

Transportation Alternatives (TA) / CMAQ Application For FY 2021 and FY 2022 Projects



Due: September 25, 2017 at 10:00 a.m.

(LATE AND/OR INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED)

TA Amount Available: \$4,178,521, and \$ 4,248,246 (\$8,426,767 total)

CMAQ Amount Available: \$8,765,780, and \$8,905,080 (\$17,670,860 total)



INSTRUCTIONS AND SCHEDULE

**The due date and time for project applications to be submitted to MAG is
Monday, September 25, 2017 at 10:00 a.m.**

General Instructions

This Excel form is to be used to request federal Transportation Alternatives (TA) and CMAQ funding available through the Maricopa Association of Governments (MAG) for projects to be included in the FY2018-FY 2022 MAG Transportation Improvement Program. Funding is available for Federal Fiscal Year (FFY) 2021 and 2022.

This application form includes:

- Instructions and Schedule
- Cover Sheet
- Part A - Contact and Project Description
- Part B - Detailed Project Description
- Part C - Required and Optional Attachments
- Part D - Cost Estimate Spreadsheet
- Part E - Total Project Budget and Schedule
- Part F - Checklist and Signature Page
- GIS Submittal Instructions
- ADOT Fee Sheet
- Transportation Alternatives Program and Map
- Congestion Mitigation Air Quality Program and Map

Each part is a separate tab of this excel file. Please complete the Cover Sheet and Parts A - F. Alternative application forms are available upon request.

Transmittal Instructions

All applications are due on **Monday, September 25, 2017 by 10:00 a.m.** Both an electronic and printed copy of the application and all attachments are required.

The electronic copy of the application includes the following:

- a. A completed Excel spreadsheet application in MS Excel format (Please do not send a PDF or Fax instead of the spreadsheet)
- b. A PDF or FAXed copy of Part F of the Excel spreadsheet with the signature block signed and dated
- c. A PDF or FAXed copy of all required attachments

The printed copy of the application includes the following:

- a. A printout of the completed Excel spreadsheet application, with the signature block in Part F signed and dated
- b. Printed copies of all required attachments

MAG Mailing Address

Electronic applications should be sent to the following address:

[mailto: MAG Staff](mailto:MAG Staff)

Printed copies should be addressed as follows:

Maricopa Association of Governments
ATTN: Teri Kennedy,

302 N. 1st Avenue, Suite #300,
Phoenix, AZ 85003.

If a complete, signed electronic copy is received by the submittal deadline, applicants have five working days to submit a printed copy of the application.

Late and/or incomplete applications will not be accepted.

INSTRUCTIONS AND SCHEDULE

The due date and time for project applications to be submitted to MAG is
Monday, September 25, 2017 at 10:00 a.m.

Application Workshops and Open Working Group Meeting Schedule*

Date	Time	Room	Workshop/Open Working Group
Monday, August 21, 2017	10:00-Noon	Saguaro	Workshop on MAG Transportation Programming and Federal Fund Project Applications
Tuesday, September 12, 2017	10:00-11:00 AM	Chaparral	Open Working Group - Federal Fund Project Applications
Tuesday, September 19, 2017	11:00-Noon	Chaparral	Open Working Group - Federal Fund Project Applications

* All meetings will be held on the 2nd Floor of the MAG Offices at 302 North 1st Ave, Phoenix, Arizona 85003

MAG CONTACT INFORMATION

Contact Name	Phone	E-Mail Address
MAG Offices	602-254-6300	
Jason Stephens	602-254-6300	Jstephens@azmag.gov
Teri Kennedy	602-254-6300	TKennedy@azmag.gov
Stephen Tate	602-452-5010	STate@azmag.gov



Transportation Alternatives / CMAQ Application for
FY 2021 and FY 2022 Projects

20th Street: Camelback to the Grand Canal

City of Phoenix

**APPLICATIONS ARE DUE AT MAG OFFICES BY
Monday, September 25, 2017 at 10:00 a.m.**

(LATE AND/OR INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED)

Phoenix: 20th Street: Camelback to Grand Canal

PART A - CONTACT AND PROJECT DESCRIPTION	
Contact Information	
1. Name of Sponsoring Agency	Phoenix
2. Agency Contact Name	Eileen Yazzie
3. Phone Number of Agency Contact	602.534.5692
4. E-Mail Address of Agency Contact	eileen.yazzie@phoenix.gov
5. Mailing Address of Agency Contact	200 W. Washington, 5th Floor Phoenix, AZ 85003
Project Description	
6. Please provide the Project Title.	20th Street: Camelback to Grand Canal
7. Please provide a concise, specific description of the project (250 character limit):	
<p>Twentieth Street is a two lane roadway that can provide a safe, easy, low-stress rideable and walkable thoroughfare to connect residents to schools, employment, restaurants and shopping (i.e. Town and Country Shopping Center, Camelback Colonnade Center), and major bus routes. The project will focus on implementing the City of Phoenix's 4th priority of the Bicycle Master Plan and provide a connected pedestrian corridor along 20th Street from the Grand Canal to Camelback Road. This goal is to transform the roadway geometry to provide a low-stress corridor that encourages bicycling and walking in commerical centers, and neighborhoods. It also provides a connection to the Grand Canal.</p>	
8. Please provide the project limits:	
20th Street: Camelback to Grand Canal	

Phoenix : 20th Street: Camelback to Grand Canal

PART B-DETAILED PROJECT DESCRIPTION

This part of the form identifies the current characteristics and proposed improvements for each project.

The purpose of Part B is to provide sufficient information to evaluate the cost estimate for the project and to provide assurance that the project will be capable of meeting the ADOT administered federal design review and clearance process. This process requires environmental, ROW and utilities clearances and a bid ready design prior to FHWA approval to encumber federal funding for construction.

NOTE: For Part B, Questions 14-20, the specified distance will vary (and update automatically) depending on the project type identified in Part B, Question 1. Pedestrian-only projects will use a distance of 1/4 mile, while bicycle and Shared-Use projects will use a distance of 1/2 mile.

1. Please select which funding source(s) this project is applying for. Check all that apply.

- Congestion Mitigation and Air Quality (CMAQ)
- Transportation Alternatives (TA)

2. What type of project is this? (Check all that apply)

- | | |
|--|---|
| <input type="checkbox"/> Bicycle Lane (4' min. w/o curb/gutter) | <input type="checkbox"/> Shoulder paving is within 4-miles of a PM-10 Monitor |
| <input type="checkbox"/> Bicycle Lane (5' min. with curb/gutter) | <input type="checkbox"/> Wide Sidewalk (8' min.) |
| <input checked="" type="checkbox"/> Buffered Bike Lane | <input type="checkbox"/> Detached Sidewalk with 4' min. buffer |
| <input checked="" type="checkbox"/> Protected Bike Lane | <input type="checkbox"/> Signalized Crossing |
| <input type="checkbox"/> Shared-use path (10' min.) | Other: |
| <input type="checkbox"/> Sidewalk (5' min.) | <input type="text" value="RFB crossing"/> |
| <input type="checkbox"/> Planning Study | |

3. What other major elements are included in this project? (Check all that apply)

- | | |
|--|-----------------------------------|
| <input type="checkbox"/> Bridge (overpass) | Other: |
| <input type="checkbox"/> Tunnel (underpass) | <input type="text" value="None"/> |
| <input type="checkbox"/> Signalized midblock crossing/HAWK | |
| <input type="checkbox"/> Countdown Pedestrian Signal | |

4. What amenities are included in this project?

- | | |
|---|--|
| <input type="checkbox"/> Number of Bike racks/lockers | <input type="checkbox"/> Number of Seating/Rest Area(s) |
| <input type="checkbox"/> Number of Drinking Fountains | <input type="checkbox"/> Number of bicycle/pedestrian counting devices |
| <input type="checkbox"/> 6 Number of Way-finding Signs | <input type="checkbox"/> Number of bicycle/pedestrian counting devices |
| <input type="checkbox"/> Number of Trash receptacles | Other: |
| <input type="checkbox"/> Number of Trees | <input type="text" value="Improving Frontage Road Access"/> |
| <input type="checkbox"/> Number of new openings in street walls | |
| <input type="checkbox"/> Number of Shade Structures | |

5. Please describe the existing condition of the project site and any problem(s) being addressed.

Phoenix : 20th Street: Camelback to Grand Canal

PART B-DETAILED PROJECT DESCRIPTION

20th Street is a "neighborhood" collector street in Central Phoenix, one-half mile east of 24th Street and one-half mile west of 16th Street. Collector streets are typically good candidates for bicycle facilities as they are part of the grid system throughout the city, and tend to have lower vehicle counts. Traffic volumes do not exceed 7,000 vehicles per day along the corridor with speed limits ranging from 25 mph to 35 mph. Currently, 20th Street between the Grand Canal and Camelbak has a variety of cross section/right-of-way widths and sidewalk features, as well as intermittent bicycle infrastructure.

