Staff use
December		Regional Council to review/recommend/approve (1) revisions to the ALCP Policies and Procedures and (2) the ALCP Status Report
	13	Transportation Review Committee to review/recommend/approve proposed amendments and administrative modifications to the FY 2013 ALCP, TIP, and RTP Update
	13	DUE DATE: Lead Agencies requesting Substantial Project Changes must submit required forms and materials to MAG Staff for review and approval
		MAG Staff to coordinate with Lead Agency Staff on proposed Substantial Project Change requests
2013		
January	3	DUE DATE: Lead Agencies to submit FY2013/2014 ALCP Annual Update Project Data
		DUE DATE: Lead Agencies requesting Substantial Project Changes to submit required materials for Street Committee Agenda Packet
		Management Committee, Transportation Policy Committee, and Regional Council to review/recommend/approve proposed amendments and administrative modifications to the FY 2013 ALCP, TIP, and RTP Update
	15	DUE DATE: Lead Agencies to present to the MAG Street Committee on proposed Substantial Project Changes for inclusion in the Draft FY2014 ALCP
	17	DUE DATE: Lead Agencies to submit Certification of Local Funds forms signed by the City Manager. Late forms will not be accepted.
	18	DUE DATE: Lead Agencies submit FY 2011 ALCP Project Update Data
	28	DUE DATE: Lead Agencies to present to the ALCP Working Group on proposed Substantial Project Changes for inclusion in the Draft FY2014 ALCP

*Continued
on next
page.*



Arterial Life Cycle Program - Fiscal Year 2013 (continued)		
February	1	MAG Staff to provide Member Agencies with the first draft of the FY2014 ALCP
	4	DUE DATE: Lead Agencies requesting Substantial Project Changes to submit required materials for Transportation Policy Committee Agenda Packet
	14	DUE DATE: Lead Agencies' comments/revisions on the Draft FY2014 ALCP due to MAG Staff
	20	DUE DATE: Lead Agencies to present to the MAG Transportation Policy Committee on proposed Substantial Project Changes for inclusion in the Draft FY2014 ALCP
March	1	MAG Staff will provide Member Agencies with a revised draft of the FY2014 ALCP
	10	DUE DATE: Final date to make project schedule changes to the Draft FY2014 ALCP
	28	MAG Staff to present the ALCP Status Report to the Transportation Review Committee for review/approval
April	1	DUE DATE: Lead Agencies to notify MAG Staff of FY2013 RARF Closeout Project Eligibility
	4	DUE DATE: All ALCP Project Requirements must be submitted and accepted as complete for RARF Closeout consideration.
	15	MAG Staff will determine the availability of RARF Closeout Funds and Eligible Projects
		Management Committee, Transportation Policy Committee, and Regional Council to review/recommend/approve the ALCP Status Report
	25	Transportation Review Committee to review/recommend/approve project changes to amend/administratively modify the current TIP/RTP/ALCP* and the FY2013 RARF Closeout ALCP Project recommendations
May		MC, TPC, RC review/recommend/approve project changes to amend/administratively modify the current TIP/RTP/ALCP* and the FY2013 RARF Closeout ALCP Project recommendations
		Transportation Review Committee to review/recommend/approve Final Draft of the FY 2014 ALCP
	31	DUE DATE: Lead Agencies submit Project Reimbursement Requests for FY2013 funding by 5:00 p.m. Late Project Reimbursement Requests will not be accepted.
June		Management Committee, Transportation Policy Committee, and Regional Council review/recommend/approve Final Draft of the FY 2014 ALCP
July		
August		
September		Governor's designee approves MAG 2014-2018 TIP
October	1	Beginning of new FFY
		First Four Years of the MAG 2014-2018 TIP included in 2013-2017 Arizona STIP
* As necessary		
** Subject to change based on input from the ALCP Working Group and MAG Transportation Policy Committee		



INFORMATION

Bicycle and Pedestrian

There will be a competitive federal CMAQ project selection process for bicycle and pedestrian projects to be programmed in FY 2015, FY 2016 and FY 2017. The bicycle and pedestrian projects that will be listed in the 2014-2018 TIP are programmed from the MAG CMAQ Federal Fund Program.

The Regional Transportation Plan dedicates 17% of MAG CMAQ funding for bicycle and pedestrian projects. The rate will be 93.4% federal funding with a 5.7% local contribution. There is an established competitive project selection process to program projects with CMAQ funds that is explained in **Section 6**.

The Bicycle and Pedestrian Committee meets the third Tuesday of each month at 1:30 p.m. Please contact Maureen DeCindis with questions.



SCHEDULE

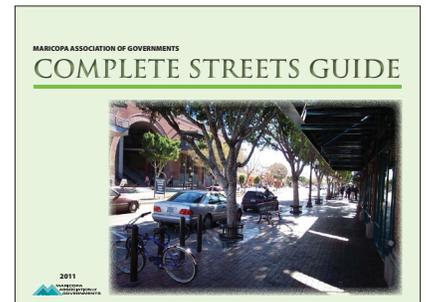
MAG—Transportation Division

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CONTACT

<http://www.azmag.gov/Committees/Committee.asp?CMSID=1044>





INFORMATION

Intelligent Transportation Systems (ITS)

The ITS projects that will be listed in the 2014-2018 TIP are programmed from the MAG CMAQ Federal Fund Program.

MAG ITS Projects include: (i) Freeway ITS projects and (ii) Arterial ITS projects. Funds for both freeway and arterial ITS projects have been identified separately in the Regional Transportation Plan. Freeway ITS projects generally result in the expansion of coverage of the Freeway Management System (FMS). The current schedule and cost breakdown for the expansion of FMS coverage have been developed based on freeway ITS priorities identified in the MAG ITS Strategic Plan developed in 2001. The programming and implementation of individual ITS projects on freeways is carried out by ADOT, based on established regional ITS priorities. Arterial ITS projects are programmed in the TIP based on federal requirements and priorities identified in the 2001 ITS Strategic Plan. The MAG ITS Committee is currently developing an update to the region's ITS Strategic Plan. The updated Strategic Plan will identify new regional priorities for making strategic investments in ITS infrastructure on both freeways and arterials.



There will be a competitive federal CMAQ project selection process for arterial ITS projects to be programmed in FY 2015, FY 2016 and FY 2017. It is anticipated that project selection will be driven by the following factors: a) reflection of regional ITS priorities; b) compliance of a proposed project with the Regional ITS Architecture; c) potential of a proposed project to reduce congestion within the project's area of influence; and d) potential of the proposed project to reduce emissions.

The Intelligent Transportation Systems (ITS) Committee meets the first Wednesday of each month at 10:00 a.m. Please contact Sarath Joshua with questions.



SCHEDULE

MAG – Transportation Division

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CONTACT

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INFORMATION

PM-10 Certified Street Sweeper and Pave Unpaved Road

The Maricopa County nonattainment area is classified as a Serious Area for PM-10 particulate pollution. PM-10 Certified Street Sweeper and Pave Unpaved Road projects support PM-10 measures in the regional air quality plans to reduce particulate emissions.



The FY 2011-2015 TIP, and the new 2014-18 TIP provides funding for PM-10 Certified Street Sweeper and for Pave Unpaved Road projects. MAG is soliciting PM-10 Certified Street Sweeper Projects in the Maricopa County PM-10 Nonattainment Area from member agencies for federal fiscal year (FFY) 2013 Congestion Mitigation and Air Quality Improvement (CMAQ) funding. A minimum local cash match of 5.7 percent on the CMAQ eligible portion of the project is required. Following MAG Regional Council authorization of funding for the prioritized list of proposed PM-10 Certified Street Sweepers, MAG will send a letter to the agencies receiving CMAQ funds as notification to proceed. **It is important to note that the Federal Highway Administration (FHWA) has advised MAG that the procurement of CMAQ funded street sweepers should proceed after funding has been authorized by the MAG Regional Council.**

In addition, the Maricopa Association of Governments is soliciting PM-10 Paving Unpaved Roads Projects for fiscal years 2015, 2016, and 2017 federal CMAQ funding from member agencies in the Maricopa County PM-10 Nonattainment Area. Paving shoulders and alleys are also CMAQ eligible. A minimum local cash match of 5.7 percent on the CMAQ eligible portion of the project is required.

To apply for project funding, an application must be completed. Applications will be available on August 3, 2012. The relevant schedule and due dates are listed below and also listed in **Section 6**. The MAG Air Quality Technical Advisory Committee makes recommendations on a prioritized list of sweeper projects to the MAG Management Committee and forwards a ranking of the paving projects to the MAG Transportation Review Committee.



In accordance with federal CMAQ guidance, MAG staff completes an evaluation of the project's expected emission reduction benefits for consideration by the Air Quality Technical Advisory Committee (AQTAC). The AQTAC may use cost-effectiveness, also referred to as the CMAQ Score, in ranking proposed sweeper and paving projects for CMAQ funding. Cost-effectiveness is based on the annualized CMAQ dollars requested for the project per metric ton of PM-10 reduced. The AQTAC has also considered other criteria for ranking projects including PM-10 emission reductions and proximity to PM-10 monitors.



SCHEDULE

PM-10 Certified Street Sweepers and Pave Unpaved Road Projects— Competitive Federal Fund Programming Process		
2012		
August	27	1:00 - 3:30 p.m., MAG Cholla Room, Open Working Group—Federal Fund Project Applications
September	10	8:30 - 11:00 a.m., MAG Ironwood Room, Open Working Group—Federal Fund Project Applications
	19	10:00 a.m. - Due Date and Time, signed Project Applications due to MAG. Late Applications will not be accepted.
October	9	Street Committee reviews and Lead Agencies present project applications for Paving Unpaved Road Projects—fiscal years 2015, 2016, and 2017, and PM-10 Certified Street Sweepers—FY2013
November	13	Street Committee - second review of project applications for Paving Unpaved Road Projects—fiscal years 2015, 2016, and 2017, and PM-10 Certified Street Sweepers—FY2013
	27	AQTAC reviews and recommends CMAQ evaluations for Paving Unpaved Road Projects—fiscal years 2015, 2016, and 2017, and PM-10 Certified Street Sweepers—FY2013
2013		
January	24	TRC review/recommend/approve Paving Unpaved Road Projects—fiscal years 2015, 2016, and 2017
February	6	Managers review/recommend/approve Paving Unpaved Road Projects—fiscal years 2015, 2016, and 2017
	13	TPC review/recommend/approve Paving Unpaved Road Projects—fiscal years 2015, 2016, and 2017
	20	RC review/recommend/approve Paving Unpaved Road Projects—fiscal years 2015, 2016, and 2017



CONTACT

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INFORMATION

Federal Fund Bridge Replacement and Rehabilitation Program

The Federal Fund Bridge Replacement and Rehabilitation Program provides funds (BR) to assist the States to replace or rehabilitate deficient highway bridges located on any public road. To be eligible for this funding, a bridge must be over a waterway, other topographical barriers, other highways or railroads, and the bridge must be significantly important and unsafe because of structural deficiencies, physical deterioration or functional obsolescence. In general, bridges in the MAG region are in excellent shape compared with other regions and, especially compared to other States.

ADOT is the lead agency for the development and implementation of a Bridge Management System (BMS). The BMS that has been developed includes a computer database of bridge information, a software system for providing the analytical capabilities suggested by federal regulations and an on-going process for inspecting and collecting information on bridges throughout Arizona. In the MAG area, ADOT, the City of Phoenix and Maricopa County are involved in the inspection of bridges and the collection of bridge data.

Based on the information in the BMS, bridges are assigned a sufficiency rating. This rating takes into account: structural adequacy and safety, serviceability and functional obsolescence, and importance for public use. To qualify for funds, a bridge must be included in the ADOT Statewide Inventory of Bridges and be inspected on a regular interval either by ADOT or the local jurisdiction. Bridges with a sufficiency rating below 50 and structurally deficient or functionally obsolete are considered for replacement funds. Bridges with a sufficiency rating between 50 and 80 are eligible for rehabilitation funds. Replacement of bridges rated greater than 50 may be eligible if rehabilitation alternatives are not feasible and/or rehabilitation would not remove all the deficiencies. This federal funding is available to all MAG member agencies that have bridges listed in **Appendix C**, and is administered by ADOT. **Appendix C** lists bridges that are classified as either structurally deficient or functionally obsolete and that have a sufficiency rating below 80.

The federal match for this program is 94.3% and the ADOT bridge program averages around \$4 million per year statewide. The funds are available on a first-come, first-serve basis. ADOT has set a \$500,000 federal funding cap on local sponsored projects.

Projects using BR funds must be authorized by FHWA prior to June 30th each year. This allows ADOT to ensure all bridge subprogram dollars are obligated in the year programmed. To meet this deadline requests for new design and non-construction projects must be requested through the Local Government section by April 30th. Construction projects to be advertised by ADOT will need to be received by March 31st. For Certification Acceptance agencies all request must be received by June 1st.



CONTACT

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Highway Safety Improvement Program

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) established the Highway Safety Improvement Program (HSIP) as a core Federal-aid program. The purpose of HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements. ADOT is responsible for administering the state program with oversight from FHWA. ADOT's Highway Safety Section is responsible for the development of guidelines related to process and project eligibility. Twenty (20) percent of federal HSIP funds the state receives each year is sub-allocated to be programmed by the MPOs and COGs in the state, for safety improvement projects. The annual HSIP sub-allocation to the MAG region (referred to as MAG-HSIP), starting in FY 2010, is \$1,000,000. A further 10 percent of federal HSIP (referred to as ADOT Discretionary-HSIP) is being directed by ADOT to safety improvement emphasis areas that are identified in the state's Strategic Highway Safety Plan. The balance 70 percent of HSIP (referred to as statewide-HSIP) is programmed by ADOT and is available for larger road safety improvement projects on any public road statewide, and are selected based on the potential to reduce injuries and deaths.

Programming Process for MAG-HSIP Funds

All MAG HSIP funds available through FY 2014 are currently programmed for qualifying road safety improvement projects. The next opportunity for programming MAG HSIP funds will be for projects in FY 2015 and FY 2016. A call for projects is anticipated in January 2013. MAG-HSIP funds are programmed based on a call for projects and a recommendation from the MAG Transportation Safety Committee. These projects must meet eligibility requirements for federal safety funds. Based on guidance from ADOT, MAG-HSIP funds are applied primarily for making systematic road safety improvements that would also qualify as Categorical Exclusion Type 1—requiring minimal clearance requirements.

Programming Process for ADOT Discretionary-HSIP

These funds are programmed by ADOT.

Programming Process for Statewide-HSIP Funds

Safety improvement projects that involve major road construction activities can compete for Statewide-HSIP funds awarded by ADOT. MAG is currently updating the list of Top 100 high crash risk intersections in the region. Local agencies that have intersections that rank high on this MAG list, and also are placed on ADOT's Top Five Percent Report to FHWA, may effectively compete for Statewide-HSIP funds.

A formal multi-year project programming process for this portion of the federal HSIP funds (statewide-HSIP) does not exist at this time, and is expected to be developed by ADOT in the future. At present, project applications are received and reviewed by the

ADOT Traffic Safety Section on a continuing basis. Qualifying projects are selected, further refined in consultation with local agency staff and programmed in an appropriate fiscal year, based on the availability of funds. Projects that seek statewide HSIP funds are in competition with similar projects submitted to ADOT from statewide local agencies. Guidelines have been prepared by MAG to help prepare better HSIP project applications from the MAG region. These guidelines have incorporated FHWA requirements for qualifying HSIP projects as well as qualifying criteria stipulated in the ADOT HSIP Manual. Depending on the availability of Statewide-HSIP funds, MAG may issue a call for projects and recommend projects for Statewide-HSIP in FY2015 - FY2016.

**SCHEDULE**

Highway Safety Improvement Program—FY 2013	
2013	
January	Call for MAG-HSIP and Statewide-HSIP projects in FY2015 and 2016
March	Transportation Safety Committee recommends a list of projects for each funding stream
April	TRC review/recommend
May	MC and RC recommend/approval
June	Submit MAG HSIP recommendation to ADOT

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**INFORMATION**

Railroad Crossings

ADOT administers the Railroad-Highway Grade Crossing Program. Funds are available on a Statewide basis for projects. Some of the work may require a 5.7% match. See the ADOT Local Public Agency Manual for further information.

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<http://www.azdot.gov/Highways/Utilities/index.asp>



INFORMATION

Safe Routes to School

The Safe Routes to Schools Program is a Federal-Aid program of the U.S. Department of Transportation's Federal Highway Administration (FHWA). The Program was created by Section 1404 of the *Safe, Accountable, Flexible, And Efficient Transportation Equity Act: A Legacy for Users Act* (SAFETEA-LU).

On July 6, 2012, the president signed the new transportation authorization bill; MAP-21 (*Moving Ahead for Progress in the 21st Century*). This new legislation, effective October 1, 2012, combines the old SAFETEA-LU programs of Transportation Enhancements, Safe Routes to School and Recreational Trails Program under a new program entitled Transportation Alternatives. The Transportation Alternatives program will be funded to States and to Metropolitan/Regional Planning Organizations.

The Program provides funds to the States (and under MAP-21 to Regional Planning Organizations) to substantially improve the ability of primary and middle school students to walk and bicycle to school safely. The purposes of the program are:

1. to enable and encourage children, including those with disabilities, to walk and bicycle to school
2. to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
3. to facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity (approximately 2 miles) of primary and middle schools (Grades K-8).

Federal Safe Routes to School funding will be announced as FHWA direction is received and a call for applications in several different categories will be made available.



CONTACT

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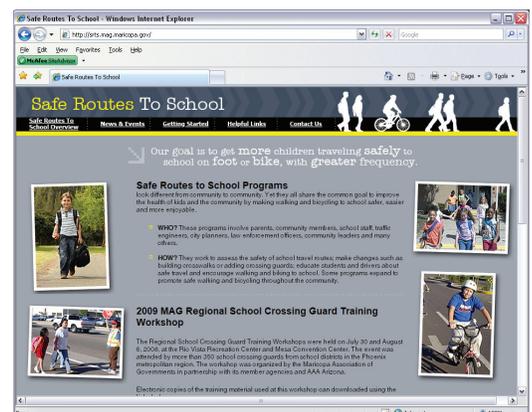
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<http://srts.azmag.gov/>
<http://mpd.azdot.gov/MPD/srts/>
<http://www.saferoutesinfo.org>



RESOURCES





Transportation Alternatives

Previously Federal Transportation Enhancements – STP-Transportation Enhancements (TE)

On July 6, 2012, the president signed the new transportation authorization bill; MAP-21 (*Moving Ahead for Progress in the 21st Century*). This new legislation, effective October 1, 2012, combines the old SAFETEA-LU programs of Transportation Enhancements, Safe Routes to School and Recreational Trails Program under a new program entitled Transportation Alternatives.



Eligible activities for Transportation Alternatives include:

- Bicycle and Pedestrian facilities
- Safe routes for non-drivers projects and systems
- Construction of turn-outs, overlooks and viewing areas
- Vegetation management practices in rights of ways and other activities (similar to landscaping and beautification)
- Historic preservation, rehabilitation and operation of historic transportation buildings, structures and facilities
- Preservation of abandoned railway corridors including for pedestrians and bicycle trails
- Inventory, control and removal of outdoor advertising
- Archeological activities related to transportation projects
- ANY environmental mitigation, including existing uses
- Planning, designing, or constructing boulevards, and other roadways largely in the right-of-way of former Interstate System roads or other divided highways.

Eligible entities include:

- A local government
- A regional transportation authority
- A transit agency
- A natural resource or public land agency
- A school district, local education agency or school
- A tribal government
- Any other local or regional governmental entity with responsibility for or oversight of transportation or recreational trails (other than an MPO or state agency) that the state determines to be eligible

Funding of the program

- 50% of the funds will be sub allocated to MPO's and other parts of the state in proportion to their relative shares of the population of the State.
- 50% of the funds will be administered by ADOT.

A project selection process will be carried out by MAG and ADOT for their respective funding. MAG will continue to work with ADOT and FHWA in determining the process for programming Transportation Alternative funds in federal fiscal year (FFY) 2013, 2014, and beyond. An update and call for projects is expected in December/January/February FFY 2013.

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Transportation Enhancements

A new surface transportation authorization was signed on July 6, 2012, *Moving Ahead for Progress in the Twenty first Century* (MAP-21). This program has been incorporated into a new Transportation Alternatives Program beginning October 1, 2012; please see previous page.

