

Fiscal Year 2010

Transportation Programming Guidebook



Maricopa Association of Governments

December 2009



INFORMATION



SCHEDULE



CONTACT



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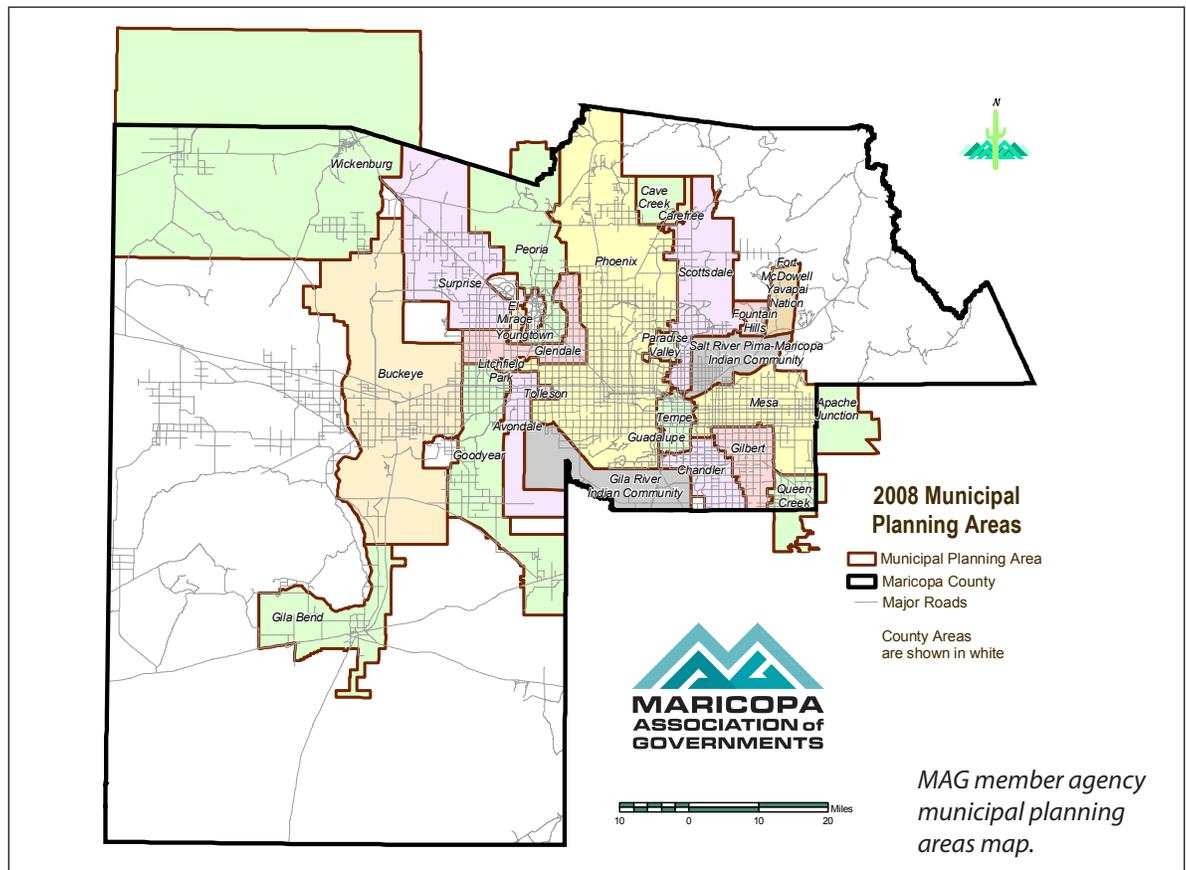
ACRONYMS

ADOT	Arizona Department of Transportation
ALCP	Arterial Life Cycle Program
AQCA	Air Quality Conformity Analysis
AQTAC	Air Quality Technical Advisory Committee
CMAQ	Congestion Mitigation and Air Quality
CTOC	Citizens Transportation Oversight Committee
EPA	Environmental Protection Agency
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
HOV	High Occupancy Vehicle
HURF	Highway User Revenue Funds
ITS	Intelligent Transportation Systems
MAG	Maricopa Association of Governments
MAG-STP	MAG Surface Transportation Program
OA	Obligation Authority
PTF	Public Transit Funds
RARF	Regional Area Road Funds
RC	Regional Council
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-TEA	Surface Transportation Program—Transportation Enhancements
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

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, and congestion; long range transportation planning; and working with our member agencies through the MAG Committee Process for direction. The purpose of the Transportation Programming Guidebook is to provide MAG member agencies information, instructions, and deadlines on the different transportation programs and requirements for the RTP and the MAG TIP for fiscal year (FY) 2010. 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 to program transportation projects for MAG.

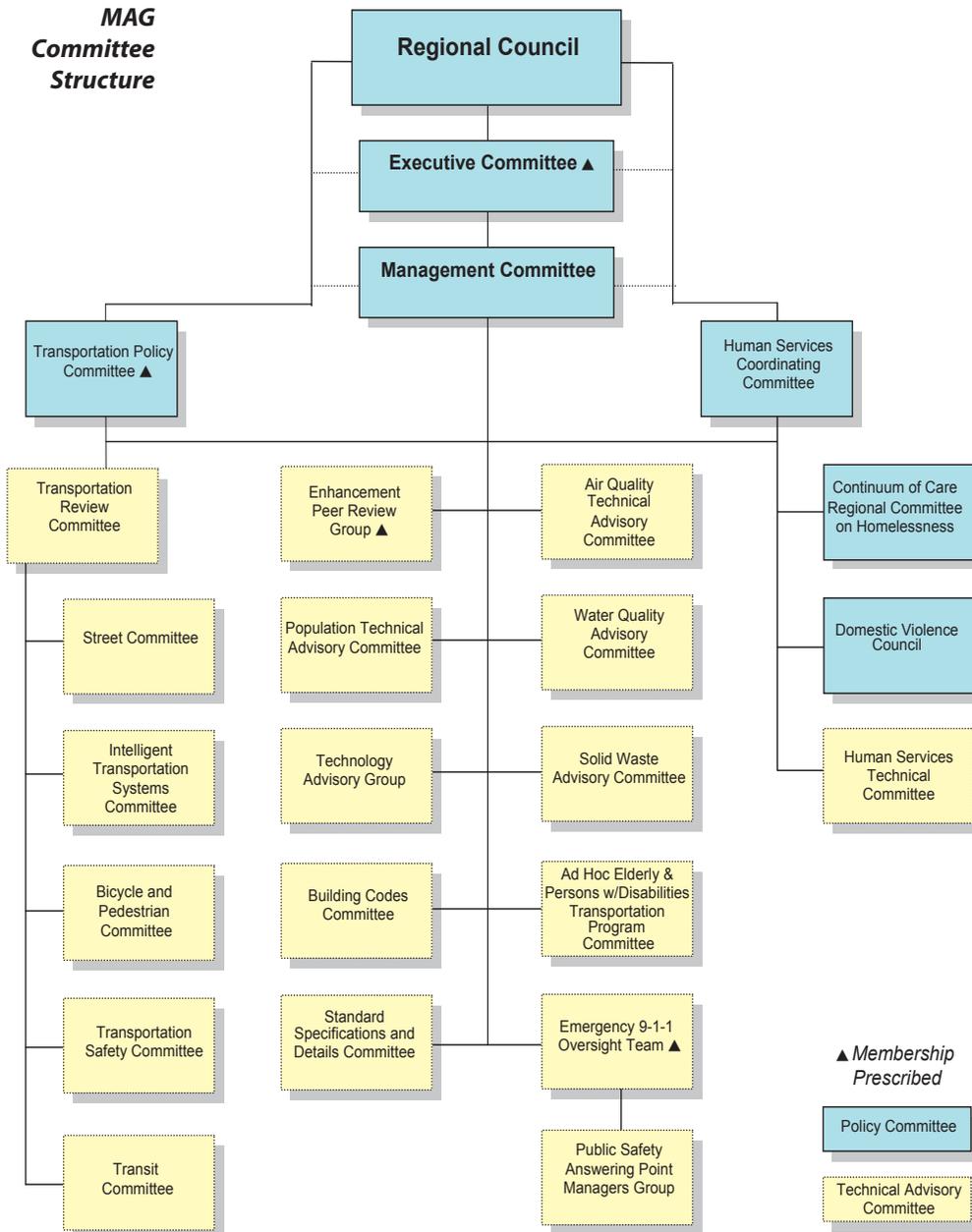
MAG is a regional agency of Valley communities working together to ensure a better quality of life by developing regional policies and plans in such areas as transportation, air quality, land use, water quality, solid waste, and human services. MAG’s member agencies include the region’s 25 incorporated cities and towns, Maricopa County, the Gila River Indian Community, the Fort McDowell Indian Community, the Salt River Pima-Maricopa Indian Community, the Citizens Transportation Oversight Committee (CTOC), and the Arizona Department of Transportation (ADOT).



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.

The MAG regional transportation programming, planning, and modeling process have been designed to respond to Federal and State mandates directed at the metropolitan transportation planning processes, including the requirements of the Federal Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) and Arizona State statutes related to House Bill 2292 and House Bill 2456. MAG member agencies play a critical role supporting information for transportation projects.

MAG Committee Structure



Currently, MAG programs the TIP and updates the RTP on an annual basis, which requires MAG member agencies to work with staff on submitting projects for the MAG federal program, updating currently programmed projects in both the TIP and life cycle programs as applicable, and submitting new regionally significant transportation projects.

The handbook 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.

REGIONAL TRANSPORTATION PROGRAMMING



MAG REGIONAL TRANSPORTATION PLAN

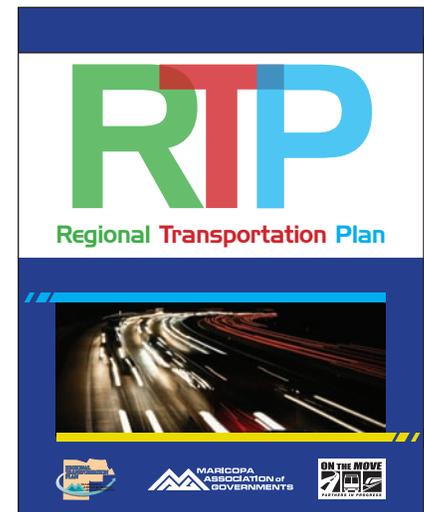
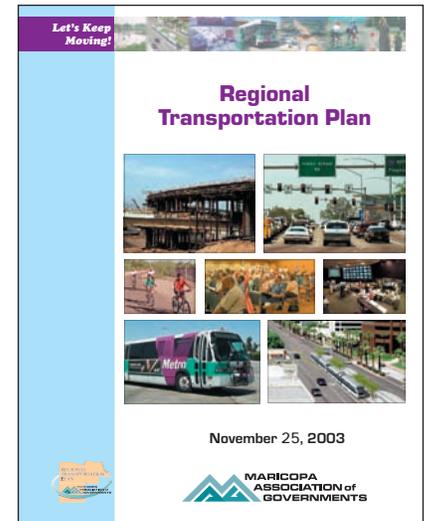
The MAG Regional Transportation Plan (RTP) is the region's long range transportation planning document that was initially approved on November 23, 2003 at the MAG Regional Council. On November 2, 2004, the voters of Maricopa County passed Proposition 400, which authorized the continuation of the existing half-cent sales tax for transportation in the region (also known as the Maricopa County Transportation Excise Tax). This action provides a 20-year extension of the half-cent sales tax through calendar year 2025 to implement projects and programs identified in the MAG RTP. The RTP covers a twenty year planning period, establishes three life cycle programs, and distribution of half-cent sales tax and MAG federal funds, among the transportation modes/programs. The RTP was updated in 2005, 2006, and 2007, and is planned to be updated in 2010. The original RTP version and the updates are available at <http://www.mag.maricopa.gov/project.cms?item=411>.



RESOURCES

The three life cycle programs established by the RTP are the Regional Transportation Plan Freeway Program (RTPFP) Life Cycle, the Arterial Life Cycle Program (ALCP), and the Transit Life Cycle Program (TLCP). The concept of a Life Cycle Program refers to a programming approach that forecasts and allocates funds through the full life of a major funding source. The Life Cycle Programs cover specific projects programmed through year 2026, and reflects a fiscal balance between anticipated revenues and expenditures. The Life Cycle Program provides the necessary management tools to ensure ADOT, Regional Public Transportation Authority (RPTA), and MAG maintain realistic planning and construction schedules, predicted upon funding, and provide periodic reports to the public and other government agencies.¹

¹ ADOT, Life Cycle Certification, Regional Transportation Plan Freeway Program, January 31, 2006.





SCHEDULE

The tentative schedule to update the Regional Transportation Plan is listed below.

Regional Transportation Plan (RTP) 2010 Update - 2010 Calendar Year	
February	<ul style="list-style-type: none"> TRC recommends Draft 2011-2015 TIP Project Listings and Draft RTP 2010 Update for AQCA
February-March	<ul style="list-style-type: none"> Draft RTP 2010 Update available for TAC and public review
March	<ul style="list-style-type: none"> 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 2010 Update.
April	<ul style="list-style-type: none"> Managers, TPC and RC review/recommend/approve Draft RTP 2010 Update for an AQCA,
April/May	<ul style="list-style-type: none"> TIP & RTP undergoes AQCA (Transportation Division runs horizon year models and then Environmental Division runs AQCA)
Mid May	<ul style="list-style-type: none"> 30 days notice prior to Public Hearing
June	<ul style="list-style-type: none"> Final-Phase Open House and Public Hearing for MAG on Final Draft 2011-2015 TIP, Draft RTP 2010 Update and Draft AQ Conformity Analysis AQTAC recommends approval of the AQCA of the 2011-2015 TIP and RTP 2010 Update TRC review/recommend/approve 2011-2015 TIP and RTP 2010 Update
July	<ul style="list-style-type: none"> Managers, TPC and RC review/recommend/approve 2011-2015 TIP, RTP 2010 Update, and AQCA

Regional Transportation Plan Freeway Program (RTPFP) Life Cycle

The Regional Transportation Plan Freeway Program (RTPFP) Life Cycle covers the period fiscal year (FY) 2009 – FY 2026 and is managed by ADOT and programmed with the goals and priorities of the region. There are biannual Life Cycle Certification Reports produced at the end of January and July of each year. The RTPFP projects include: new freeway corridors, additional lanes on existing facilities, new traffic interchanges, new High Occupancy Vehicle (HOV) lanes and ramps at system interchanges, and maintenance and operations programs.

