

3/15/2019 SM&O Plan: Non-Competitive Eligible Projects for March 2019 Call For Project Overviews

Priority	Project #	Project Type	Implementing Agency/Lead	Strategy	Description/Cost Basis	Funding Source	Funding per year	Program Years	Federal CMAQ all years	Federal STP all years	State HURF\$ all years	RARF all years	Total
<b>Phase 1 - Base ICM Corridor Requirements</b>													
1	1	Non-Competitive	ADOT	Traffic responsive and coordinated ramp metering at all freeway entrance ramps	Excludes SR 51, which already has adaptive. ADOT's local match for ATCMTD grant includes adaptive ramp metering on Loop 101. Count is current ramp meter totals, minus SR 51 and Loop 101, divided by 2 for Phase 1 <b>(134 ramps @\$3,700 = \$495,800)</b>	CMAQ	\$333,333	2020-2022	\$1,000,000	\$ -	\$ -	\$ -	\$1,000,000
1	5	Non-Competitive	ADOT	Wrong-way detection monitoring at all freeway off-ramps, with data archived in a regional database on all wrong-way entry occurrences	This recommendation is a thermal camera placed at the off-ramp, no in-pavement detection. This is scaled down from the full I-17 pilot deployment - based on I-17 performance, this could change/increase. <b>(112@\$4000=\$448,000)</b>	CMAQ	\$333,333	2020-2022	\$1,000,000	\$ -	\$ -	\$ -	\$1,000,000
<b>Upgrading/Replacement of Existing FMS Equipment (Phase 1)</b>													
1	7	Non-Competitive	ADOT	Upgrade/Replace FMS Equipment	funding for 5-year cycle <b>(5 yrs @\$800k)</b>	CMAQ	\$800,000	2020-2022	\$2,400,000	\$ -	\$ -	\$ -	\$2,400,000
<b>Regional Operations - Existing Strategies (Phase 1)</b>													
4	14	Non-Competitive	Local Agencies	Implement regionwide arterial traffic incident response and management program for ICM - Pilot Project & Annual Evaluation by MAG	Arterial TIM pilot project for 3 years, in support of ICM, to be evaluated by MAG, FY2022-2024.	CMAQ	\$800,000	2022	\$800,000	\$ -	\$ -	\$ -	\$800,000
4	15	Non-Competitive	ADOT/DPS	Freeway Service Patrol (FSP) program	\$1M per year until FY2024, funded in current RTP	State HURF\$	\$ 1,000,000	2020-2022	\$ -	\$ -	\$ 3,000,000	\$ -	\$3,000,000
4	16	Non-Competitive	MCDOT	An upgrade of the current RADS server and data management program (including capital costs, software/hardware, software upgrades, and maintenance)	Single upgrade of RADS by 2024 to address the changing technology and integration of new services with Level 2, Advanced ICM, and New Regional Operations Strategies that will be integrated beyond Phase 1	CMAQ	\$400,000	2022	\$400,000	\$ -	\$ -	\$ -	\$400,000
4	20	Non-Competitive	ADOT & MCDOT	Initial implementation of the regional connected and autonomous vehicle strategy - pilot project	A pilot project to implement recommendations at a cost of \$500k	CMAQ	\$500,000	2021	\$500,000	\$ -	\$ -	\$ -	\$500,000
4	21	Non-Competitive	Local Transit Agencies	Integration of transit data and systems to facilitate real-time coordination and sharing of data between operating agencies and transit agencies, with a focus on transit coordination during incidents/ICM	one-time integration cost \$300,000	CMAQ	\$300,000	2021	\$300,000	\$ -	\$ -	\$ -	\$300,000

<b>March 2019 Project Overview Request Total available</b>					
	<b>Pgm Yrs</b>	<b>Federal CMAQ</b>	<b>Federal STP</b>	<b>State HURF\$</b>	<b>RARF</b>
	2020	\$1,466,667	\$0	\$1,000,000	\$0
	2021	\$2,266,667	\$0	\$1,000,000	\$0
	2022	\$2,666,667	\$0	\$1,000,000	\$0
	<b>Total</b>	<b>\$6,400,000</b>	<b>\$0</b>	<b>\$3,000,000</b>	<b>\$0</b>