MAG FEDERAL FUND PROGRAM



The MAG Federal Fund Program consists of both highway and transit projects programmed with federal funds in the MAG region. As noted in earlier sections of this guidebook, the STP funds are programmed through the Freeway and Arterial Life Cycle Programs. In general the 5307 and 5309 federal funds for transit projects in the MAG region are programmed through the Transit Life Cycle Program (TLCP). In the event that there are not enough projects in the TLCP to meet the revenue projections of 5307 and 5309 funds, transit funds are then programmed through the Transit Project Prioritization Process. Please see the Transit Project Prioritization Process section below for further details.

During FY 2013, MAG will begin policy and evaluation criteria discussion on programming transit project with federal funds. Please see **Section 5** under Transit for more information. For CMAQ funds that need to be programmed in outer years of the TIP, MAG relies on a competitive project selection process that is explained in detail below.



Transit Project Prioritization Process

The current regional transit capital project prioritization guidelines were established in 1994 by RPTA as shown below.

1. Provide Services and Improvements Required by Law.

- 1.1 Purchase dial-a-ride fleet for service expansion required by ADA
- 1.2 Upgrade facilities to comply with environmental laws.

2. Provide Replacement Equipment and Facilities for Existing Service.

- 2.1 Purchase replacement revenue fleet or parts.
- 2.2 Provide essential service support.
- 2.3 Maintain existing operating and passenger facilities.
- 2.4 Purchase revenue fleet to replace contractor owned vehicles.
- 2.5 Capitalize cost of contracting for existing service.
- 2.6 Support service costs.

3. Expand Service.

- 3.1 Purchase revenue fleet for regional service expansion.
- 3.2 Purchase revenue fleet for local service expansion.
- 3.3 Provide essential service support
- 3.4 Construct regional park-and-rides.



4. Passenger Enhancements

- 4.1 Provide bus stop improvements.
- 4.2 Construct transit centers.

5. Other Desired Support Services.

- 5.1 Capitalize cost of contracting for service expansion.
- 5.2 Other support purchases.



INFORMATION

Competitive Project Selection Process for MAG CMAQ Funds

The Regional Transportation Plan allocates the available regional highway federal funds to different multi-modal categories as shown in Table 1. The CMAQ funds targeted for bike/pedestrian, air quality, and the arterial ITS program in the ALCP have not been allocated to specific projects. To select arterial ITS, Bicycle and Pedestrian, and Air Quality Projects to receive CMAQ funds, a competitive application and selection process is established. CMAQ funds available for arterial ITS, Bicycle and Pedestrian projects, PM-10 Certified Street Sweepers, and Pave Unpaved Road projects, are programmed for a federal share of 94.3% and a minimum local match at 5.7%.

The FY 2014-2018 MAG TIP and future Transportation Improvement Programs program specific CMAQ funded projects in the first four years of the TIP and the fifth year will be programmed with CMAQ funds dedicated to the ITS Program, Bicycle and Pedestrian Program, Air Quality Program, and Transit Programs.

The 2014-2018 MAG Federal Fund Program has CMAQ funds estimated as available to be competitively programmed for:

- PM-10 Certified Street sweepers in 2013—\$900,000 of CMAQ funds available
- Pave Unpaved Road projects in 2015—\$4,500,000 of CMAQ funds available

In FY2013, the MAG Committee Process will rely on the October 2011 approved MAG Federal Fund Programming Principles to guide the application and programming process for all local federally funded projects.

The MAG Federal Fund Programming Principles were developed to establish a set of transparent programming principles, clarify the application and programming process, ensure consistency with the SAFETEA-LU and CMAQ Federal Regulations, comply with the RTP directives, and encourage on-time project completion. It is anticipated that as new federal guidance is released on the MAP-21 surface transportation authorization, the MAG Federal Fund Programming Principles will be updated.

The MAG Federal Fund Programming Principles can be found in **Appendix D**. All documents listed in the Appendix can be found online and are contained in the MAG Federal Fund Programming Guidelines and Procedures:

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



RESOURCES

Applications

Each type of project has a unique application and a competitive selection process that begins in August 2012. These processes require member agencies to submit appropriate applications to MAG to be analyzed and considered for inclusion in the MAG Federal fund program.

Applications became available on August 3, 2012 and were posted on our website at: <http://www.azmag.gov/Projects/Project.asp?CMSID=1140&MID=Transportation>

Notification is sent to the appropriate technical advisory committees, the Transportation Review Committee, MAG Management, and Intergovernmental Representatives when the applications are posted and available. In addition, MAG will host an application workshop/meeting that explained available funding amounts, applications, schedules, and due dates for the competitive project selection process for MAG Federal funds. MAG also will host two Open Working Group meetings to review project applications.

Applications must be submitted before or on the due date and time per the Programming Guidelines. **Late applications will not be accepted.** Please see the schedule below for dates of pre-application meetings and application due date.

The DUE DATE for Applications: Wednesday, September 19, 2012 at 10:00 A.M.

Competitive Project Selection Process

The Technical Advisory Committee's (TAC) role is to develop and administer a project evaluation process that involves a technical evaluation, project criteria analysis, and a qualitative assessment that is guided by the goals and objectives of the MAG Regional Transportation Plan (RTP), and Federal guidelines. The technical advisory committee (TAC) is responsible to implement its project evaluation process that includes Air Quality and Congestion Management Process criteria, early phase public involvement and produce a ranked order list of project applications to be considered for Federal funding. The rank ordered list is then forwarded to the Transportation Review Committee.

The transportation project types and responsible TACs are:

1. Bicycle & Pedestrian Projects will be presented, reviewed, and ranked at the Bicycle & Pedestrian Committee. The Committee will receive the recommended ranking of projects by the Air Quality TAC and a presentation by Air Quality staff. The overall ranking of Bicycle & Pedestrian Projects will incorporate the Congestion Management Process, Air Quality scores and modal committee technical evaluations, and will produce an overall recommendation for project rankings. The recommendations for project programming will be presented through the committee process beginning with Transportation Review.

2. Intelligent Transportation System (ITS) Projects will be presented, reviewed, and ranked at the ITS Committee. The Committee will receive the recommended ranking of projects by the Air Quality TAC and a presentation by Air Quality staff. The overall ranking of ITS Projects will incorporate the Congestion Management Process, Air Quality scores and modal committee technical evaluations, and will produce an overall recommendation for project rankings. The recommendations for project programming will be presented through the committee process beginning with Transportation Review.
3. Paving Unpaved Road Projects will be presented and reviewed at the Street Committee and ranked at the Air Quality TAC.
4. PM-10 Certified Street Sweeper Projects will be reviewed at the Street Committee and ranked at the Air Quality TAC. The Air Quality TAC recommended ranking for sweepers will be presented to the MAG Management Committee.

Bicycle and Pedestrian Project Evaluation

The project evaluation process for bicycle and pedestrian projects was revised in FY2012 and implemented in the FY 2012 application ranking process. Please see *Appendix D* of the Programming Guidelines.

Connectivity Measure:

- 1) Does the project improve connectivity in the MAG Regional Bicycle and Pedestrian network and/or is it multi-jurisdictional in nature?
- 2) Does the project promote or improve access to short trip destinations, such as activity centers, commercial destinations, libraries, parks, and schools
- 3) Does the project improve connections to transit, regional intermodal, or emergency facilities?

Mode Specific Measure:

- 4) Does the project encourage increased alternative mode share?
- 5) Does the project help reduce pedestrian and bike/vehicle conflicts, travel time variability, and/or crash risk factors?
- 6) Does the project help reduce travel time or delay to motorists, bicyclists, and/or pedestrians?
- 7) Does the project help improve the comfort of bicyclists and pedestrians?
- 8) Does the project create a sense of place or create an attractive atmosphere?

Design and Support Measure:

- 9) Are the project elements supported by the MAG Pedestrian Policies and Design Guidelines and/or AASHTO Guide for Bicycle Facilities?
- 10) Is the project supported by the jurisdiction or agency's policies, plans, and/or objectives?

All funds directed toward bicycle and pedestrian projects will be programmed for FY 2015, 2016, 2017.

ITS Project Evaluation

The MAG ITS Committee has established a systematic project review and ranking process for programming ITS projects with CMAQ funds.

<http://www.azmag.gov/Committees/Committee.asp?CMSID=1050>

In their review of a project's application, the MAG ITS Committee members consider various aspects of a proposed project's linkages and compatibility with the region's ITS Strategic Plan and ITS Architecture. At special committee meeting(s), each proposed ITS project is presented by the proposing agency or group of agencies (in the case of multi-jurisdictional projects). The final ITS project prioritization or ranking is based on a summation of individual subjective project rankings generated by committee members, considering the following factors:

- How the project complies with the current MAG ITS Strategic Plan
- How the project conforms to the current MAG Regional ITS Architecture
- If the project is supported by the local agency with necessary staff and operating costs
- If the estimated project schedule seems realistic
- MAG emissions analysis
- MAG CMP process

Paving Unpaved Roads and PM-10 Certified Street Sweepers Project Evaluation

The evaluation process for Paving Projects and PM-10 Certified Street Sweeper projects occurs at two committees. Paving Unpaved Road Projects will be presented and reviewed at the Street Committee and ranked at the Air Quality TAC. PM-10 Certified Street Sweeper Projects will be reviewed at the Street Committee and ranked at the Air Quality TAC.

Following the Street Committee review of applications, MAG staff will complete an evaluation of the project's expected emission reduction benefits for consideration by the Air Quality TAC. The Air Quality TAC may use cost-effectiveness, also referred to as the CMAQ Score, in ranking proposed paving and sweeper projects for CMAQ funding. Cost-effectiveness is based on the annualized CMAQ dollars requested for the project per metric ton of PM-10 reduced. The Air Quality TAC will receive and review the Early Public Involvement report. The Air Quality TAC has also considered other criteria for ranking projects including PM-10 emission reductions and proximity to the PM-10 monitors.

The evaluation for Pave Unpaved Road Projects will result in a rank ordered list of project applications that is forwarded to the Transportation Review Committee (TRC) for project selection. For PM-10 Certified Street Sweepers, the rank ordered list of project applications is forwarded directly to the MAG Management Committee for project selection.

The Transportation Review Committee's (TRC) role is to review the evaluation and analysis completed by the TACs, and select projects to be programmed with Federal funds based on guidelines established for project selection.



SCHEDULE

Federal Fiscal Year 2013 Call For Projects and Development of the New FY2014-2018 TIP Schedule

2014-2018 Transportation Improvement Program (TIP)		
2012		
August	3	Federal Fund Project Applications available for Paving Unpaved Road Projects—FY2015, 2016, 2016, PM-10 Certified Street Sweepers—FY2015, 2016, ITS Projects—FY2015, 2016, 2017, Bicycle/Pedestrian Projects—2015, 2016, 2017
	6	Public Notification distributed
	13	Workshop on MAG Transportation Programming and Federal Fund Project Applications, 9:00 - 10:30 a.m.—Saguaro Room, 2nd Floor MAG
	27	1:00 - 3:30 p.m., MAG Cholla Room, Open Working Group—Federal Fund Project Applications
September	4	Model Networks due to MAG
	10	8:30 - 11:00 a.m., MAG Ironwood Room, Open Working Group—Federal Fund Project Applications
	19	10:00 A.M.—Due Date and Time, signed Project Applications due to MAG. Late Applications will not be accepted.
	27	Transportation Review Committee (TRC) review draft list of MAG Federal Fund project requests (no scores or Technical Advisory Committee (TAC) ranking)
October	3	ITS Committee reviews and Lead Agencies present project applications for ITS Projects—2015, 2016, 2017
	9	Street Committee reviews and Lead Agencies present project applications for Paving Unpaved Road Projects—FY2015, 2016, 2017, and PM-10 Certified Street Sweepers—FY2015, 2016, 2017
		10th - 24th: Managers, Transportation Policy Committee, and Regional Council review/recommend/approve Draft Freeway Plan.
	17	Bike and Ped Committee reviews and Lead Agencies present project applications for Bicycle and Pedestrian Projects—2015, 2016, 2017
	27	AQTAC review and recommends CMAQ evaluations for ITS, Bicycle, Pedestrian, and Air Quality projects in 2015, 2016, 2017
November	7	ITS Committee—second review and ranking of project applications for ITS Projects—FY2014
	13	Street Committee—second review of project applications for Paving Unpaved Road Projects - FY2015, 2016, 2017, and PM-10 Certified Street Sweepers—FY2015, 2016, 2017,
	20	Bike and Ped Committee—second review and ranking of project applications for Bicycle and Pedestrian Projects—FY2014
	22	AQTAC review and recommends CMAQ evaluations for Paving, Street Sweepers 2015, 2016, 2017
	26	TIP Data Entry System available to member agencies for 2009-2015 project updates

2014-2018 Transportation Improvement Program (TIP) (continued)		
December	5	ITS Committee
	11	Street Committee have AQ scores and projects by rank
	13	TRC review 2013, 2014 Project Status Reports, Tier 1
2013		
January	9	DUE DATE: Member agencies submit privately and locally funded projects for inclusion in 2011-2015 TIP for an Air Quality Conformity Analysis (AQCA) via the TIP Data Entry System
	9	MC review 2013, 2014 Project Status Reports, Tier 1
	14	TRC Mail out Due
	16	TPC review 2013, 2014 Project Status Reports, Tier 1
	23	RC review 2013, 2014 Project Status Reports, Tier 1
	24	TRC review/recommend/approve funding for Paving Unpaved Road Projects—FY2015, 2016, 2017, ITS Projects—FY2015, 2016, 2017, Bicycle and Pedestrian Projects—FY2015, 2016, 2017, and 2015, 2016, and 2017 federally funded programs
February	4	Managers review/recommend/approve Paving Unpaved Road Projects - FY2015, 2016, 2017, ITS Projects—2015, 2016, 2017, Bicycle and Pedestrian Projects—2015, 2016, 2017, PM-10 Certified Street Sweepers—FY2015, 2016, 2017, and 2015, 2016, and 2017 federally funded programs
	13	TPC review/recommend/approve Paving Unpaved Road Projects—FY2015, 2016, 2017, ITS Projects—2015, 2016, 2017, Bicycle and Pedestrian Projects—2015, 2016, 2017, PM-10 Certified Street Sweepers—FY2015, 2016, 2017, and 2015, 2016, and 2017 federally funded programs
	20	RC review/recommend/approve Paving Unpaved Road Projects—FY2015, 2016, 2017, ITS Projects—2015, 2016, 2017, Bicycle and Pedestrian Projects—2015, 2016, 2017, PM-10 Certified Street Sweepers—FY2015, 2016, 2017, and 2015, 2016, and 2017 federally funded programs
	27	TRC recommends Draft 2014-2018 TIP Project Listings and Draft RTP 2013 Update for AQCA. Request to Lock TIP.
March	15	Draft 2014-2018 TIP Project Listings and Draft RTP 2013 Update available for TAC and public review
	28	TRC recommends Draft 2014-2018 TIP Project Listings and Draft RTP 2013 Update for AQCA
	30	DUE DATE: Member agencies submit all ALCP requirements complete and accepted for eligibility of RARF Closeout
April		TIP undergoes AQCA (Transportation Division runs horizon year models and then Environmental Division runs AQCA)
		Mid-Phase joint Open House and Public Hearing for MAG, ADOT-State Transportation Board, RPTA (Valley Metro), Metro, City of Phoenix Dept. of Public Transit, and Citizen's Transportation Oversight Committee on Draft 2011-2015 TIP/State Highway Program and Draft RTP 2013 Update.

2014-2018 Transportation Improvement Program (TIP) (continued)		
May		Cont'd: TIP undergoes AQCA (Transportation Division runs horizon year models and then Environmental Division runs AQCA)
	6	30 day notice prior to Public Hearing
	9	Managers review/recommend/approve Draft 2014-2018 TIP and Draft RTP 2013 Update for an AQCA
	16	TPC review/recommend/approve Draft 2014-2018 TIP and Draft RTP 2013 Update for an AQCA
	23	RC review/recommend/approve Draft 2014-2018 TIP and Draft RTP 2013 Update for an AQCA
	31	DUE DATE: ALCP Last day to initial PA's in FY
June	7	Final-Phase Open House and Public Hearing for MAG on Final Draft 2014-2018 TIP, Draft RTP 2013 Update and Draft AQ Conformity Analysis
		30 day notice prior to Public Hearing
	29	ADOT End of Fiscal Year, Project Submittal Deadline for current year obligation and Federal Authorization
July	25	TRC review/recommend/approve 2014-2018 TIP, RTP 2013 Update, and AQCA
August	14	Managers review/recommend/approve 2014-2018 TIP, RTP 2013 Update, and AQCA
	21	TPC review/recommend/approve 2014-2018 TIP, RTP 2013 Update, and AQCA
	28	RC review/recommend/approve 2014-2018 TIP, RTP 2013 Update, and AQCA
September		Governor's designee approves MAG 2014-2018 TIP
October	1	First Day of Federal Fiscal Year 2014
		First Four Years of the MAG 2014-2018 TIP included in 2013-2016 Arizona STIP
		<i>Denotes an out of sequence meeting date</i>
<i>Estimated Dates are in Gray</i>		

Federal Fiscal Year 2013 Closeout—Deferrals

MAG member agencies will complete a Project Deferral/Deletion Form to request a project to be deferred, to delete federal funds from a project, or to delete a federal funded project from the current TIP. **An example of this form can be found in Appendix E.**

If a project is requesting to be deferred for the second time or more, the sponsoring agency for the project will submit a justification memo explaining why the project should stay in the MAG Federal Fund Program to MAG staff. Staff will work with the sponsoring agency in preparation, and the agency's representative will present justification to the MAG Regional Council.

Federal Fiscal Year 2013 and 2014 Closeout—Project Submittals

MAG member agencies will complete a Closeout Project Submittal or a new project application to submit projects for use of FFY2014 unobligated Federal funds. Forms and

applications must be submitted before or on the due date and time. **Late applications will not be accepted.**

Local jurisdictions submitting a project for advancement, additional funds, or a new project will complete and submit a Closeout Project Submittal Form by the due date and time for project submittals for Closeout funds. For new project submittals, there are additional information forms to be completed. **An example of the Project Submittal form can be found in Appendix F. Closeout Forms will be available in August 2013.**



SCHEDULE

Closeout Programming Process FY 2013		
2012		
August	27	Transportation Review Committee (TRC) review/recommend/approve FY 2013 Closeout, tier 2, tier 3
September	12	Management Committee review/recommend/approve FY 2013 Closeout
	19	Transportation Policy Committee review/recommend/approve FY 2013 Closeout
	26	Regional Council (RC) Committee review/recommend/approve FY 2013 Closeout
October	22	Workbooks sent to Member agencies
November	7	DUE: Workbooks due from Member agencies
December	3	Mail out for TRC
	13	TRC Committee review/recommend/approve FY2013, 2014, 2015 Status Reports and possible FY2014 Closeout of federally funded programs, Tier 1
2013		
January	9	Management Committee review/recommend/approve FY2013, 2014, 2015 Reports and possible FY2014 Closeout of federally funded programs, Tier 1
	16	TPC review/recommend/approve FY2013, 2014, 2015 Reports and possible FY2014 Closeout of federally funded programs, Tier 1
	23	RC review/recommend/approve FY2013, 2014, 2015 Reports and possible FY2014 Closeout of federally funded programs, Tier 1
	24	TRC review/recommend/approve FY2014 Closeout of federally funded programs, Tier 2, Tier 3
February	13	MC review/recommend/approve FY2014 Closeout of federally funded programs, Tier 2, Tier 3
	20	TPC review/recommend/approve FY2014 Closeout of federally funded programs, Tier 2, Tier 3
	27	RC review/recommend/approve FY2014 Closeout of federally funded programs, Tier 2, Tier 3
May	14	Workbooks sent to Member agencies
June	17	DUE: Workbooks due from Member agencies
	28	ADOT End of Fiscal Year, Project Submittal Deadline for current year authorization

Closeout Programming Process FY 2013 (continued)		
July	25	TRC review/recommend/approve 2013, 2014 Reports, recommend end of year 2013
August	14	Manager review/recommend/approve 2013, 2014 Reports, recommend end of year 2013
	21	TPC review/recommend/approve 2013, 2014 Reports, recommend end of year 2013
	28	RC review/recommend/approve 2013, 2014 Reports, recommend end of year 2013
		TRC review/recommend/approve Tier 2 and Tier 3 for FFY2014
September		Manager review/recommend/approve Tier 2 and Tier 3 for FFY2014
		TPC review/recommend/approve Tier 2 and Tier 3 for FFY2014
		RC review/recommend/approve Tier 2 and Tier 3 for FFY2014
October	1	Beginning of Fed Fiscal Year
	21	Workbooks sent to Member agencies
		<i>Denotes an out of sequence meeting date</i>
<i>Estimated Dates are in Gray</i>		

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LOCAL SPONSORED FEDERAL FUND PROJECT DEVELOPMENT

Local Sponsored projects that are programmed to receive federal funds have to work with the ADOT Local Government Section to meet the federal requirements.