The five year Construction Program (the first five years of the RTPFP) is usually approved each June by the State Transportation Board. Once these are approved, they are incorporated into the RTP and the TIP during the normal update schedule. Please see **Section 5** for information about contacts and schedules for freeway projects and the development of the RTPFP.



Transit Life Cycle Program

The RPTA/Valley Metro performs the life cycle management of transit projects. RPTA relies on a Committee process, similar to MAG, to review policies, procedures, priorities, and guidance when programming and updating the Transit Life Cycle Program (TLCP). The most recent version of the TLCP Policies and Procedures were approved on February 19, 2009. The Transit Life Cycle Program (TLCP) programs regionally funded transit projects in the MAG RTP from FY2009 - FY2026. The regional funds are a mix of federal formula funds and the region's transportation half cent sales tax.

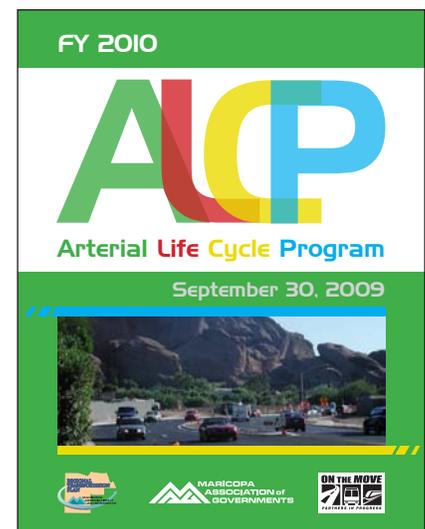
Although the RPTA maintains responsibility for the distribution of half-cent funds for light rail projects, Valley Metro Rail Inc., a nonprofit corporation, was originally created to form an alliance among the cities of Phoenix, Tempe, Mesa, and Glendale to implement the Light Rail Transit (LRT) system. Valley Metro Rail is responsible for overseeing the design, construction and operations of the light rails starter segment, as well as future corridor extensions to the system.

The TLCP is planned to be updated in January 2010. Once it is approved, Valley Metro and Valley Metro Rail will update MAG with the necessary project information for the RTP and the TIP. Please see **Section 5** for information about contacts and schedules for transit projects.

Arterial Life Cycle Program

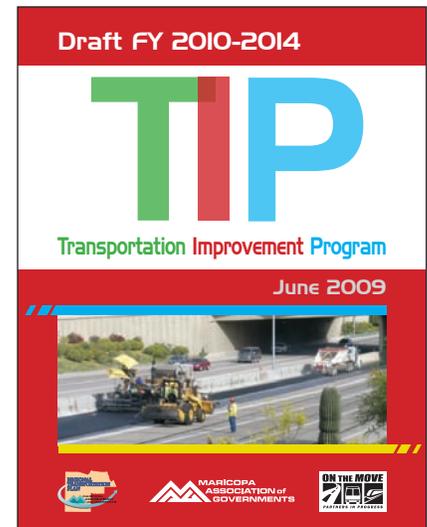
The Arterial Life Cycle Program (ALCP) is managed by MAG and reimburses a select group of arterial regionally significant projects through FY2026. The Program consists of an original group of ninety three, capacity and intersection improvement projects that were identified in the 2003 RTP, which also have specific reimbursement amounts and time periods. The ALCP is a reimbursement program limited to the amount specified in the ALCP for a project, or 70% of the total project expenditures, whichever is less. The funding for this life cycle program is a combination of local funds, half-cent sales tax, MAG-STP, and CMAQ.

The ALCP, as a financial document, is approved on a yearly basis, in June, with amendments and administrative adjustments throughout the year as necessary. MAG staff continuously works with the lead agencies on ALCP project status. Please see **Section 5** for information about contacts and schedules for projects in the ALCP.



2011-2015 MAG TRANSPORTATION IMPROVEMENT PROGRAM

The 2011-2015 Transportation Improvement Program (TIP) will represent a listing/program of transportation projects covering a 5 year period that is being updated from the 2008-2012 MAG TIP report. Consistent with the RTP, programming the TIP is achieved in cooperation working with ADOT, Valley Metro, Valley Metro Rail, member agencies, and the public. The decision-making process includes input from members of the general public, local stakeholders such as directly affected communities; local agencies, transportation providers and operators; MAG technical advisory committees; and State and Federal agencies. Priority issues may also be considered by planners and decision-makers, like regional mobility, economic development, and environmental considerations.



To meet federal requirements, the 2011-2015 TIP will report on all projects programmed with federal funds and on all regionally significant projects that are funded with Federal and non-federal funds. The TIP will also report on projects that have obligated with federal funds in the most recent previous federal fiscal year.

These regionally significant projects come from three main sources:

1. The life cycle programs,
2. The MAG Federal fund program, and
3. Local sponsored projects.

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.

In addition, 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.



INFORMATION

Life Cycle Programs

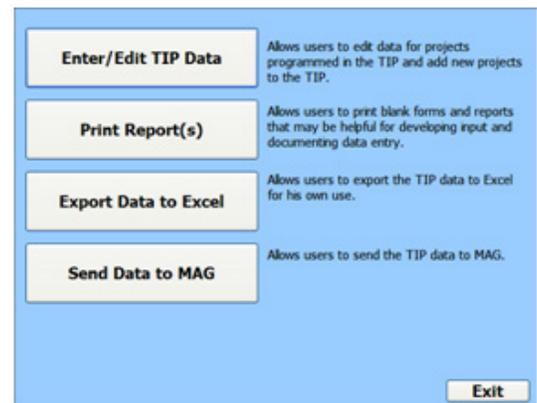
Information on projects occurring in the three life cycle programs for freeways, transit and arterials that are scheduled for work in 2009-2015 will flow directly into the TIP from the programs. The managing agency is responsible for this information exchange.

MAG Federal Fund Program

The MAG Federal Fund Program consists of both highway and transit projects in the MAG Transportation Improvement Program (TIP) that are funded with federal funds. A component of this Program are CMAQ funded projects that are selected through the Competitive Project Selection Process for MAG Federal Funds. Please go to **Section 6** for complete explanation about the MAG Federal Fund Program.

Local Sponsored Projects

While the Federal fund program works its way through the committee process, member agencies have the opportunity to update local sponsored transportation projects and submit new local sponsored transportation projects into the draft 2011-2015 TIP via the TIP Data Entry System (**Appendix A**). The TIP Data Entry System will be available for member agencies beginning in November as noted in the 2011-2015 TIP FY10 schedule. This database program allows each member agency to update information about local sponsored projects listed in the current TIP and submit new local sponsored projects. Member agencies will be notified when the TIP Data Entry System is available. The deadline for updating and submitting 2009-2015 projects via the TIP Data Entry is Monday January 11, 2010.



SCHEDULE

Schedule

The deadlines and committee processes for the 2011-2015 TIP are listed in the schedule on the following pages.

2011-2015 Transportation Improvement Program (TIP)	
2009	
August	<ul style="list-style-type: none"> • 7th: Federal Fund Project Applications available for Paving Unpaved Road Projects - FY2013, PM-10 Certified Street Sweepers - FY2010, ITS Projects - FY2014, Bicycle Projects - 2014, and Pedestrian Projects - 2014 • 19th: Workshop on MAG Transportation Programming and Federal Fund Project Applications, 9:00 - 10:30 a.m. - Saguaro Room, 2nd Floor MAG • 27th: 1:00 - 3:30 p.m., MAG Cholla Room, Open Working Group - Federal Fund Project Applications
September	<ul style="list-style-type: none"> • 10th: 8:30 - 11:00 a.m., MAG Cholla Room, Open Working Group - Federal Fund Project Applications • 18th: Noon/12:00 p.m. - Due Date and Time, signed Project Applications due to MAG. Late Applications will not be accepted.
October	<ul style="list-style-type: none"> • Managers, TPC, and RC review/recommend/approve Draft Freeway Plan. • 1st: Transportation Review Committee (TRC) review/recommend/approve draft list of MAG Federal Fund project requests (no scores or Technical Advisory Committee (TAC) ranking). • 7th: ITS Committee reviews and Lead Agencies present project applications for ITS Projects - 2014 • 13th: Street Committee reviews and Lead Agencies present project applications for Paving Unpaved Road Projects - FY2013, and PM-10 Certified Street Sweepers - FY2010 • 20th: Bike and Ped Committee reviews and Lead Agencies present project applications for Bicycle and Pedestrian Projects - 2014 • 29th: AQTAC review and recommends CMAQ evaluations for ITS, Bicycle, Pedestrian, and Air Quality projects in 2014
November	<ul style="list-style-type: none"> • 4th: ITS Committee - second review and ranking of project applications for ITS Projects - FY2014 • 10th: Street Committee - second review of project applications for Paving Unpaved Road Projects - FY2013, and PM-10 Certified Street Sweepers - FY2010 • 17th: Bike and Ped Committee - second review and ranking of project applications for Bicycle and Pedestrian Projects - FY2014 • TIP Data Entry System available to member agencies for 2009-2015 project updates
December	<ul style="list-style-type: none"> • 10th: AQTAC review and recommends CMAQ evaluations for Paving Unpaved Road Projects - FY2013, PM-10 Certified Street Sweepers - FY2010, and Air Quality project in 2015 • 14th: TRC review/recommend/approve funding for Paving Unpaved Road Projects - FY2013, ITS Projects - 2014, Bicycle and Pedestrian Projects - 2014, and 2014 and 2015 federally funded programs

2011-2015 Transportation Improvement Program (TIP) (continued)	
2010	
January	<ul style="list-style-type: none"> • 11th: 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 • 13th: Managers review/recommend/approve Paving Unpaved Road Projects - FY2013, ITS Projects - 2014, Bicycle and Pedestrian Projects - 2014, PM-10 Certified Street Sweepers - FY2010, and 2014 and 2015 federally funded programs • 20th: TPC review/recommend/approve Paving Unpaved Road Projects - FY2013, ITS Projects - 2014, Bicycle and Pedestrian Projects - 2014, and 2014 and 2015 federally funded programs • 27th: RC review/recommend/approve Paving Unpaved Road Projects - FY2013, ITS Projects - 2014, Bicycle and Pedestrian Projects - 2014, PM-10 Certified Street Sweepers - FY2010, and 2014 and 2015 federally funded programs
February	<ul style="list-style-type: none"> • FY 2011-2015 Draft MAG TIP (Listing of Projects) produced • TRC recommends Draft 2011-2015 TIP Project Listings and Draft RTP 2010 Update for AQCA
February-March	<ul style="list-style-type: none"> • Draft 2011-2015 TIP Project Listings and Draft RTP 2010 Update available for TAC and public review
March	<ul style="list-style-type: none"> • 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 2010 Update.
April	<ul style="list-style-type: none"> • Managers, TPC and RC review/recommend/approve Draft 2011-2015 TIP and Draft RTP 2010 Update for an AQCA,
Apr/May	<ul style="list-style-type: none"> • TIP undergoes AQCA (Transportation Division runs horizon year models and then Environmental Division runs AQCA)
Mid May	<ul style="list-style-type: none"> • 30 days notice prior to Public Hearing
June	<ul style="list-style-type: none"> • Final-Phase Open House and Public Hearing for MAG on Final Draft 2011-2015 TIP, Draft RTP 2010 Update and Draft AQ Conformity Analysis • AQTAC recommends approval of the AQCA of the 2011-2015 TIP and RTP 2010 Update • TRC review/recommend/approve 2011-2015 TIP and RTP 2010 Update
July	<ul style="list-style-type: none"> • Managers, TPC and RC review/recommend/approve 2011-2015 TIP, RTP 2010 Update, and AQCA
August	<ul style="list-style-type: none"> • Governor's designee approves 2011-2015 TIP
Aug/Sep	<ul style="list-style-type: none"> • First Four Years of the MAG 2011-2015 TIP included in 2011-2014 Arizona STIP

Draft 2011-2015 TIP

Once these two processes are complete, the projects will be collated into the Project Listing section of the 2011-2015 TIP, which is then approved for the purposes of an air quality conformity analysis. When the conformity analysis and public hearing process has been completed, the TIP is forwarded to the Regional Council for approval, and finally to the Governor (or designee), for approval to be included in the Arizona State Transportation Improvement Program (STIP) and the STIP is then forwarded to Federal agencies for formal approval.

CHANGES TO PROGRAMMED TRANSPORTATION PROJECTS

Member agencies should contact the MAG Transportation Division if a project change concerns either a federally funded or regionally significant project. Projects that are federally funded must appear in a TIP, and changes/additions of regionally significant projects affect the compliance of the region with air quality plans, regulations, and laws. Changes to projects programmed in the outer years of the TIP, typically can be addressed in the annual develop of the new TIP. Examples of project changes or additions: member agency reprioritization of transportation projects, a shift in project schedule that affects the current year, addition/deletion of a project due to availability of funds, administrative corrections, project cost increases/decreases, etc.



RESOURCES

To better serve member agency needs in this area, it is requested that members complete a Project Change Request Form as identified in **Appendix B**. This form is available for agencies to download at: <http://www.mag.maricopa.gov/project.cms?item=413>. This Excel sheet is designed to facilitate and standardize MAG member agency requests to changes to projects in the adopted MAG Transportation Improvement Program (TIP).

The screenshot shows the MAG website's 'PROJECT' section for the Transportation Improvement Program (TIP). The page title is 'Transportation Improvement Program (TIP)'. The main content area describes the TIP as a five-year schedule of specific projects to be constructed across the region. It lists the '2008-2012 TIP' and provides a list of links for approved project changes, including reports and documents for FY 2008-2012. A sidebar on the left contains navigation links such as 'ABOUT US', 'REGIONAL COUNCIL', 'MEMBER AGENCIES', 'PROGRAM AREAS', 'CALENDAR', 'NEWS & EVENTS', 'PROJECTS', 'COMMITTEES', 'PUBLICATIONS', 'MAPS & DATA', 'SITE MAP', 'GET INVOLVED', 'EMPLOYMENT/RFP'S', and 'FEEDBACK'. A search bar and a calendar for December 2009 are also visible on the right side of the page.

Once the Project Change Request Form is completed and submitted, MAG will make necessary amendments, administrative modifications, and administrative adjustments to the currently programmed TIP, RTP, and ALCP. MAG staff will determine if the project change request is an administrative modification or an amendment to the TIP and RTP. Amendments to the TIP and RTP will be approved through the MAG committee process and administrative modifications are handled by MAG staff and submitted to ADOT, FHWA, and FTA for

modification in the MAG TIP and State TIP (STIP). Administrative Modification to projects that are completed by MAG Staff and not taken through the MAG committee process are:

1. Revisions to project description (clarifying how project is described in the TIP not amending the scope)
2. Changes in the sources of funding for a project
3. Combining/Splitting projects
4. Cost decreases

These will be approved through the MAG Committee Process on a quarterly basis, as noted in the following table, then sent to ADOT for changes to the STIP, and FHWA will be notified.



