August 26, 2013

TO: Members of the MAG Transportation Review Committee

FROM: David Fitzhugh, City of Avondale, Chair

SUBJECT: ADDENDUM TO THE AUGUST 29, 2013, TRANSPORTATION REVIEW COMMITTEE AGENDA ATTACHMENTS FOR ITEM #8

An addendum is being added to the August 29, 2013, Transportation Review Committee agenda regarding Attachment #4 for Agenda Item #8, Transportation Alternatives Program: DRAFT Goals, Objectives, and Competitive Process.

Please see the revised Attachment #4 for Agenda Item #8. A printed copy of the revised attachment will be made available at the meeting.

Please contact the MAG office if you have questions about the addendum to the agenda.

ATTACHMENT #4

Agenda Item #8

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TO: Members of the MAG Transportation Review Committee

FROM: Eileen O. Yazzie, Transportation Planning Project Manager

DATE: August 26, 2013

SUBJECT: DRAFT TRANSPORTATION ALTERNATIVES PROGRAM GOALS AND OBJECTIVES

In working with MAG member agencies through an online survey and stakeholder meeting this past summer, DRAFT Goals and Objectives have been developed for the Transportation Alternative Program (TA).

Background

Prior to 2013, there were three distinct types of federal formula funds that were apportioned to the state: Transportation Enhancements (TEA), Safe Routes to School (SRTS), and Recreational Trails Program. In July 2012, the federal government passed the new federal transportation authorization bill, Moving Ahead for Progress in the 21st Century (MAP-21). MAP-21 consolidated these three programs into one federal formula funding category called Transportation Alternatives Program (TA). The TA funding is now allocated directly to MAG in comparison to the previous programs. The MAG region receives about $4.4 million per year for this program.

The TA program allows all eligible activities (with some exceptions and one addition) that were previously authorized under the TEA, SRTS, and Recreation Trails Program; for more information http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm (Section B: Eligibility).

Since the eligible activities under the TA program are very broad MAG surveyed five committees (Transit, Streets, Bicycle & Pedestrian, Safety, and Transportation Review) via an on-line survey this past June/July 2013 about the highest needs of the region. From the survey results and a stakeholder meeting held on August 13, 2013, the DRAFT Goals and Objectives were developed to direct the project selection process.

Please see Attachment #4 for the DRAFT Goals and Objectives, proposed Evaluation Team and draft schedule.

Transportation Alternatives Program (TA)
DRAFT Goals and Objectives – August 26, 2013

Goals:

1. Improve pedestrian and bicyclist accessibility and connectivity on the transportation network.
2. Assist in providing a safe environment for the bicyclists and pedestrians on both the on-street and the off-street transportation networks.
3. Make bicycling and walking to public K-8 schools a safer and more desirable transportation alternative to motorized vehicles.

Definitions

- **Accessibility**: The ability of transportation infrastructure improvements to provide better access to transit stops, destinations, schools, homes/subdivisions, and employment for people that are walking or biking for all ages and abilities.
- **Connectivity**: The ability of transportation infrastructure improvements to link the proposed project to other bike/pedestrian facilities, completing a gap in a bike/pedestrian facility, or a city/town.
- **Safety**: Projects that make a street safer by addressing a perceived or observed safety problem, including (but not limited to): high vehicle speed, crashes, striping, intersection crossings, or mid-block crossings.

Objectives:

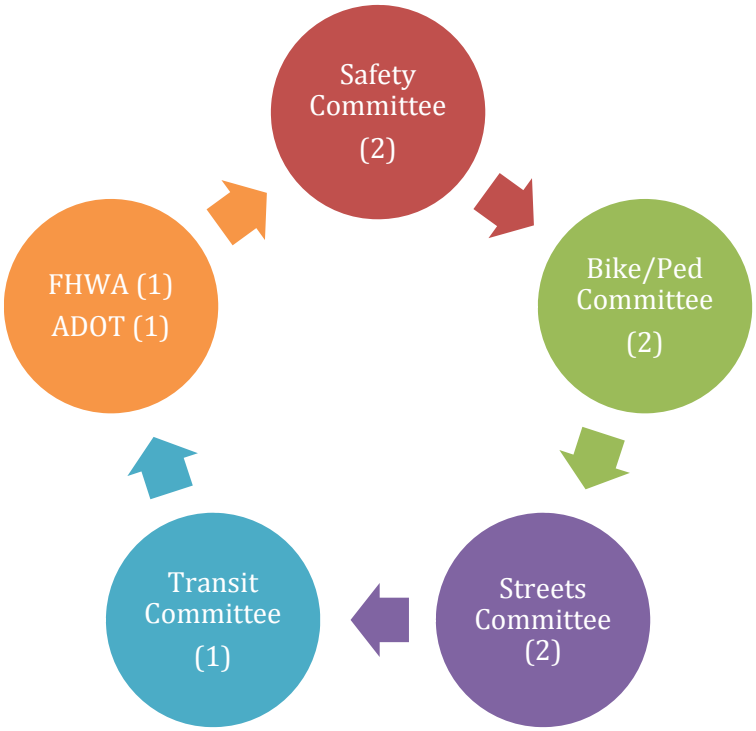
- Fund eligible Transportation Enhancement and Safe Routes to School (SRTS)projects through the federal MAP-21 Transportation Alternatives fund.
- Fund bike and pedestrian improvement projects that provide a safe transportation route or improve a transportation route for (K-8) students to schools.
- Fund bike and pedestrian improvement projects that address a perceived or observed problem/safety issue, including (but not limited to) unsafe street crossings; missing, narrow or poorly maintained sidewalks; adding/improving bike lanes (restriping, widening, colored pavement); or disconnected/inaccessible bike or pedestrian facilities, while connecting residents to transit stops/centers or other destinations.
- Fund Safe Routes to School (SRTS) non-infrastructure projects that educate and encourage K-8 students, parents, and school resources officers/staff on bicycle and walking options.
    - GUIDELINE - Funding will be set aside at 9% of total Transportation Alternatives funding, with a maximum yearly total of $400,000. If the total value of projects awarded for Safe Routes to School non-infrastructure projects is less than the total programmed set-aside, remaining funds will be applied toward eligible infrastructure projects.
    - GUIDELINE – These projects will need to evaluate on a quarterly basis as required by the federal government, and address enforcement and encouragement. (need to verify what needs to go here with FHWA and ADOT).
- Utilize evaluative tools based on quantitative and qualitative performance measures to inform project rankings in the application process.

Proposed Evaluation Team - Infrastructure

It is proposed that the Chairs of the four committees (Streets, Bike/Ped, Safety, and Transit) are asked to be a part of the evaluation team. It is proposed that the TRC Representatives and Vice-Chairs of the three (Streets, Bike/Ped, and Safety) committees are asked to be a part of the evaluation team.

The Evaluation Team members are dependent on their availability and agreement to serve on the evaluation team, which involves a time commitment to review and score applications, and attend a project presentation meeting.

In the case of a double representation of a city on the evaluation team, another committee member would be needed. Volunteers would be requested.



Proposed Evaluation Team – SRTS Non-Infrastructure

Like previous years, the SRTS Non-Infrastructure projects would be evaluated by the MAG Safety Committee.

DRAFT Schedule

- Applications available –September 26, 2013
- Applications due – Mid/Late October 2013
- Evaluation Team Work – Late October – November 2013
- Presentations by Agencies to Evaluation Team –December 2013
- Transportation Review Committee review of ranked projects – December 2013
- Management Committee and Regional Council review and approval – January 2014