ADOT—Local Government Section

The ADOT—Local Government Section function is to provide services to local governments in the area of programming, technical planning, scheduling, engineering expertise, project documents reviews/approvals, construction plans review/approvals, coordination with FHWA and appropriate ADOT services, and providing project processing manuals and guidelines.



The Local Government Section reviews and processes or approves all project **documents and reports** submitted by local governments via ADOT Technical Groups. This Section also reviews and gives ADOT approval to Design Concept Reports, Design Memorandums, Drainage Reports and other engineering-related documents as may be appropriate via ADOT Technical Groups. The project required environmental analysis is reviewed by the Local Government Team Environmental Planner and approval is obtained from the Environmental Planning Group.

Local agencies are required to follow the ADOT project development process in the development and design of local government projects. **The typical project will take 18 to 24 months to proceed through the process from the submittal of a design concept report to bid advertisement.** The environmental determination can greatly impact the project schedule. Typical environmental determinations take 10 to 12 months from initial submittal to environmental clearance. Contact the Local Government Section for information regarding the project model and the scheduling process for various types of construction projects.

The Local Government project model was designed using a typical eighteen to twenty-four month project development duration. The total duration can be modified, within reason, to meet the sponsor's needs for the type of project being developed. Please Refer to **Table 5** for the milestones, and the minimum amount of time required for each milestone.

As an example of a modified schedule, is for projects that are predominately Intelligent Transportation System (ITS) improvements, which can be shortened with respect to the number of stage submittals if the project team concurs. However, all projects are required to follow the ADOT clearance process including environmental, utilities, and right-of-way processing requirements. As such, the project development will be a minimum 10 to 12 months, or as long as it takes to receive an environmental clearance.

Please refer to **Table 5** for the milestones, and the minimum amount of time required for each milestone.

Table 5 Required Milestones and Schedule - Federal Funded Local Sponsored Project	
The following project milestones are based on a typical project procurement process. Some projects may follow abbreviated process.	
Standard Milestones	Months
Apply for ADOT project number	0
Receipt of ADOT project number	1
Initial DCR	4
Final DCR	5
30% Preliminary Plans, Cost Estimate and Report	7
60% Preliminary Plans, Cost Estimate and Report	9
Final Preliminary Plans, Cost Estimate and Report	11
Environmental Clearance	10
Utility Clearance	10
Right-of-Way Clearance	10
PS&E Approval	15
Bid opening	18
Final Deployment	24

Each Metropolitan Planning Organization (MPO) and Council of Governments (COG) submits their Local Government Federal-aid Multi-Year Highway Construction Program to ADOT's Transportation Planning Division for inclusion in the Statewide Transportation Improvement Program (STIP). The goal of the STIP is for projects to be planned, programmed, and developed in accordance with federal-aid procedures and ADOT's Project Management and Scheduling process; federal-aid obligated; the project advertised for bid; and construction started in the fiscal year that the project is programmed. In order to accomplish this, the following tasks must be completed by the project sponsor.

Outline of Federally Funded Local Government Projects



The following steps summarize the procedure to be used for processing federally funded local government STP, CMAQ, BR, RR, and HES projects. ADOT's role is to assist the local agencies through the project development process and insure compliance with ADOT/FHWA policies, regulations, and guidelines. ADOT will also administer the construction phase of most local government projects. The typical project will take 18-24 months from inception to advertisement. The time line is shown in **Table 5**.

- 1) Project sponsor contacts their local Council of Government/Metropolitan Planning Organization (COG/MPO) to include the project in the appropriate five year transportation improvement program (TIP)
 - Project must be in the TIP/STIP to qualify for Federal funding and the local government process.
 - Federal-aid projects are to meet functional classifications.
- 2) Project sponsor submits a letter to the ADOT Local Government Engineer requesting project number and providing brief detail of project scope, location, cost, schedule, and COG/MPO TIP identification number.
- 3) If Safety or Bridge Rehabilitation/Replacement funded, appropriate project eligibility report must be prepared and submitted to ADOT for approval of funding.
- 4) A Local Government Section project manager is assigned the project, requests the Federal-Aid Sequence Number and ADOT (TRACS) project number, and notifies local agency.
- 5) Local agency deposits ADOT review fee to ADOT.
- 6) Local agency arranges a kick-off meeting with sponsor, design consultants, ADOT and COG/MPO.
- 7) If Federal funds are being used for design, follow ADOT/FHWA consultant procurement guidelines.
- 8) Budget 15% construction engineering and 5% contingency funds if ADOT is performing construction administration of the project.
- 9) Local agency submits Initial Design Concept Report (DCR) to ADOT Local Government Section (LGS). The DCR should include a realistic scope, bid date, and cost estimate.
- 10) ADOT reviews DCR and sends comments to Sponsor.
- 11) Sponsor submits final DCR to ADOT Local Government Section.
- 12) Local Government Section approves DCR and notifies Sponsor.

- 13) Sponsor submits Initial Environmental Report to ADOT Local Government Section.
 - Pygmy owl situation clearance takes at least 12 to 18 months.
 - 404 and 401 permits from US Army Corps of Engineers take at least 12 months.Have a definite window for construction activities.
- 14) ADOT Local Government Section Environmental Planner reviews environmental determination report and provides comments to Sponsor.
- 15) Local agency submits Final Environmental Determination Report to ADOT Local Government Section.
- 16) Environmental clearance is obtained from ADOT or FHWA through the Local Government Section Environmental Planner. NEPA and FHWA guidelines must be satisfied.
- 17) Sponsor submits Preliminary Plans (30% stage), preliminary cost estimate, and reports to ADOT Local Government Section. Required reports depend on the project type and may include drainage report, geotechnical report, pavement design summary, materials memo, structure selection report, etc. Do not proceed beyond 30% design without an environmental clearance if Federal funds are used for design.
- 18) ADOT 30% review comments are transmitted to the sponsor who should resolve at an early stage.
 - Any design exceptions? If so, get approval, but try to avoid design exceptions.
- 19) Sponsor submits 60% plans, specifications, and estimate to ADOT Local Government Section.
- 20) ADOT Local Government Section project manager initiates an IGA (Intergovernmental Agreement) between ADOT & local sponsor. Allow 6 months to obtain signatures from all parties and process the paperwork.
- 21) Sponsor submits initial/final materials memo, geotechnical report, pavement design summary, drainage report, and bridge selection report.
- 22) If necessary, arrange a field review meeting with ADOT district staff, local agency, and design team to resolve ADOT review comments.
- 23) Sponsor Initiates the Utility clearance letters.
- 24) Sponsor initiates the Right of Way clearance letters.
- 25) Sponsor submits 95% PS&E package to ADOT. ADOT conducts final review.
 - All ADOT review comments to be resolved before submitting 95% PS&E and all final reports to be approved by ADOT
 - Include in the PS&E package landscaping plans, seed specs, and NPDES requirements if necessary.
- 26) Sponsor submits Final Plans (100% complete), final cost estimate, and bidding schedule to ADOT.

- 27) Verify Earthwork calculations (quantity check) to avoid change orders in the field.
- 28) Need local funds from sponsor based on final cost estimate. Include 5% surcharge (contingency) if construction administered by ADOT for change orders.
- 29) If federal funds are not adequate to meet the final cost estimate based on project scope, revise the scope to fit the budget or sponsor to pay the balance to ADOT.
- 30) Final PS&E approval from sponsor.
- 31) ADOT obtains obligation authority of Federal funds from FHWA subsequent to final PS&E and clearances.
- 32) Allow ADOT Contracts & Specifications Section at least 2 months to advertise the project. DBE requirements, Davis Bacon wages, training, etc. must be satisfied.
- 33) Sponsor to submit all original drawings when requested from ADOT.
- 34) Bid Opening (allow 22 working days from the date job advertised).
- 35) ADOT Board to award a contract to low bidder(next available Board date after bid opening).
- 36) See prospective contractor within 2-4 weeks.
- 37) ADOT arranges a partnering workshop if ADOT is administering construction.
- 38) Construction begins.

**CONTACT****ADOT - Local Governments Section**

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**RESOURCES**

ADOT Local Government web page: <http://www.azdot.gov/highways/Localgov/index.asp>

TIP PROJECT CHANGE REQUEST FORM

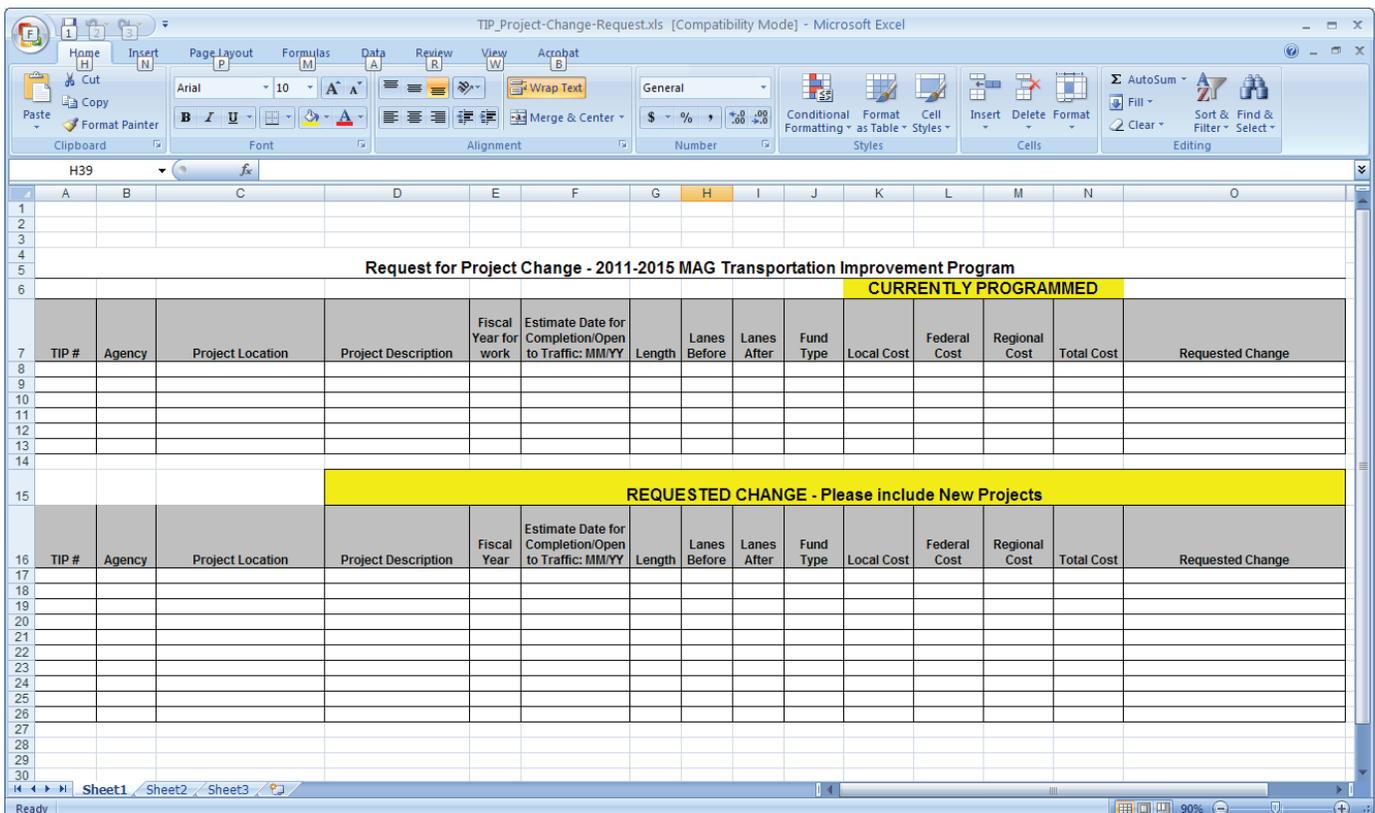
This form is available for agencies to download at:

http://www.azmag.gov/Documents/TIP_Project-Change-Request.xls

The form is in spreadsheet format and is designed to facilitate and standardize MAG member agency requests to change projects in the adopted MAG Transportation Improvement Program (TIP).

General instructions:

1. Find the current project in the most recent TIP Amendments & Administrative Modifications - Excel sheets. Located on the MAG TIP web page:
<http://www.azmag.gov/Projects/Project.asp?CMSID=1140&MID=Transportation>
2. Copy the project(s) by row that you would like to modify
3. Paste into the top portion of the Change Request Form. Then copy and paste into the bottom half of the form and make changes to your project(s) on the listing at the bottom of the form leaving the top to represent the current listing.
4. Add any new project(s) to the bottom, and/or ADOT awards.
5. Annotate in the Notes section for each listing on the bottom portion what you are requesting.
6. Add your contact information at the top of the form.
7. E-mail the request and any supporting award information you received from ADOT to:
Steve Tate, state@azmag.gov



Material Change Policy for the MAG Regional Freeway Program

The 1991 Performance Audit for the MAG Regional Freeway Program recommended that:

Any significant program changes which have major priority or fiscal implications need to be resolved through the involvement of the MAG Regional Council. This body of elected officials can and should provide a valuable forum for assessing and guiding decisions regarding the scope, timing, and financing of the MAG Program at the program and corridor levels. (Recommendation 4.47 of the 1991 Performance Audit of the MAG Freeway Program.)

Since the 1991 Audit, MAG has processed all changes to budgets, project scope, or schedules requested by the Arizona Department of Transportation (ADOT) through the MAG Regional Council for approval. With seven years of project history and with the recommendation of the 1997 Performance Audit, MAG and ADOT are proposing to limit the requested changes that are processed through the Regional Council to those that are material. Under this proposal, all changes will be provided to MAG, however, only the changes that meet definition of “material change” will be forwarded to the Regional Council for action. Requested changes, including those that are below the material change threshold, will be provided to the MAG Transportation Review Committee (TRC) for information. If a requested change must be expedited to meet ADOT’s project schedule, a material change may go to the Management Committee and Regional Council without going to the TRC first.

Definition of Material Change

- A. **Material Cost Change:** An increase in the cost of a project that is more than five (5) percent of the adopted project budget, but not less than \$500,000 or any increase greater than \$2.5 million.

- B. **Material Scope Change:** A change in a project scope that results in a material cost change and all scope changes that modify project limits by a mile or more, a horizontal alignment change outside of the adopted corridor limits that requires an updated environmental assessment, a vertical alignment or cross-section profile modification that causes the profile classification to change from depressed, at grade or elevated, changes to an interchange location of a 1/4 mile or more, adds design elements (including additional lanes), or adds a new project to the program. Any scope change that causes a material cost change to occur must be approved by the Regional Council.

If the material scope change is requested by a local jurisdiction and meets the definition of an enhancement, then the local jurisdiction must also provide the necessary funding to complete the enhancement. If the material scope change is requested by ADOT, the cost of the scope change, if approved, can be paid from Regional Freeway System funding with the concurrence of the Regional Council. (See A.R.S 28-6353)

According to A.R.S. 28-6351, enhancement means an addition that exceeds generally accepted engineering or design standards for the specific type of facility. ADOT should ensure that the design elements of each new segment meet generally accepted engineering or design standards adopted or accepted for general use by ADOT and are supported by traffic volumes and patterns, the need to serve major public facilities and the need to provide a balanced, multimodal transportation system for Maricopa County.

- C. **Material Schedule Change:** A change in the approved schedule for the start of design, right of way, or construction that causes: (1) completion to be delayed by more than three months, or, (2) the completion of the construction phase of the segment to be delayed beyond the year shown on the latest Certified Regional Freeway System map. For the purposes of this policy, completion means that the segment is open to traffic.

Process to Review and Approve Changes

- A. ADOT will forward all requested changes to MAG.
- B. MAG will review each requested change with respect to the definition of material change. Each material change will be reviewed for the impact on the budget, schedule and scope of the MAG Freeway Program.
- C. All of the requested changes, except expedited changes that must be forwarded directly to the Management Committee, will be presented to the TRC as information. Those changes that represent material changes will be highlighted.
- D. Material changes will be forwarded to the MAG Management Committee with a recommendation by MAG staff for approval or disapproval.
- E. The material change and the recommendation of the MAG Management Committee will be forwarded to the MAG Regional Council for final action.
- F. MAG advises ADOT of approved changes.

Approved by the MAG Regional Council May 27, 1998

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM FACT SHEET

The Congestion Mitigation and Air Quality Improvement (CMAQ) Program was created by the Intermodal Surface Transportation Efficiency Act of 1991. The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the national ambient air quality standards for ozone, carbon monoxide, and particulate matter. On July 6, 2012, President Obama signed into law a new transportation reauthorization bill, *Moving Ahead for Progress in the 21st Century Act* (MAP-21). It is anticipated that the Federal Highway Administration (FHWA) will issue new CMAQ guidance on the changes made by MAP-21. As new guidance becomes available, MAG will update this Fact Sheet.

The latest CMAQ Program Guidance was published by FHWA on October 20, 2008. The numbered listing below provides a description of the 16 project categories contained in federal CMAQ guidance as well as general activities and projects eligible for CMAQ funding. Table 1 also includes the CMAQ eligible projects and programs added from transportation reauthorization, *Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy For Users* (SAFETEA-LU). The second listing (page 79) provides a list of ineligible CMAQ activities and projects.

The SAFETEA-LU directs States and MPOs to give priority to two categories of funding. First, to diesel retrofits, particularly where necessary to facilitate contract compliance, and other cost-effective emission reduction activities, taking into consideration air quality and health effects. Second, priority is to be given to cost-effective congestion mitigation activities that provide air quality benefits.

The development of a CMAQ-eligible project may occur through a public-private partnership. Private entity proposals that benefit the general public by clearly reducing emissions require a legal written agreement between the public agency and private or nonprofit entity specifying the use of funds, roles and responsibilities of participating entities, cost sharing arrangements for capital investments and/or operating expenses, and how the disposition of land, facilities, and equipment should original terms of the agreement be changed. Eligible costs under this section may not include costs to fund an obligation imposed on private sector or nonprofit entities under the CAA or any other federal law except where the incremental portion of a project that exceeds the obligation under Federal law.