Existing conditions:

The City has designated bike lanes along 1.5 miles of this corridor from Osborn Road to Camelback Road. However, existing bike lanes along this corridor have not been extended through the five (5) signalized intersections at Osborn Road, Indian School Road, Campbell Avenue, Highland Avenue, and Camelback Road. At each intersection, the two-lane configuration flairs to a 5-lane section at major signalized intersection approaches with no bike lane

20th Street Configuration:

- Camelback Road to Highland Avenue: curb and gutter, detached sidewalk on east side, sidewalk on west side, two lanes in each direction, bike lanes in each direction, with a total width of about 85 feet.
- Highland Avenue to Campbell Avenue: curb, gutter, and sidewalks, frontage road on east side, one lane in each direction with a center turn lane, bike lanes in each direction, with a total width of about 40 feet.
- Campbell Avenue to Indian School Road: curb, gutter, and sidewalks, one lane in each direction, bike lanes in each direction, with a total width of about 39 feet.
- Indian School Road to Osborn Road: curb, gutter, and sidewalks, one lane in each direction, bike lanes in each direction, with a total width of about 38 feet.
- Osborn Road to Grand Canal: curb, gutter, and sidewalks, one lane in each direction, bike lanes disappear, total width of about 42 feet.

Phoenix : 20th Street: Camelback to Grand Canal

PART B-DETAILED PROJECT DESCRIPTION

6. Please describe the work being done and improvements being made as part of this project.

Using the existing right of way inside of the curb, the 20th Street project proposes to change the roadway geometry, add raised bikeways, and add physical separation between the vehicles and the bicyclists and pedestrians. No vehicle lanes are removed.

- Camelback Road to Highland Avenue: move curb and gutter by adding a 6 ft raised bike lane with raised barriers, green paint and signage, additional concrete medians with minimal landscaping, and intersection improvements to accomodate protected bicycle lane
- Highland Avenue to Campbell Avenue: move curb and gutter by adding a 6 ft raised bike lane with raised barriers, green paint and signage, addition of sharrows and signs on frontage roads, improvem frontage road access for bicyclists, and intersection improvements to accomodate protected bicycle lane
- Campbell Avenue to Devonshire: buffered bike lane with 2 ft. buffer
- Devonshire to Osborn: protected bike lanes with deliniaters
- Osborn Road to Grand Canal: buffered bike lanes with transition to on street parking and bike lanes
- Osborn, Indian School, Cambell intersections - modify striping for new bike lane.
- Upgrade all ADA ramps

7. What do you hope to achieve with this project?

This corridor is the 4th highest priority of the City of Phoenix Bicycle Master Plan, connecting the regional shared-use path along the Grand Canal to the access road. The region and the City funded the pre-design efforts during the FY2017 Design Assistance program. This project is connected to other major bicycle infrastructure projects: Grand Canal and the Oak Street/20th Street project (Grand Canal recieved a TIGER grant, and Oak Street/20th Street recieved a design assistance grant). Additionally, the improvements are proposed to make the corridor more appealing to the 'interested but concerned' bicyclist, while making it safer for bicyclists, pedestrians, and vehicles.

8. Safety improvements to be included for this project: (Check all that apply)

- | | |
|-------------------------------------|---|
| <input checked="" type="checkbox"/> | Medians with pedestrian crossing islands |
| <input type="checkbox"/> | Roadway Reconfiguration (Road Diet) |
| <input checked="" type="checkbox"/> | Striping/re-striping to narrow vehicle lanes |
| <input checked="" type="checkbox"/> | Color pavement or similar treatment |
| <input type="checkbox"/> | Lighting |
| <input checked="" type="checkbox"/> | Landscape buffer between sidewalk and roadway |
| <input type="checkbox"/> | Rectangular Rapid Flash Beacon (RRFB) |
| <input type="checkbox"/> | Driver Feedback Sign |

Other

The project will be adding a concrete buffer between the bikelane and roadway.

As this project further develops, it is possible to add a RRFB.

9. Does this project include a road safety education component?

- | | |
|-------------------------------------|-----|
| <input type="checkbox"/> | Yes |
| <input checked="" type="checkbox"/> | No |

Please Explain:

10. How does this project or planning study address safety?

Phoenix : 20th Street: Camelback to Grand Canal

PART B-DETAILED PROJECT DESCRIPTION

The goal of this project is to improve the conditions of the roadway for bicyclists, pedestrians, and vehicular movements. Raising the profile of and protecting the bicycle lane (for a half mile) and then adding a buffer and protection in the other section of the corridor will encourage slower speeds, driver awareness, and provide a facility that encourages bicycling in a safe environment. The addition of green paint, medians, and opening the frontage road for bicycling provides more visual indicators for all users.

11. How does the project improve ADA facilities for persons with disabilities?

Sidewalk ramps throughout the project will be made ADA compliant, intersection treatments will also be made ADA compliant and will provide accessible push-buttons for all users.

Phoenix : 20th Street: Camelback to Grand Canal

PART B-DETAILED PROJECT DESCRIPTION

12. Describe how this project will improve access from nearby neighborhoods and/or adjacent uses:

Adjacent land uses to the 20th Street corridor are predominantly multifamily and single family residential. Major commercial centers (i.e. Town and Country Shopping Center, Camelback Colonnade Center) exist along this corridor at the Camelback Road intersection. Additionally, these neighborhoods will be able to safely access the Camelback Corridor and the Phoenix Children's Hospital, just south of the corridor. The project is adjacent to one elementary school and traverses through two historic neighborhoods (Earl Place and Phoenix Homesteads). The corridor also connects to the Grand Canal project that will provide a shared use paths to many places and neighborhoods in the City, and to the Oak Street/20th Street project that connects to mid-town.

13. How does the project create a sense of place?

The project is located in a vibrant, commercial, employment, and neighborhood area. It will enhance Camelback east area, and will be the City's first raised and protected bicycle lanes, and will connect to the City's Grand Canal Project.

14. Connectivity: (Check all that apply)

Project fills a gap in the system

Explain:

The proposed project would fill in the gaps of sidewalks, bicycle lanes that drop/end nearing intersections, and address the lack of bicycle connections at the north and south ends of the corridor. The gaps in the system are noted in 2a.

Project connects to other local bikeways

List of connected bikeways:

Bike Lanes: Osborn Road -2 , Campbell Avenue - 4, Grand Canal - 8 (I-17 to Van Buren Street), 20th Street/Oak Street - 2.3

Multi Jurisdictional Project (please include letter of support (See Part C)

List of Participating Jurisdictions:

16.3 Total length of bikeways directly connected by this project (in miles)

15. Number of transit stops this project will connect to. Do NOT count major transit facilities (park and rides, transit centers, etc.) in this question. List associated route(s) and their peak frequency, using Valley Metro as the source.

12 Within 1/2 mile

16. Number of transit routes serviced by the transit stops in question 15 that this project will connect to. List associated route(s) and their peak frequency, using Valley Metro as the source.

2 Within 1/2 mile

List routes and frequency:

Route 41 - Indian School - 30 min., Route 50 - Camelback - 9 minute

17. Number of major transit facilities (park and rides, transit centers, etc.) served by this project:

0 Within 1/2 mile

Phoenix : 20th Street: Camelback to Grand Canal

PART B-DETAILED PROJECT DESCRIPTION

List:

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Phoenix : 20th Street: Camelback to Grand Canal

PART B-DETAILED PROJECT DESCRIPTION

18. Number of non-commercial activity centers (parks, libraries, senior centers, recreational centers, etc.) this project will benefit:

Within 1/2 mile

List:

Century Branch library

19. Number of commercial and employment destinations (malls, retail centers, business parks, etc.) this project will benefit (for example, a mall is ONE destination; do NOT count every store in a mall as a separate destination):

Within 1/2 mile

List:

Cameback Colonnade, Town and Country (Commercial), Biltmore Fashion Park, Camelback Esplanade, Biltmore Medical Mall, 2 office complexes @ Camelback and 24th Street, the Hampton Inn Hotel/Motel, office complex at 24th and Highland

20. Number of K-8 public schools this project will benefit:

Within 1/2 mile

List:

Loma Linda Elementary School

21. Number of other schools (charter schools, high schools, colleges, and universities) this project will benefit:

Within 1/2 mile

List:

22. Number of activity centers for air quality cost effectiveness (i.e. bank, church, hospital, health care facility, light rail station, park-and-ride lot, office park, post office, public library, shopping area, grocery store, university or junior college):

Within 1/4 miles

List:

Christ's Church of the Valley - Midtown, Cameback Colonnade, Town and Country (Commercial), Biltmore Medical Mall, Centry Branch Library

1/4 miles to 1/2 miles

List:

Biltmore Fashion Park, Camelback Esplanade, the Hampton Inn Hotel/Motel,

Phoenix : 20th Street: Camelback to Grand Canal

PART B-DETAILED PROJECT DESCRIPTION

23. What are the demographics of the area served:

[MAG Demographic Mapping](#)

People Per Square Mile

% Families in Poverty

Use the MPO/COG Demographic Mapping link above. Zoom in to your project area. On the right-hand side of the screen, under "Reporting," select "Custom Summary." Next, select "Corridor of Interest." Left-click to begin drawing. Draw a line through all census block groups adjacent to your project, left-clicking where needed to change the direction of the line. Double-click to finish drawing the line. The selected census block groups will become highlighted in blue. A pop-up box will appear with "Results for Selected Block Groups." Select the "Summary Report" tab, and use the data found there. You may export the results to Excel (click the printer icon at the top-right side of the pop-up window) for your records.