Project Changes—Fiscal Year 2010	
2009	
August	<ul style="list-style-type: none"> • Transportation Review Committee (TRC) review/recommend/approve Project changes to amend/administratively modify the current TIP, RTP, and ALCP*
September	<ul style="list-style-type: none"> • Managers, Transportation Policy Committee (TPC), and Regional Council (RC) review/recommend/approve Project changes to amend/administratively modify the current TIP, RTP, and ALCP* • Transportation Review Committee (TRC) review/recommend/approve Project changes to amend/administratively modify the current TIP, RTP, and ALCP*
October	<ul style="list-style-type: none"> • Managers, Transportation Policy Committee (TPC), and Regional Council (RC) review/recommend/approve Project changes to amend/administratively modify the current TIP, RTP, and ALCP* • Transportation Review Committee (TRC) review/recommend/approve Project changes to amend/administratively modify the current TIP, RTP, and ALCP*
November - December	<ul style="list-style-type: none"> • Managers, Transportation Policy Committee (TPC), and Regional Council (RC) review/recommend/approve Project changes to amend/administratively modify the current TIP, RTP, and ALCP*
2010	
January	<ul style="list-style-type: none"> • Managers, Transportation Policy Committee (TPC), and Regional Council (RC) review/recommend/approve Project changes to amend/administratively modify the current TIP, RTP, and ALCP* • Transportation Review Committee (TRC) review/recommend/approve Project changes to amend/administratively modify the current TIP, RTP, and ALCP*
February	<ul style="list-style-type: none"> • Managers, Transportation Policy Committee (TPC), and Regional Council (RC) review/recommend/approve Project changes to amend/administratively modify the current TIP, RTP, and ALCP*
April	<ul style="list-style-type: none"> • TRC review/recommend/approve Project changes to amend/administratively modify the current TIP, RTP, and ALCP*
May	<ul style="list-style-type: none"> • Managers, TPC and RC review/recommend/approve Project changes to amend/administratively modify the current TIP, RTP, and ALCP* • TRC review/recommend/approve Project changes to amend/administratively modify the current TIP, RTP, and ALCP*
June	<ul style="list-style-type: none"> • Managers, TPC and RC review/recommend/approve Project changes to amend/administratively modify the current TIP, RTP, and ALCP*

*Project Changes are completed as needed

TRANSPORTATION MODELING AND SYSTEM ANALYSIS

After the MAG Staff works with member agencies on data collection for the RTP and the current TIP, the information is used for the transportation system analysis – transportation modeling. 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 and travel. 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 2010 fiscal year include updates 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

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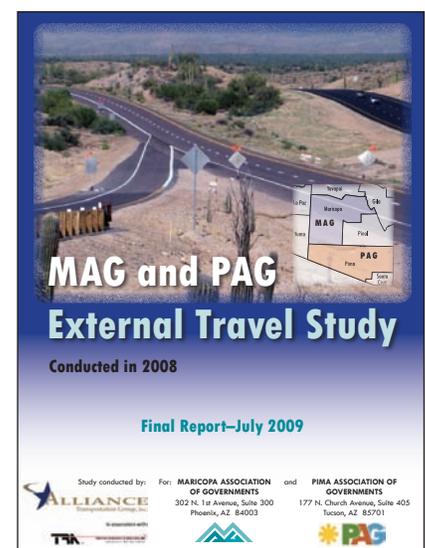
RESOURCES

Traffic Data Forecasts and Modeling

<http://www.mag.maricopa.gov/project.cms?item=153>

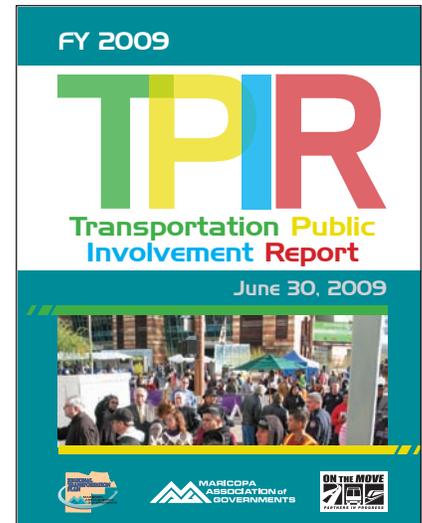
Traffic Volume Survey and Traffic Count Maps

<http://www.mag.maricopa.gov/project.cms?item=3757>



PUBLIC INVOLVEMENT

MAG’s Public Participation Plan is a response to requirements included in federal legislation and is 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.



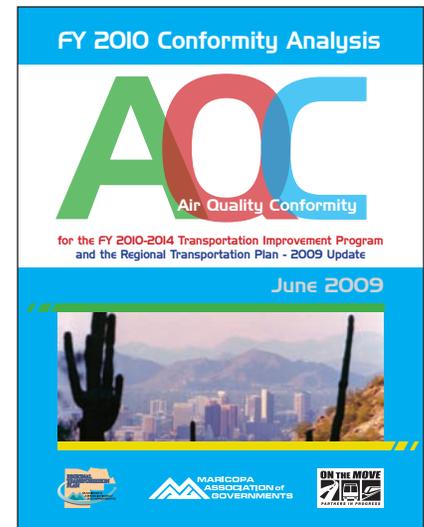
This schedule below provides information about workshops, stakeholder, and public hearing meetings as it relates to the development of the RTP and the TIP. This is not an inclusive schedule and is subject to change, as the Communications Division participates in a number of events that are not prescheduled. To learn more about this, please see the Communications web page: <http://www.mag.maricopa.gov/division.cms?item=68>.



RTP & TIP Public Hearing Schedule—Fiscal Year 2010	
2009	
October	<ul style="list-style-type: none"> • 13th - Public Hearing regarding the 2010 RTP Update, the Update of the Regional Freeway program and the TLCP
2010	
February-March	<ul style="list-style-type: none"> • Draft 2011-2015 TIP Project Listings and Draft RTP Update available for TAC and public review
March	<ul style="list-style-type: none"> • 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 TIP/State Highway Program and Draft RTP Plan Update.
Mid-April	<ul style="list-style-type: none"> • Draft FY 2010 Mid-Phase Input Opportunity Report
Mid May	<ul style="list-style-type: none"> • 30 days notice prior to Public Hearing
Mid/Late June	<ul style="list-style-type: none"> • Final-Phase Open House and Public Hearing for MAG on Final Draft TIP, Draft RTP Update and Draft AQ Conformity Analysis
July	<ul style="list-style-type: none"> • Draft FY 2010 Final Phase Input Opportunity Report • Managers, TPC and RC review/recommend/approve Draft FY 2010 Final Phase Input Opportunity Report

AIR QUALITY CONFORMITY ANALYSIS

The Clean Air Act links transportation and air quality. Portions of Maricopa County are designated as a non-attainment or maintenance area 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 nonfederal 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.”



CONTACT

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RESOURCES

MAG conformity analysis page: <http://www.mag.maricopa.gov/project.cms?item=131>.

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

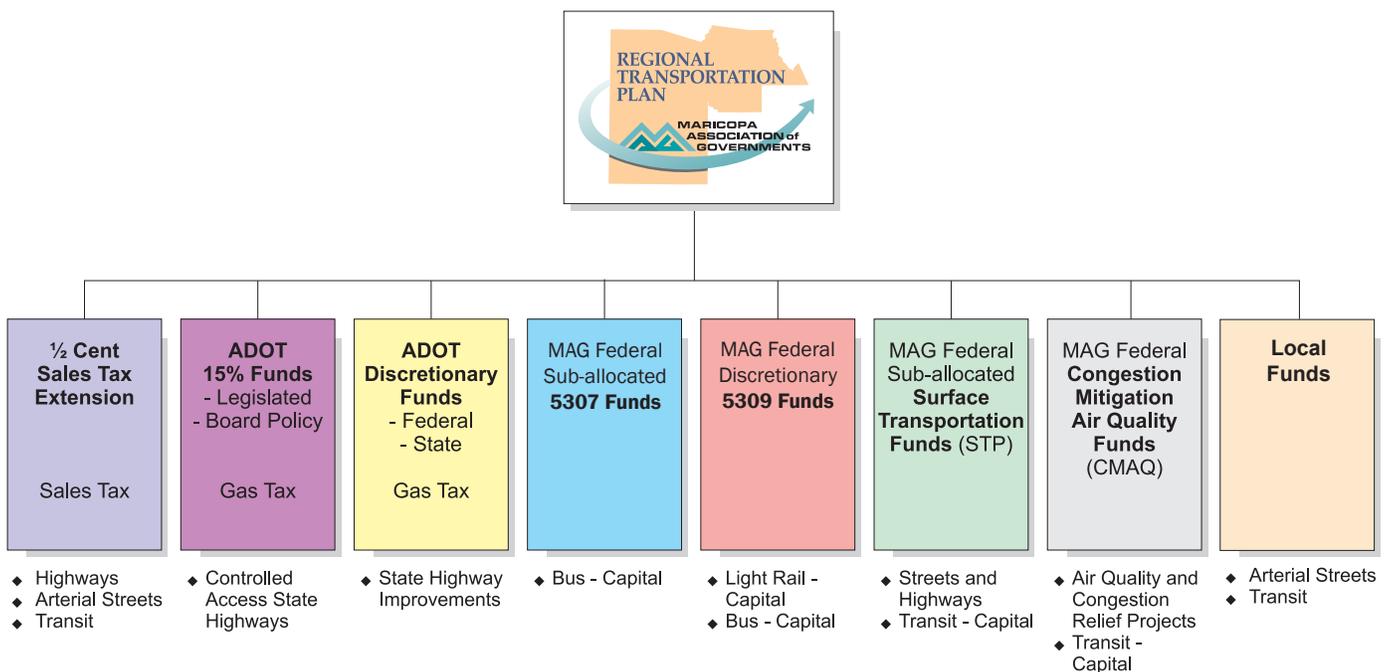


Chart 1: Major Regional Transportation Funding Revenue Sources

HALF-CENT SALES TAX

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.



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 available for programming the 2011-2015 MAG TIP.

Federal Transit 5307

Available to large urban areas 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.

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 – Rail and Fixed Guideway Modernization

These funds are allocated by a federal statutory formula to urbanized areas with rail systems that have been in operation for at least seven years. A 'fixed guideway' includes: heavy rail, commuter rail, light rail, monorail, trolleybus, aerial tramway, inclined plan, cable car, automated guideway transit, ferryboats, and high-occupancy vehicles (HOV) lanes.

The funds allocated to the MAG region are calculated based on the number of bus miles traveled on High Occupancy Vehicle (HOV) lanes. The use and eligibility of these funds are to be associated with the buses and park and ride lots associated with the HOV lanes in the region. The miles associated with the region's Light Rail line are not calculated into this formula at this time; they will be included in the calculation in 2016.

These funds can be used for capital projects aimed at improving the existing facility including purchase and rehabilitation of rolling stock, track, line equipment, structures, signals and communications, power equipment and substations, passenger stations and terminals, security equipment and systems, maintenance facilities and equipment, operations support equipment including computer hardware and software, system extensions, and preventative maintenance.

These funds are programmed through a collaborative process through the Transit Life Cycle Program (TLCP) and the MAG Committee Process. The statutory match for New Starts funding is 80 percent Federal, 20 percent local.

Federal Transit 5309, 5318 – Bus and Bus Facilities

The Transportation Secretary has the discretion to allocate funds, yet Congress fully earmarks the available funding.

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.

Section 5318 is the Bus Testing Facility program. Under this 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. The program is administered under the Section 5309 Bus and Bus Related Facilities program. Operators in the region request these funds through their appropriate federal delegation. In most cases, RPTA is notified of the requests. 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 through the State to organizations that provide specialized transportation services to elderly persons and persons with disabilities. Eligible subrecipients 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 is 80 percent.

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 applicants to receive FTA Section 5310 capital assistance awards in the form of vehicles and related equipment to transport elderly individuals and persons with disabilities. Please see **Section 5** of the Guidebook for more information.

Federal Transit 5311 – Rural and Small Urban Areas

The Rural and Small Urban Area program, is one that 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 the Avondale UZA, and outside the Phoenix UZA, for example, Wickenburg and Gila Bend. The federal match varies, depending on the use of funds; operating assistance is 50 percent of the net operating costs, projects meeting the requirements of ADA, the Clean Air Act or bicycle access projects may be funded at 90 percent.

These funds are programmed annually through the Arizona Department of Transportation (ADOT).

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

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 and at a 50/50 match for operations. As designated by the Governor of the State of Arizona, the City of Phoenix Public Transit Department (PTD) administers JARC/NF program funds for large urbanized areas (population greater than 200,000) within the Maricopa County region of the state which currently consists of the Phoenix/Mesa Urbanized Area. The PTD's goals and objectives for the JARC/NF programs will directly reflect the purpose of the grants and the goals and strategies outlined in the regional Maricopa Association of Governments (MAG) Human Services Coordination Transportation Plan (HSCTP).²

Federal Transit 5317 – New Freedom Program

The purpose of the New Freedom grant program is to provide funds to support the capital and operating costs of “new” (post August 2005 initiated) 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.³

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 expenses and at a 50/50 match for operations. As designated by the Governor of the State of Arizona, the City of Phoenix Public Transit Department (PTD) administers JARC/NF program funds for large urbanized areas (population greater than 200,000) within the Maricopa County region of the state which currently consists of the Phoenix/Mesa Urbanized Area. The PTD's goals and objectives for the JARC/NF programs will directly reflect the purpose of the grants and the goals and strategies outlined in the regional Maricopa Association of Governments (MAG) Human Services Coordination Transportation Plan (HSCTP).⁴

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

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

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

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, pg 24**. 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, pg 24**.

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.

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.

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.

Each year after deducting \$3 million for the administrative expenses of the program, the Transportation Secretary shall apportion the funds to States based on their relative shares of total enrollment in primary and middle schools (kindergarten through eighth grade), but no State will receive less than \$1 million.

Funds are to be administered by State departments of transportation to provide financial assistance to State, local, and regional agencies, including non-profit organizations that demonstrate the ability to meet the requirements of the program.