Eligible CMAQ Activities and Projects

1) Transportation control measures (TCMs) found in 42 U.S.C. §7408(f)(1)

- programs for improved public transit
- restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high occupancy vehicles
- employer-based transportation management plans, including incentives

- trip-reduction ordinances
- traffic flow improvement programs that achieve emission reductions
- fringe and transportation corridor parking facilities serving multiple-occupancy vehicle programs or transit service
- programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration particularly during periods of peak use
- programs for the provision of all forms of high-occupancy, shared ride services
- programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place
- programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas
- programs to control extended idling of vehicles
- programs to reduce motor vehicle emissions from extreme cold-start conditions
- employer-sponsored programs to permit flexible work schedules
- programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single-occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity
- programs for new construction and major reconstructions of paths, tracks or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest

2) Extreme Low-Temperature Cold Start Programs

- retrofitting vehicles and fleets with water and oil heaters
- installing electrical outlets and equipment in publicly-owned garages or fleet storage facilities

3) Alternative Fuels and Vehicles

- establishment of publicly-owned fueling facilities and other infrastructure needed to fuel alternative-fuel vehicles, unless privately-owned fueling stations are in place and reasonably accessible
- support the conversion of private fueling facility to support alternative fuels through a public-private partnership
- purchase of publicly-owned non-transit alternative fuel vehicles, including passenger vehicles, refuse trucks, street cleaners, and others
- costs associated with converting fleets to run on alternative fuels
- for private vehicles, the cost difference between alternative fuel vehicles and comparable conventional fuel vehicles
- hybrid vehicles that have lower emission rates than their non-hybrid counterparts
- hybrid passenger vehicles that meet EPA low emission and energy efficiency requirements for certification under the HOV exception provisions of SAFETEA-LU
- projects involving heavier vehicles, including refuse haulers and delivery trucks may be eligible based on a comparison of the emissions projections of these larger candidate vehicles and other comparable models

4) Congestion Reduction & Traffic Flow Improvements

- traditional traffic flow improvements, such as the construction of roundabouts, HOV lanes, left-turn or other managed lanes are eligible provided they demonstrate net emissions benefits
- Intelligent Transportation Systems (ITS) projects such as traffic signal synchronization projects, traffic management projects, and regional multimodal traveler information systems, traffic signal control systems, freeway management systems, electronic toll-collection systems, transit management systems, and incident management programs
- Value/Congestion Pricing projects that generate an emissions reduction, including, but not limited to: tolling infrastructure, such as transponders and other electronic toll or fare payment systems; small roadway modifications to enable tolling; marketing, public outreach efforts to expand and encourage the use of eligible pricing measures; and support services, such as transit in a newly tolled corridor
- innovative pricing approaches supported through the Value Pricing Pilot Program
- operating expenses for traffic flow improvements for a period not to exceed three years if shown to produce air quality benefits, if the expenses are incurred from new or additional services, and if previous funding mechanisms, such as fares or fees for services, are not displaced
- projects or programs that involve the purchase of integrated, interoperable emergency communications equipment

5) Transit Improvements

- new transit facilities (e.g., lines, stations, terminals, transfer facilities) are eligible if they are associated with new or enhanced mass transit service
- rehabilitation of a facility may be eligible if the vast majority of the project involves physical improvements that will increase capacity and results in an increase in transit ridership;
- new transit vehicles (bus, rail, or van) to expand fleet or replace existing vehicles
- diesel engine retrofits, such as replacement engines and exhaust after-treatment devices, are eligible if certified or verified by the EPA or CARB
- other transit equipment may be eligible if it represents a major system-wide upgrade that will significantly improve speed or reliability of transit service, such as advanced signal and communications systems
- fuel, whether conventional or alternative fuel, is an eligible expense only as part of a project providing operating assistance for new or expanded transit service, including fuel and fuel additives considered diesel retrofit technologies by EPA or CARB
- operating assistance, including labor, fuel, maintenance, and related expenses, to introduce new transit service or expand existing transit service is eligible for a maximum of 3 years
- regular transit fares may be subsidized as part of a comprehensive area-wide program to prevent exceedances of NAAQS during periods of high pollutant levels; must be combined with a marketing program to inform SOV drivers of other transportation options

6) Bicycle and Pedestrian Facilities and Programs

- construction of bicycle and pedestrian facilities (paths, bike racks, support facilities, etc.) that are not exclusively recreational and reduce vehicle trips
- non-construction outreach projects related to safe bicycle use
- establishment and funding of State bicycle/pedestrian coordinator positions for promoting and facilitating nonmotorized transportation modes through public education, safety programs, etc.

7) Travel Demand Management

- activities explicitly aimed at reducing SOV travel and associated emissions including fringe parking, traveler information services, shuttle services, guaranteed ride home programs, market research and planning in support Transportation Demand Management implementation, carpools, vanpools, traffic calming measures, parking pricing, variable road pricing, telecommuting, and employer-based commuter choice programs
- capital expenses and up to 3 years of operating assistance to administer and manage new or expanded TDM programs
- marketing and outreach efforts to expand use of TDM measures may be funded indefinitely, but only if broken out as distinct line items
- telecommuting activities including planning, preparing technical and feasibility studies, and training

8) Public Education and Outreach Activities

- a wide range of public education and outreach activities, including activities that promote new or existing transportation services, developing messages and advertising materials (including market research, focus groups, and creative), placing messages and materials, evaluating message and material dissemination and public awareness, technical assistance, programs that promote the Tax Code provision related to commute benefits, transit “store” operations, and any other activities that help forward less-polluting transportation options

9) Transportation Management Associations

- TMA start-up costs and up to 3 years of operating assistance

10) Carpooling and Vanpooling

- carpools and vanpools marketing covers existing, expanded, and new activities to increase the use of carpools and vanpools and includes the purchase and use of computerized matching software and outreach to employers and guaranteed ride home programs
- vanpool vehicle capital costs include purchasing or leasing vans that do not directly compete with or impede private sector initiatives; vanpool operating expenses are limited to 3 years and include empty-seat subsidies, maintenance, insurance, administration, and other related expenses

11) Freight/Intermodal

- projects and programs (e.g. new diesel engine technology or retrofits of vehicles or engines, non-road mobile freight projects) that provide a transportation function and target freight capital costs including rolling stock or ground infrastructure are eligible provided that air quality benefits can be demonstrated

12) Diesel Engine Retrofits & Other Advanced Truck Technologies

- applicable to onroad motor vehicles and nonroad construction equipment, project types in the diesel retrofit area include: diesel engine replacement, full engine rebuilding and reconditioning, the purchase and installation of after-treatment hardware including particulate matter traps and oxidation catalysts, and other technologies, and support for heavy-duty vehicle retirements programs
- purchase and installation of emission control equipment on school buses
- refueling projects (e.g., ultra-low sulfur diesel), but only if required to support the installation of emissions control equipment, repowering, rebuilding, or other retrofits of nonroad engines and

only until the standards are effective and the fuel becomes commonly available through the regional supply and logistics chain. Eligible costs are limited to the difference between standard nonroad diesel fuel and ULSD

- outreach activities that provide information exchange and technical assistance to diesel owners and operators on retrofit options
- under a public-private partnership, projects for upgrading long-haul heavy-duty diesel trucks with advanced technologies, such as idle reduction devices, cab and trailer aerodynamic fixtures, and single-wide or other efficient tires are eligible

13) Idle Reduction

- capital costs of off-board projects (e.g., truck stop electrification projects) that reduce emissions and are located within, or in proximity to and primarily benefitting a nonattainment or maintenance area
- capital costs of on-board projects (e.g., auxiliary power units, direct fired heaters, etc.) the heavy-duty vehicle must travel within, or in proximity to and primarily benefitting a nonattainment or maintenance area

14) Training

- funds to support training and educational development for the transportation workforce must be directly related to implementing air quality improvements and be approved in advance by the FHWA Division Office

15) Inspection/Maintenance (I/M) Programs

- for publicly or privately owned I/M facilities that constitute new or additional efforts eligible activities include construction of facilities, purchase of equipment, I/M program development, and one-time start-up activities, such as updating quality assurance software or developing a mechanic training curriculum
- operating expenses are eligible for a maximum of three years
- State or local I/M program related administrative costs are eligible in States that rely on privately owned I/M facilities
- privately-owned I/M facilities such as service stations, that own the equipment and conduct emission test-and-repair services, requires a public-private partnership
- establishment of "portable" I/M programs, including remote sensing providing that they are public services, reduce emissions, and meet relevant regulations

16) Experimental Pilot Projects

- an "experimental" project or program must be defined as a transportation project and be expected to reduce emissions by decreasing vehicle miles traveled (VMT), fuel consumption, congestion, or by other factors

17) In particulate matter nonattainment or maintenance areas, examples of eligible projects and programs include:

- paving dirt roads
- street sweeping equipment

Ineligible CMAQ Activities and Projects

- 1) Projects outside of the nonattainment or maintenance area boundaries, except in cases where the project is located in close proximity to the nonattainment or maintenance area and the benefits will be realized primarily within the nonattainment or maintenance area
- 2) light-duty vehicle scrappage programs
- 3) Projects that add new capacity for single-occupancy vehicle (SOV) are ineligible for CMAQ funding unless construction is limited to high occupancy vehicle (HOV) lanes
- 4) Routine maintenance and rehabilitation projects (e.g., replacement-in-kind of track or other equipment, reconstruction of bridges, stations, and other facilities, and repaving or repairing roads) are ineligible for CMAQ funding as they only maintain existing levels of highway and transit service, and therefore do not reduce emissions
- 5) Administrative costs of the CMAQ program may not be defrayed with program funds
- 6) Projects that do not meet the specific eligibility requirements under United States Code titles 23 or 49
- 7) Stand-alone projects to purchase fuel, except in certain states
- 8) Routine preventive maintenance for vehicles is not eligible as it only returns the vehicles to baseline conditions
- 9) Operating assistance for truck stop electrification projects is not an eligible activity since these projects generate their own revenue stream and can therefore recover all operating expenses;

Owner Agency	Structure Number	Roadway Carried	Facility Under	Deficiency Classification*	Sufficiency Rating**
ELIGIBLE FOR REPLACEMENT FUNDING					
Phoenix	8494	15th Avenue	Grand Canal	S	36.10
Phoenix	9313	24th St	Grand Canal	F	37.00
Phoenix	7983	Van Buren Street	Grand Canal	F	41.30
Phoenix	9202	Indian School Rd	Grand Canal	F	43.00
Phoenix	9173	7th Avenue	Grand Canal	F	43.60
Scottsdale	9647	64th St Driveway	Drain Channel	S	45.40
Scottsdale	9648	64th St Driveway	Drain Channel	S	45.40
Phoenix	9183	51st Ave	Grand Canal	F	47.00
Phoenix	9312	Osborn Rd	Grand Canal	F	47.50
Phoenix	9193	16th Street	Arizona Canal	F	48.20
Maricopa Co	8021	Old US 80	Gila River	F	48.60
Phoenix	9188	7th Street	Arizona Canal	F	48.90
Scottsdale	9364	Thomas Rd & 64 St	Ariz Crosscut Canal	F	49.70
ELIBILE FOR BRIDGE REHABILITATION FUNDING					
Phoenix	9206	Northern Avenue	Arizona Canal	F	50.40
Phoenix	9197	32nd Street	Grand Canal	F	51.50
Phoenix	7602	Greenway Parkway	Cave Creek	F	52.90
Phoenix	9201	Thomas Rd	Grand Canal	F	53.10
Phoenix	9200	Mcdowell Rd	Grand Canal	F	53.20
Phoenix	9198	44th Street	Arizona Canal	F	53.50
Peoria	9125	Bell Road	New River	F	54.00
Phoenix	9585	Bell Road	Cave Creek	F	56.90
Phoenix	8575	Warner-Elliot Lp R	Wash (N. Xing)	S	57.00
Phoenix	9305	Glendale Ave	Arizona Canal	F	57.20
Phoenix	7981	Airport Upper Road	Airport Lower Road	F	58.50
Phoenix	9203	Indian School Rd	Grand Canal	F	58.90
Phoenix	8509	Sky Harbor Blvd E	Sky Harbor Blvd West	F	59.90
Phoenix	9310	67th Av	Grand Canal	F	60.80
Phoenix	7971	Airport Upper Road	Eb Sky Harbor Blvd	F	61.00
Phoenix	7980	Airport Upper Road	Airport Lower Road	F	61.10
Phoenix	9320	Peoria Ave	Cave Creek	F	63.10
Gilbert	8041	Queen Creek Rd	E. Maricopa Floodway	S	63.20
Phoenix	7823	Glendale Avenue	Az Canal Div Channel	F	63.60
Phoenix	9182	43rd Ave	Arizona Canal	F	63.60
Phoenix	10670	44 Street	Eb Sky Harbor Blvd;Rmp	F	63.70
Phoenix	8989	29th Avenue	Az Canal Div Channel	F	63.80
Phoenix	9177	19th Avenue	Sweetwater Wash	F	63.80
Phoenix	7593	51st Avenue	Az Canal Div Channel	F	64.00
Phoenix	9311	27th Ave	Grand Canal	F	64.30
Phoenix	9208	Thunderbird Road	Cave Creek	F	64.40
Phoenix	8493	12th Street	Grand Canal	F	64.90
Phoenix	7914	35th Avenue	Az Canal Div Channel	F	65.00
Phoenix	9440	51st Avenue	Arizona Canal	F	65.00
Tempe	9954	Mill Avenue SB	Salt River, Rio Salado P	F	65.30
Phoenix	9321	West Thunderbird	Sweetwater Wash	F	65.70
Scottsdale	9358	Mcdowell Road EB	Indian Bend Wash	F	65.70
Phoenix	9180	35th Ave	Grand Canal	F	65.80
Phoenix	7594	43rd Avenue	Az Canal Div Channel	F	66.00
Phoenix	7595	Peoria Avenue	Az Canal Div Channel	F	66.00
Phoenix	7597	Northern Avenue	Az Canal Div Channel	F	66.00
Phoenix	7822	16th St	Az Canal Div Channel	F	66.00

Owner Agency	Structure Number	Roadway Carried	Facility Under	Deficiency Classification*	Sufficiency Rating**
Phoenix	7918	7th Street	Az Canal Div Channel	F	66.00
Phoenix	9599	Tatum Boulevard	Indian Bend Wash	F	66.00
Phoenix	10069	Greenway Parkway	Service Road	F	66.00
Phoenix	10662	44th Street NB	Salt River	F	66.00
Phoenix	10672	Air Lane Dr	44 Street (Old SR 153)	F	67.40
Queen Creek	10089	Ocotillo Road	Queen Creek	S	68.10
Phoenix	8514	Southeast OP	Sky Harbor Blvd West	F	69.00
Phoenix	9168	SPRR & Jackson St	Central Avenue	F	69.40
Phoenix	7970	Airport Upper Road	Wb Sky Harbor Blvd	F	69.50
Phoenix	8529	Parking Ent&Exits	Sky Harbor Blvd East	F	69.70
Phoenix	7977	Airport Upper Road	T4 EB Frontage Rd.	F	71.70
Maricopa Co	9145	Indian School Rd	Agua Fria River	F	72.90
Phoenix	7968	E Service Road	EB Sky Harbor Blvd	F	73.20
Tempe	10448	E Frontage Rd	Tempe Drainage Ditch #2	F	74.20
Mesa	8861	Signal Butte Road	Cap Canal	F	74.50
Phoenix	8527	North Center OP	Sky Harbor Blvd East	F	74.70
Phoenix	7976	Airport Upper Road	T4 WB Frontage Rd.	F	75.40
Scottsdale	9353	IRR Pima Road	Arizona Canal	F	75.40
Scottsdale	9357	Mckellips Road EB	Indian Bend Wash	F	75.40
Scottsdale	7776	Goldwater Blvd	No-Name Street	F	75.90
Phoenix	7972	Airport Upper Road	S Arriveal -W Sky Harbor	F	76.80
Scottsdale	10210	Thompson Peak Pkwy	Wash & Golf Path	F	76.80
Scottsdale	10211	Thompson Peak Pkwy	Wash & Golf Path	F	76.80
Maricopa Co	10229	Citrus Road	Wash	F	76.80
Scottsdale	7500	Hayden Road	Drainage Way	F	76.90
Phoenix	7966	W Service Road	WB Sky Harbor Blvd	F	76.90
Maricopa Co	9375	Broadway Rd EB	Tempe Canal	F	76.90
Maricopa Co	9384	Broadway Rd WB	Tempe Canal	F	76.90
Scottsdale	10811	Mountain View Road	Wash & Golf Path	F	76.90
Scottsdale	10812	Mountain View Road	Wash & Golf Path	F	76.90
Scottsdale	10482	Mcdowell Rd	Indian Bend Wash	F	77.10
Scottsdale	8794	Doubletree Road EB	Doubletree Golf Course	F	77.40
Scottsdale	10472	Doubletree Road WB	Doubletree Golf Course	F	77.50
Maricopa Co	10397	Gavilan Peak Pkwy	Wash	F	77.70
Phoenix	8511	Center Flyover	Sky Harbor Blvd E & W	F	77.90
Scottsdale	10078	105th Street	Wash	F	77.90
Maricopa Co	10385	Memorial Drive	Wash	F	77.90
Maricopa Co	10386	Memorial Drive	Wash	F	77.90
Maricopa Co	10388	Memorial Drive	Split Flow Wash	F	77.90
Maricopa Co	8975	Broadway Rd	Drainage Ditch	F	78.10
Scottsdale	9655	Via De Venture	Drainage Waterway	F	78.40
Scottsdale	10481	Mcdonald Drive	Indian Bend Wash	F	78.40
Mesa	10117	Sossaman Rd SB	Powerline Fldwy Channel	F	78.70
Mesa	10118	Sossaman Rd NB	Powerline Fldwy Channel	F	78.70
Phoenix	7969	E Service Road	WB Sky Harbor Blvd	F	79.00
Maricopa Co	7556	Lower Buckeye Rd	AFR Diversion Channel	F	79.40
Scottsdale	10468	Mckellips Road	Indian Bend Wash	F	79.50
Phoenix	7974	Airport Upper Road	None	F	79.80

* Deficiency Classification: F = Functionally Obsolete S = Structurally Deficient

**Sufficiency Ratings are calculated by the FHWA based on bridge inspection data maintained by the ADOT Bridge Group

Table as of April 1, 2012

MAG FEDERAL FUND PROGRAMMING GUIDELINES & PROCEDURES

Competitive Project Selection Process for MAG CMAQ Federal Funds

Approved October 26, 2011ⁱ

100. Guiding Principles

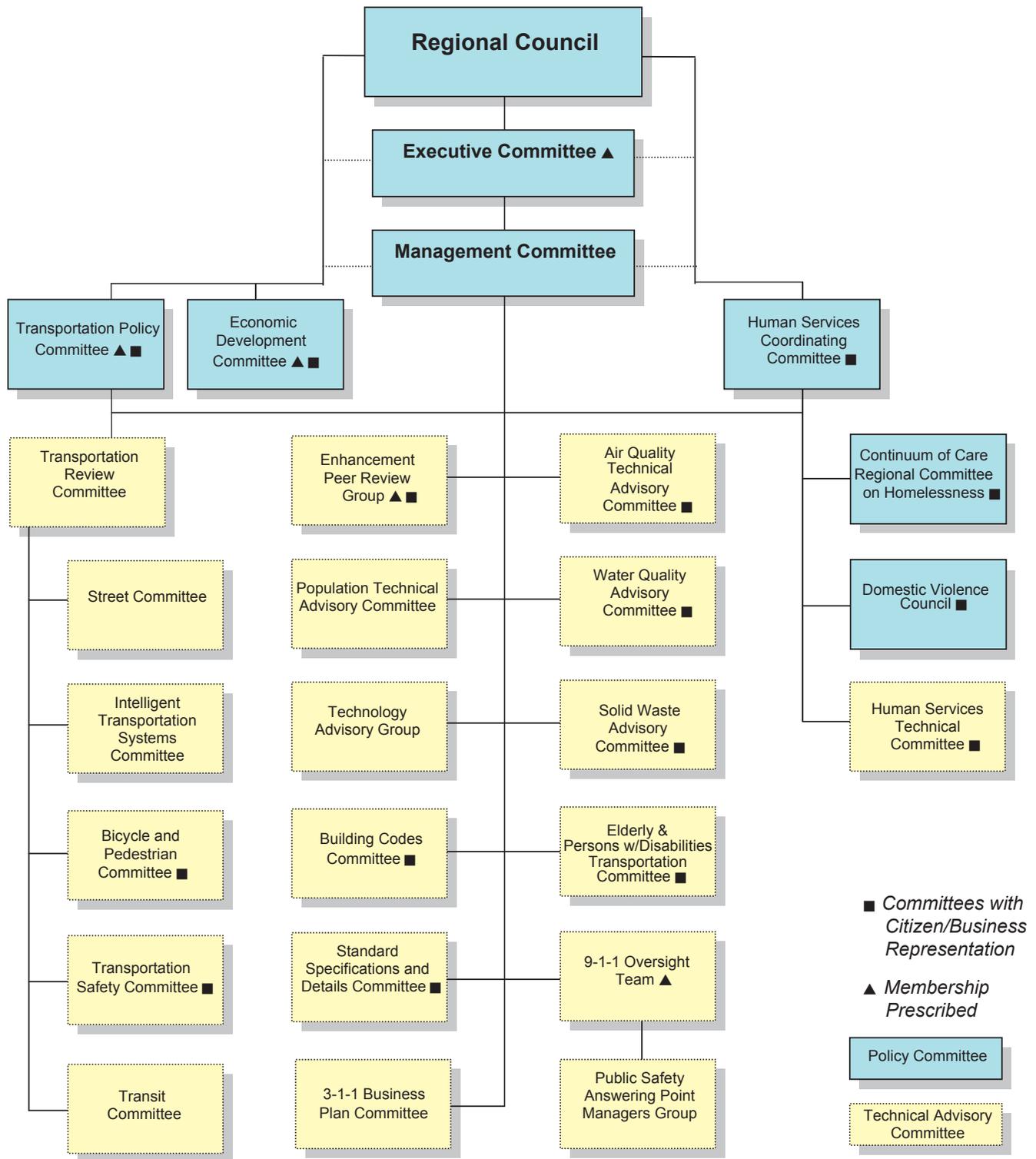
1. The MAG Federal Fund Programming Principles for the Region shall comply with federal laws. The Principles will be reviewed and updated for compliance as new state, and federal laws are adopted.
2. The MAG Federal Fund Programming Principles will incorporate policy direction, as appropriate from Regional Council approved MAG Transportation Plans.
3. The MAG Federal Fund Programming Principles and changes to the Principles will be approved through the MAG Committee Process including the Transportation Review Committee, the Management Committee, the Transportation Policy Committee, and the Regional Council. Please see **FIGURE A** for the MAG Committee Structure chart.
4. The MAG Federal Fund Programming Principles are applicable to Congestion Mitigation Air Quality (CMAQ) funded projects that are competitively selected and programmed through the MAG process. These projects compose part of the MAG Federal Fund Program.
5. The sliding scale for federal funding in Arizona sets the maximum share for federal highway funding at 94.3 percent of the total programmed cost of the project. Notwithstanding the current continuing resolution for the surface transportation act, all CMAQ funded projects programmed for FY 2015 or later will be programmed at a 94.3 percent federal match, with a local contribution of 5.7 percent. ITS, Bike and Pedestrian projects programmed in 2012-2014, were programmed at a 70% federal and a 30% local match, while paving projects programmed 2012-2014 were programmed at 94.3% federal and a 5.7% local match. Due to a shift in the economy, all projects programmed beginning in 2015 with CMAQ funds will be programmed at the maximum federal match level of 94.3% federal with a 5.7% local contribution as the costs are explained in the application.
6. The MAG Federal Fund Status Report will report on projects funded with Surface Transportation Program (STP), transportation enhancement funds (STP-TE)ⁱⁱ, CMAQ, Highway Safety Improvement Program (HSIP), and Safe Routes to Schoolⁱⁱⁱ, however, the Federal Fund Programming Principles are only applicable to CMAQ funded projects.

i. Administrative Modifications completed July 13, 2012 to annotate new surface transportation authorization; MAP-21, minor adjustments to schedules, and FHWA recommendations.

ii. Under MAP-21, Transportation Enhancements will be incorporated into a new program; Transportation Alternatives.

iii. Under MAP-21, Safe Routes to School will be incorporated into a new program; Transportation Alternatives.

