MAG Pinal County Arterial and Bridge Program
Programming and Evaluation Policy
Approved September 27, 2017

I. Program Goals and Objectives

A. The MAG Pinal County Arterial and Bridge Program has six key goals and objectives:

1. Expand capacity on existing roadways or intersections of high demand
2. Maintain and preserve the region's transportation system
3. Address safety concerns in existing roadway/intersection conditions
4. Promote connectivity between high demand/capacity roadways and activity centers to advance economic vitality
5. Maintain consistency with stated jurisdiction policy
6. Achieve a significant reduction in congestion on the region's transportation system

II. Eligibility

A. Only projects within the Pinal County area of MAG are eligible for funding under the program. Funding for programming is provided by the Federal Highway Administration Surface Transportation Block Grant Program as identified in the current transportation authorization act.

B. Roadways eligible for funding under the program include:

1. Parkways
2. Principal arterials
3. Minor arterials
4. Major collectors

C. Activities eligible for funding under the program include:

1. Capacity expansion
2. Rehabilitation of existing infrastructure – roadways
3. Rehabilitation of existing infrastructure – bridges
4. Intersection improvements

D. Phases eligible for funding under the program include the ADOT design-review fee, design, and construction.

E. Funding for the program may not be flexed to the Federal Transit Administration.

1. Projects can include transit-oriented improvements such as bus pullouts (ancillary activities) if they are part of a larger project

III. Funding Limits

A. The MAG Pinal County sub-allocated Surface Transportation Block Grant Program contribution for a project's construction phase may not exceed $3.00 million for a single-jurisdiction project and $4.00 million for a joint or regional project.

1. A joint project has more than one agency financially contributing to the project. It is required that the application:

a. Be submitted by the sponsoring agency that will be responsible for implementing the project and reporting to MAG

b. List the main contacts for all agencies involved

c. Document how the local cost component and maintenance of the facility will be shared between the partnering agencies

d. Include signatures from each jurisdiction's manager(s), administrator(s), or designated representatives.

2. 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.

IV. Application Process

A. Project applications will be technically evaluated by the MAG Street Committee and a list of recommended projects will be forwarded through the committee process for review and approval.

1. Projects will be presented, reviewed, and ranked at the Streets Committee and then forwarded to TRC.

a. The Street Committee will assess the application and data provided to determine its reasonableness and accuracy relative to the evaluation criteria

b. The Street Committee will provide an application ranking on the evaluation criteria included.

c. The Street Committee cannot change the project scope, schedule, budget, or requested federal funds during the evaluation process. The Street Committee's purpose will be to rank order the projects as submitted in the application through a technical evaluation process.

d. The Transportation Review Committee will review the evaluation and analysis completed by the Streets Committee and recommend projects to be selected and programmed with federal funds based on the guidelines established for project selection.

e. The Transportation Review Committee can make recommendations to change the project scope, schedule, or budget during the project selection process.

B. Projects shall be evaluated by the Street Committee using the following measures and weights:

1. Quantitative

    a. Annual average daily traffic (AADT) – 12%
        i. Mid-block count
    b. Pavement/bridge condition – 12%
    c. Peak period speed – 12%
    d. Segment/intersection capacity (VPLPH) – 12%
    e. Crash rate – 8.5%
    f. Crash reduction factors (see Appendix A)– 8.5%

2. Qualitative

    a. Connectivity (regional) – 5%
        i. Provided through a committee ranking (1-5)
    b. Proximity to activity centers – 5%
        i. Provided through a committee ranking (1-5)
    c. Intersection improvement throughput – 5%
        i. Provided through a committee ranking (1-5)
    d. Intersection improvement safety – 5%
        i. Provided through a committee ranking (1-5)
    e. Jurisdictional policy – 5%
        i. Provided through a committee ranking (1-5)
    f. Community involvement – 5%
        i. Provided through a committee ranking (1-5)
    g. Committee project ranking – 5%

C. MAG will try to provide at least 5 weeks for agencies to prepare applications during each call for projects.

V. <u>Other</u>

A. The Pinal County Arterial and Bridge Program shall adhere to all of MAG's Federal Fund Programming Guidelines and Procedures

Appendix A: Crash Reduction Factors

1. "Stop Ahead" pavement markings
2. "Vehicles Entering When Flashing" (VEWF) system (advance post mounted signs on major and loops on minor)
3. 12 inch signal heads all faces all directions
4. Actuated advance warning dilemma zone protection system
5. 3-inch yellow retroreflective sheeting to signal backplates
6. Advance street name signs
7. All red clearance interval new or existing signals
8. All-way stop control (with flashing beacons)
9. All-way stop control (without flashing beacons)
10. Centerline rumble strips
11. Composite shoulders (5 feet minimum) on rural two lane roads
12. Three-lane roadways with center turn lane
13. Flashing lights and sound signals at Railroad grade crossings
14. Gates with signs at railroad at grade crossings
15. Improve 2 lane roadway to 4 lane divided roadway
16. Improvements that include reducing 11 feet lanes to 9 feet
17. Install a traffic signal (engineering study demonstrates meeting MUTCD Warrant 7)
18. Install dynamic signal warning flashers
19. Install dynamic speed feedback sign at high speed crash curve sites with identified speeding problems
20. Install intersection conflict warning systems (ICWS) for four-lane at two-lane intersections
21. Install intersection conflict warning systems (ICWS) for two-lane at two-lane intersections
22. Install shoulder rumble strips
23. Install wide edgelines (6 in min)
24. Intersection conflict warning system (ICWS) with a combination of overhead and advanced post mounted signs (various messages) and flashers
25. Intersection conflict warning system (ICWS) with overhead signs (various messages) and flashers at the intersection on minor; loop on major
26. Intersection conflict warning system (ICWS) with post mounted signs (various messages) and flashers in advance of the intersection on major; loop on minor
27. Modern roundabout where a signalized intersection exists
28. Modify zero or negative left-turn lane offset to create positive offset
29. New left-turn lanes with positive offset
30. Pavement friction (Microsurfacing, Open Graded Friction Course, High Friction Surfacing)
31. Pedestrian hybrid beacon (PHB or HAWK)
32. Positive offset left-turn lanes on both major road approaches
33. Protected only left-turn signal equipment
34. Protected-permissive left-turn signal equipment
35. Raised median
36. Right-turn lane geometry with increased line of sight
37. Roundabout at a high-speed 3 or 4 leg rural intersection
38. Rural two lane roads with TWLTL (two-way left turn lanes)
39. Safety edge treatment on rural highways
40. Single- or multi-lane roundabout at a two-way stop-controlled intersection
41. Single- or multi-lane roundabout at existing signalized intersection
42. Two-way stop control at uncontrolled neighborhood intersections
43. Urban two lane road with TWLTL (two-way left turn lane)
44. Wet-reflective pavement markings