24. Please provide the following information on the facility on which the improvement will be located.

For a linear project, please enter the Facility Name, Starting Limit and Ending Limit:

For a point project (e.g. an intersection or crossing), please enter a Facility Name and a Crossing Feature:

Federal Functional Classification of the Facility:

[Link to MAG webpage for Federal Functional Classification Map](#)

Type of Facility the Improvement will be located on:

Length (in Miles)

Posted Speed Limit (MPH)

Number of Travel Lanes Before Project

Number of Travel Lanes After Project

Phoenix : 20th Street: Camelback to Grand Canal

PART B-DETAILED PROJECT DESCRIPTION

25. Please provide an estimated traffic volume (ADT) on the nearest parallel arterial.

ADT Estimate

Date Counted

Name of road the traffic count was taken from

Description of Methodology and Source used for the ADT Estimate

26. Federal law requires that all federally funded projects comply with a federal environmental clearance. For projects that have a minimum ground disturbance, environmental surveys are required and an environmental document will need to be prepared, which typically requires 12 months to complete.

Describe any known cultural, historical and biological resources, hazardous materials or other environmental issues that could affect work on the segment.

27. Current ROW: (Check all that apply)

- Agency owns all ROW Needed
- ROW to be acquired
- Owners will donate ROW

- Agency owns easement
- Agency has right-of-use (i.e. canal)
- Condemnation may be required

28. Please describe any right of way issues associated with the project.

29. Please indicate whether all parcels for this project have been inventoried.

Yes

No

Phoenix : 20th Street: Camelback to Grand Canal

PART B-DETAILED PROJECT DESCRIPTION

30. Current Utilities in or abutting the alignment: (Check all that apply)

<input type="checkbox"/>	No Utility in or abutting the alignment	<input type="checkbox"/>	Private Structures
<input type="checkbox"/>	Canals & Drainage		
<input checked="" type="checkbox"/>	Power Lines & Cables		Other:
<input checked="" type="checkbox"/>	Pipelines, Sewer and Water		<input type="text"/>

31. Please describe any utility conflicts that will need to be addressed.

32. Guidelines used to develop project: (Check all that apply)

<input checked="" type="checkbox"/>	AASHTO Guide for Bicycle Facilities	<input type="text" value="Other:
Phoenix Bicycle Master Plan
Phoenix Complete Street Ordinance"/>
<input checked="" type="checkbox"/>	MAG Pedestrian Policies and Design Guidelines	
<input type="checkbox"/>	MAG Complete Streets Guide	
<input checked="" type="checkbox"/>	MAG Designing Transit Accessible Communities	
<input type="checkbox"/>	MAG Valley Path Brand & Wayfinding Signage Guidelines	
<input checked="" type="checkbox"/>	NACTO Urban Bikeway Design Guide	
<input type="checkbox"/>	RPTA Bus Stop Program and Standards	

33. Jurisdiction has the following policies for improved bicycle/shared use facilities:

With new development and capital improvement projects, bike lanes on arterial streets are:	<input type="text" value="Not Addressed"/>
With new development and capital improvement projects, bike lanes on collector streets are:	<input type="text" value="Not Addressed"/>
With pavement restoration or regular pavement maintenance on arterial streets, bike lanes are:	<input type="text" value="Recommended"/>
With new development or during development retrofits, shared-use paths are:	<input type="text" value="Recommended"/>
Bicycle program implemented, including bike education, safety events, and bike maps	<input checked="" type="text" value="Yes"/>
Complete Streets Policy	<input checked="" type="text" value="Yes"/>

34. The project is: (Check one)

Identified in General Plan, council adopted policy, or Capital Improvements Program (provide source)
List:

Consistent with general policy/practices, but not formally identified (provide source)
Explain:

Not addressed by jurisdiction's plans, policies, or practices
Explain:

Phoenix : 20th Street: Camelback to Grand Canal

PART B-DETAILED PROJECT DESCRIPTION

35. How will the applicant measure the success of this project?

By evaluation of increased walking/biking activity and reviewing collisions records, and post speed studies.

36. Will bicycle/pedestrian count technology be incorporated? Will the devices broadcast automatic updates or require manual data collection? If manual, how will the agency identify staff resources to dedicate to collecting the data?

No

37. Will the project include an education/marketing component upon completion of construction, to publicize the project and increase citizen awareness of the project impact and benefits? If yes, please describe below.

The project area will be included in the Phoenix Bicycle and Pedestrian Safety Program and School Safety Program both administered in the Traffic Services Division of the Street Transportation Department.

38. Will the project include wayfinding signage elements? If yes, please describe below.

No

Part C - Required Attachments
<p>Listed below are the required attachments for this project application. These attachments are intended to demonstrate the need of the project. They should clearly show the segment alignment and features that connect to other bicycle, pedestrian, and/or shared-use facilities, as well as washes, canals, railroad crossings, and other crossing features that may affect the project.</p> <p><u>PLEASE INCLUDE EACH ATTACHMENT AS A SEPARATE .JPEG OR .PDF FILE ON YOUR APPLICATION CD.</u></p> <p>Please insert ALL attachments at the end of your printed application, in the order they are listed below. See below for alternate submission requirements for GIS coverage files.</p>
Required Attachments:
<p>1) Please attach a map showing the general location of the proposed project in relation to the region, including a north arrow.</p>
<p>2) Please attach a map with streets labeled showing the detailed location(s) of the proposed project, including a north arrow.</p>
<p>3) Please attach up to four photos indicating existing conditions in the project area (two 4x6 photos per page).</p>
<p>4) Please attach a simple diagram of the current typical cross section of the segment, that shows the right of way limits, widths, sidewalks and shoulders (if any), and the lanes of travel.</p>
OPTIONAL Attachments:
<p>(OPTIONAL) Attach up to two photos showing what the completed project will look like, if available (these can be photoshop, renderings, etc.).</p>
<p>(OPTIONAL) Attach up to three (3) letters of support for the project.</p>
<p>(OPTIONAL) If the applicant will be providing a GIS coverage (shapefile or geodatabase), please see the tab labeled "GIS Transmittal Instructions"</p>

PART D - TRANSPORTATION ALTERNATIVES COST ESTIMATE FORM											
Please provide a detailed cost estimate for this project. The data entered in this cost estimate sheet will automatically transfer into the correct fields in Part E. Rows 1-9 will remain visible at the top of this page at all times.											
oring A		Phoenix	Project Title: 20th St - Cback to Grand		Application Date: 9/22/2017						
Part	Item Description		Unit	Quan.	Unit Price	Total	Federally Eligible	Federal Funds (94.3%)	Local Funds (5.7%)	Note(s)	
A. Scoping (15% Preliminary Engineering Design)	1. SITE TOPOGRAPHIC SURVEY		LS	1		\$0.00	No	\$0.00	\$0.00		
	2. PROJECT ASSESSMENT REPORT or DETAILED WORKPLAN		LS	1		\$0.00	No	\$0.00	\$0.00		
	3. ENVIRONMENTAL DETERMINATION (Infrastructure projects, including technical supporting documents)		LS	1	\$3,000.00	\$3,000.00	No	\$0.00	\$3,000.00		
	4. HAZMAT ASSESSMENT		LS	1		\$0.00	No	\$0.00	\$0.00		
	Subtotal Scoping (Part A)					\$3,000.00		\$0.00	\$3,000.00		
B. Final Preliminary Engineering Design - Stages II, III, IV And PS&E	1. Plans, Special Provisions or Bid Manual, Cost Estimate & Schedules.		each	1	\$330,000.00	\$330,000.00	No	\$0.00	\$330,000.00		
	2. GEOTECHNICAL INVESTIGATION and Materials & Pavement Design Report		each	1		\$0.00	No	\$0.00	\$0.00		
	3. DRAINAGE REPORT		each	1		\$0.00	No	\$0.00	\$0.00		
	Design Admin Costs		each	1	\$177,000.00	\$177,000.00	No				
	Environmental, Materials, Utility, and ROW clearances		each	1	\$66,520.00	\$66,520.00	No				
	Procurement		1	1	\$5,000.00	\$5,000.00	No				
	PIO		each	1	\$25,000.00	\$25,000.00	No				
	4. SWPPP		each	1	\$10,520.00	\$10,520.00	No	\$0.00	\$10,520.00		
	Subtotal PE (Part B)					\$614,040.00		\$0.00	\$340,520.00		
	Subtotal Preliminary Engineering (Part A + Part B)					\$617,040.00		\$0.00	\$343,520.00		
C. Right-of-Way Acquisition	1. Right-of-Way Acquisition		LS	1		\$0.00	No	\$0.00	\$0.00		
	Subtotal Right-of-Way Acquisition (Part C)					\$0.00		\$0.00	\$0.00		
D. Utility Relocation	1. Utility Relocation		LS	1		\$134,000.00	No	\$0.00	\$134,000.00		
	Subtotal Utility Relocation (Part D)					\$134,000.00		\$0.00	\$134,000.00		
E. Construction Or Implementation [For Non-Infrastructure Projects (No Ground Disturbing Activities), Address Only Part 4]	1. Hardscape Construction	Installation Of SWPP Measures		LS	1		\$0.00	Yes	\$0.00	\$0.00	
		Site Preparation		LS	1		\$0.00	Yes	\$0.00	\$0.00	
		Demolition	Sawcut		LF	1		\$0.00	Yes	\$0.00	\$0.00
			Remove Structures and Obstructions		LS	1		\$0.00	Yes	\$0.00	\$0.00
			Remove Fencing		LF	1		\$0.00	Yes	\$0.00	\$0.00
			Remove Structural Concrete		CY	1		\$0.00	Yes	\$0.00	\$0.00
			Remove Asphaltic Concrete Pavement		CY	1		\$0.00	Yes	\$0.00	\$0.00
			Remove Concrete Sidewalks, Slabs		CY	1		\$0.00	Yes	\$0.00	\$0.00
		Hazmat Abatement		LS	1		\$0.00	Yes	\$0.00	\$0.00	
		Retaining Wall - Reinforced Concrete Cantilevered		SF	1		\$0.00	Yes	\$0.00	\$0.00	
General Excavation		CY	1		\$0.00	Yes	\$0.00	\$0.00			