Figure A: MAG Committee Structure



7. Federal Obligation Authority (OA) is the total amount of federal funds that may be obligated in a given fiscal year. It expires at the end of each federal fiscal year. MAG attempts to utilize all OA, made available to the region to avoid the loss of federal funding and to ensure the competitiveness of the region in obtaining federal funding from statewide sources.
8. The development of federal funded projects will be monitored and reported on to ensure that OA is fully used, to increase prospects of receiving a share of redistributed obligation authority received by Arizona, to improve the timely completion of federal projects, and to provide feedback to MAG member agencies on implementation and the programming process.

Recipients of federal funding will be expected to provide MAG with updated project scope, schedule and budget documents twice a year. The Project Status Reports serve as the basis for programming decisions concerning the project, including obligation, deferment, advancement, deletion, and de-obligation.

9. A commitment will be made to use CMAQ funds at the same rate as Surface Transportation Program (STP) funds. STP funds will not be obligated at a higher rate than CMAQ funds, which means the obligation authority percentage for CMAQ funds will be approximately the rate for STP funds.
10. *The Transportation Programming Guidebook (Guidebook)* will be published annually, prior to the start of the application process. The *Guidebook* will describe and provide the programming schedule and deadlines for the MAG Federal Fund Program, application forms, federal fund estimates, programming process information per modal type, and contact information.
11. In accordance with the Clean Air Act, projects that are committed in the MAG air quality plans are legally binding for implementation. Examples include: Paving Unpaved Road Projects, PM-10 Certified Street Sweepers, and Paving Unpaved Road Shoulders. In addition, these types of projects are essential for demonstrating air quality conformity for the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP).

200. Project Sponsor Responsibilities & Typical Timeline

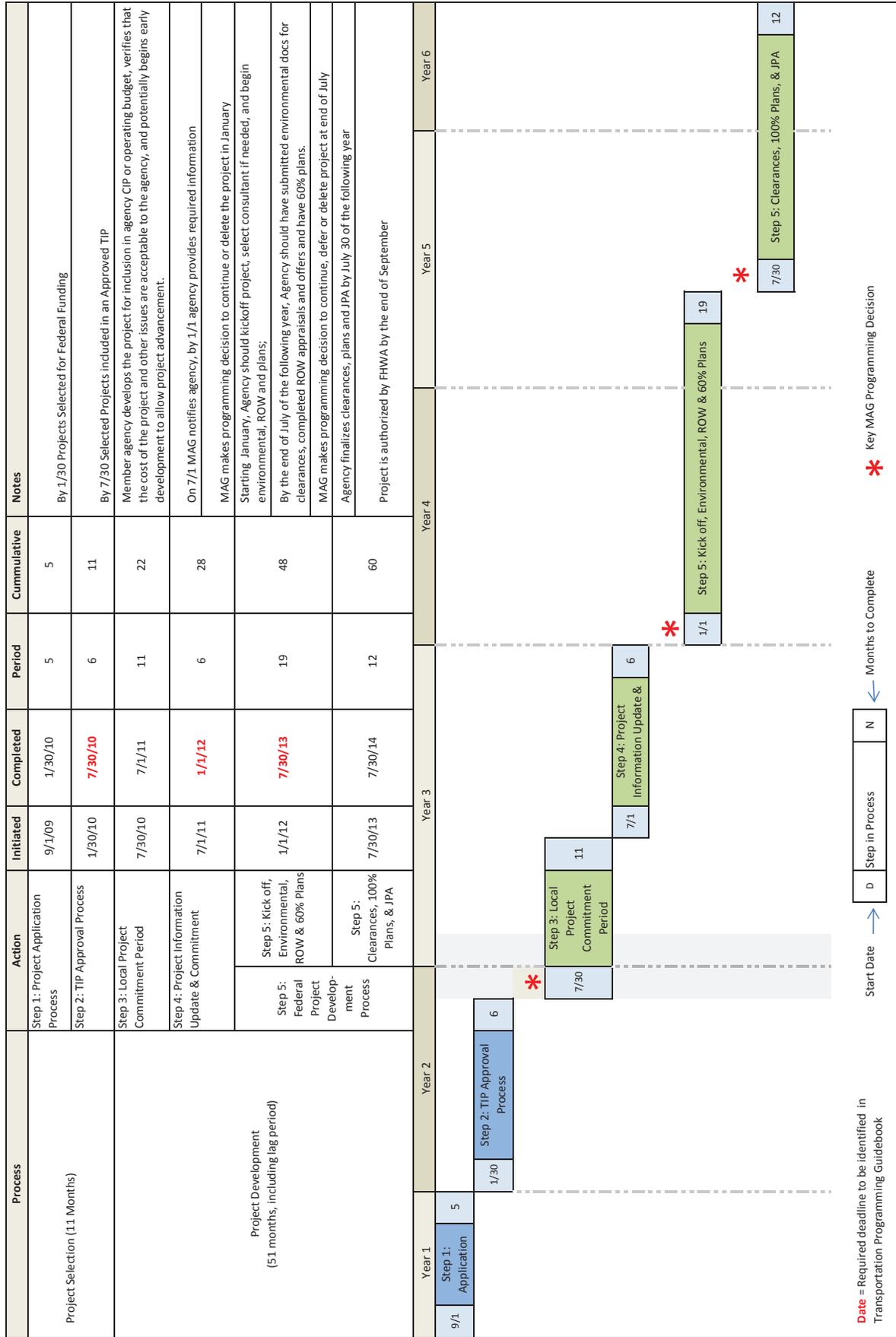
Please review **Figure B and Figure C** for Typical Timelines for construction and non-construction/procurement projects.

200.1: Project Sponsor Responsibilities

1. The project sponsor is responsible for all aspects of the federal project development process including:
 - a. the MAG Competitive application process,
 - b. Engineering and design of the project to the federal standards, and completion of federal required clearances. This review process is administered by the Arizona Department of Transportation (ADOT) or a certification acceptance (CA) agency,
 - c. If federal funding is not programmed for design, engineering, and clearance work, the project sponsor is responsible for the costs.
 - d. The required local match and additional funds that are needed to complete the project, including any project cost increases. The amount of MAG federal funds available for a project is the programmed amount listed in an approved TIP.

2. A typical timeline for federal projects, from the application process to federal obligation/authorization, is outlined below. This generally takes 5 years. Please note this does not include construction or procurement which occurs after federal obligation/authorization.
 - **Please see Figure B and Figure C for typical timelines for federal projects. There are two tables, one for construction projects, and one for non-construction/procurement projects.**
 - a. **Step 1: Project Application Process** - 5 months
 - b. **Step 2: TIP Approval Process** - 6 months
 - c. **Step 3: Local Project Commitment Period** - 11 months for construction projects, and 23 months for non-construction/procurement projects
 - d. **Step 4: Project Information Update & Commitment** - 6 months
 - e. **Step 5: Federal Project Development Process** - 31 months for construction projects, and 13 months for non-construction/procurement projects. Upon completion, the project can be authorized by the Federal Highway Administration (FHWA).
3. Normally, MAG opens the competitive application process four years prior to the year that funds are available.
 - a. If the competitive application process is following an abnormal schedule, ex: the competitive application process is open two or three years prior to available funds, Step 3: Local Project Commitment Period is reduced in order to allow enough time for Federal Development Process.
4. The project and local funds for the work phases of the project must be documented in an approved local Capital Improvement Program (CIP)/budget document.
 - a. Once MAG Regional Council approves a construction project to be included in the MAG TIP, the sponsor agency normally has 11-17 months prior to project kick off to secure local funding for the project and have it included in an approved local Capital Improvement Program (CIP)/budget document.
 - b. Once MAG Regional Council approves a procurement/non-construction project to be included in the MAG TIP, the sponsor agency normally has 30 months prior to project kick off to secure local funding for the project and have it included in an approved local Capital Improvement Program (CIP)/budget document.
5. Once project kick off has occurred, the project sponsor must show continuous progress towards obligation and completion of the project. Failure to work continuously on project development will result in deferral or deletion of the project.
6. During the project development, the project sponsor is responsible to submit to MAG twice a year, the status of the project development milestones, requests for projects changes, and any major technical conflicts.

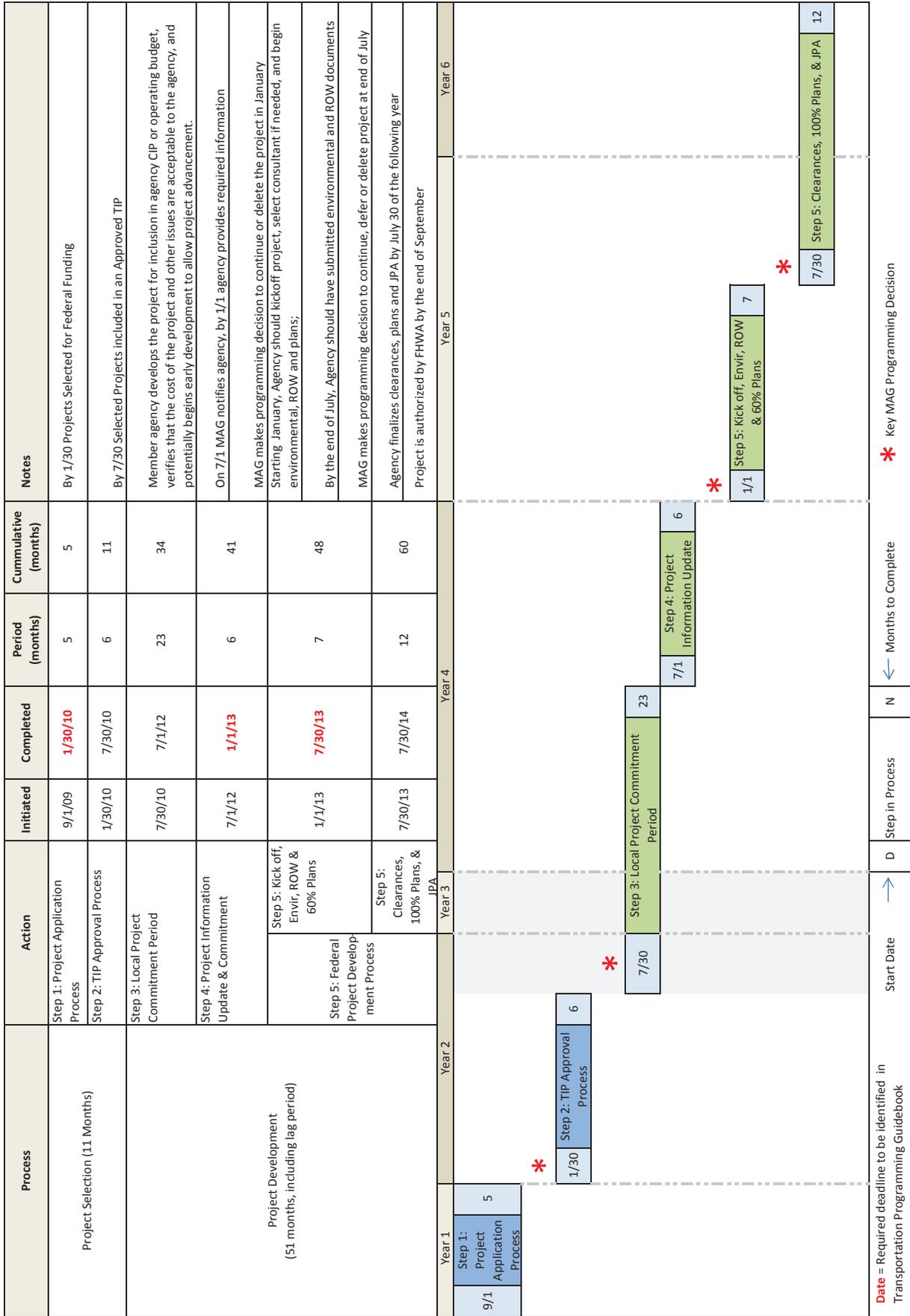
Figure B: Typical Time Line for Obligation of Projects that Require Construction or Right-of-Way Acquisition¹



Footnotes:

1. The following is offered for illustration purposes with the scaling on the gantt chart is only approximate. Also many of the steps on this chart may be carried out in parallel and begun at earlier points than is shown.

Figure C: Typical Time Line for Obligation of Design and Procurement Projects¹



Footnotes:
1. The following is offered for illustration purposes only. Scaling on the gantt chart is only approximate. Many items may be done earlier than listed and in parallel.

300. Regional Project Selection: Step 1 - 2

300.1 - Step 1: Application Process:

1. MAG will request member agencies to submit new project applications for consideration in the MAG Federal Fund Program dependent on the needs established by the *Guidebook*.
 - a. Project applications submitted from prior years will not be retained or used.
2. A general schedule for the competitive application process is shown in **FIGURE D**.
3. A pre-application workshop/meeting will be held for MAG member agencies to review available funding, applications, schedules, and due dates for the competitive project selection process for MAG Federal funds.
4. A project can be sponsored and funded by one agency; be a joint project with multiple funding partners; or be considered a regional project.
 - a. A Joint Project has more than one agency financially contributing to the project. It is required that the application:
 - i. Be submitted by the sponsoring agency that will be responsible for implementing the project and reporting to MAG;
 - ii. List the main contacts for all agencies involved;
 - iii. Document how the local cost component will be shared between the partnering agencies; and
 - iv. Include signatures from each jurisdiction's Manager(s)/Administrator(s) or designated representative.
 - b. A Regional Project is a transportation project that is sponsored and funded by one or more MAG member agencies that impacts other jurisdictions besides those sponsoring the project and the project concept is consistent with an approved MAG Plan.
5. The application forms will annotate and define the required information.
 - a. Each application will have a checklist of application components to be completed by the sponsoring agency. The information that is required will be identified on the checklist.
 - b. Each application will be signed by the Manager/Administrator of the jurisdiction or designated representative.
6. It is required that completed applications are submitted before or on the due date and time identified on the application form. Late applications will not be accepted.
 - a. Completed applications will be printed, signed by the jurisdiction Manager/Administrator or designated representative, and submitted via at least one of the following means: fax, e-mail (scan of signed application), mail, or in person.
 - b. If a completed application is faxed or e-mailed with the required signature, it is accepted at that time, but it is required that within one week of the application due date, the original signed copy will follow either in the mail or be delivered in person.
 - c. Upon receiving the application, MAG staff will review the submitted application

Figure D: General Schedule for Competitive Application Process

General Schedule for Competitive Application Process*	
July	Transportation Guidebook is updated.
August	Transportation Guidebook is published documenting funds available per mode in future years, schedules, evaluation criteria, etc.
	1st - 2nd week: Federal Fund Project Applications available
	Mid - Month: Workshop on MAG Transportation Programming and Federal Fund Project Applications
	End of month: Open Working Group - Federal Fund Project Applications
September	Early - Mid Month: Open Working Group - Federal Fund Project Applications
	Mid month: Due Date and Time, signed Project Applications due to MAG. Late Applications will not be accepted.
October	Technical Committees review and Lead Agencies present project applications for Projects Submitted
	AQTAC review and recommends CMAQ evaluations for project submitted
November	2nd Technical Committee Meeting: second review and ranking of project applications
January	TRC review/recommend/approve funding for projects
February	Managers review/recommend/approve funding for projects
	TPC review/recommend/approve funding for projects
	RC review/recommend/approve funding for projects. Projects are incorporated into the current approved TIP or to the DRAFT TIP.
March-June	Draft TIP Published, Projects are modeled, Public Involvement
July-August	Public Involvement, Approval process
* PM-10 Paving Dirt Road projects and PM-10 Street Sweeper projects have two technical advisory committees involved in their review process.	

- for required information. MAG staff will complete an application receipt indicating the date and time it was received, and whether the application was complete or incomplete.
- i. If the application is incomplete, the application receipt will note the incomplete fields.
 - ii. The sponsoring agency will have two working days to complete the incomplete fields. The due date and time to submit incomplete field information will be noted on the application receipt.
 - iii. If the sponsoring agency fails to provide the incomplete information and to re-submit the application by the due date and time, the application will be rejected.
- d. The application will also be submitted electronically for ease of data entry.
7. MAG staff will review the application to verify the eligibility of the project, and project components in the context of the current federal regulations following the receipt of the project applications.
- a. MAG staff will work with the Federal Highway Administration (FHWA) to determine eligibility for the requested project.
 - b. The current federal guidelines related to the CMAQ funding, which is available from, 'The Congestion Mitigation and Air Quality Improvement Program (CMAQ) under the SAFETEA-LU Interim Program Guidance' can be accessed online at: <http://www.fhwa.dot.gov/environment/cmaq06gd.pdf>. Copies are also available at MAG.
 - c. The new federal guidelines signed on July 2, 2012, Moving ahead for Progress in the Twenty-first Century (MAP-21) are effective on October 1, 2012 will be integrated into an update of this policy. Additional information will be available at: <http://www.fhwa.dot.gov/map21/>
 - d. If a project is not eligible under the current federal regulations, a notification will be sent to the project contact within two weeks.
 - e. If certain project components are not eligible under the current federal regulations, MAG staff will work with the jurisdiction to modify the project budget components for eligibility purposes. MAG staff and the sponsoring agency representatives will present and explain the original and modified application at the appropriate technical advisory committee.

300.2 - Step 2: Project Selection & Inclusion in TIP Process:

1. MAG has an established project application, programming schedule, project evaluation process, and project selection process that are explained and published in *The Transportation Programming Guidebook*.
2. Complete and eligible project applications submitted for consideration in the MAG Federal Fund Program are processed through the MAG Committee Process for project evaluation and selection. This process includes an evaluation of the expected emissions reductions and cost effectiveness, a project evaluation process at the Technical Advisory Committees (TAC), and project selection through the MAG Committee Process: Transportation Review Committee (TRC), Management Committee, and Transportation Policy Committee (TPC) for review and recommendation, and then Regional Council for approval.