For infrastructure related projects, eligible activities are the planning, design, and construction of projects that will substantially improve the ability of students to walk and bicycle to school. These include sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bike parking, and traffic diversion improvements in the vicinity of schools (within approximately 2 miles). Such projects may be carried out on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools.

Each State must set aside from its Safe Routes to School apportionment not less than 10 percent and not more than 30 percent of the funds for non-infrastructure related activities to encourage walking and bicycling to school. These include public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and training, volunteers, and managers of safe routes to school programs. Please see **Section 5** for more information.

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. These funds are administered through ADOT on a first come, first serve basis. There is a funding limitation of \$500,000 per project. Please see **Section 5 and Appendix C** for more information. Eligible activities for this funding include:

- The total replacement of a structurally deficient or functionally obsolete highway bridge on any public road with a new facility in the same general traffic corridor;
- The rehabilitation that is required to restore the structural integrity of a bridge on any public road, as well as the rehabilitation work necessary to correct major safety (functional) defects; and
- Bridge painting, seismic retrofitting, calcium magnesium acetate applications, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and de-icing compositions or installing scour countermeasures.

Federal Highway – Congestion Mitigation Air Quality (CMAQ)

Congestion Mitigation Air Quality (CMAQ) funds are available for projects that improve air quality in areas that do not meet clean air standards (“non-attainment” areas). 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, pg 24**.

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. The MAG RTP adopted a minimum local cost share of 30% for CMAQ funded arterial ITS and bicycle and pedestrian projects, implying that the federal share is not greater than 70%.

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 in the process of developing its Congestion Management Process (CMP) that will be integrated into the CMAQ competitive process. The CMP will be complete by the summer 2010. MAG relies on a competitive application process to program CMAQ funds. For more detailed information, a fact sheet is provided in **Appendix C**.

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;
- 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; and paving unpaved shoulders and alleys are CMAQ eligible.

Federal Railroad Crossing – STP – Railroad (RR)

A share of STP is also set aside for 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)

A ten percent share of State STP is set aside for safety projects that provide for spot safety improvements. To use this funding, an applicant must show that a safety problem exists, that it has taken corrective measures available to it and that these measures have failed to correct the problem. The federal match is generally 94.3 percent, but can be as much as 100 percent in certain circumstances. Please see **Section 5** for more information.

Federal Transportation Enhancements – STP-Transportation Enhancements (TEA)

Derived from a ten percent set-aside of the STP funds apportioned to each State. Transportation enhancements are transportation-related activities that are designed to strengthen the cultural, aesthetic, and environmental aspects of the Nation's intermodal transportation system. The local match is 5.7%. Please see **Section 5** for more information. Eligible activities for this funding type include:

- Provision of facilities for pedestrians and bicycles (off-road or on-road facilities, including modification of existing public sidewalks to comply with the requirements of the Americans with Disabilities Act);
- Provision of safety and educational activities for pedestrian and bicyclists;
- Acquisition of scenic easements and scenic or historical sites (including the provision of tourist and welcome center facilities);
- Landscaping and other scenic beautification;
- Historic preservation;
- Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals);
- Preservation of abandoned railroad corridors (including the conversion and use of pedestrian or bicycle trails);
- Control and removal of outdoor advertising;
- Archaeological planning and research;
- Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity, and
- Establishment of transportation museums.

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.

Table 1: Percentage Distribution Of Regional Revenues: FY 2010-2015 (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	56.2%	100.0%			20.4%	19.1%	58.8%
ALCP	Arterial & ITS	10.5%				79.6%	13.4%	9.6%
TLCP	Bus Transit	18.9%		100.0%	17.0%		3.0%	17.0%
	Light Rail Transit	14.4%			83.0%		32.9%	13.4%
	Bicycle/ Ped.						17.0%	0.7%
	Air Quality						14.6%	0.6%
	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.

MAG FEDERAL FUND PROJECTIONS

Table 2 lists the projected obligation authority (OA) estimates of MAG CMAQ and STP for the FY 2010-2014 MAG TIP. The projections are based on SAFETEA-LU funding apportionments. However, as the legislation expires at the end of FFY 2009, the expected availability of federal funds for the FY 2010-2014 TIP are based on straight-line extrapolations.

Table 2: Projected Obligation Authority* Estimates of MAG Federal Funds for the 2011-2015 TIP Cycle			
FFY	STP-MAG	CMAQ	Total
2010	\$53,200,000	\$48,200,000	\$101,400,000
2011	\$54,100,000	\$49,000,000	\$103,100,000
2012	\$54,900,000	\$49,800,000	\$104,700,000
2013	\$55,800,000	\$50,600,000	\$106,400,000
2014	\$56,700,000	\$51,400,000	\$108,100,000
2015	\$59,000,000	\$54,300,000	\$113,300,000
Totals	\$333,700,000	\$303,300,000	\$637,000,000

* Obligation Authority is estimated at 90.6%

Table 3 lists the STP-MAG projected OA per mode and **Table 4** lists the projected OA for CMAQ per mode.

Table 3: Projected Obligation Authority* Estimates of STP-MAG for the FY 2011-2015 TIP			
FFY	RTPFP	ALCP	Total
2010	\$34,100,000	\$19,100,000	\$53,200,000
2011	\$34,100,000	\$20,000,000	\$54,100,000
2012	\$34,100,000	\$20,800,000	\$54,900,000
2013	\$34,100,000	\$21,700,000	\$55,800,000
2014	\$34,100,000	\$22,600,000	\$56,700,000
2015	\$34,100,000	\$24,900,000	\$59,000,000
Totals	\$204,600,000	\$129,100,000	\$333,700,000

* Obligation Authority is estimated at 90.6%

MAG FEDERALLY FUNDED PROGRAM

As noted earlier in the 2011-2015 TIP section, funds are available to be programmed for: PM-10 Certified Street Sweepers in 2010; Pave Unpaved Road projects in 2013; Bicycle, Pedestrian, and ITS projects in 2014. These distributions shown in **Table 4** 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.

Table 4: Projected Obligation Authority* Estimates of CMAQ for the 2011-2015 TIP Cycle Per Mode

FFY	RTPFP	ALCP (ITS)	Bus Transit	Light Rail Transit	Bicycle/Ped.	Air Quality	Total
2010	\$9,209,000	\$6,461,000	\$1,446,000	\$15,862,000	\$8,196,000	\$7,039,000	\$48,213,000
2011	\$9,357,000	\$6,565,000	\$1,470,000	\$16,117,000	\$8,328,000	\$7,152,000	\$48,989,000
2012	\$9,508,000	\$6,670,000	\$1,493,000	\$16,377,000	\$8,462,000	\$7,268,000	\$49,778,000
2013	\$9,661,000	\$6,778,000	\$1,517,000	\$16,641,000	\$8,598,000	\$7,385,000	\$50,580,000
2014	\$9,816,000	\$6,887,000	\$1,542,000	\$16,909,000	\$8,737,000	\$7,503,000	\$51,394,000
2015	\$10,371,000	\$7,276,000	\$1,629,000	\$17,865,000	\$9,231,000	\$7,928,000	\$54,300,000
Totals	\$57,922,000	\$40,637,000	\$9,097,000	\$99,771,000	\$51,552,000	\$44,275,000	\$303,254,000

* Obligation Authority is estimated at 90.6%

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.



Freeways



INFORMATION

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 work heavily with through 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 2010	
2010	
January - February	• Life Cycle Certification of the Regional Transportation Plan. Plan Freeway Program Report Completed
June	• Arizona State Transportation Board approves Five Year Transportation Construction Program
July - August	• Life Cycle Certification of the Regional Transportation Plan Freeway Program Report Completed

For member agencies or private developers who have questions about freeway projects, please contact:



CONTACT

Arizona Department of Transportation

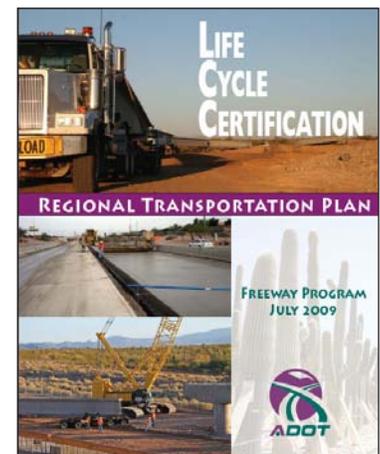
Intermodal Transportation Division –
Regional Freeway System
Kuisung Kangg, *Transportation Engineer II*
206 S. 17th Avenue, Phoenix, AZ 85007
p. 602.712.7391, f. 602.712.8001
e-mail: kkang@azdot.gov

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



RESOURCES

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



Transit



INFORMATION



MAG coordinates with the Regional Public Transportation Authority (RPTA), aka Valley Metro, Valley Metro Rail—METRO, the City of Phoenix Public Transit Department (PTD) as the designated grant recipient, and other transit operators to gather project information to program the TIP and the RTP through three sources: (1) the Transit Life Cycle Program (TLCP), (2) the compilation of locally funded projects, and (3) the MAG Committee Process.



The MAG Transit Committee will be tasked with programming federal transit funds for the upcoming 2011-2015 MAG Transportation Improvement Program (TIP). It is recognized that 2010 will be a transition year of transit programming project responsibilities. In the past, RPTA has mainly led the programming of projects, and beginning in 2010 with the 2011-2015 TIP, MAG, through the MAG Committee process, will take the lead in programming projects while working cooperatively with the transit operators in the region: City of Phoenix, Regional Public Transportation Authority (RPTA), Valley Metro Rail (METRO), City of Surprise, City of Glendale, City of Tempe, and the City of Peoria.

Due to the shortfall in regional and local revenues, the RPTA has established a TLCP Working Group that is tasked to develop a balanced life cycle program that includes a set of evaluation and prioritization criteria. A scenario is planned to be developed by the end of December 2009 for the TLCP to move forward through the RPTA committee process beginning in January 2010. In January 2010 RPTA will update MAG with the necessary project information for the 2011-2015 TIP and the RTP Update.

To program local sponsored projects for 2011-2015, member agencies should update and submit project information to Valley Metro by January 15, 2010 for inclusion in the 2011-2015 TIP.



SCHEDULE

Transit Projects—Fiscal Year 2010	
2009	
December	• Member Agencies contact Valley Metro to update and add new local sponsored transit projects for FY2011-2015
2010	
January	• 15th: Due Date for Member Agencies to update and add new local sponsored transit projects for FY2011-2015
January-March	• Approval of the Transit Life Cycle Program



CONTACT

Valley Metro/ RPTA

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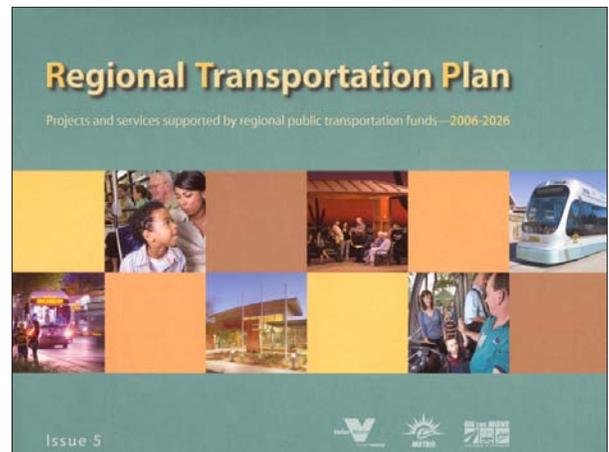
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RESOURCES

Transit Life Cycle Program (TLCP)

TLPC Policies and Procedures

[Regional Transportation Plan Transit Brochure](#)

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



INFORMATION

These three federal programs are programmed in the MAG Region on an annual basis through a competitive application process. 5310, 5316, & 5317 - Applications are available at: <http://www.mag.maricopa.gov/itemresources.cms?item=92>, <http://www.ci.phoenix.az.us/GRANTS/grants.html> - (5316 & 5317 only), and http://mpd.azdot.gov/mpd/Community_Grant_Services/ProgGuide.asp, - (5310 only).

5310 – Transportation for Elderly & Persons w/ Disabilities

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 applicants to receive FTA Section 5310 capital assistance awards in the form of vehicles and related equipment to transport elderly individuals and persons with disabilities.

Please see the following schedule and contact DeDe Gaisthea with any questions.

5316 - JARC & 5317 – New Freedom

These funds are currently programmed annually through the City of Phoenix Public Transit Department with a regional coordination effort in collaboration with MAG, the Human Services Coordination Transportation Plan. The City of Phoenix has put together a Program Management Plan that outlines the Program Goals & Objectives, Roles and Responsibilities, Eligibility, Funding Requirements, Project Selection Process, Program Management and Monitoring, Fiscal Management, and Project Selection Criteria

Please see the schedule below and contact Wendy Miller for the Program Management Plan and for any questions.



SCHEDULE

5310 - Transportation for Elderly Person and Persons with Disabilities	
2010	
January	Public notice of funding available is submitted for publication - January 18, 2010
February	Proposal Assistance Workshop - February 2, 2010, MAG Office - Saguaro Room: 10:00 am - Noon
March	Application Due Date - March 5, 2010 - NO LATE APPLICATIONS ACCEPTED
	EPDT-Application Training - March 8, 2010, MAG Office - Cholla Room : 10:00 - 11:00 am
	Public notice of applicants is submitted for publication - March 8, 2010
	Initial Scores & Question to MAG - March 26, 2010,
	Applicant Presentations and EPDT-Priority listing - March 31, 2010
April	Management Committee - April 14, 2010
	Draft priority listing to ADOT
	Regional Council - April 28, 2010
	Final Priority Listing to ADOT - April 29, 2010
May	ADOT develops a statewide list
June	ADOT to submit application to FTA
July - August	FTA evaluation and award
September	Award Notification

5316 - JARC & 5317 - New Freedom	
2010	
January	Applications and Support Material available to applicants - Week of January 25th
February	Proposal Assistance Workshop - February 2, 2010, MAG Office - Saguaro Room: 10:00 am - Noon
March	Application Due Date - March 17, 2010, 3:00 pm
	Published List of applicants for public comment- Week of March 22nd
	Regional Selection Committee received applications, public comment and instructions for evaluation and ranking process - Week of March 29th
April	Applicant Interviews with Regional Selection Committee - Week of April 20th
	Regional Selection Committee provides final funding recommendations to City of Phoenix Public Transit Department - Week of April 20th
May	Phoenix Public Transit Department notification to applicants re: project selection - by May 20th
June	Appeal Deadline - June 3rd
	MAG TIP Amendment
July-October	FTA Application process
2011	
Early 2011 to Mid 2011	Phoenix Public Transit Department and Subrecipient Agreement Process
Mid to Late 2011	Projected Availability of funds



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Elderly & Persons w/ Disabilities Transportation Committee website -

<http://www.mag.maricopa.gov/committee.cms?item=92>***Human Services Coordination
Transportation Plan 2009 Update***

RESOURCES



Arterials



The arterial projects that will be reported in the 2011-2015 TIP and RTP are programmed from two sources: (1) the Arterial Life Cycle Program (ALCP) and (2) member agency’s local sponsored projects. Member agencies transmit project information through the TIP Data Entry System. For more information about the ALCP, please see the next page.