PART D - TRANSPORTATION ALTERNATIVES COST ESTIMATE FORM

Please provide a detailed cost estimate for this project. The data entered in this cost estimate sheet will automatically transfer into the correct fields in Part E. Rows 1-9 will remain visible at the top of this page at all times.

oring A Phcenix **Project Title:** 20th St - Cback to Grand **Application Date:** 9/22/2017

Part	Item Description		Unit	Quan.	Unit Price	Total	Federally Eligible	Federal Funds (94.3%)	Local Funds (5.7%)	Note(s)
	Earthwork	Drainage Excavation	CY	1		\$0.00	Yes	\$0.00	\$0.00	
		Structural Excavation	CY	1		\$0.00	Yes	\$0.00	\$0.00	
		Structural Backfill	CY	1		\$0.00	Yes	\$0.00	\$0.00	
		Borrow (In Place)	CY	1		\$0.00	Yes	\$0.00	\$0.00	
	Curb & Gutter		LF	1		\$0.00	Yes	\$0.00	\$0.00	
	Aggregate Base		CY	1		\$0.00	Yes	\$0.00	\$0.00	
	Pathway Or Sidewalk Materials	Concrete	SF	1		\$0.00	Yes	\$0.00	\$0.00	
		Colored Concrete	SF	1		\$0.00	Yes	\$0.00	\$0.00	
		Stamped Color Concrete	SF	1		\$0.00	Yes	\$0.00	\$0.00	
		Precast Concrete Pavers	SF	1		\$0.00	Yes	\$0.00	\$0.00	
		Asphaltic Concrete	Ton	1		\$0.00	Yes	\$0.00	\$0.00	
		Polymer or Resin Stabilize	SF	1		\$0.00	Yes	\$0.00	\$0.00	
	Crosswalk Enhancement	Concrete Pavers	SF	1		\$0.00	Yes	\$0.00	\$0.00	
		Stamped Asphalt	SF	1		\$0.00	Yes	\$0.00	\$0.00	
		Stamped Concrete	SF	1		\$0.00	Yes	\$0.00	\$0.00	
		Concrete	SF	1		\$0.00	Yes	\$0.00	\$0.00	
		Integral Color Concrete	SF	1		\$0.00	Yes	\$0.00	\$0.00	
	Pedestrian ADA Ramp		SF	1		\$0.00	Yes	\$0.00	\$0.00	
	Culvert Extensions		LF	1		\$0.00	Yes	\$0.00	\$0.00	
	Trenching		Each	1		\$0.00	Yes	\$0.00	\$0.00	
	Handrail	Standard	LF	1		\$0.00	Yes	\$0.00	\$0.00	
		Decorative	LF	1		\$0.00	Yes	\$0.00	\$0.00	
	Subtotal Hardscape Construction						\$0.00		\$0.00	\$0.00

PART D - TRANSPORTATION ALTERNATIVES COST ESTIMATE FORM

Please provide a detailed cost estimate for this project. The data entered in this cost estimate sheet will automatically transfer into the correct fields in Part E. Rows 1-9 will remain visible at the top of this page at all times.

oring A Phcenix **Project Title:** 20th St - Cback to Grand **Application Date:** 9/22/2017

Part	Item Description	Unit	Quan.	Unit Price	Total	Federally Eligible	Federal Funds (94.3%)	Local Funds (5.7%)	Note(s)				
E. Construction Or Implementation [For Non-Infrastructure Projects (No Ground Disturbing Activities), Address Only Part 4]	2. Landscaping & Irrigation Items		Code Or Special Design Requirements	Each	1		\$0.00	Yes	\$0.00	\$0.00			
			Trees (15 Gallon Size)	Each	1		\$0.00	Yes	\$0.00	\$0.00			
			Trees (5 Gallon Size)	Each	1		\$0.00	Yes	\$0.00	\$0.00			
			Shrubs (5 Gallon Size)	Each	1		\$0.00	Yes	\$0.00	\$0.00			
			Shrubs (1 Gallon Size)	Each	1		\$0.00	Yes	\$0.00	\$0.00			
			Cactus (5 Gallon Size)	Each	1		\$0.00	Yes	\$0.00	\$0.00			
	Mulch		Decomposed Granite	CY	1		\$0	Yes	\$0	\$0			
			Organic	CY	1		\$0	Yes	\$0	\$0			
			Topsoil	CY	1		\$0	Yes	\$0	\$0			
			Seeding	Acre	1		\$0	Yes	\$0	\$0			
			Turf Sod	SY	1		\$0	Yes	\$0	\$0			
			Boulders	Each	1		\$0	Yes	\$0	\$0			
	Irrigation System		Drip	SF	1		\$0	Yes	\$0	\$0			
			Turf	SF	1		\$0	Yes	\$0	\$0			
	Sleeving For Irrigation System		Directional Bore	LF	1		\$0	Yes	\$0	\$0			
			Cut and Patch	LF	1		\$0	Yes	\$0	\$0			
			Landscape Header Curb	LF	1		\$0	Yes	\$0	\$0			
			Landscape Establishment	LS	1		\$0	Yes	\$0	\$0			
			Subtotal Landscaping & Irrigation Items				\$0		\$0	\$0			
	3. Site Furnishings		Benches	Each	1		\$0	Yes	\$0	\$0			
					Seatwalls	LF	1		\$0	Yes	\$0	\$0	
					Bike Racks	Each	1		\$0	Yes	\$0	\$0	
					Trash Receptacles	Each	1		\$0	Yes	\$0	\$0	
					Drinking Fountains	Each	1		\$0	Yes	\$0	\$0	
					Signage (Standard Traffic Control)	Each	1		\$0	Yes	\$0	\$0	
					Signage (Wayfinding)	Each	1		\$0	Yes	\$0	\$0	
					Tree Grates	Each	1		\$0	Yes	\$0	\$0	
					Subtotal Site Furnishings				\$0		\$0	\$0	
			REG CORNER ADA RAMP	Each	2	\$2,050.00	\$4,100	Yes	\$3,866	\$234			
			LIMITED ADA RAMP	Each	6	\$1,250.00	\$7,500	Yes					
DUAL ADA RAMP			Each	4	\$2,700.00	\$10,800	Yes						
TRUNCATED DOMES			SF	120	\$24.00	\$2,880	Yes						
ARCHEOLOGY TRENCHING			EA	3.00	\$3,100.00	\$9,300	Yes						
ASPHALT REMOVAL			SF	25,550.00	\$16.01	\$409,056	Yes						
BUFFERED BIKE LANES			EA	4.50	\$16,000.00	\$72,000	Yes						
PROTECTED BIKE LANES			EA	5.00	\$40,000.00	\$200,000	Yes						
CONCRETE DRIVEWAY ENTRANCE			SF	4,590.00	\$15.00	\$68,850	Yes						
CRACK SEAL			SY	87,000.00	\$1.00	\$87,000	Yes						