3. In accordance with federal CMAQ guidance, an evaluation of the expected emissions reductions and cost effectiveness is conducted for all proposed CMAQ funded projects by MAG staff for consideration by the Air Quality Technical Advisory Committee (AQTAC). The role of the AQTAC is to forward the evaluation of proposed CMAQ funded projects to the Transportation Review Committee (TRC) and the Technical Advisory Committees for use in prioritizing projects.
4. A Congestion Management Process (CMP) analysis will be conducted, as appropriate, during the project evaluation process. MAG has developed a CMP evaluation tool that will be integrated into the ranking process for Bicycle, Pedestrian, and Intelligent Transportation System (ITS) Projects.
5. The transportation project types and responsible technical advisory committees (TAC) are:
 - a. Bicycle & Pedestrian Projects that will be presented, reviewed, ranked at the Bicycle and Pedestrian Committee, and then forwarded to the TRC.
 - b. Intelligent Transportation System (ITS) Projects that will be presented, reviewed, and ranked at the ITS Committee, and then forwarded to the TRC.
 - c. Paving Unpaved Road Projects will be presented, reviewed, and ranked at the Street Committee, ranked at the Air Quality TAC, and then forwarded to the TRC.
 - d. PM-10 Certified Street Sweeper Projects will be reviewed at the Street Committee, ranked at the Air Quality TAC, and then forwarded to the MAG Management Committee.
 - e. In addition, the AQTAC will forward a ranking of Air Quality Projects to the Transportation Review Committee.
6. The TAC's role is to develop and administer a project evaluation process that involves a technical evaluation, project criteria analysis, and a qualitative assessment that is guided by the goals and objectives of the MAG Regional Transportation Plan (RTP), and Federal guidelines.
 - a. Each modal TAC will assess the application data provided to determine its reasonableness and accuracy for use in air quality effectiveness analysis.
 - b. The TAC is responsible to implement its project evaluation process and produce a ranked order list of project applications to be considered for Federal funding. The rank ordered list is then forwarded to the TRC.
 - c. Technical Advisory Committees cannot change the project scope, schedule, budget, or requested federal funds during the evaluation process. The TAC's purpose is to rank order projects as submitted in the application through a project evaluation process.
7. Project information from the complete applications will be sent to the technical advisory committee (TAC) for a tiered review process. Please see **FIGURE E-1 through E-5** for flow charts.
 - a. At the first TAC meeting, the sponsoring agency will present the project and the TAC will review the application information.
 - b. If the committee would like further clarification on project information contained in the application, the project sponsor can answer clarification questions at the first meeting, and the project sponsor also has the opportunity to clarify information on the application for the second TAC meeting. The Committee cannot change scope, schedule, nor budget for requested funds.

- The MAG Staff person for that TAC will provide the date for revised application information to be submitted to MAG in preparation for the second TAC meeting.
 - c. The expected emissions reductions and cost effectiveness for all proposed CMAQ funded projects are evaluated by MAG staff for consideration by the AQTAC. A congestion management analysis will be conducted, as appropriate, during the project evaluation process.
 - d. At the second TAC meeting, any clarified project information is presented, and the project ranking can move forward based on the TAC approved process including the technical evaluation, project criteria analysis, and the qualitative assessment.
 - e. The ranked list of projects and evaluation summary is then forwarded from the TAC to the Transportation Review Committee for project selection, and then continues through the MAG Committee Process.
 - f. The PM-10 Certified Street Sweeper ranked list of projects and evaluation summary is forwarded directly from the AQTAC to the Management Committee for project selection, and then to the MAG Regional Council.
- 8. The Transportation Review Committee's (TRC) role is to review the evaluation and analysis completed by the TACs, and recommend projects to be selected and programmed with federal funds based on guidelines established for project selection.
 - a. The TRC can make recommendations to change the project scope, schedule, or budget during the project selection process.
 - b. If the amount of federal funds for a project is recommended to be lower than initially requested in the project application, or the scope of the project is recommended to be changed, the project application with the proposed changes will be sent back to the Manager/Administrator of the jurisdiction or designated representative for acceptance of new funding amounts or scope change.
 - At the same time, MAG staff will determine if the CMAQ evaluation is affected.
 - The programming process is delayed accordingly.
 - c. The recommended projects selected for federal funds and a summary of the TRC selection process will then be forwarded to the MAG Management Committee, TPC, and Regional Council for approval.
- 9. Step 2: Projects selected and approved by MAG Regional Council to be programmed with federal funds will be included in the MAG Transportation Improvement Program (TIP).
 - a. Title 23 of the U.S. Code, Section 134 (j) specifies that the TIP shall include projects only if full funding can be reasonably anticipated to be available within the time period contemplated for completion of the project. In nonattainment and maintenance areas, projects included in the first two years of the TIP shall be limited to those for which funds are available and committed.
 - b. This requirement is for all funding sources including the local match funds for projects programmed with federal funds.
- 10. For construction projects that are selected to be programmed with federal funds into the MAG Transportation Improvement Program (TIP), a design/clearance phase will be programmed based on the initial project application and the project development schedule.
 - a. The amount of MAG federal funds available for a project is the programmed

amount listed in an approved TIP. Member agencies are responsible for any project cost increases.

- b. The application will allow members to ask for federal funding for all phases of the project. Yet, if funding is approved only for construction, the project sponsor must use local funds for the project development – design, clearances, right of way – in the years prior to construction. This will be reflected in the project phases as programmed in the TIP.

400. Step 3: Local Project Commitment Period

1. Once the project is in a TIP, the next step is for the project sponsor to move forward in securing local funding, setting up the project management staff/team, and any other local resources for the development of the federal project.
2. The project sponsor has 11 months for construction projects, and 23 months for non-construction/procurement projects to secure the funding, and project development schedule.
3. After the Local Project Commitment Period, MAG will move forward with Step 4.
4. Advancing Projects: Member agencies can take advantage of this period of time and advance this project by completing Step 3 and Step 4 earlier than normal, and moving forward with Step 5 ahead of schedule.
5. It is required that member agencies contact MAG to initiate this process. Any needed changes to the TIP report will happen during the Dynamic TIP process.

500. Step 4-5: Project Commitment, Development, Status Report, and Dynamic TIP Process

500.1 – Step 4: Project Information Update & Commitment

1. In July of each year, six months prior to project kick off, MAG will send the Sponsor Agency notification of the due date for obligation, and by December, the project sponsor must provide MAG with the following information:
 - a. An updated project development schedule as found in **FIGURE F**.
 - b. An updated scope for the project compatible with the programming of the project.
 - c. An updated project budget for the project including any costs not listed in the TIP such as design and right-of-way costs borne by the agency.
 - d. A commitment letter signed by the Manager/Designated Representative that local funds, staff time, and resources are committed to develop, obligate, implement, and complete the project as noted in the project development schedule.
 - e. A copy of an approved local Capital Improvement Program (CIP)/budget document that documents the project work phases and local funds committed to complete the project.

2. This information will be presented in the December – January Status Report.
3. The project will be deleted from the TIP if the project sponsor does not commit to the project and submit the required information for Step 4.
 - a. Funds from deleted projects will go back to the region to be reprogrammed.

500.2 - Project Development Schedule & Status Report

1. The project development schedule is the basis of the project tracking system and the dynamic TIP process. Please see **FIGURE F** for the project development milestone schedule.
2. ADOT has set a deadline for both certified accepted (CA) agencies and local governments to submit authorization/obligation requests by July 30th of the year they are programmed in the MAG TIP. This Dynamic TIP Process is based on meeting the June 30th obligation deadline of each year.
3. The project development schedule will be:
 - a. Initially developed in the project application;
 - b. Revised and committed to during Step 3-4, which happens prior to project kick-off, (30 months prior to scheduled obligation for construction projects or 18 months prior to scheduled obligation for non-construction projects); and
 - c. Reported on every six months during project development to obligation.
4. Every November - January and April – June, a status report based on the project development milestone schedule will be submitted through the MAG Committee Process for review and action. This report will serve as the basis for necessary actions for the dynamic TIP programming process related to moving, adding, or deleting projects in Tier 1, Tier 2 and Tier 3.
 - a. Due dates for project sponsor to provide project status information are approximately November 9-15th and May 31st of each year.
 - b. Each year, MAG will provide a schedule when information is due, which will be published in the MAG Transportation Programming Report.
 - c. Please see **FIGURE G** for a general schedule of due dates and process related to the dynamic TIP Process.
5. The December – January status report will focus on projects in 3rd year meeting Step 4: Information Update & Project Commitment and tracking progress on project development.
6. The May – July status report will focus on projects to be programmed in the upcoming fiscal year, and progress on project development.

500.3 - Step 5: Federal Project Development Process & Dynamic TIP Process

The MAG TIP is required to be fiscally constrained each year and for the overall program. FHWA has made this a focus area when programming the initial TIP, and showing fiscal constraint for all amendments and administrative modifications to the TIP. MAG cannot simply add a new project or increase funding for a project as it is required to show a deletion or a decrease of funding from another project to demonstrate fiscal constraint.

Engaging in a dynamic process will allow MAG to make timely programming decisions to balance cost increases (e.g. new and expanded projects) against cost decreases (e.g. project cost decreases and deletions) and project deferrals against project advancements.

Once a project development schedule has been finalized, the project sponsor has to show continuous progress towards obligation and completion of the project. Depending on the maintenance of effort in the development of projects, projects will move into the TIP, between years in the TIP, and out of the TIP depending on the status report, the project development schedule, and Regional Council action.

1. During the dynamic TIP process, the deferred projects and non-obligated federal funds will be considered within each mode as determined by the Regional Transportation Plan (RTP).

To make the dynamic process work, MAG will establish three tiers of projects based on project development schedules and regional policies as follows:

- **Tier 1** – CMAQ projects programmed and anticipated to obligate in the upcoming fiscal year. These projects will have the highest priority for obligation.
 - a. For all construction projects to be programmed in Tier 1 for the upcoming fiscal year, it is required that three milestones are met:
 - i. Environmental clearance approved if the design is federally funded, otherwise the environmental clearance must have been submitted.
 - ii. In-house completed 60% Design/Engineering plans
 - b. For right of way purchases, properties are inventoried and appraisals are complete. For procurement projects to be programmed in Tier 1 for the upcoming fiscal year, it is required that the environmental, right-of-way and project scoping documents needed to obtain the related clearance have been submitted.
 - c. The project sponsor is required to submit a letter signed by the sponsor agency engineer of record for construction projects that design plans are at 60%, the date that the environmental clearance was approved or submitted depending on the funding used to design the project and a letter that certifies that the right of way (if applicable) is underway with properties inventoried and appraisals completed. For procurement projects the certified letter is to identify the dates that submittals were made for the scoping document, the environmental clearance document and the right-of-way clearances document. This information is due to MAG by June 1 – 10th for the June TRC meeting.
 - d. There will be a two step TRC review process for Tier 1 projects.
 - i. At the June TRC meeting, project milestone information will be presented, discussed, and reviewed. If the committee would like further clarification on the information, the project sponsor can answer clarification questions at the first meeting, and the project sponsor also has the opportunity to clarify information for the second TRC meeting
 1. MAG Staff will provide the date for clarified information to be submitted to MAG in preparation for the second TRC meeting.
 - ii. At the July TRC meeting any revised information presented and action on projects for Tier 1 in the upcoming federal fiscal year of the TIP is recommended.
 - iii. Recommendations from TRC move forward to Management Committee and Regional Council in August

- **Tier 2** – CMAQ projects programmed in the TIP that are not in the upcoming fiscal year but could be advanced to obligate in the upcoming fiscal year. Projects in this category have second priority overall. Priority in the category will be based on completed milestones.
 - a. For Tier 2 construction projects to be advanced into the upcoming fiscal year, it is required that three milestones are met
 - i. Environmental clearance approved if the project is federally funded, otherwise the environmental clearance have been submitted.
 - ii. In-house completed 60% Design/Engineering plans
 - iii. For right of way purchases, properties are inventoried and appraisals are completed
 - b. For procurement projects to be included in Tier 2, it is required that the environmental, right-of-way and project scoping documents needed to obtain the related clearance have been submitted.
 - c. The project sponsor is required to submit a letter signed by the sponsor agency engineer for construction projects that design plans are at 60%, the date that the environmental clearance was approved or submitted depending on the funding used to design the project, and a letter that certifies that the right of way (if applicable) is underway with properties inventoried and appraisals completed. For procurement projects the certified letter is to identify the dates that submittals were made for the scoping document, the environmental clearance document and the right-of-way clearances document. This information is due to MAG by August 1 – 10th for the August TRC meeting.
 - i. At the August TRC meeting, project milestone information will be presented, discussed, and recommendation to move Tier 2 projects into the upcoming federal fiscal year of the TIP.
 - ii. Recommendations from TRC move forward to Management Committee and Regional Council in September
- **Tier 3** – Increased funding and projects is dependent on unprogrammed, deleted, available funds in the upcoming federal fiscal year. Policy will be set prior to any action related to specific projects.
 - a. Tier 3 priorities will be determined during the June and July committee process, beginning at TRC. Tier 3 projects are dependent on unprogrammed, deleted, available funds in the upcoming federal fiscal year. Tier 3 priorities can be, but are not limited to the following options:
 - i. Increase in federal funds to projects due to obligate in the upcoming FFY
 - ii. Establish a list of projects to be funded with CMAQ. These projects have to be CMAQ eligible and ready to obligate in the upcoming FFY.
 - i. Design projects, procurement, advance constructed or designed local projects, etc.
 - ii. If there is a new construction project, it has to meet the milestone completion timelines identified in Tier 1 and Tier 2
 - iii. Work with the Arizona Department of Transportation (ADOT) to advance ADOT projects and allow carry forward of MAG CMAQ funds in order to protect project funding and alleviate the need to delete projects.

- b. Once the priority is decided, the projects related to the Tier 3 priorities will be advanced through the committee process in the August and September committee process.
- c. Any related project information related to the Tier 3 priority is due to MAG by August 1 – 10th for August TRC, which will be forwarded to Management Committee and Regional Council in September for action.

600: Project Deferrals and Deletions

1. Federal funds that are deleted from projects are returned to the region to be programmed in the appropriate modal category.
2. The project will be deleted from the TIP if the project sponsor does not commit to the project and submit the required information for Step 4.
3. Once the project is committed to and moves into Step 5, Project Development, it must show continuous progress toward project obligation.
4. If an agency does not show continuous progress on project development and it is in their control the project sponsor has a one-time deferral option. It is required that:
 - a. Demonstration of financial commitment (e.g. staff time, funds) by the agency to develop the project prior to the deferral decision,
 - b. Identification and explanation of specific problems or issues that have caused the delay (e.g. the actions of outside actors) or failure to achieve a required milestone, and
 - c. A revised schedule and plan that addresses the specific issues identified.
5. If an agency does not show continuous progress for a second time on project development and it is in their control, the project is deleted.
6. Project development actions that are 'in an agency's control', refers to actions for which a project sponsor has decision making authority, such as the allocation of funding and staff time, project management, scheduling decisions, and the coordination of the project with other projects in the agency's boundaries such as developer or other agency projects.
7. If there is not continuous progress on the project due to external factors that are not within a project sponsor's control, the decision to continue, reschedule, or delete a project will be based on the following factors:
 - a. Identification and explanation of specific problems or issues beyond the control of the agency other than financial issues that have caused the delay (e.g. the actions of outside actors) or failure to achieve a required milestone.
 - b. Demonstration of financial commitment (e.g. staff time, funds) by the agency to develop the project prior to the rescheduling or deletion decision.
 - c. The previous MAG status reports show that the agency has initiated development of the project and has worked continuously to develop the project for obligation.
 - d. A revised schedule and plan that addresses the specific issues identified.
 - e. If a project has been previously deferred, demonstration that the previous cause of delay has been addressed and/or explanation of why the revised approach will address the problem causing the delay.

8. Actions 'not in the control of an agency' include the actions of third parties such as utility companies, railroads, property owners, the courts, other governmental agencies and reviewing agencies who may fail to provide timely reviews/approvals. Actions also not under the control of a sponsor include issues that could not have been reasonably anticipated when the project was initiated such as the discovery archaeological artifacts, hazardous materials, or impacts to endangered or threatened species in areas where none of these issues had been encountered or known to exist previously.

700. Advancing Projects

1. If a member agency would like to advance their project, it is their responsibility to initiate the MAG notification and federal development process earlier.
2. Member agencies can take advantage of Step 3: the Local Commitment Period and advance this project by completing Step 3 and Step 4 earlier than normal, and moving forward with Step 5 ahead of schedule.
3. The member agencies must contact MAG to initiate this process. Any needed changes to the TIP report will happen during the Dynamic TIP process.

800. Project Changes

1. A project sponsor can make requests for a project change twice a year when the project sponsor reports on the status of the project development milestones to MAG as required for the Status Report. This will occur in November – January and April - June.
2. As related to these Programming Guidelines and Procedures, project changes are those prior to obligation.
3. Types of project changes allowed:
 - a. Segmenting or combining contiguous projects for ease of project development and implementation,
 - b. Changing Lead Agencies, as long as scope or location is not altered,
 - c. Administrative modifications: example: change in technical description of project, change in amount of local funds
 - d. Changing project schedules (advancing, deferring) are allowed following the rules of the dynamic TIP Programming Process, procedures, and requirements of Section 400 through 700.
 - e. A linear location change request that extends or decreases the project limit by 0.25 miles or less.
 - f. A minor scope change that doesn't deviate from the original project application request.
 - g. These project change requests will go through the committee process, beginning at the appropriate technical advisory committee that originally programmed/ prioritized them. These project change requests will follow the schedule of the status reports.

4. Types of project changes that are not allowed to occur through a project change request:
 - a. Location or scope change:
 - i. A linear location change request that is greater than .25 miles.
 - ii. A change in a point location (intersection).
 - iii. A change in an area location.
 - iv. A change in scope that changes the project from its original intent as outlined in the project application request.
5. If a project is requesting a change that is not allowed, the project sponsor can complete a project application for the new project, and compete for the regional funds.
 - a. The federal funds will be deleted from the project, and the funds are returned to the region.
 - b. The competitive application process will be open for those funds. This will occur during the annual cycle of the competitive project application.
 - c. Any member agency can compete for the available funds by following the rules, process and requirements outlined in Section 200-300.
6. MAG staff will review the eligibility of the project change request to determine if it meets federal guidelines.
7. MAG staff will review the impact of the project change request on conformance with the TIP and RTP.
8. MAG staff will also review, analyze, and summarize how the project change request will impact the CMAQ evaluation and other criteria the TAC has established.
9. Once a project change request has been approved through the MAG Committee Process, the TIP is amended/modified, and the changes are sent forward to ADOT and FHWA to amend/modify the STIP.

900. Appeals Process

1. Action to delete or defer projects pursuant to these Guidelines will be initiated at the Transportation Review Committee, proceed to the MAG Management Committee, and final action by the Regional Council.
2. Should a project sponsor want to appeal a recommendation to delete or defer a project, they may request a separate agenda item to be heard before the Regional Council on the project.
3. Upon receipt of such a request:
 - a. An agenda item will be scheduled for Regional Council action to hear the project sponsor appeal.
 - b. Staff from MAG and the project sponsor will work together to prepare written material to be sent to Regional Council prior to the meeting. At a minimum, this material will respond in detail to all items identified in 500 and 600 of these Guidelines.
4. At the meeting, project sponsor staff will, at a minimum, address in detail all items identified in 600 of these Guidelines.