To update current arterial TIP project listings and to submit new member agency projects for the 2011-2015 TIP, member agencies may use the TIP Data Entry System, which will be available in November 2009. Member agencies will be notified when the TIP Data Entry System is available and instructions on how to use this program can be found in **Appendix A**. The deadline for updating and submitting 2011-2015 projects via the TIP Data Entry is Monday January 11, 2009.

In addition, the Transportation Modeling and System Analysis section at MAG will distribute maps of the milestone arterial networks for 2009, 2020, 2025, and 2030 to review and update.



Arterials—Fiscal Year 2010	
2009	
October	• 22nd: Base arterial networks sent to member agency for milestone year update: 2009, 2020, 2025, and 2030
November	• 30th: TIP Data Entry System available to member agencies for 2009-2015 project updates
December	• 7th: Due Date for member agencies to submit arterial networks for milestone year update: 2009, 2020, 2025, and 2030
2010	
January	• 11th: 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
February	• FY 2011-2015 Draft MAG TIP (Listing of Projects) produced • TRC recommends Draft 2011-2015 TIP Project Listings and Draft RTP Update for AQCA
April	• Managers, TPC and RC review/recommend/approve Draft 2011-2015 TIP and Draft RTP Update for an AQCA, and Project changes to amend/administratively modify the current TIP, RTP, and ALCP*
June	• 25th: TRC review/recommend/approve 2011-2015 TIP
July	• Managers, TPC and RC review/recommend/approve 2011-2015 TIP



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RESOURCES

MAG TIP FY 2008-2012
MAG TIP Data Entry System

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 \$1.8 billion of investment over a 20 year period.

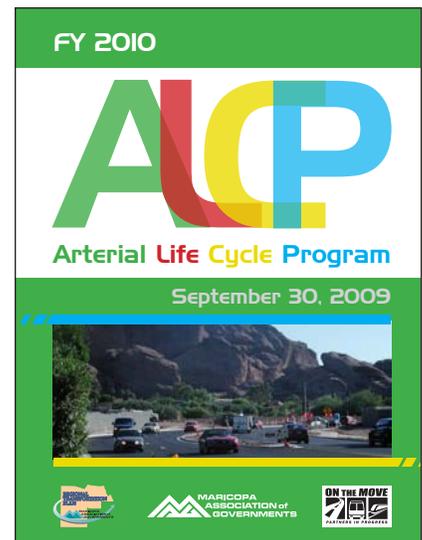
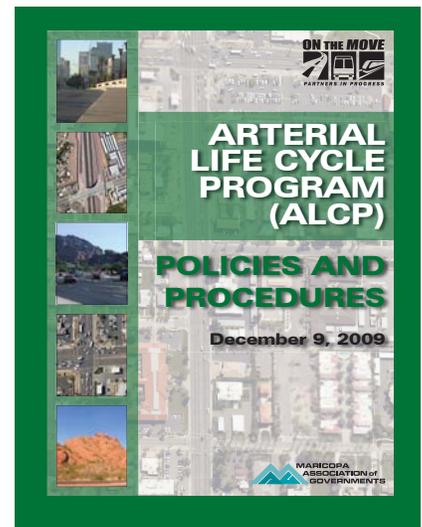
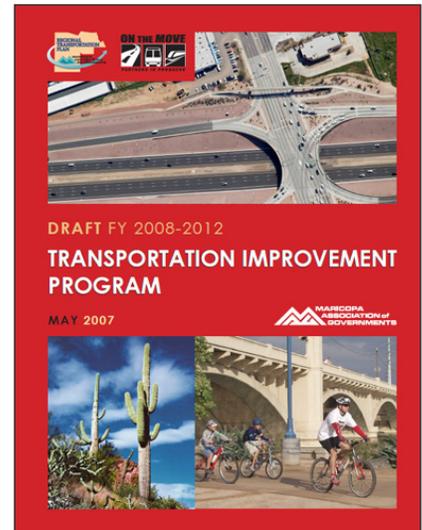
The Arterial Life Cycle Program (ALCP) provides information for each project spanning the 20-year life cycle, including location, regional funding, year of work, type of work, status of project and the lead agency. The ALCP is updated on an annual basis each fiscal year (FY). However, updates may occur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

All project information is due to MAG by January 11, 2010. 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 webpage: <http://www.mag.maricopa.gov/project.cms?item=5034>.



RESOURCES

ALCP Policies & Procedures
FY 09 Arterial Life Cycle Program





SCHEDULE

Arterial Life Cycle Program - Fiscal Year 2010	
2009	
September	<ul style="list-style-type: none"> • 24th: Transportation Review Committee (TRC) Project changes to amend/administratively modify the current Transportation Improvement Program (TIP), Regional Transportation Plan (RTP), and Arterial Life Cycle Program (ALCP)
October	<ul style="list-style-type: none"> • Managers, Transportation Policy Committee (TPC), and Regional Council (RC) review/recommend/approve project changes to amend/administratively modify the current TIP, RTP, and ALCP*
November	<ul style="list-style-type: none"> • 23rd: FY 2011 ALCP Update System available to Lead Agencies
2010	
January	<ul style="list-style-type: none"> • 22th: Due Date, Lead Agencies submit FY 2011 ALCP Project Update Data
February	<ul style="list-style-type: none"> • 20th: MAG Staff will provide Member Agencies with the first draft of the FY2011 ALCP for review and comment
March	<ul style="list-style-type: none"> • 9th: Lead Agencies present proposed project changes to MAG Street Committee • 20th: Due Date, Member agencies submit comments for Draft FY2010 ALCP • TRC review/recommend/approve project changes to amend/administratively modify the current TIP, RTP, and ALCP
April	<ul style="list-style-type: none"> • Managers, TPC and RC review/recommend/approve project changes to amend/administratively modify the current TIP, RTP, and ALCP* • 13th: Due Date, Final opportunity for Lead Agencies to present proposed project changes to the MAG Street Committee for inclusion in the FY2011 ALCP • 15th: MAG Staff will determine the availability of RARF Closeout Funds and Eligible Projects • 23rd: TRC review/recommend ALCP projects for RARF Closeout Funds
May	<ul style="list-style-type: none"> • Managers, TPC and RC review/recommend/approve ALCP projects for RARF Closeout Funds • TRC review/recommend/approve Draft FY2011 ALCP
June	<ul style="list-style-type: none"> • 1st: Due Date, Member Agencies submit final Project Reimbursement Requests for FY2010 • 1st: Due Date, Member Agencies recommended to receive RARF Closeout Funds submit final versions of all ALCP project requirements • 14th: Due Date, Last day for Final Project Reimbursement Requests for FY2010 to be accepted as complete by MAG Staff • Managers, TPC and RC review/recommend/approve Draft FY2011 ALCP



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Bicycle and Pedestrian



INFORMATION

The bicycle and pedestrian projects that will be listed in the 2011-2015 TIP are programmed from the MAG Federal Fund Program.

The Regional Transportation Plan dedicates 17% of MAG CMAQ funding for bicycle and pedestrian project costs at a maximum 70% federal funding rate with a 30% local contribution. There is an established competitive project selection process to program projects with CMAQ funds that is explained in **Section 6**.



In previous years, all five years of the TIP have been programmed with CMAQ funded Bicycle and Pedestrian projects. For the 2011-2015 TIP and future Transportation Improvement Programs, the MAG region will only program the first four years of the TIP with specific CMAQ funded Bike and Pedestrian projects, and the fifth year of the 2011-2015 TIP, 2015 will be programmed with CMAQ funds dedicated to the Bicycle and Pedestrian Program.

The competitive application and programming process for Bicycle and Pedestrian projects in 2014 for \$8,737,000 of CMAQ funds began in August 2009 with a due date of September 18, 2009, and continued through the Bike and Pedestrian Committee in October and November 2009 for presentations, evaluations, and ranking. The Bicycle and Pedestrian Committee developed an evaluation and ranking process based on:

- Transportation Improvement – enhancement of the local and/or regional transportation system
- Safety and Convenience Improvements
- Linkages – project links to regional, multi-jurisdictional, local facilities; activity centers; commercial destinations; and schools
- Demographics – housing density, average income, and elderly population
- Policies and Plan – project is consistent with the local General Plan, and local agency has policies for bicycle/shared use facilities
- MAG emissions analysis

Please see **Appendix E** for the FY 2009 Draft MAG Federal Fund Programming Principles that includes the Bicycle and Pedestrian evaluation matrix.





SCHEDULE

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

Bicycle and Pedestrian Projects - Fiscal Year 2010	
2009	
August	<ul style="list-style-type: none"> 7th: Federal Fund Project Applications available for Bicycle Projects - 2014, and Pedestrian Projects - 2014 19th: Workshop on MAG Transportation Programming and Federal Fund Project Applications, 9:00 - 10:30 a.m. - Saguaro Room, 2nd Floor MAG 27th: 1:00 - 3:30 p.m., MAG Cholla Room, Open Working Group - Federal Fund Project Applications
September	<ul style="list-style-type: none"> 10th: 8:30 - 11:00 a.m., MAG Cholla Room, Open Working Group - Federal Fund Project Applications 18th: Noon/12:00 p.m. - Due Date and Time, signed Project Applications due to MAG. Late Applications will not be accepted.
October	<ul style="list-style-type: none"> 1st: Transportation Review Committee (TRC) review/recommend/approve draft list of MAG Federal Fund project requests (no scores or Technical Advisory Committee (TAC) ranking). 20th: Bike and Ped Committee reviews and Lead Agencies present project applications for Bicycle and Pedestrian Projects - 2014 29th: AQTAC review and recommends CMAQ evaluations for ITS, Bicycle, Pedestrian, and Air Quality projects in 2014
November	<ul style="list-style-type: none"> 17th: Bike and Ped Committee - second review and ranking of project applications for Bicycle and Pedestrian Projects - FY2014
December	<ul style="list-style-type: none"> 14th: TRC review/recommend/approve funding for Paving Unpaved Road Projects - FY2013, ITS Projects - 2014, Bicycle and Pedestrian Projects - 2014, and 2014 and 2015 federally funded programs
2010	
January	<ul style="list-style-type: none"> 13th: Managers review/recommend/approve Paving Unpaved Road Projects - FY2013, ITS Projects - 2014, Bicycle and Pedestrian Projects - 2014, PM-10 Certified Street Sweepers - FY2010, and 2014 and 2015 federally funded programs 20th: TPC review/recommend/approve Paving Unpaved Road Projects - FY2013, ITS Projects - 2014, Bicycle and Pedestrian Projects - 2014, and 2014 and 2015 federally funded programs 27th: RC review/recommend/approve Paving Unpaved Road Projects - FY2013, ITS Projects - 2014, Bicycle and Pedestrian Projects - 2014, PM-10 Certified Street Sweepers - FY2010, and 2014 and 2015 federally funded programs



CONTACT

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Intelligent Transportation Systems (ITS)



INFORMATION

The ITS projects that will be listed in the 2011-2015 TIP are programmed from the MAG Federal Fund Program.

MAG ITS Projects include: (i) Freeway ITS projects, and (ii) Arterial ITS projects. Funds for all Freeway ITS projects, through FY 2026, have been identified in the Regional Transportation Plan. These projects will support the expansion of the Freeway Management System. Funds for Arterial ITS projects, also identified in the RTP, have been accelerated to the first ten years of the RTP, ending in 2017. Based on this acceleration, approximately \$7 Million of CMAQ is available for Arterial ITS projects in each of the future TIP programming years through 2017. Arterial ITS projects involve a variety of infrastructure improvements. They can range from fiber optic communication links between city traffic signal systems and traffic management centers, to new traffic signal systems in growing communities.



In a typical TIP programming cycle, CMAQ funds available for Arterial ITS projects are programmed at a maximum 70% federal funding rate. The local jurisdictions must provide at least 30% of the project cost.

In previous years, all five years of the TIP have been programmed with CMAQ funded arterial ITS projects. For the 2011-2015 TIP and future Transportation Improvement Programs, the MAG region will only program the first four years of the TIP with specific CMAQ funded arterial ITS projects, and the fifth year of the 2011-2015 TIP, 2015 will be programmed with CMAQ funds dedicated to the arterial ITS Program.

The competitive application and programming process for ITS projects in 2014 for \$6,887,000 in CMAQ federal funds began in August 2009 with a due date of September 18, 2009, and continued through the ITS Committee in October and November 2009 for presentations, evaluations, and ranking. The ITS Committee developed an evaluation and ranking process based on:

- 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

The current ITS Strategic Plan for the MAG region, developed in 2001, provides a list of new ITS projects identified for the region as the short, medium, and long-term ITS implementation plans. To the extent feasible, the ITS Committee utilizes the Plan to guide future regional investments in ITS.