PART D - TRANSPORTATION ALTERNATIVES COST ESTIMATE FORM										
Please provide a detailed cost estimate for this project. The data entered in this cost estimate sheet will automatically transfer into the correct fields in Part E. Rows 1-9 will remain visible at the top of this page at all times.										
oring A	Phoenix	Project Title: 20th St - Cback to Grand		Application Date: 9/22/2017						
Part	Item Description		Unit	Quan.	Unit Price	Total	Federally Eligible	Federal Funds (94.3%)	Local Funds (5.7%)	Note(s)
4. Other Construction Items. Also, Itemized Line Items For Non-Infrastructure Projects. (Insert Additional Rows If Necessary)	DECOMPOSED GRANITE		CY	140.00	\$71.73	\$10,042	Yes			
	FILL		CY	950	\$7.67	\$7,287	Yes			
	FOUNDATION FOR SIGN POST		EA	20	\$100.00	\$2,000	Yes			
	OBLITERATING EXISTING PAVEMENT MARKING		EA	6	\$1,225.00	\$7,350	Yes			
	PAVEMENT MARKING - SYMBOL		EA	24	\$70.00	\$1,680	Yes			
	PAVEMENT MARKING - WHITE		LF	384	\$2.00	\$768	Yes	\$724	\$44	
	SHARED USE GREEN PAINT		EA	4	\$250.00	\$1,000	Yes	\$943	\$57	
	REMOVE CONCRETE D/W, S/W, VG, SLAB, ETC.		SF	4,590	\$6.50	\$29,835	Yes	\$28,134	\$1,701	
	REMOVE VERT CURB & GUTTER, SINGLE CURB		LF	3,650	\$15.00	\$54,750	Yes	\$51,629	\$3,121	
	SIDEWALK 5FT COLLECTOR STREET (<1000SF \$10)		SF	18,250	\$6.98	\$127,385	Yes	\$120,124	\$7,261	
	SIGN POST (P-1)(PERFORATED)(SINGLE)		EA	20	\$200.00	\$4,000	Yes	\$3,772	\$228	
	SURVEY		ea	1	\$3,000.00	\$3,000	Yes	\$2,829	\$171	
	TRAFFIC SIGNAL INTERSECTION		EA	1	\$300,000.00	\$300,000	Yes	\$282,900	\$17,100	
	VALLEY GUTTER		SF	200	\$10.00	\$2,000	Yes	\$1,886	\$114	
	VERTICLE CURB & GUTTER		LF	3,650	\$22.00	\$80,300	Yes			
	Allowance for extra work		EA	1	\$150,000.00	\$150,000				
	Environmental Monitoring		EA	1	\$150,000.00	\$150,000				
	Procurement		EA	1	\$8,000.00	\$8,000				
	Testing and Materials		EA	1	\$23,000.00	\$23,000				
	Subtotal Other Construction					\$1,833,882		\$496,808	\$30,030	
5. Mobilization And Administration Costs	Contractor Mobilization		EA	1	\$30,058	\$30,058	No	\$0	\$30,058	
	Traffic Control		EA	1	\$75,150	\$75,150	Yes	\$70,866	\$4,284	
	Construction Survey & Layout		EA	1		\$0	Yes	\$0	\$0	
	Construction Contingencies		EA	1	\$300,000	\$300,000	Yes	\$282,900	\$17,100	
	Construction Administration		EA	1	\$400,000	\$400,000	Yes	\$377,200	\$22,800	
Subtotal Mobilization & Administration Costs					\$805,208		\$730,966	\$74,242		
Subtotal Construction Or Implementation Cost (Part E)					\$2,639,090		\$1,227,775	\$104,271		
F. Total Scoping, PE, Right-of-way Acquisition, Utility Relocation, and Construction (Part A, B, C, D, and E)						\$3,390,130	\$1,227,775	\$581,791		
G. Adot Fee Review Fee - \$10,000 for Certified Accepted agencies, otherwise \$30,0000						\$10,000	No	\$0	\$10,000	
H. Total Project Cost Including ADOT Fees (Part F + Part G)						\$3,400,130	\$1,227,775	\$591,791		

Phoenix: 20th Street: Camelback to Grand Canal

PART E - TOTAL PROJECT SCHEDULE AND BUDGET

Please verify that the cost and programming estimates for the total project are correct below. The numeric values on this sheet (in GREY) are automatically populated from the cost estimate sheet (Part D) and cannot be modified. If there are any errors in the numeric values on this sheet, please verify and correct the numbers you have entered into the cost estimate sheet (Part D). You MUST fill in the GREEN portions of Part E manually.

The design for the project should be programmed at least 1 year, preferably 2 years, prior to construction. Utilities and right of way should be programmed at least 1 year prior to construction, but may occur in the same year as construction depending on utility and right of way concerns that are identified in questions 24-27 in Part B.

Cost Estimate for the Project Including ALL Segments	Cost	Additional Notes (if needed)
1. ADOT Fee	\$10,000	
2. Design	\$617,040	
3. Right of way	\$0	
4. Utilities	\$134,000	
5. Construction	\$2,639,090	Includes Contingency
6. Contingency		No more than 20% of Construction Cost
7. Total Cost	\$3,400,130	

8. Will the agency maintain the improvement after it is completed?

9. Expected Annual Maintenance Cost

10. Identify Source of Maintenance Funds

Requested MAG Programming	Year	Short Work Description (E.g. Construct Multiuse Path)	Local Funding Source	Local Cost	Federal Cost	Total Cost	Local Share
11. Design (Optional)	2019		HURF	\$627,040	Not Available	\$627,040	100.0%
12. Right of way (Optional)	2020		HURF	\$0	Not Available	\$0	
13. Utilities (Optional)				\$0	Not Available	\$0	
14. Other (Optional)				\$0	Not Available	\$0	
15. Construction	2021	Utilities is included	HURF	\$158,066	\$2,615,024	\$2,773,090	5.7%
16. Total Costs				\$785,106	\$2,615,024	\$3,400,130	23.1%

PART F - SIGNATURE AND CHECKLIST	
<h1>Checklist</h1>	
<small>This checklist is included to facilitate applicant review and verification that all required fields in the form have been completed.</small>	
COVER SHEET	Complete?
Cover Sheet is completely filled out	Yes
PART A - Contacts and Project Description Fields	Complete?
Contact Information, fields 1 – 5 are complete	Yes
Project Description, fields 6 - 8 are complete	Yes
PART B - Project Description	Complete?
Fields 1 - 14 (Project Description) are complete	Yes
Fields 15 - 17 (Transit) are complete	Yes
Fields 18 – 22 (Attractors and Demographics) are complete	Yes
Fields 23 – 30 (Traffic, Environmental, ROW, and Utilities) are complete	Yes
Fields 31 – 33 (Guidelines, Policies, and Plans) are complete	Yes
Fields 34 – 37 (Maintenance, Performance Measurement, and Wayfinding) are	Yes
PART C - Required Attachments	Complete?
Field 1 - Map showing the general location of the proposed project in relation to the	Yes
Field 2 - Map with streets labeled showing the detailed location(s) of the proposed	Yes
Field 3 - Up to four (4) photos of existing conditions are provided in the printed	Yes
Field 4 - Simple diagram of the current typical cross section of the segment, that	Yes
(OPTIONAL)- Up to two (2) photos/renderings of the completed project are	Yes
(OPTIONAL) - Up to three (3) letters of support for the project are provided in the	Yes
(OPTIONAL) - GIS coverage (shapefile or geodatabase) is provided on the CD with	Yes
PART D - Cost Estimate Worksheet	Complete?
Sponsoring Agency, Project Title, and Application Date are complete	Yes
Part A - Scoping is complete	Yes
Part B - Final Preliminary Engineering Design is complete	Yes
Part C - Right-of-Way Acquisition is complete	Yes
Part D - Utility Relocation is complete	Yes
Part E - Construction or Implementation is complete	Yes
Parts F, G, and H - Costs are complete and accurate	Yes
PART E - Total Project Schedule and Budget Including All Segment Fields	Complete?
Fields 1 – 7 are complete and costs are accurate	Yes
Field 8 - 10 are complete	Yes
Fields 11 – 15 Years are complete	Yes
Fields 11 – 15 Local Funding Sources are complete	Yes
Fields 11 – 15 Local Costs are complete and accurate	Yes

Field 11 - 15 Federal Costs are complete and accurate	Yes
Field 16 Total Costs are complete and accurate	Yes
PART F - Signature and Checklist	Complete?
Entire checklist is completed.	Yes
Form is signed by MAG member agency's manager/administrator or designated repres	Yes
Name, title and date fields under the signature are completed.	Yes

SIGNATURE(S):	
AS the MAG member agency's <i>manager/administrator or designated representative</i>, I certify that this application is accurate and complete and that the project will be included in the sponsoring MAG	
Signature:	
Name:	Kini Knudson
Title:	Assistant Street Transportation Director/City Engineer
Date:	9/22/2017

Instructions for the Submittal of GIS Data for Funding Applications

It is preferred that, when possible, member agencies submit GIS data representing the locations of projects defined in their Applications. For member agencies unable to meet this requirement, MAG staff is available to assist in this area.

Submission Requirements

GIS Data – For each geometry type (point, line, polygon), please provide a single GIS shapefile or feature class for your jurisdiction. Example: if you are submitting Project Applications that are for both linear features (bike lanes) and point features (crossings), you would submit a total of two shapefiles or geodatabase feature classes along with your Project Application.

File Formats – Agencies that are able to submit GIS data along with Applications shall provide the data in one of three formats that are compatible with ESRI products: (1) shapefile, (2) Personal Geodatabase, or (3) File Geodatabase.

Spatial Reference – The preferred spatial reference system of submitted GIS data is State Plane Arizona Central NAD 83 HARN.