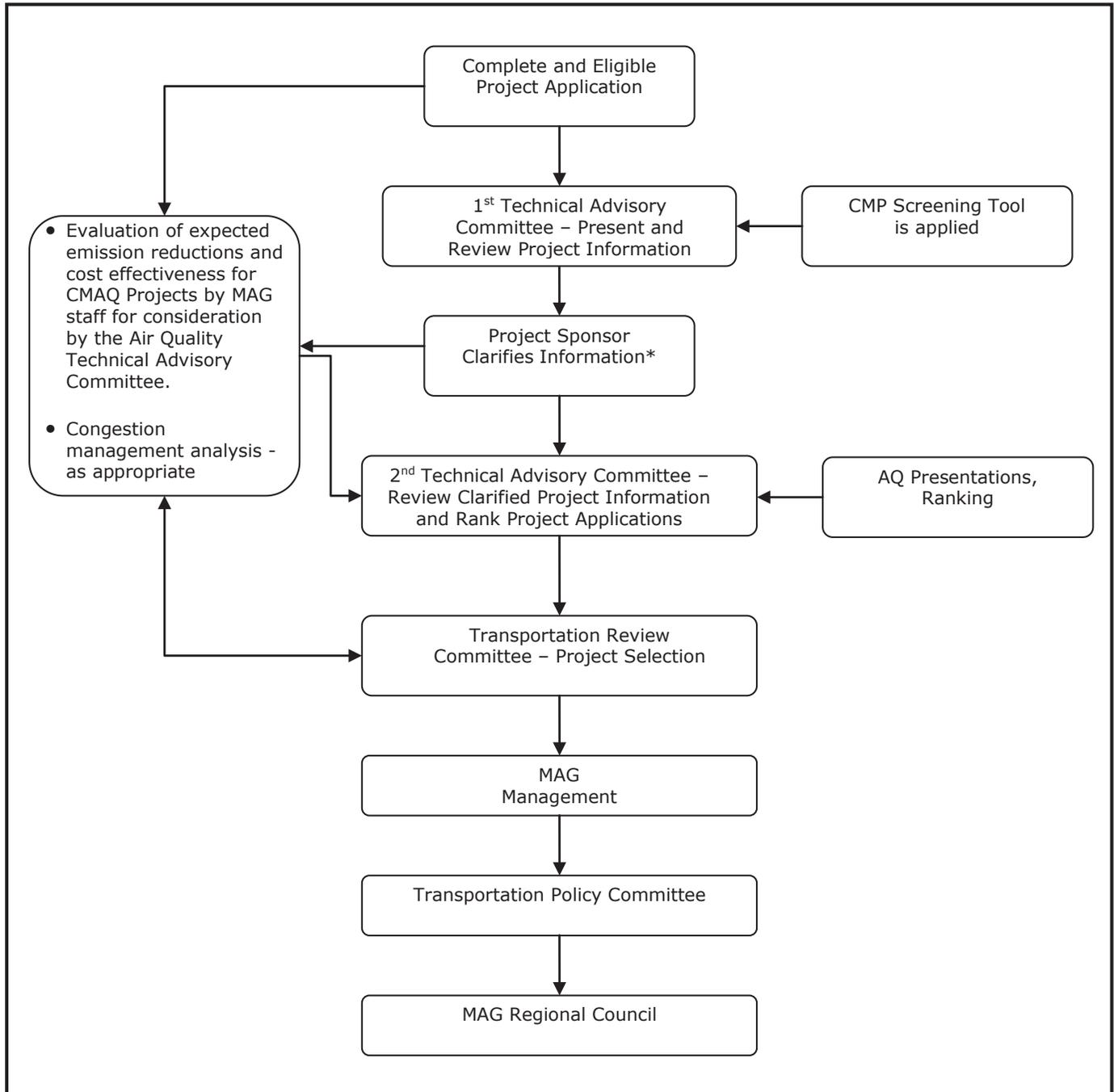
5. The Regional Council will take action to delete, defer or continue the project as currently programmed.

1000. Post Obligation Policies

1. All local sponsored federally funded projects that have obligated (e.g. received FHWA authorization) need to show financial activity within 6 months of obligation and on a routine basis until the completion of the project. If for a 12 month consecutive period, an obligated project has not show financial actively, it may in some cases be deemed by FHWA as inactive and may be subject to deobligation by the Federal Highway Administration.
2. Once a project is obligated, member agencies must provide the following information to MAG in September, February and May for inclusion in the MAG project development status report:
 - a. Date of Obligation from FHWA
 - b. Date of anticipated/Actual bid of the project
 - c. Date of anticipated/Actual award of the contract for the project
 - d. Amount billed to ADOT for reimbursement to the date of the report
 - e. Date of anticipated/actual close-out/final voucher of the project through FHWA/ADOT
3. If on three consecutive status reports, no financial activity is shown, the sponsoring agency will submit a written explanation of why no financial activity has occurred on the project and may be required to provide a presentation to the TRC on the issue.
4. If a federal fund project does not use the full amount of its programmed and obligated federal funds, the remaining balance of unused federal funds, will be returned to the region to be reprogrammed if the obligation authority is still available.
 - a. The member agency shall notify MAG of the amount of unused federal funds once construction and invoicing is completed with ADOT.
 - b. MAG will also verify, and report on any funds returned to the region as reported by the ADOT federal fund ledgers.

Figure E-1

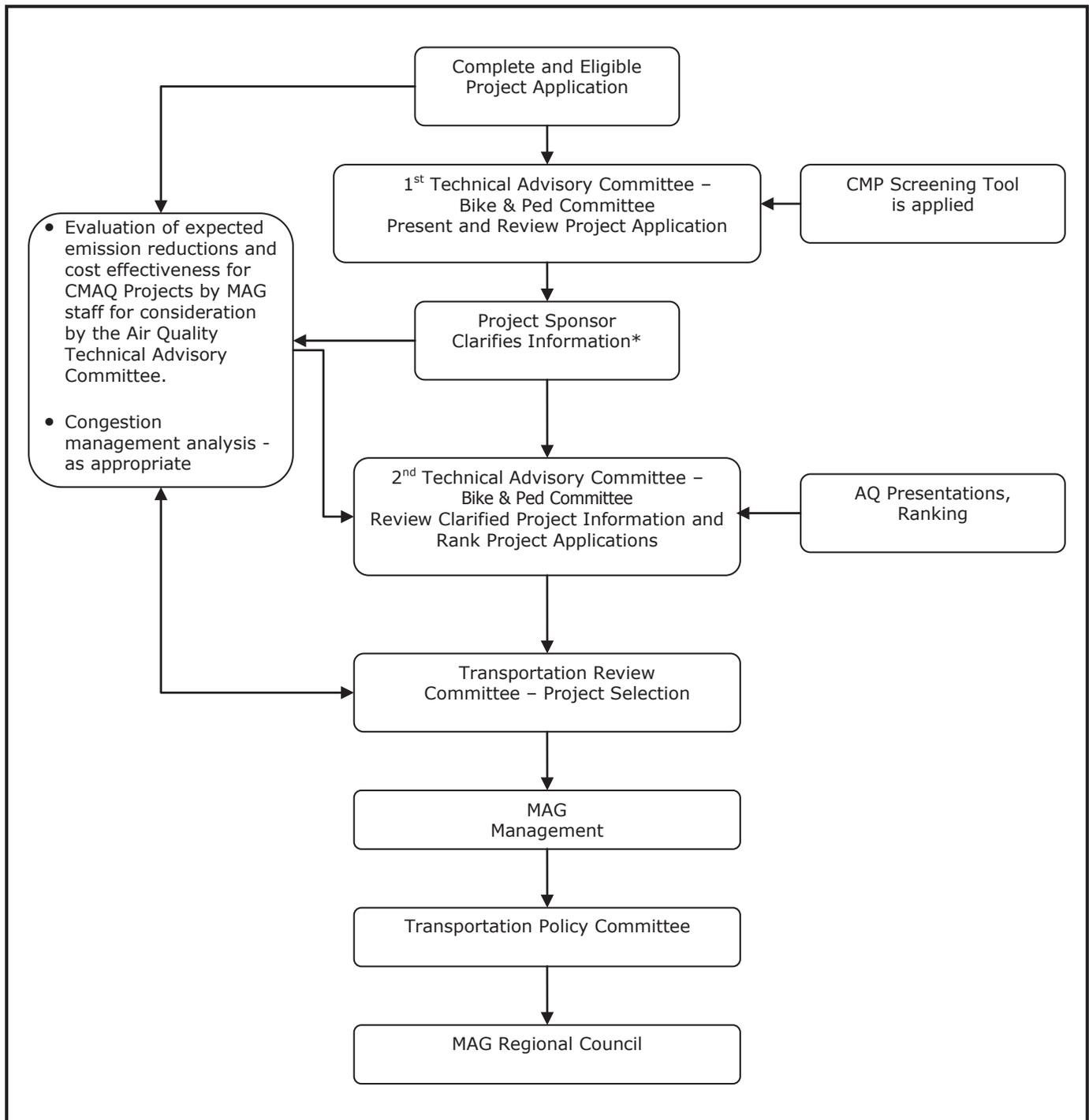
Flowchart – Competitive Project Selection Process for MAG Federal Funds



*If needed

Figure E-2

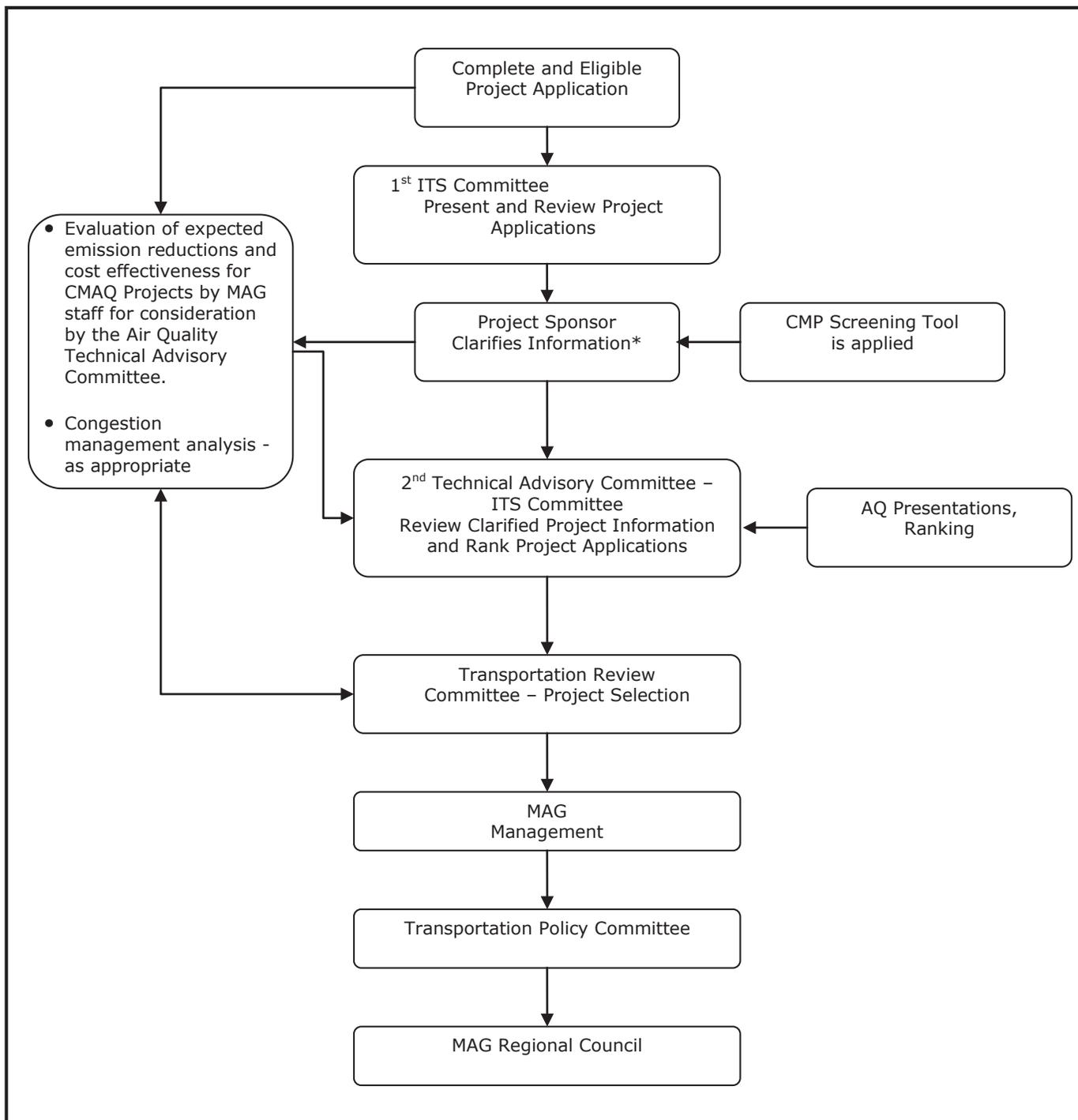
Flowchart – Competitive Project Selection Process for MAG
BICYCLE AND PEDESTRIAN PROJECTS



*If needed

Figure E-3

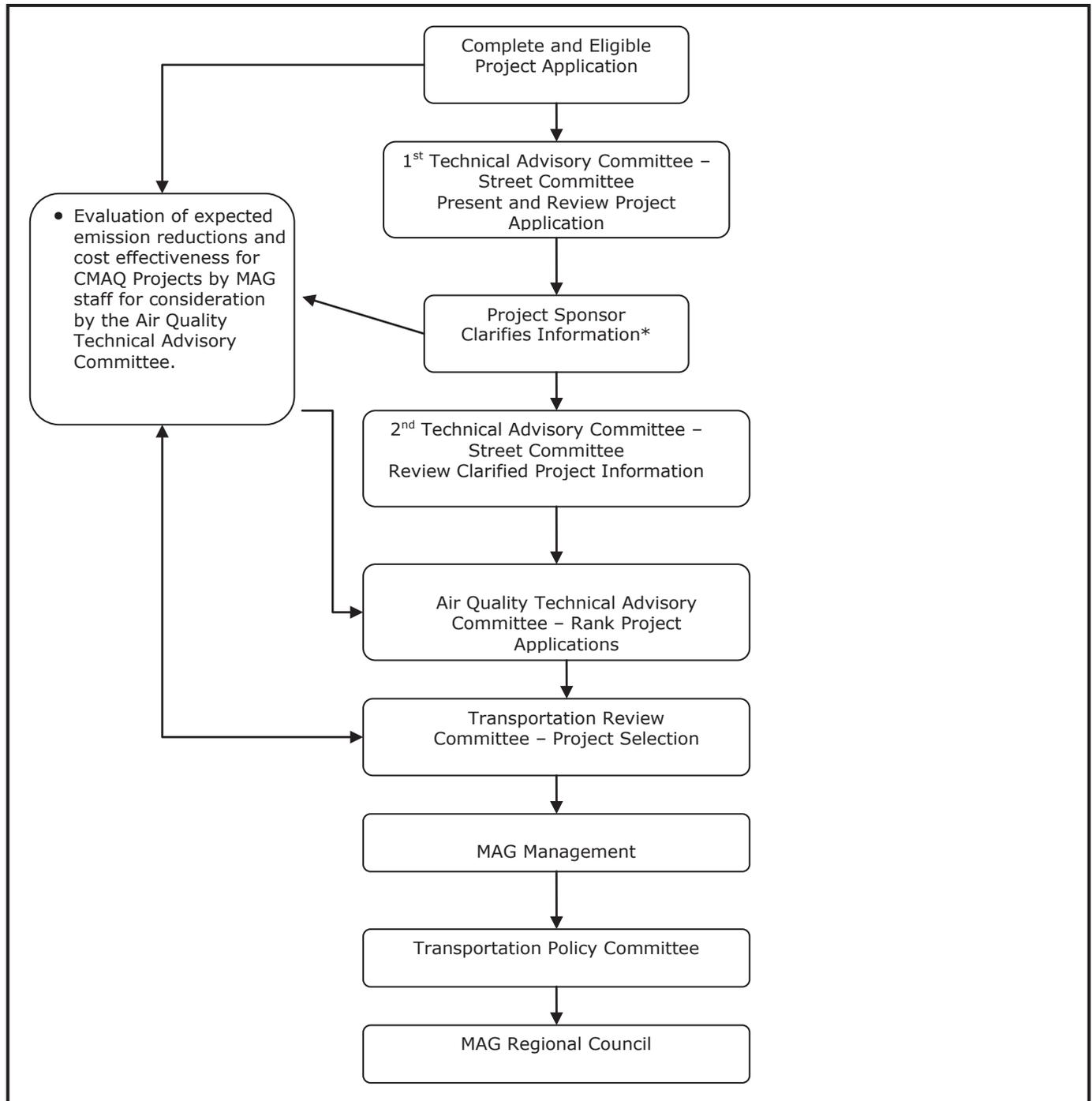
Flowchart – Competitive Project Selection Process for MAG INTELLIGENT TRANSPORTATION SYSTEM (ITS) PROJECTS



*If needed

Figure E-4

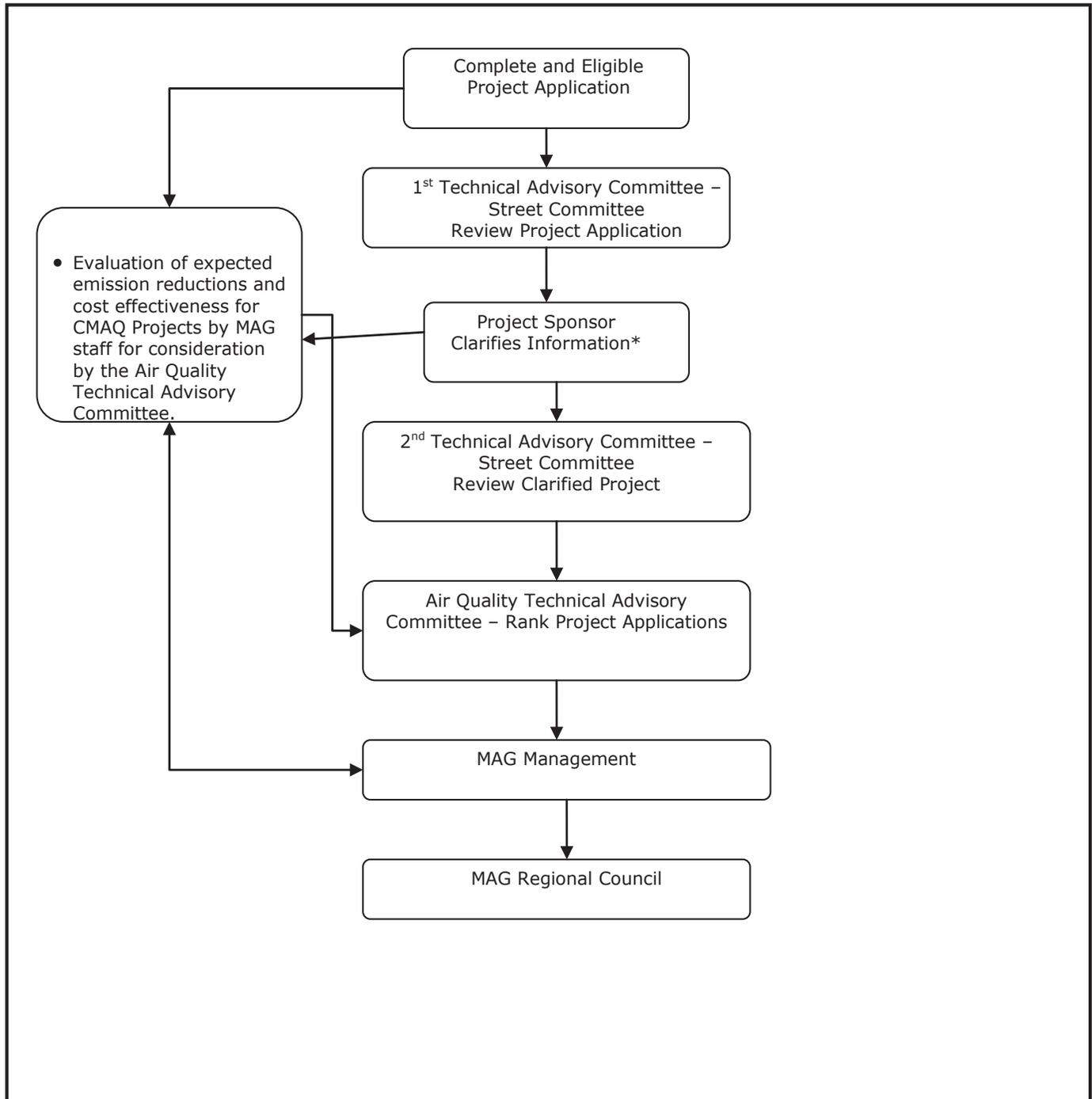
Flowchart – Competitive Project Selection Process for MAG Federal Funds
PAVE UNPAVED ROAD PROJECTS



*If needed

Figure E-5

Flowchart – Competitive Project Selection Process for MAG Federal Funds
PM-10 CERTIFIED STREET SWEEPERS



*If needed

Figure F: Project Schedule

Please enter anticipated dates for completing the steps in the process for obtaining the FHWA commitment (e.g. obligation) to fund the projects. If the step is not applicable - e.g. right-of-way clearance for an ITS procurement project - please enter "Not Applicable".