SCHEDULE

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

Intelligent Transportation Systems (ITS) Projects - Fiscal Year 2010	
2009	
August	<ul style="list-style-type: none"> • 7th: Federal Fund Project Applications available for ITS Projects - FY2014 • 19th: Workshop on MAG Transportation Programming and Federal Fund Project Applications, 9:00 - 10:30 a.m. - Saguaro Room, 2nd Floor MAG • 27th: 1:00 - 3:30 p.m., MAG Cholla Room, Open Working Group - Federal Fund Project Applications
September	<ul style="list-style-type: none"> • 10th: 8:30 - 11:00 a.m., MAG Cholla Room, Open Working Group - Federal Fund Project Applications • 18th: Noon/12:00 p.m. - Due Date and Time, signed Project Applications due to MAG. Late Applications will not be accepted.
October	<ul style="list-style-type: none"> • 7th: ITS Committee reviews and Lead Agencies present project applications for ITS Projects - 2014 • 29th: AQTAC review and recommends CMAQ evaluations for ITS, Bicycle, Pedestrian, and Air Quality projects in 2014
November	<ul style="list-style-type: none"> • 4th: ITS Committee - second review and ranking of project applications for ITS Projects - FY2014
December	<ul style="list-style-type: none"> • 14th: TRC review/recommend/approve funding for Paving Unpaved Road Projects - FY2013, ITS Projects - 2014, Bicycle and Pedestrian Projects - 2014, and 2014 and 2015 federally funded programs
2010	
January	<ul style="list-style-type: none"> • 13th: Managers review/recommend/approve Paving Unpaved Road Projects - FY2013, ITS Projects - 2014, Bicycle and Pedestrian Projects - 2014, PM-10 Certified Street Sweepers - FY2010, and 2014 and 2015 federally funded programs • 20th: TPC review/recommend/approve Paving Unpaved Road Projects - FY2013, ITS Projects - 2014, Bicycle and Pedestrian Projects - 2014, and 2014 and 2015 federally funded programs • 27th: RC review/recommend/approve Paving Unpaved Road Projects - FY2013, ITS Projects - 2014, Bicycle and Pedestrian Projects - 2014, PM-10 Certified Street Sweepers - FY2010, and 2014 and 2015 federally funded programs



CONTACT

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RESOURCES

MAG Intelligent Transportation

Systems (ITS) Web site:

<http://www.mag.maricopa.gov/archive/itsystems/>

Intelligent Transportation Systems

MAG ITS STRATEGIC PLAN UPDATE

APRIL 2001

MARICOPA ASSOCIATION of GOVERNMENTS

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 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) 2010 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 FY 2013 federal CMAQ funding from member agencies in the Maricopa County PM-10 Nonattainment Area. Paving shoulders, and alleys are 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 7, 2009. 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 - Fiscal Year 2010	
2009	
August	<ul style="list-style-type: none"> • 7th: Federal Fund Project Applications available for Paving Unpaved Road Projects - FY2013, PM-10 Certified Street Sweepers - FY2010 • 19th: Workshop on MAG Transportation Programming and Federal Fund Project Applications, 9:00 - 10:30 a.m. - Saguaro Room, 2nd Floor MAG • 27th: 1:00 - 3:30 p.m., MAG Cholla Room, Open Working Group - Federal Fund Project Applications
September	<ul style="list-style-type: none"> • 10th: 8:30 - 11:00 a.m., MAG Cholla Room, Open Working Group - Federal Fund Project Applications • 18th: Noon/12:00 p.m. - Due Date and Time, signed Project Applications due to MAG. Late Applications will not be accepted.
October	<ul style="list-style-type: none"> • 13th: Street Committee reviews and Lead Agencies present project applications for Paving Unpaved Road Projects - FY2013, and PM-10 Certified Street Sweepers - FY2010 • 29th: AQTAC review and recommends CMAQ evaluations for ITS, Bicycle, Pedestrian, and Air Quality projects in 2014
November	<ul style="list-style-type: none"> • 10th: Street Committee - second review of project applications for Paving Unpaved Road Projects - FY2013, and PM-10 Certified Street Sweepers - FY2010
December	<ul style="list-style-type: none"> • 10th: AQTAC review and recommends CMAQ evaluations for Paving Unpaved Road Projects - FY2013, PM-10 Certified Street Sweepers - FY2010, and Air Quality project in 2015 • 14th: TRC review/recommend/approve funding for Paving Unpaved Road Projects - FY2013, ITS Projects - 2014, Bicycle and Pedestrian Projects - 2014, and 2014 and 2015 federally funded programs
2010	
January	<ul style="list-style-type: none"> • 13th: Managers review/recommend/approve Paving Unpaved Road Projects - FY2013, ITS Projects - 2014, Bicycle and Pedestrian Projects - 2014, PM-10 Certified Street Sweepers - FY2010, and 2014 and 2015 federally funded programs • 20th: TPC review/recommend/approve Paving Unpaved Road Projects - FY2013, ITS Projects - 2014, Bicycle and Pedestrian Projects - 2014, and 2014 and 2015 federally funded programs • 27th: RC review/recommend/approve Paving Unpaved Road Projects - FY2013, ITS Projects - 2014, Bicycle and Pedestrian Projects - 2014, PM-10 Certified Street Sweepers - FY2010, and 2014 and 2015 federally funded programs



CONTACT

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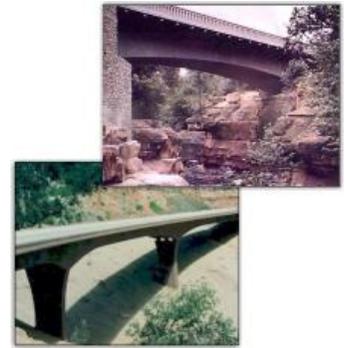
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Federal Fund Bridge Replacement and Rehabilitation Program



INFORMATION

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 D**, and is administered by ADOT.

Appendix D 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.



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<http://www.azdot.gov/highways/Localgov/index.asp>

Highway Safety Improvement Program



INFORMATION

HSIP is a new funding category that replaces the current 10 percent State STP set aside (STP-HES) for safety projects. It is anticipated that approximately \$7.5 million per year in HSIP will be made available statewide for local agencies. To use this funding, an applicant must show that a safety problem exists, that it has taken corrective measures available to it and that these measures have failed to correct the problem. The federal match is generally 94.3 percent.

This program is currently under modification on how it programs these federal funds. Please contact Reed Henry below for more information.



CONTACT

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Railroad Crossings



INFORMATION

A share of STP, STP-RR is also set aside for address railroad crossing safety problems. The federal match is usually 94.3 percent. These funds are also administered by ADOT; there is a \$500,000 federal funding cap on local sponsored projects.



CONTACT

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Safe Routes to School



INFORMATION

Approximately \$2.5 million in Safe Routes to School funding is available annually for projects statewide. Each year, in late September or early October, ADOT announces a call for SRTS project applications in several different categories. All project applications are due to ADOT on or before Noon on December 31st. Copies of project applications from entitled in the MAG region are due to MAG by the same deadline.

The project categories and amount of funds available as listed in the current cycle of SRTS grants are:

- **Materials and Regional Support** – total available \$50,000; maximum grant - \$30,000
- **Infrastructure Projects** – total \$ available TBD by ADOT; maximum grant request - \$300,000
- **Non-Infrastructure Projects** – total \$ available TBD by ADOT ; maximum grant request \$ 45,000

- **Planning Assistance Program** – ADOT provides consultant assistance for small or resource-poor elementary, middle schools, school districts or non-profit organizations and communities

All SRTS grants are provided on a cost reimbursement basis. Unlike most Federal funded projects, the projects that receive Federal SRTS funding do not have a local match requirement.

The MAG Transportation Safety Committee reviews and ranks all the SRTS project applications submitted to ADOT from the MAG Region. The ranked list of projects is recommended by MAG to ADOT. The MAG project ranking is considered by the Arizona Safe Routes to School Advisory Committee in their review of statewide SRTS applications. The Advisory Committee reviews all applications and recommend a list of projects for funding to the State Transportation Board for approval. The final announcement of Board approved projects is announced in April.



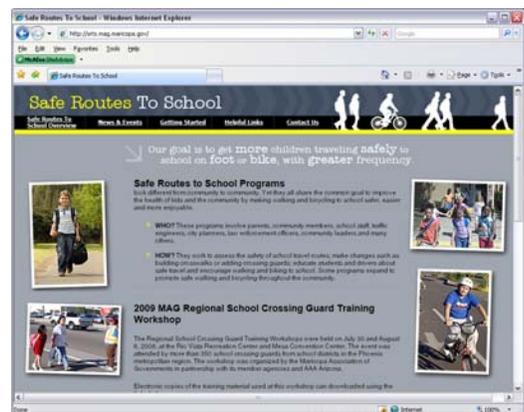
Safe Routes to School	
2009	
September/ October	• ADOT Call for Projects
December	• 31st: Applications are Due to ADOT
2010	
January	• MAG Safety Committee Ranks the Applications
February	• Management and Regional Council Approval of rankings
March	• Forward Rankings to ADOT SRTS Coordinator to be forward to Arizona Safe Routes to School Advisory Committee for consideration before final ranking
April	• Arizona State Transportation Board action to approve the project selection



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





Transportation Enhancements

This funding source comes from a set-aside of the STP, STP-TEA funds apportioned to each State. Transportation enhancements are transportation-related activities that are designed to strengthen the cultural, aesthetic, and environmental aspects of the Nation's intermodal transportation system. Eligible activities include:



- Provision of facilities for pedestrians and bicycles (off-road or on-road facilities, including modification of existing public sidewalks to comply with the requirements of the Americans with Disabilities Act);
- Provision of safety and educational activities for pedestrian and bicyclists;
- Acquisition of scenic easements and scenic or historical sites (including the provision of tourist and welcome center facilities);
- Landscaping and other scenic beautification;
- Historic preservation;
- Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals);
- Preservation of abandoned railroad corridors (including the conversion and use of pedestrian or bicycle trails);
- Control and removal of outdoor advertising;
- Archaeological planning and research;
- Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity, and
- Establishment of transportation museums.

Approximately half of the available funds are used statewide for projects on the state highway system and the remaining funds are made available for eligible projects submitted by local governments statewide. The federal participation is capped at 94.3 percent, with a minimum local cash match requirement of 5.7%. The ADOT Transportation Enhancement Review Committee (TERC) has established a cap of \$500,000 for federal funded local sponsored projects.

For local agency sponsored projects, MAG coordinates and ranks submitted projects and submits a prioritized list to the ADOT Transportation Enhancement Review Committee (TERC). Local agencies may also contact the ADOT Phoenix Construction District Engineer regarding enhancement funding for projects on the state highway system.

Each year, MAG requests projects and hosts an information workshop in early spring. Applications are reviewed and ranked by the MAG Enhancement Funds Peer Review Group (EPRG) before June. The EPRG list is reviewed by the MAG Management Committee and the MAG Regional Council in July. Final applications are submitted to ADOT in August and ranked by the TERC in October. The TERC list is submitted to the State Transportation Board in November for final action.



Transportation Enhancements—Fiscal Year 2010	
2009 (Round 17)	
August	<ul style="list-style-type: none"> • 29th: Applications due to the Arizona Dept. of Transportation (ADOT) for review and evaluation by the Transportation Enhancement Review Committee. Submitted to ADOT by MAG Staff
October	<ul style="list-style-type: none"> • 3-day TERC meeting in Kingman.
November	<ul style="list-style-type: none"> • Tentative Approval of TERC recommendations by the State Transportation Board
2010 (Round 18)	
Spring	<ul style="list-style-type: none"> • Completed original enhancement funds applications and 10 additional copies due to MAG • MAG EPRG reviews and ranks applications
June	<ul style="list-style-type: none"> • Ranked list of applications reviewed by MAG Management Committee for recommendation to the MAG Regional Council • MAG Regional Council reviews ranked list of applications and forwards to ADOT

* Member agencies will be notified of any modifications to schedule



CONTACT

MAG - Transportation Division

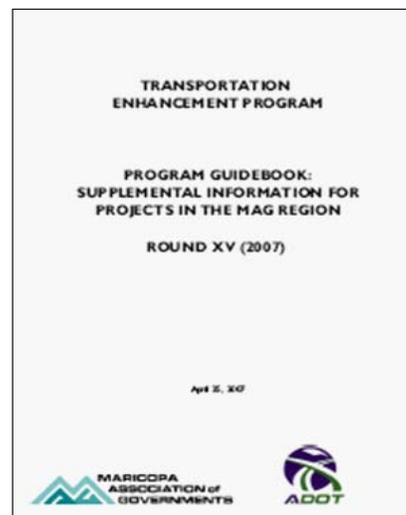
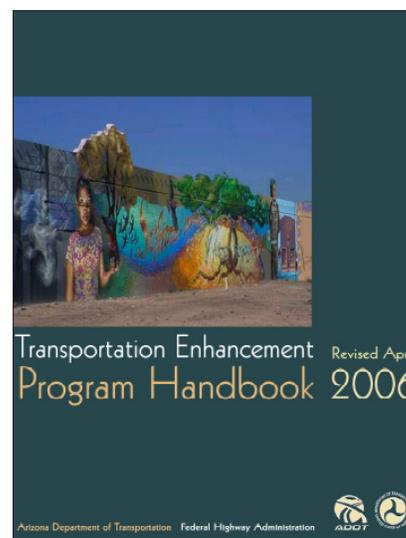
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RESOURCES

Transportation Enhancement Program Handbook
<http://grandcanyonairport.net/highways/SWProjMgmt/enhancement/index.asp>

**Transportation Program Guidebook:
 Supplemental Information for Projects in the
 MAG Region**



MAG FEDERAL FUND PROGRAM



INFORMATION

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. For the most part, 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. 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 Programming Process

The MAG Transit Committee will be tasked with programming federal transit funds for the upcoming 2011-2015 MAG Transportation Improvement Program (TIP). It is recognized that 2010 will be a transition year of transit programming project responsibilities. In the past, RPTA has mainly led the programming of projects, and beginning in 2010 with the 2011-2015 TIP, MAG, through the MAG Committee process, will take the lead in programming projects while working cooperatively with the transit operators in the region: City of Phoenix, Regional Public Transportation Authority (RPTA), Valley Metro Rail (METRO), City of Surprise, City of Glendale, City of Tempe, and the City of Peoria.



The funds that are to be programmed cooperatively with MAG and transit operators are the federal 5307, 5309 – Rail & Fixed Guideway, and CMAQ. In 2003, MAG approved the Regional Transportation Plan (RTP) that outlined the transit priorities and projects in the region funded with half cent transportation sales tax, and federal funds. The Transit Life Cycle Program (TLCP) was created to maintain the fiscal balance of the project expenditures and revenues as outlined by the priorities and projects in the RTP. The TLCP as a financial document is approved annually by the RPTA Board and integrated into the MAG RTP as it is updated and appropriate. It is noted that METRO is the main agency that programs the Light Rail portion of the TLCP, which is first approved by the METRO Board

before being integrated into the TLCP. MAG and transit operators will cooperatively develop priorities and guidelines for programming transit projects in the region.

There are three objectives for programming the 2011–2015 TIP:

- 1) establish/concur with the programming priorities/guidelines/criteria for federal funded projects in 2009-2015,
- 2) program any remaining balances of federal funds, and
- 3) recommend approval of the Draft project listing for 2009-2015.

Competitive Project Selection Process for MAG CMAQ Funds

The Regional Transportation Plan allocated the available regional federal funds to different multi-modal categories as shown in **Table 1 (p. 24)**. 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. In a typical TIP programming cycle, CMAQ funds available for arterial ITS, and Bicycle and Pedestrian projects are programmed at a maximum 70% federal funding rate. The local jurisdictions must provide at least 30% of the project cost. For PM-10 Certified Street Sweepers and Pave Unpaved Road projects, the maximum federal share is 94.3% and a minimum local match at 5.7% is required.