Attributes – All GIS data submitted shall, at a minimum, have the following attributes:

- PROJECT_TITLE – the name of the project; this should be the same as the Project Title in the Project Application
- LOCATION – (optional) a description of the location of the project. Linear features should be described by their start and end locations. Polygon features should be described using streets, water courses, canals, city boundaries, or other landmarks as a means of describing the location of the project.

ADOT Review Fees for Certification Accepted Agencies/1

ADOT SECTION	FUNCTION	RATE	HOURS	CHARGE/2
Environmental Planning	Environmental Planning	\$ 50	100	\$ 5,000
Urban Project Management	Project Manager	\$ 60	60	\$ 3,600
Urban Project Management	Project Coordinator	\$ 60	20	\$ 1,200
SUBTOTAL			180	\$ 9,800
STAFF GRAND TOTAL				\$ 10,000

ADOT Review Fees for Non Certification Accepted Agencies/1

ADOT SECTION	FUNCTION	RATE	HOURS	CHARGE/2
Contracts and Specs	Contracts and Specs	\$ 60	200	\$ 12,000
District	District	\$ 55	18	\$ 990
Engineering Consulting Section	Engineering Consulting Section	\$ 40	24	\$ 960
Environmental Planning	Environmental Planning	\$ 50	100	\$ 5,000
Materials	Geotech Design	\$ 50	15	\$ 750
Materials	Geotech Field Investigation	\$ 50	5	\$ 250
Right of Way	Plans	\$ 50	40	\$ 2,000
Roadway Group	Roadway Design	\$ 55	40	\$ 2,200
Roadway Group	Roadway Review	\$ 70	5	\$ 350
Traffic	Traffic Design	\$ 55	45	\$ 2,475
Urban Project Management	Project Manager	\$ 60	40	\$ 2,400
Urban Project Management	Project Coordinator	\$ 60	10	\$ 600
SUBTOTAL			542	\$ 29,975
STAFF GRAND TOTAL				\$ 30,000

Notes:

1. Based on material provided by ADOT in July, 2015. All functions, rates, hours and costs are as listed in the material provided by ADOT. Items listed in the ADOT information for which no rates, hours and costs were included were omitted from the table.

2. Charges to agencies will be based on work performed by ADOT. Costs accrued will vary depending on project characteristics and may be either higher or lower than those listed in the table.

TRANSPORTATION ALTERNATIVES PROGRAM

Eligible Activities

Through consultation with MAG member agencies and with the approval of the MAG Regional Council, MAG has determined that the MAG Transportation Alternatives program will prioritize the following eligible activities:

1) Transportation Alternatives as defined in 23 U.S.C. 101(a)(29) (MAP-21 §1103):

A. Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.).

B. Construction of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.

C. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.

2) The safe routes to school (SRTS) program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU:

A. Infrastructure-related projects

http://www.fhwa.dot.gov/environment/safe_routes_to_school/guidance/#toc123542197

B. Noninfrastructure-related activities (There is a separate MAG application for non-infrastructure SRTS)

http://www.fhwa.dot.gov/environment/safe_routes_to_school/guidance/#toc123542199

Eligible Project Sponsors

MAG has determined that, in order to qualify for MAG TA funding, any project application MUST be submitted by a MAG Member agency. Eligible entities who are not MAG Member Agencies may partner with a MAG Member Agency to submit a project, but the MAG Member Agency must be the primary project applicant.

Under 23 U.S.C. 213(c)(4)(B), the **Eligible Entities** to receive TAP funds are:

Local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts, local education agencies, or schools, tribal governments, and any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or a State agency) that the State determines to be eligible, consistent with the goals of subsection (c) of section 213 of title 23.

State DOTs and MPOs are not eligible entities as defined under 213(c)(4)(B) and therefore are not eligible project sponsors for TAP funds. However, State DOTs and MPOs may partner with an eligible entity project sponsor to carry out a project.

MAG TA PROGRAM 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.

MAG TA PROGRAM 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.
 - o 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.
 - o GUIDELINE – These projects will need to evaluate on a quarterly basis as required by the federal government, and address enforcement and encouragement. .
- Utilize evaluative tools based on quantitative and qualitative performance measures to inform project rankings in the application process.

Agencies	YesNo	FacilityTypes
Apache Junction	X	Arterial Road
Avondale		Collector Road
Buckeye		Residential Road
Carefree		Unpaved Road/Path
Cave Creek		Project is Off-Street
Chandler		
El Mirage		
Florence		
Fort McDowell Yavapai Nation		
Fountain Hills		
Gila Bend		
Gila River Indian Community		
Gilbert		
Glendale		
Goodyear		
Guadalupe		
Litchfield Park		
Maricopa, City of		
Maricopa County		
Mesa		
Paradsie Valley		
Peoria		
Phoenix		
Pinal County		
Queen Creek		
Salt River Pima-Maricopa Indian Community		
Scottsdale		
Surprise		
Tempe		
Tolleson		
Valley Metro Rail		
Valley Metro/RPTA		
Wickenburg		
Youngtown		

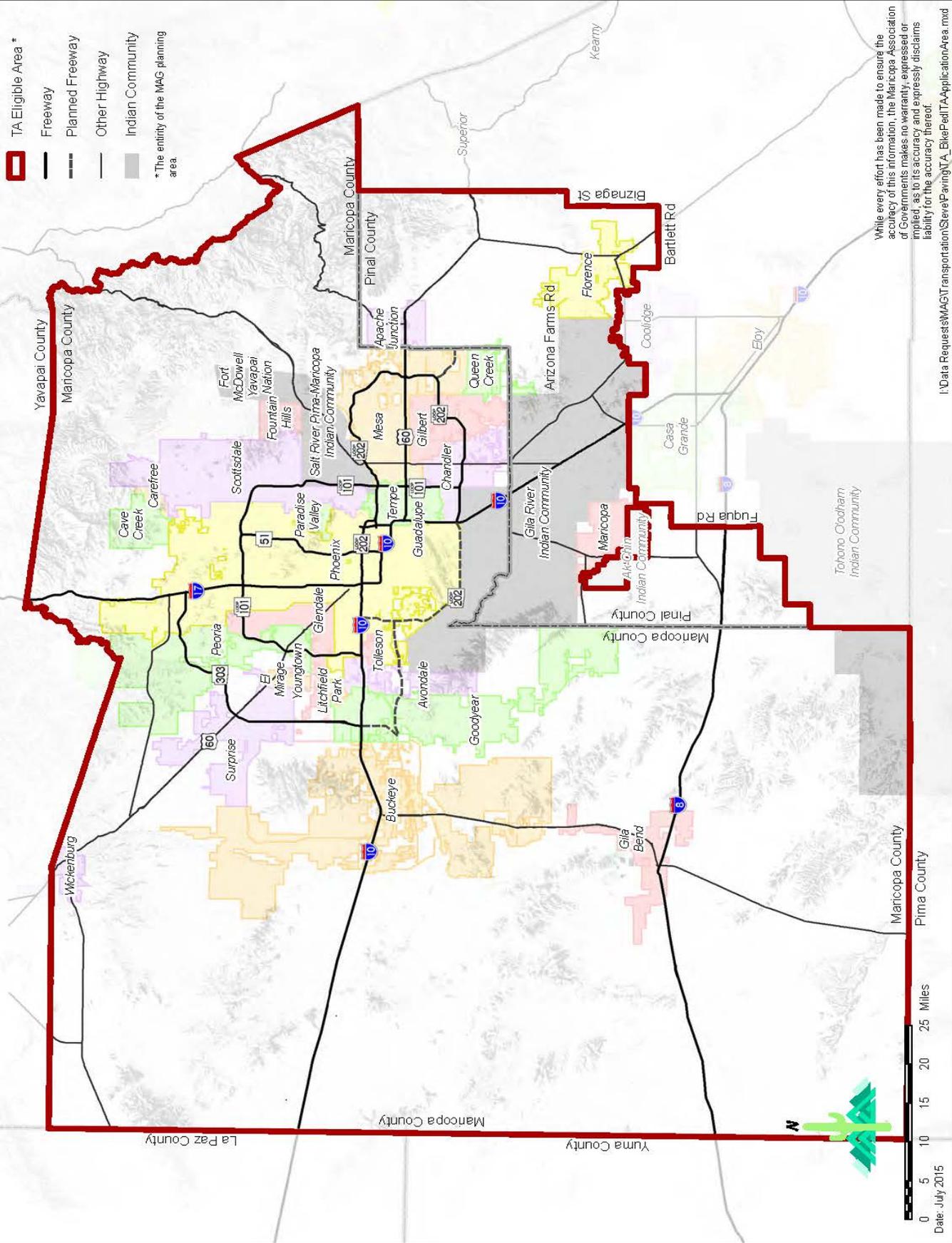
SpeedLimits	Travellanes	Density	Policies	Years	LocalFunds	FedYears	YN
n/a	n/a	+15 Units	Required	2016	HURF	2021	Yes
15	2	15-5 Units	Recommen	2017	Bond Proceeds	2022	No
20	3	< 5 Units	Not Addre:	2018	General Fund		
25	4			2019	Impact Fees		
30	5			2020	Private		
35	6				Property Tax		
40	7				Sales Tax		
45	8				Other		
50	9						
55							