Phase		Planned Date		Actual Date		Current Status	Notes
		Start	End	Start	End		
Design	Preliminary Project Assessment						
	Design Concept Report						
	30 Percent Plans						
	60 Percent Plans						
	95 Percent Plans						
	PS&E Package						
Environmental Clearance	Hazmat Report						
	Biological Report						
	Cultural Report						
	Environmental Document/Clearance						
Right-of-way Clearance	Initial Actions - Inventory and Appraisals						
	Acquisitions - Offers, Purchases and Condemnations						
	ROW Certification						
Utilities Clearance							
Materials Memo							
IGA/JPA							
Authorize Project							

Figure G: Annual Schedule for Dynamic TIP Process for Federal Funded Projects



SCHEDULE

Annual Schedule for Dynamic TIP Process for Federal Funded Projects	
2011	
December	Early December - TRC reviews project status report related to Steps 4 and 5, and makes recommendations to advance, defer, and delete projects from the TIP
2012	
January	MC, TPC, RC: reviews project status report related to Steps 4 and 5, and makes recommendations/approval to advance, defer, and delete projects from the TIP
May	April 30th - May 11th: Due date for information related to Step 4 and project status for Step 5 due.
	24th: TRC meets to review information and answer questions related to the upcoming year - Tier 1
June	28th: TRC reviews project status report focusing on the upcoming year - Tier 1 projects and others, and makes recommendations to advance, defer, and delete projects from the TIP
	28th: TRC makes a recommendation for Tier 3 priorities
	30th: Due Date for information to ADOT for project obligation in current federal fiscal year.
July	MAG sends Step 4: Project Information Update & Commitment notification to Project Sponsor/Local Agencies for projects due to kick off in upcoming January
	MC, TPC, RC: reviews project status report focusing on the upcoming year - Tier 1 projects and others, and makes recommendations/approval to advance, defer, and delete projects from the TIP
	MC, TPC, RC: TRC makes a recommendation for Tier 3 priorities
August	6th-16th: Project information related to Tier 2 and Tier 3 decisions due to MAG
	TRC review information related to Tier 2 and Tier 3 projects, and makes advancement and project change recommendations.
September	MC, TPC, RC: reviews information related to Tier 2 and Tier 3 projects, and makes advancement and project change recommendations/approval.
October	1st: Beginning of new Federal Fiscal Year

DEFINITIONS

'Actions In an Agency's Control', - Actions for which a project sponsor has decision making authority, such as the allocation of funding and staff time, project management, scheduling decisions, and the coordination of the project with other projects in the agency's boundaries such as developer or other agency projects

'Actions Not In Control of an Agency' - **Actions of third parties such as utility companies, railroads, property owners, the courts, other governmental agencies and reviewing agencies who may fail to provide timely reviews or provide inconsistent, ambiguous or erroneous guidance. Actions also not under the control of a sponsor include issues that could not have been reasonably anticipated when the project was initiated such as the discovery archaeological artifacts, hazardous materials or impacts to endangered or threatened species in areas where none of these features had been encountered or known to exist previously.**

Clean Air Act – The Clean Air Act (CAA) is the comprehensive federal law that regulates air emissions from stationary and mobile sources. Among other things, this law authorizes the Environmental Protection Agency to establish National Ambient Air Quality Standards (NAAQS) to protect public health and public welfare and to regulate emission of hazardous air pollutants. – (Summary of the Clean Air Act, <http://www.epa.gov/lawsregs/laws/caa.html>, Retrieved on May 9, 2008)

Congestion Mitigation and Air Quality (CMAQ) Improvement Program - Congestion Mitigation and Air Quality Program are federal funds that are available for projects that improve congestion and air quality in areas that do not meet clean air standards ("non-attainment" areas). The transportation projects and programs that are eligible under the Congestion Mitigation and Air Quality Improvement Program are: Transportation Control Measures (TCMs), Extreme Low-Temperature Cold Start Programs, Alternative Fuels, Congestion Relief & Traffic Flow Improvements (ITS projects and programs), Transit Improvements, Bicycle and Pedestrian Facilities and Programs, Travel Demand Management, Public Education and Outreach Activities, Transportation Management Associations, Carpooling and Vanpooling, Freight/Intermodal, Diesel Engine Retrofits, Idle Reduction, Training, I/M Programs, and Experimental Pilot Projects. The current federal guidelines related to the available CMAQ funding for the Competitive Project Selection Process for MAG Federal Funds is titled, 'The Congestion Mitigation and Air Quality Program (CMAQ) under the SAF-E TEA-LU Interim Program Guidance' can be accessed online at: <http://www.fhwa.dot.gov/environment/cmaq06gd.pdf>.

New federal guidelines were signed on July 2, 2012; Moving ahead for Progress in the Twenty-first Century (MAP-21) are effective on October 1, 2012 will be integrated into an update of this policy. It is expected that additional guidance on changes to the CMAQ program will be available during the year.

Contingency Projects - Projects identified during Interim Closeout if the number of projects submitted to use Closeout funds, exceeds the Interim Closeout amount. These projects would then be funded during Final Closeout under the condition that additional funds were identified by changes to a project schedule, to the apportionment or appropriations formulas, and/or notification of redistributed obligation authority (OA) that would increase the funds available.

Designated Representative – A designated representative of a jurisdiction is an employed staff person of the jurisdiction designated by the chief administrator to sign MAG funding request documents on behalf of that jurisdiction.

Eligible Projects/Project Components – Eligible projects/project components are defined by the current federal guidelines related to the type of federal fund that is being considered.

Incomplete Application – An application that does not have required application fields filled-in is defined as incomplete.

'In an Agency's Control', - Actions for which a project sponsor has decision making authority, such as the allocation of funding and staff time, project management, scheduling decisions, and the coordination of the project with other projects in the agency's boundaries such as developer or other agency projects

Joint Project – A joint project is a project that has more than one jurisdiction financially committed to the project.

MAG Approved Plan – MAG approved plans are used in the evaluation of Regional Projects. The list of MAG approved plans that can be used are the most recently approved Regional Transportation Plan, MAG ITS Strategic Plan – April 2001, MAG Strategic Transportation Safety Plan – October 2005, MAG Regional Bikeway Master Plan – 2007, Pedestrian Plan – 2000, MAG Regional Action Plan on Aging and Mobility, MAG Regional Off-Street System Plan – February 2001, and the Arizona Strategic Highway Safety Plan – August 2007

MAG Committee Process – For purposes related to this document and process: Transportation Review Committee, the Management Committee, the Transportation Policy Committee, and the Regional Council. Please see FIGURE A

MAG Federal Fund Program – The MAG Federal Fund Program consists of projects in the MAG Transportation Improvement Program (TIP) that are funded with federal funds, both highway and transit projects. A component of this Program are the projects that are local sponsored, competitively selected and programmed through the MAG Process with Federal Funds. The categories that are available for local agencies to apply for federal funds through the MAG Process are: Arterial-ITS Projects – CMAQ funded, Arterial Projects – STP-MAG funded, Bicycle and Pedestrian Projects – CMAQ funded, and Air Quality Projects – CMAQ funded.

MAP-21 – On July 6, 2012, President Barak Obama signed the Moving Ahead for Progress in the Twenty First Century Act. MAP-21 authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 2-year period 2013-2015. <http://www.fhwa.dot.gov/map21/>

Project Sponsor – The project sponsor is the local agency that is responsible for all steps of the process related to all aspects of the federal project development process including: the MAG Competitive application process, engineering and design of the project to the federal standards, and completion of federal required clearances. This review process is administered by the Arizona Department of Transportation (ADOT) or a certified accepted (CA) agency. If federal funding is not programmed for design, engineering, and clearance work, the project sponsor is responsible for the costs. The federal required local match and additional funds that are needed to complete the project, including any project cost increases. The amount of MAG federal funds available for a project is the programmed amount listed in an approved TIP.

Regional Project – A transportation project that is sponsored and funded by one or more MAG member agency that impacts other jurisdictions besides those sponsoring the project. The project concept has to be consistent with an approved MAG Plan.

SAFETEA-LU - On August 10, 2005, President George W. Bush signed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009.¹

Surface Transportation Program (STP) funds – Surface Transportation Program funds are federal funds designated to be used on highways, transit or street projects.

The Transportation Programming Guidebook – The Guidebook is published on a yearly basis and its purpose is to provide MAG member agencies background information, instructions, and deadlines on the different transportation programs and requirements for the RTP, the MAG TIP, and the MAG Federal Fund Program for the upcoming fiscal year.

Technical Advisory Committees (TAC) – The MAG Technical Advisory Committees that are related to Competitive Project Selection Process for MAG Federal Funds are the MAG Street Committee, MAG Intelligent Transportation System (ITS) Committee, Air Quality Technical Advisory Committee, and the Bicycle and Pedestrian Committee. Please see **FIGURE A**.

1. SAFETEA-LU Home Page. *US Department of Transportation, Federal Highway Administration*. Retrieved on July 9, 2008 from <http://www.fhwa.dot.gov/safetealu/index.htm>.

CloseoutRequest

Project Closeout Request Form

Application Purpose and Scope:

This form is used to solicit project requests to use federal transportation funding made available by the deferral, abandonment and deobligation of federally funding projects. The minimum requirement for project request are as follows:

1. Projects that can/will complete the federal design review and clearance process by: **Friday, June 27, 2014**
2. Projects that are eligible under MAG and Federal policies to receive: **CMAQ and MAG-STP**

Instructions:

Requests for closeout funding occur twice a year as part of the dynamic programming process. The due dates for closeout requests are as follows:

1. Tier 2 and 3 Closeout Due Date: **To Be Determined**

To request closeout funding, the applicant needs to complete Parts A and B of this form and provide an updated project workbook. Project requests (e.g. this workbook plus an updated workbook) should be e-mailed to the one of the following address:

<mailto:tkennedy@azmag.gov>
<mailto:state@azmag.gov>

Project workbooks, including a blank workbook for new projects, is located on the MAG website at the following address:

[To Be Determined](#)

If you have any questions, please contact Teri Kennedy or Stephen Tate at one of the e-mail addresses above or call them at (602) 254-6300.

Section A: Applicant Contact Information

Name of Agency: Name of Requestor:
 Telephone: E-Mail Address:

Section B: Request Type Information

1. Add new federally funded project to the TIP:
2. Increase funding for a federally funded project in the TIP:
3. Advance all or part of a federally funded project from a future year:
4. Please enter the total additional federal funds requested

5. Request justification/explanation:

Please attach an updated project workbook.

TIP Information: The following lists TIP information for the project
 A spreadsheet listing of all projects for the TIP may be downloaded from the MAG website at link below:

Project Template.xls

[Link](#)

Location	TIP ID	Work Description	TIP ID	Fiscal Year	Funding	Federal	Local	Total	Note
Requested Change									

Key Factors Affecting Scheduling: The following lists basic information that would affect timelines for obligation.

Type of Work to be Obligated	Type of Environmental Clearance Needed	Funding Source for the Design	Times Deferred

Project Information: Enter information for all applicable phases of the project - e.g. design, right-of-way and construction. Please note that there may not be TIP listing information for all phases as a member agencies may forgo including locally funded phases in the TIP. However, this information should be included in order to provide MAG with information of the agency's commitment to obligate the project in the year programmed in the TIP.

Location	Used by the Project Development Team	Work Description Used by the Project Development Team	TIP ID	TRACS Number	Fed Aid Number	Agency CIP or Operating Budget Listing		Note
						ID	Fiscal Year	
1							Total Funding Allocated	
2								
3								
4								
5								
6								
7								
8								
9								
#								

Project

Project Template.xls

Schedule Information: Please enter anticipated dates for completing the steps in the process for obtaining the FHWA commitment (e.g. obligation) to fund the projects. If the step is not applicable - e.g. right-of-way clearance for an ITS procurement project - please enter "Not Applicable".

Phase	Step	Critical Deadline	Actual/Planned Date		Status	Notes
			Start	End		
Design	Construction - Only					
	Preliminary Project Assessment					
	Design Concept Report					
	30 Percent Plans					
	60 Percent Plans	Draft Plans, 7/999*				
Construction Or Procurement	95 Percent Plans					
	Plans, Specifications & Estimates	Completed, 7/1/**				
Environmental	Hazmat Report	Submitted, 7/999*				
	Biological Report	Submitted, 7/999*				
	Cultural Report	Submitted, 7/999*				
	Envir Document/Clearance	Submitted, 7/999* and Completed 7/1/0**				
	Inventory Completed	Submitted, 7/999*				
Right-of-Way	Acquisitions Completed					
	ROW Clearance	Completed, 7/1/0**				
Other	Utilites Clearance	Completed, 7/1/0**				
	Materials Memo	Completed, 7/1/0**				
	IGA/JPA (Typically at least requires 6 months, Not applicable for CA Agencies)	Completed, 7/1/0**				
	Authorize Project	Authorized, 9/30/0***				

* MAG requirement for the project to be kept in the year programmed. If the project has been previously deferred, the project will be deleted if it fails to meet this deadline.

** ADOT requirement to insure that the State can re-allocate funding to insure that federal obligation authority is not lost (meets "use it or lose it" federal requirements).

*** Expiration date for the authority to authorize federal funding - federal "use it or lose it" provision.

Schedule

Project Template.xls

Contact Information: Please enter contact information for all project managers who will work on the project, including if applicable the consultant project manager and the ADOT manager who will be responsible for reviewing and/or forwarding the obligation to FHWA for approval.

Project Manager Name	Agency Name or Firm Represented	Phone Number	E-Mail Address	Note
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				

Contacts

Annual Schedule for Dynamic TIP Process for Federal Funded Projects



2014-2018 Transportation Improvement Program (TIP)		
2012		
August	3	Federal Fund Project Applications available for Paving Unpaved Road Projects—FY2015, 2016, 2016, PM-10 Certified Street Sweepers—FY2015, 2016, ITS Projects—FY2015, 2016, 2017, Bicycle/Pedestrian Projects—2015, 2016, 2017
	6	Public Notification distributed
	13	Workshop on MAG Transportation Programming and Federal Fund Project Applications, 9:00 - 10:30 a.m.—Saguaro Room, 2nd Floor MAG
	27	1:00 - 3:30 p.m., MAG Cholla Room, Open Working Group—Federal Fund Project Applications
September	4	Model Networks due to MAG
	10	8:30 - 11:00 a.m., MAG Ironwood Room, Open Working Group—Federal Fund Project Applications
	19	10:00 A.M.—Due Date and Time, signed Project Applications due to MAG. Late Applications will not be accepted.
	27	Transportation Review Committee (TRC) review draft list of MAG Federal Fund project requests (no scores or Technical Advisory Committee (TAC) ranking)
October	3	ITS Committee reviews and Lead Agencies present project applications for ITS Projects—2015, 2016, 2017
	9	Street Committee reviews and Lead Agencies present project applications for Paving Unpaved Road Projects—FY2015, 2016, 2017, and PM-10 Certified Street Sweepers—FY2015, 2016, 2017
		10th - 24th: Managers, Transportation Policy Committee, and Regional Council review/recommend/approve Draft Freeway Plan.
	17	Bike and Ped Committee reviews and Lead Agencies present project applications for Bicycle and Pedestrian Projects—2015, 2016, 2017
	27	AQTAC review and recommends CMAQ evaluations for ITS, Bicycle, Pedestrian, and Air Quality projects in 2015, 2016, 2017
November	7	ITS Committee—second review and ranking of project applications for ITS Projects—FY2014
	13	Street Committee—second review of project applications for Paving Unpaved Road Projects - FY2015, 2016, 2017, and PM-10 Certified Street Sweepers—FY2015, 2016, 2017,
	20	Bike and Ped Committee—second review and ranking of project applications for Bicycle and Pedestrian Projects—FY2014
	22	AQTAC review and recommends CMAQ evaluations for Paving, Street Sweepers 2015, 2016, 2017
	26	TIP Data Entry System available to member agencies for 2009-2015 project updates
December	5	ITS Committee
	11	Street Committee have AQ scores and projects by rank
	13	TRC review 2013, 2014 Project Status Reports, Tier 1

2014-2018 Transportation Improvement Program (TIP) (continued)		
2013		
January	9	DUE DATE: Member agencies submit privately and locally funded projects for inclusion in 2011-2015 TIP for an Air Quality Conformity Analysis (AQCA) via the TIP Data Entry System
	9	MC review 2013, 2014 Project Status Reports, Tier 1
	14	TRC Mail out Due
	16	TPC review 2013, 2014 Project Status Reports, Tier 1
	23	RC review 2013, 2014 Project Status Reports, Tier 1
	24	TRC review/recommend/approve funding for Paving Unpaved Road Projects—FY2015, 2016, 2017, ITS Projects—FY2015, 2016, 2017, Bicycle and Pedestrian Projects—FY2015, 2016, 2017, and 2015, 2016, and 2017 federally funded programs
February	4	Managers review/recommend/approve Paving Unpaved Road Projects - FY2015, 2016, 2017, ITS Projects—2015, 2016, 2017, Bicycle and Pedestrian Projects—2015, 2016, 2017, PM-10 Certified Street Sweepers—FY2015, 2016, 2017, and 2015, 2016, and 2017 federally funded programs
	13	TPC review/recommend/approve Paving Unpaved Road Projects—FY2015, 2016, 2017, ITS Projects—2015, 2016, 2017, Bicycle and Pedestrian Projects—2015, 2016, 2017, PM-10 Certified Street Sweepers—FY2015, 2016, 2017, and 2015, 2016, and 2017 federally funded programs
	20	RC review/recommend/approve Paving Unpaved Road Projects—FY2015, 2016, 2017, ITS Projects—2015, 2016, 2017, Bicycle and Pedestrian Projects—2015, 2016, 2017, PM-10 Certified Street Sweepers—FY2015, 2016, 2017, and 2015, 2016, and 2017 federally funded programs
	27	TRC recommends Draft 2014-2018 TIP Project Listings and Draft RTP 2013 Update for AQCA. Request to Lock TIP.
March	15	Draft 2014-2018 TIP Project Listings and Draft RTP 2013 Update available for TAC and public review
	28	TRC recommends Draft 2014-2018 TIP Project Listings and Draft RTP 2013 Update for AQCA
	30	DUE DATE: Member agencies submit all ALCP requirements complete and accepted for eligibility of RARF Closeout
April		TIP undergoes AQCA (Transportation Division runs horizon year models and then Environmental Division runs AQCA)
		Mid-Phase joint Open House and Public Hearing for MAG, ADOT-State Transportation Board, RPTA (Valley Metro), Metro, City of Phoenix Dept. of Public Transit, and Citizen's Transportation Oversight Committee on Draft 2011-2015 TIP/State Highway Program and Draft RTP 2013 Update.

2014-2018 Transportation Improvement Program (TIP) (continued)		
May		Cont'd: TIP undergoes AQCA (Transportation Division runs horizon year models and then Environmental Division runs AQCA)
	6	30 day notice prior to Public Hearing
	9	Managers review/recommend/approve Draft 2014-2018 TIP and Draft RTP 2013 Update for an AQCA
	16	TPC review/recommend/approve Draft 2014-2018 TIP and Draft RTP 2013 Update for an AQCA
	23	RC review/recommend/approve Draft 2014-2018 TIP and Draft RTP 2013 Update for an AQCA
	31	DUE DATE: ALCP Last day to initial PA's in FY
June	7	Final-Phase Open House and Public Hearing for MAG on Final Draft 2014-2018 TIP, Draft RTP 2013 Update and Draft AQ Conformity Analysis
		30 day notice prior to Public Hearing
	29	ADOT End of Fiscal Year, Project Submittal Deadline for current year obligation and Federal Authorization
July	25	TRC review/recommend/approve 2014-2018 TIP, RTP 2013 Update, and AQCA
August	14	Managers review/recommend/approve 2014-2018 TIP, RTP 2013 Update, and AQCA
	21	TPC review/recommend/approve 2014-2018 TIP, RTP 2013 Update, and AQCA
	28	RC review/recommend/approve 2014-2018 TIP, RTP 2013 Update, and AQCA
September		Governor's designee approves MAG 2014-2018 TIP
October	1	First Day of Federal Fiscal Year 2014
		First Four Years of the MAG 2014-2018 TIP included in 2013-2016 Arizona STIP
		<i>Denotes an out of sequence meeting date</i>
<i>Estimated Dates are in Gray</i>		



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