In previous years, all five years of the TIP have been programmed with projects to receive the CMAQ funds through a competitive process. For the 2011-2015 TIP and future Transportation Improvement Programs, the MAG region will only program up to the first four years of the TIP with specific CMAQ funded projects, and at least the fifth year of the 2011-2015 TIP, 2015 will be programmed with CMAQ funds dedicated to the ITS Program, Bicycle and Pedestrian Program, and Air Quality Program.

The 2010-2015 MAG Federal Fund Program has CMAQ funds available to be competitively programmed for:

- PM-10 Certified Street sweepers in 2010 - \$1,310,000 of CMAQ funds available
- Pave Unpaved Road projects in 2013 - \$4,513,000 of CMAQ funds available
- Bicycle and Pedestrian projects in 2014 - \$8,737,000 of CMAQ funds available
- ITS projects in 2014 - \$6,887,000 of CMAQ funds available

In FY2010, the MAG Committee Process will rely on the Draft MAG Federal Fund Programming Principles to guide the application and programming process for PM-10 Certified Street Sweepers, Pave Unpaved Road projects, Bicycle and Pedestrian projects, and ITS projects.

The Draft Principles were derived from the established Closeout Guidelines and Process, which were approved by the MAG Regional Council in 1995, 1996, and 2001. The Closeout process and guidelines have been sufficient for a number of years, but needed to be updated and expanded to encompass the entire federal fund programming cycle, which occurs throughout the year. The Draft 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.

The Draft Principles are applicable to federal funded projects that are competitively selected and programmed through the MAG Process. The Draft Principles are divided into eight sections:

1. Guiding Principles
2. Application Process
3. Competitive Project Selection Process for MAG Federal Funds
4. Programmed Federal Fund Projects
5. Closeout Process
6. Closeout Process – Deferrals
7. Closeout Process – Prioritization of Unobligated Federal Funds
8. Re-distributed Obligation Authority



RESOURCES

The Draft MAG Federal Fund Programming Principles can be found in *Appendix E*.

All documents listed in the Appendix can be found online at:

<http://www.mag.maricopa.gov/project.cms?item=413>.

Applications

Each type of project has a unique application and a competitive selection process that began in August 2009. 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 7, 2009 and were posted on our website at: <http://www.mag.maricopa.gov/project.cms?item=413>. There was notification sent to the appropriate technical advisory committees, the Transportation Review Committee, MAG Management, and Intergovernmental Representatives when the applications were available. In addition, MAG will hosted a pre-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 hosted 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.

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 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 Pedestrian Working Group and The Regional Bicycle Task Force
2. Intelligent Transportation System (ITS) Projects will be presented, reviewed, and ranked at the ITS Committee.
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 FY2009 and implemented in the FY 2010 application ranking process. Please see **Appendix E** of the Programming Guidelines which include the Bike and Pedestrian Evaluation matrix.

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.mag.maricopa.gov/committee.cms?item=78>.

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 a special committee meeting, 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

The current ITS Strategic Plan for the MAG region, developed in 2001, provides a list of new ITS projects identified for the region as the short, medium, and long-term ITS implementation plans. To the extent feasible, the ITS Committee utilizes the Plan to guide future regional investments in ITS.

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 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. The TRC will begin developing project selection guidelines at the August 2008 meeting.

Federal Fiscal Year 2010 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 F**.

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. The components for the justification memo are still in development and will be available by March 2009 for FFY09 Closeout.

Federal Fiscal Year 2010 Closeout—Project Submittals

MAG member agencies will complete a Closeout Project Submittal or a new project application to submit projects for use of FFY09 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 or additional funds will complete and submit a Closeout Project Submittal Form by the due date and time for project submittals for Closeout funds. An example of the Project Submittal form can be found in **Appendix G**.

Local jurisdictions submitting a new project for Closeout will complete and submit the most current project application form by the due date and time for project submittals for Closeout funds. Closeout Forms will be available by March 2010.



SCHEDULE

The schedule related to the Competitive Project Selection Process for MAG Federal Funds is found below.

Competitive Federal Fund Programming Process FY 2010	
2009	
August	<ul style="list-style-type: none"> • 7th: Federal Fund Project Applications available for Paving Unpaved Road Projects - FY2013, PM-10 Certified Street Sweepers - FY2010, ITS Projects - FY2014, Bicycle Projects - 2014, and Pedestrian Projects - 2014 • 19th: Workshop on MAG Transportation Programming and Federal Fund Project Applications, 9:00 - 10:30 a.m. - Saguaro Room, 2nd Floor MAG • 27th: 1:00 - 3:30 p.m., MAG Cholla Room, Open Working Group - Federal Fund Project Applications
September	<ul style="list-style-type: none"> • 10th: 8:30 - 11:00 a.m., MAG Cholla Room, Open Working Group - Federal Fund Project Applications • 18th: Noon/12:00 p.m. - Due Date and Time, signed Project Applications due to MAG. Late Applications will not be accepted.
October	<ul style="list-style-type: none"> • 1st: Transportation Review Committee (TRC) review/recommend/approve draft list of MAG Federal Fund project requests (no scores or Technical Advisory Committee (TAC) ranking). • 7th: ITS Committee reviews and Lead Agencies present project applications for ITS Projects - 2014 • 13th: Street Committee reviews and Lead Agencies present project applications for Paving Unpaved Road Projects - FY2013, and PM-10 Certified Street Sweepers - FY2010 • 20th: Bike and Ped Committee reviews and Lead Agencies present project applications for Bicycle and Pedestrian Projects - 2014 • 29th: AQTAC review and recommends CMAQ evaluations for ITS, Bicycle, Pedestrian, and Air Quality projects in 2014
November	<ul style="list-style-type: none"> • 4th: ITS Committee - second review and ranking of project applications for ITS Projects - FY2014 • 10th: Street Committee - second review of project applications for Paving Unpaved Road Projects - FY2013, and PM-10 Certified Street Sweepers - FY2010 • 17th: Bike and Ped Committee - second review and ranking of project applications for Bicycle and Pedestrian Projects - FY2014
December	<ul style="list-style-type: none"> • 10th: AQTAC review and recommends CMAQ evaluations for Paving Unpaved Road Projects - FY2013, PM-10 Certified Street Sweepers - FY2010, and Air Quality project in 2015 • 14th: TRC review/recommend/approve funding for Paving Unpaved Road Projects - FY2013, ITS Projects - 2014, Bicycle and Pedestrian Projects - 2014, and 2014 and 2015 federally funded programs
2010	
January	<ul style="list-style-type: none"> • 13th: Managers review/recommend/approve Paving Unpaved Road Projects - FY2013, ITS Projects - 2014, Bicycle and Pedestrian Projects - 2014, PM-10 Certified Street Sweepers - FY2010, and 2014 and 2015 federally funded programs • 20th: TPC review/recommend/approve Paving Unpaved Road Projects - FY2013, ITS Projects - 2014, Bicycle and Pedestrian Projects - 2014, and 2014 and 2015 federally funded programs • 27th: RC review/recommend/approve Paving Unpaved Road Projects - FY2013, ITS Projects - 2014, Bicycle and Pedestrian Projects - 2014, PM-10 Certified Street Sweepers - FY2010, and 2014 and 2015 federally funded programs



SCHEDULE

MAG FFY 2010 Closeout	
2010	
March	1st: FFY10 Project Deferral Forms and Justification Memo requirements are available
	26th: Project Applications available for FFY2010 Closeout funds
March - April	Member agencies submit Project Deferral Forms and Justification Memos throughout March and April. Please make a best effort to submit before April 17
April	16th: Noon/12:00 p.m. - Due Date and Time, for signed Project Applications for FFY2010 Closeout. Late Applications will not be accepted.
	29th: TRC review/recommend/approve list of Deferred FFY 10 Federal funded projects
May	Managers, TPC and RC review/recommend/approve list of Deferred FFY 09 Federal funded projects
	27th: TRC review/recommend/approve Interim FFY 2009 Closeout
May - June	Member agencies submit remaining Project Deferral Forms and Justification Memos throughout May and June.
June	Managers, TPC and RC review/recommend/approve Interim FFY 2009 Closeout
	24th: TRC review/recommend/approve Final FFY 2009 Closeout
July	Managers, TPC and RC review/recommend/approve Final FFY 2009 Closeout



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LOCAL SPONSORED FEDERAL FUND PROJECT DEVELOPMENT



INFORMATION

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.



SCHEDULE

Table 5: Required Milestones and Schedule – Federal Funded Local Sponsored Project	
The following project milestones are based on a typical project process. Some projects may follow an 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



INFORMATION

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 timeline 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 project and TRACS numbers from ADOT, and notifies local agency.
5. Local agency deposits ADOT review fee (typically \$10,000.00) 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.
 - Pigmy owl situation clearance takes at least 12 to 18 months.
 - 404 and 401 permits from US Army Corps 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. Sponsor submits initial/final materials memo, geotechnical report, pavement design summary, drainage report, and bridge selection report.
21. If necessary, arrange a field review meeting with ADOT district staff, local agency, and design team to resolve ADOT review comments.
22. Sponsor Initiates the Utility clearance letters.
23. Sponsor initiates the Right of Way clearance letters.
24. 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.
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.dot.state.az.us/Highways/localgov/Index.asp>

MAG FedTIP Web Site

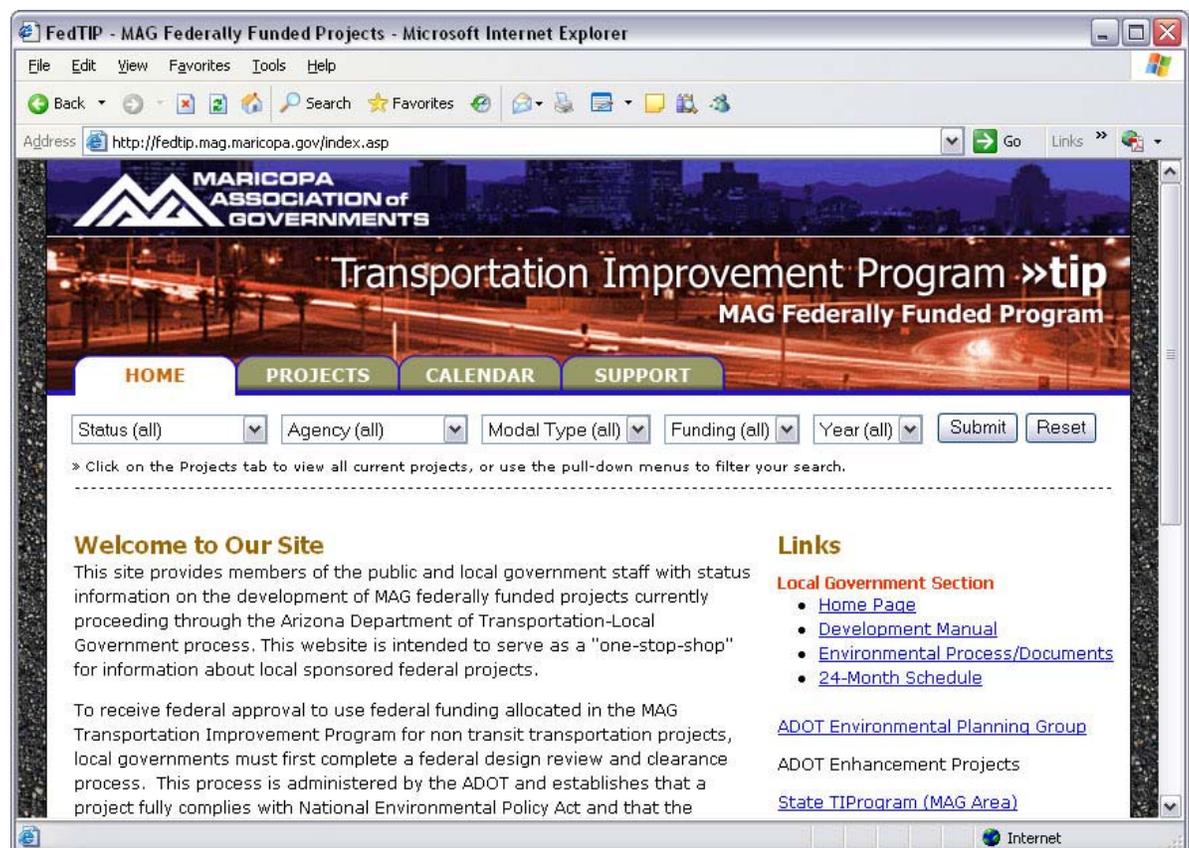
In response to member agencies request to provide an up to date information center about local sponsored federally funded projects, MAG created a web site that provides members of the public and local government staff with status information on the development of MAG federally funded projects currently proceeding through the Arizona Department of Transportation-Local Government process. The intention of the web site is to serve as a "one-stop-shop" for information about local sponsored federal projects.

The center piece of this web site, is the Projects Page, which lists all local sponsored federal projects. A user can click on the Projects tab, and either select a project by it's TIP ID # or use the pull-down toolbar menus to search for the appropriate project. The Projects Page allows a user to obtain a Details Page that summarizes: programming history, amount of funds programmed, statuses of various clearances, project identification information, bidding information, and contact information.



RESOURCES

Web site: <http://fedtip.mag.maricopa.gov/index.asp>



MAG created a web site dedicated to provide members of the public and local government staff with information on the status of federally funded projects in the TIP currently proceeding through the MAG and Arizona Department of Transportation design review and clearance process.

FY 2011-2015 TIP DATA ENTRY SYSTEM INSTRUCTIONS

I. OVERVIEW

The FY 2011-2015 Transportation Improvement Program Program Data Entry System is designed to facilitate and standardize the annual update of the MAG Transportation Improvement Program (TIP) for projects not included in the Arterial Life Cycle Program. It is the responsibility of MAG Member Agencies to input and update the status of regionally significant projects in their jurisdiction. The 2011-2015 TIP represents a prioritized listing/program of transportation projects and covers a 5-year period, which will be updated from the 2008-2012 MAG TIP Report.

To meet federal requirements, the 2011-2015 TIP will report on all projects funded with federal funds and all regionally significant projects that are funded with Federal or non-Federal funds.

These regionally significant projects come from three main sources: the life cycle programs, the MAG Federal funded program, and locally sponsored projects. MAG defines a regionally significant project as a project that:

- 1) is on a road 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);
- 2) is greater than one-half mile in length, or is on a freeway, freeway ramp, or roadway which carries traffic over or under a freeway at an interchange; and,
- 3) alters the number of striped through-lanes available for motor vehicle use, and thus would normally be reflected in the roadway network used by MAG for regional transportation modeling purposes.