FedClass	Eligible	FedShare Units	Environmental	Agencies
Principal Arterial	TRUE	0.943 LF	Locally Funded	APJ
Minor Arterial	FALSE		Federally Funded	AVN
Major Collector			Advance Constructed	BKY
Local Street				CFE
Not Classified				CVK
				CHN
				ELM
				FLO
				FTM
				FTH
				Gila Bend
				Gila River Indian Communi
				GLB
				GLN
				GDY
				GDL
				LPK
				MAR
				MMA
				MES
				PVY
				PEO
				PHX
				PNL
				QNC
				SRP
				SCT
				SUR
				TMP
				TOL
				VMR
				VMA
				WKN
				YTN

ty



TA Bicycle/Pedestrian Application Area



CONGESTION MITIGATION AIR QUALITY (CMAQ) PROGRAM

Federal Eligibility Requirements

Title 23, Section 149 of the United States Code and as implemented in federal regulations provides for a number of eligibility requirements for CMAQ funding. These include the following:

- 1) The project must be located in a nonattainment area or maintenance area for at least one of the following: carbon monoxide, ozone or particulate matter (PM-10 and PM-2.5)
- 2) The project may not add through lane capacity

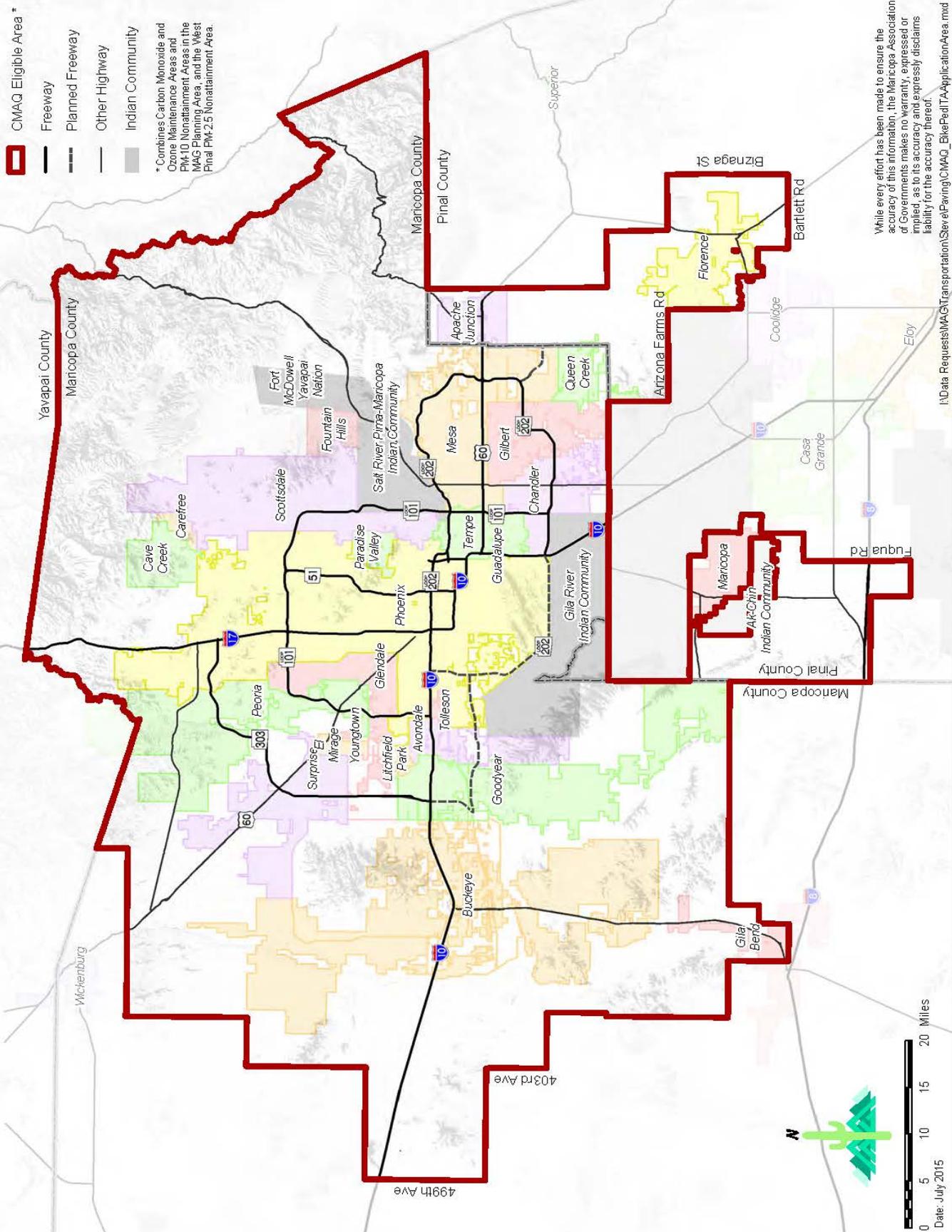
MAG Requirements for the Current Call for Projects

MAG has the following requirements:

- 1) The call for projects in the application is limited to MAG member agencies. Member agencies may sponsor projects on behalf of third parties, but must comply with all applicable State and Federal regulations.



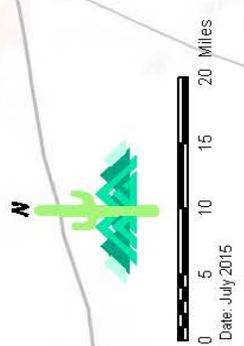
CMAQ Bicycle/Pedestrian and ITS Application Area



- CMAQ Eligible Area *
- Freeway
- Planned Freeway
- Other Highway
- Indian Community

* Combines Carbon Monoxide and Ozone Maintenance Areas and PM-10 Nonattainment Areas in the MAG Planning Area, and the West Pinal PM-2.5 Nonattainment Area.

While every effort has been made to ensure the accuracy of this information, the Maricopa Association of Governments makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.



20th Street: Camelback Road to Grand Canal

Pictures are between Camelback and Highland. A – shows a narrow bike lane and C – shows the large width of the street.



20th Street: Camelback Road to Grand Canal

Pictures are between Campbell and Indian School. A – shows a opportunity for improved access for people walking and riding bikes, B – depicts the width of this section of the roadway, and D – shows the lack of bicycle lanes at the intersection.



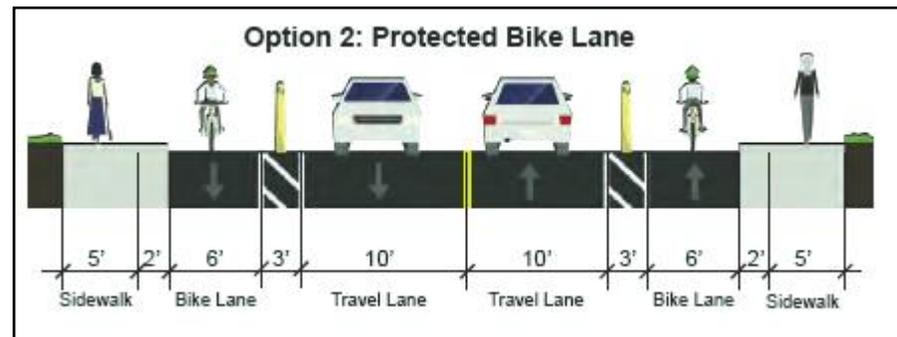
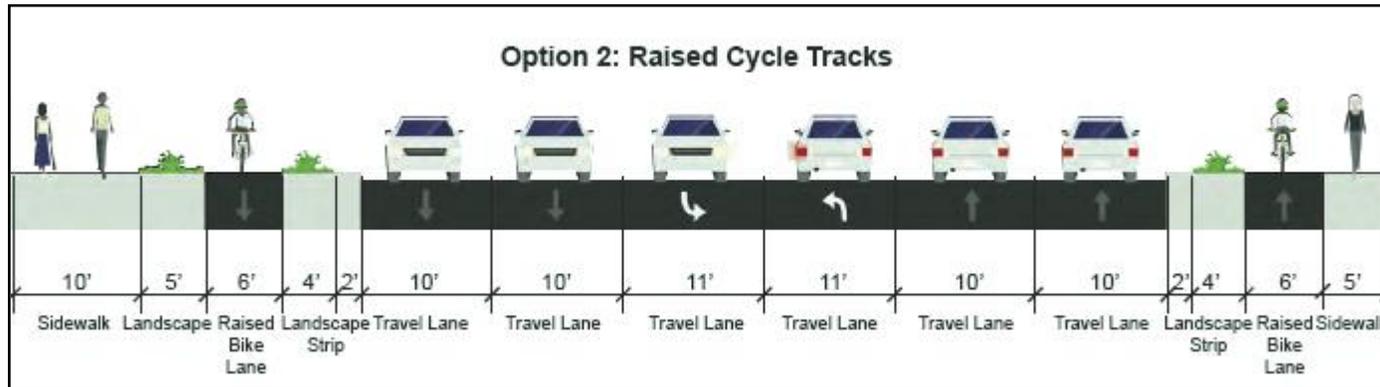
20th Street: Camelback Road to Grand Canal

Existing Cross Section



20th Street: Camelback Road to Grand Canal

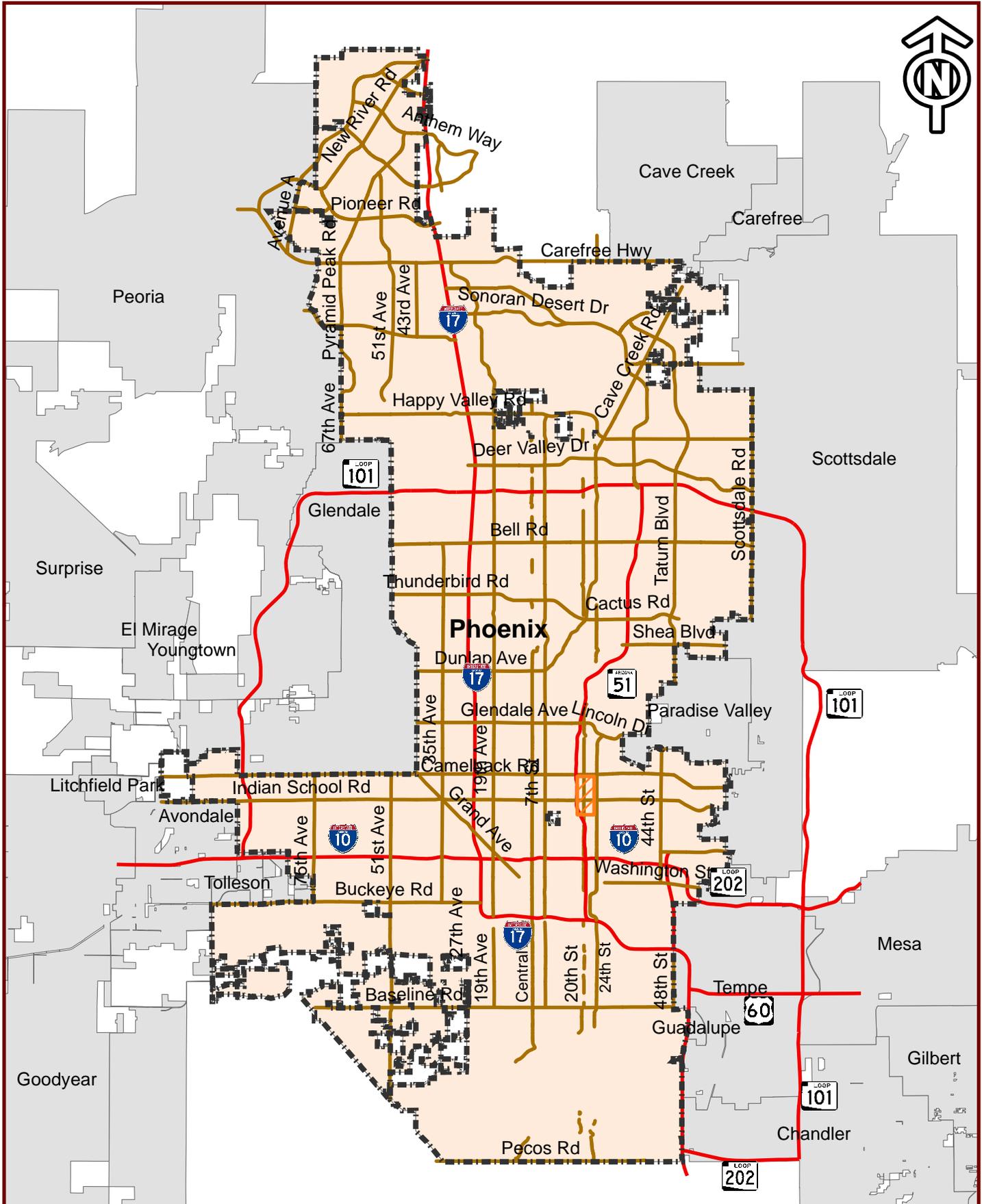
Proposed Conceptual Cross Section



Vicinity Map

20th Street: Camelback to Grand Canal

City of Phoenix

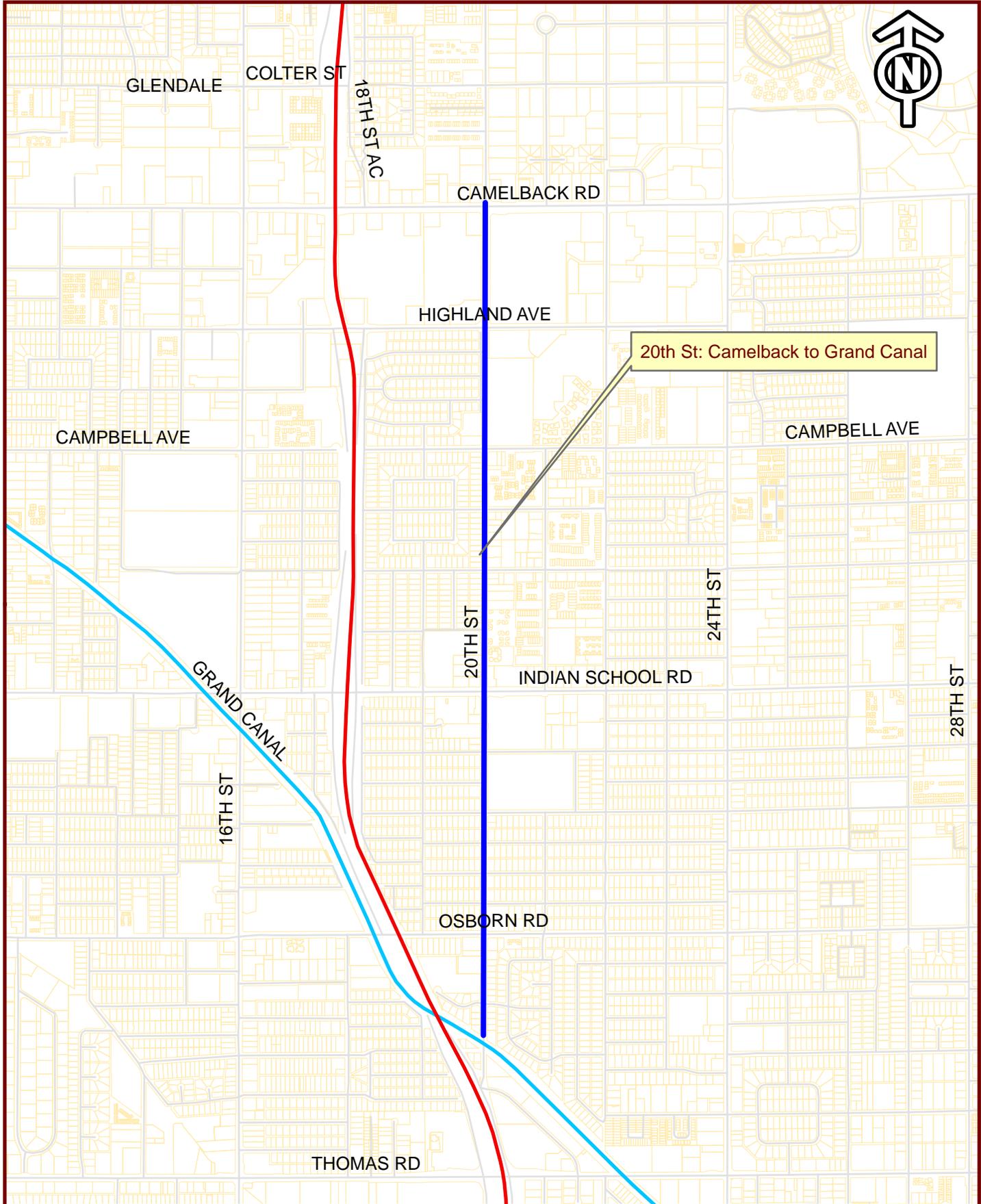


City Limits
 Project Location
 Freeways
 Major Streets

Project Location Map

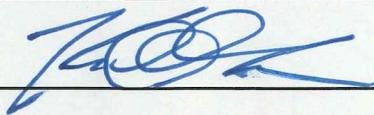
20th Street: Camelback to Grand Canal

City of Phoenix



— Canals — Freeways — Project Location

Field 11 - 15 Federal Costs are complete and accurate	Yes
Field 16 Total Costs are complete and accurate	Yes
PART F - Signature and Checklist	Complete?
Entire checklist is completed.	Yes
Form is signed by MAG member agency's manager/administrator or designated repres	Yes
Name, title and date fields under the signature are completed.	Yes

SIGNATURE(S):	
<p>As the MAG member agency's <i>manager/administrator or designated representative</i>, I certify that this application is accurate and complete and that the project will be included in the sponsoring MAG member agency's local CIP/TIP if the project is selected for federal funding.</p>	
Signature:	 9/22/17
Name:	Kini Knudson
Title:	Assistant Street Transportation Director/City Engineer
Date:	9/22/2017