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

One of the new requirements of the Federal mandate, Safe Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), is that the MAG TIP reports project costs in year of expenditure (YOE). To successfully fulfill this requirement, the user will indicate if the Project Cost Estimate Includes Inflation. Once the user answers the Inflation questions, a 'Cost with Inflation' is calculated for the user to view. MAG will keep all data records for original and inflated costs for future updates of the project.

Annual Update Deadline

- Updated TIP 2010-2015 information: Monday, January 11, 2010.

II. APPLICATIONS ACCESS

The FY 2011-2015 TIP Data Entry System is a Microsoft Access 2000 (Access) application and requires Access is installed on the computer(s) or network running the application. If MS Access 2000 is not available on your computer/network, MAG will provide an alternate method to use for the annual update process. Please contact MAG Staff immediately to have an alternative provided to you in a timely manner.

To download the application, please go to the TIP webpage on the MAG website: <http://www.mag.maricopa.gov/project.cms?item=413>. Please select the link associated with the "FY 2011-2015 TIP Data Entry System" located mid-page. Each member agency will have its own database, separate from others. This will be annotated in the title and the download link. For successful operation, the FY 2011-2015 TIP Data Entry System must first should be downloaded and saved to the user's computer. After the file has been downloaded, the FY 2011-2015 TIP Data Entry System may be opened for immediate use.

III. PROGRAM OPERATION

A. PROGRAM INITIALIZATION

Upon opening the FY 2011-2015 TIP Data Entry System, users will be prompted to the Data Entry System's Main Menu (**See Figure 1**). If this does not occur or if the incorrect MAG member agency accidentally was selected for the annual update process, then the user must remove the FY 2011-2015 TIP Data Entry System by deleting the downloaded files. Once the files have been deleted, then the user must download the files again from the MAG website and repeat the initialization process.

B. MAIN FORM

The Main Form includes four large buttons on the left side of the form and an exit button on the lower right side of the form. When pressed, each of these buttons will bring up a new form to proceed with the update process. The five buttons are as follows:

1. Enter/Edit TIP Data
2. Print Reports
3. Export Data to Excel
4. Send Data to MAG

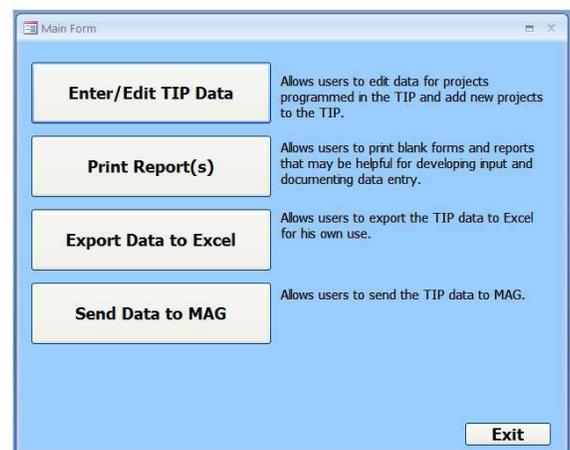


Figure 1. Main Form

IV. ENTER/EDIT TIP DATA

A. OPERATING THE ENTER/EDIT TIP FORM

The TIP form (**See Figure 2**) is the primary form used to update data in the Data Entry System. Certain fields are provided for informational purposes only, and modification of these fields is prohibited. Fields, which may not be updated, such as the Project ID and the amount of federal funds, will be grayed out. At the bottom of the form, several buttons allow the user to navigate through the database, sort data, set filters and perform various automatic checks. The operation of these buttons is discussed below.

Home, Right-Arrow, Left-Arrow and End Buttons

These buttons allow the user to move between projects. If a user is on the first project in the database, the Left-Arrow and Home buttons will be disabled. If the user is on the last project in the database, the End and Right-Arrow will be disabled.

The current record number is displayed in the field located between the Right-Arrow and Left-Arrow buttons. Users may move to any record in the database by entering the record number and pressing the Enter or Return key.

Duplicate Existing Project Button

The Duplicate Existing Project button is used to insert a new project with data from an existing project the user is currently viewing. The status field for the project is set as "New," the "New Yr" field is set to 2010 and the project identification number for the project is set as the time and date the new project was created.

Add New Project Button

The Add New Project button is used to insert a new, blank project. The status field for the project is set as "New," the "New Yr" field is set to 2010 and the project identification number for the project is set as the time and date the project was created.

Delete New Project Button

The Delete New Project button is used to delete projects

The screenshot shows the 'MAG Transportation Improvement Program Data Entry Screen' for a 'Locally Funded Project'. The project ID is MES04-125C and the location is Superstition Springs Mall Area. The work type is 'Install real-time adaptive signal system'. The form includes sections for funding sources (ARRA, Federal, Regional, Local), agency cost estimates, and facility features. The current facility features include Average Daily Traffic (500000) and Length (1.5 miles). The planned facility features section is currently empty. At the bottom, there are navigation buttons: Home, Left Arrow, 1, Right Arrow, End, Add New Project, Duplicate Existing Project, Delete New Project, Table View/Set Filter, Filer Not On, and Return to Main Form.

Figure 2. TIP Data Entry Form

Figure 3.
Top of Data
Entry Form

created with either the Duplicate Existing Project or Add New Project buttons. This button cannot be used to delete an existing project in the TIP Data Entry System. To delete a project in the TIP, please change the project status to "Deleted" and MAG Staff will make the appropriate change.

Table View

In-clude	TIPIDN	Location	Work Type	Old TIP Year	Status	New TIP Year	Mode	Federal Type	Total Cost	Return
<input checked="" type="checkbox"/>	MES04-125C	Superstition Springs Mall Area	Install real-time adaptive signal system	2009			ITS	CMAQ	1,370,000	Form View
<input checked="" type="checkbox"/>	MES06-203C	Pepper Pl: Lewis St to Robson St	Construct multi-use path	2010			Bicycle	CMAQ	399,000	Form View
<input checked="" type="checkbox"/>	MES07-313C	Main St: Mesa Dr to Mill Ave	Construct non intrusive detection systems, cameras, dynamic message signs and one mile of fiber optic cable	2008			ITS	CMAQ	1,748,182	Form View
<input checked="" type="checkbox"/>	MES07-314	South Canal: Val Vista Dr to Greenfield Rd	Construct multi-use path. Development of multi-use path system (MUP). This project is part of the	2010			Bicycle	CMAQ	774,000	Form View
<input checked="" type="checkbox"/>	MES07-315	Southern Ave at Country Club Dr	Add 1 right turn lane and three bus pullouts.	2010			Street	CMAQ	4,347,000	Form View
<input checked="" type="checkbox"/>	MES08-602R	Lewis St: First St to Main Library	Construct pedestrian improvements	2011			Pedestrian	CMAQ	337,390	Form View
<input checked="" type="checkbox"/>	MES08-603	Longmore: Broadway Rd to Main St (EVIT)	Design and construct bicycle path to connect Broadway Rd with Main St and the Light Rail Station	2010			Bicycle	CMAQ	1,968,775	Form View
<input checked="" type="checkbox"/>	MES08-604	Loop 202 (Red Mtn Fwy)	Design and install fiber optic cable and end splices and complete connections at network hubs	2010			ITS	CMAQ	1,198,100	Form View
<input checked="" type="checkbox"/>	MES08-801	Elliot Rd: Hawes Rd to Loop 202 (Santan Fwy)	Widen roadway to add 2 through lanes in each direction and a center turn lane	2009			Street	None	2,800,000	Form View
<input checked="" type="checkbox"/>	MES08-802	Elliot Rd: Signal Butte Rd to Mountain Rd	Widen roadway to add 1 through lane in each direction and a center turn lane	2008			Street	None	2,000,000	Form View
<input checked="" type="checkbox"/>	MES08-803	Ellsworth Rd at Pecos Rd	Widen intersection along all four legs to add 2 through lanes in each direction and center turn lanes	2010			Street	None	3,200,000	Form View
<input checked="" type="checkbox"/>	MES08-804	Ellsworth Rd: McKellips Rd to McLellan Rd	Widen roadway to add 1 through lane in each direction and a center turn lane	2009			Street	None	2,000,000	Form View
<input checked="" type="checkbox"/>	MES08-805	Hawes Rd: Elliot Rd to Paloma Ave alignment	Widen roadway to add 2 through lanes in each direction and a center turn lane	2009			Street	None	2,800,000	Form View
<input checked="" type="checkbox"/>	MES08-806	McKellips Rd: Hawes Rd to Ellsworth Rd	Widen roadway to add 1 through lane in each direction and a center turn lane	2010			Street	None	2,000,000	Form View

Reset Filters: Include All, Exclude All, Filter on Field Value: Old Year, New Year, Status, Mode, Federal, Sort on Field Value: Sort, Form View

Table View/Set Filter Button
The Table View/Set Filter button is used to view projects in a tabular format and to set filters that limit the projects to be edited. When this option is selected, a new table view will appear (See Figure 3).

The user may select from five filters to limit the projects to be displayed. The filters enable the user to view projects by old year, new year, status, mode, and program. In addition to the Filter options, a user may use the Sort option to sort data alphabetically, by year, mode, etc.

Once the filter or selection is complete, the user can return to the Form View by selecting the far right button "Form View". When a filter is set, a large red 'FILTER ON' notification will be displayed on the data entry form (See Figure 4). To clear the filter the user will need to press the Clear Filter button.

Figure 4.
Data Entry
Form when
filter is on

Locally Funded Project

Proj ID	Location	08-12 TIP	Status	11-15 TIP
MES07-315	Southern Ave at Country Club Dr	0 2008 2009 2010 2011 2012	Completed Underway Deleted Deferred	0 2008 2009 2010 2011 2012
FILTER ON	Work Type			
	Add 1 right turn lane and three bus pullouts.			
Funding Source	Agency Costs Estimate	Estimate Includes Inflation	Cost with Inflation	
ARRA: None	\$0	<input checked="" type="checkbox"/> Yes	\$0	
Federal: CMAQ	\$910,000	<input checked="" type="checkbox"/> Yes	\$910,000	
Regional: None	\$0	<input checked="" type="checkbox"/> Yes	\$0	
Local: HURF	\$3,437,000	<input checked="" type="checkbox"/> Yes	\$3,437,000	
Total Cost	\$4,347,000		\$4,347,000	

Calculate Inflated Costs and Totals

B. COMPLETING THE TIP DATA ENTRY FORM

The TIP Data Entry form must be completed for the data transaction to take place. The top portion of the form is shown in Figure 3. Required information in this portion of the form includes the project location, work description, project year and funding data. Updating the information for the Project Year requires the user to review the year programmed in the 2008-2012 TIP, select one of the categories in the Status area: No

Change, Completed, Underway, Deleted, Deferred, or Advanced, and select or verify the correct year in the 11-15 TIP column.

FUNDING

PLEASE NOTE: The required information regarding funding has changed from previous years. Users must input the type of funding, the Project Cost Estimates, and indicate if the Project Cost Estimate includes inflation. Once the inflation field(s) is completed, the 'Cost with Inflation' will be calculated for the user to view. Remember, it is a Federal requirement by the SAFETEA-LU legislation that the MAG TIP reports on project costs in year of expenditure (YOY). The amounts shown in the 'Cost with Inflation' area will be printed in the 2011-2015 MAG-TIP. MAG will save the original and inflated costs for future updates.

Certain fields in the TIP Data Entry form are grayed-out and may not be edited. These fields include the Project ID, federal and regional funding, and years associated with Federally funded projects. If a user is requesting a change to the year associated with a CMAQ or STP-MAG Federal funded project, please wait until the Closeout process is begun, or contact MAG Staff.

Projects that are programmed with Transportation Enhancement funds - STP-TEA, Bridge funds – BR, Highway Safety funds – HSIP/HES, High Priority Project funds – HPP, and Safe Routes to School (SRS) can be updated through the MAG TIP Data Entry System.

The bottom portion of the data entry form is shown in **Figure 5**. This is for the user to determine the management system, mode, work code, and facility information. On the right hand side, the user must review and modify the current facility feature information, and complete the future planned facility features, as needed.

Figure 5.
Bottom of
Data Entry
Form

Mgmyt System	Mode	Work Code	Facility Type	Current Facility Features	Planned Facility Features
AQ or TDM	Freeway	<input checked="" type="checkbox"/> Design	Freeway	Average Daily Traffic 500000	
Bridge	Street	<input type="checkbox"/> Right-of-Way	Expressway	Length (Miles) 1.5	
Congestion	ITS	<input checked="" type="checkbox"/> Construction	Arterial Street	Through Lanes by Direction	Through Lanes by Direction
Intermodal	Bicycle	<input type="checkbox"/> Operations	Collector Street	South or West Lanes 0	South or West Bound 0
Maintenance	Pedestrian	<input type="checkbox"/> Maintenance	Park-and-Ride	North or East Lanes 0	North or East Bound 0
Other	Bridge	<input type="checkbox"/> Procurement	Transit Center	Total Lanes Before 0	Total Lanes After 0
Pavement	Maintenance	<input type="checkbox"/> Reimbursement	Light Rail	<input type="checkbox"/> Paved Road	<input type="checkbox"/> Paved Road
Public Transportation	Safety	<input type="checkbox"/> Study/Planning	Other	<input type="checkbox"/> Paved Shoulder	<input type="checkbox"/> Paved Shoulder
Safety	AQ or TDM	<input type="checkbox"/> Paving	None	<input type="checkbox"/> Curbs	<input type="checkbox"/> Curbs
None	Transit	<input type="checkbox"/> Striping		<input type="checkbox"/> Bus Pullouts	<input type="checkbox"/> Bus Pullouts
	Other	<input type="checkbox"/> Widening		<input type="checkbox"/> Sidewalks	<input type="checkbox"/> Sidewalks
				Bicycle Facilities None	Bicycle Facilities None
Agency Comments The project has been deferred. The length of the project is only that of estimated 20 intersections; therefore "total through lanes" is NA. EOY: Increased federal funding to 100% in 09 Closeout on project change sheet 6-24-09, Clerical Error Correction: L					

Home
<=
1
=>
End

Add New Project
Duplicate Existing Project
Delete New Project

Table View/ Set Filter
Filter Not On
Return to Main Form

Once the user has completed updating and entering new project information, the user should 'Return to the Main Form' by clicking the button in the right hand corner. The changes made by the user will automatically be saved.

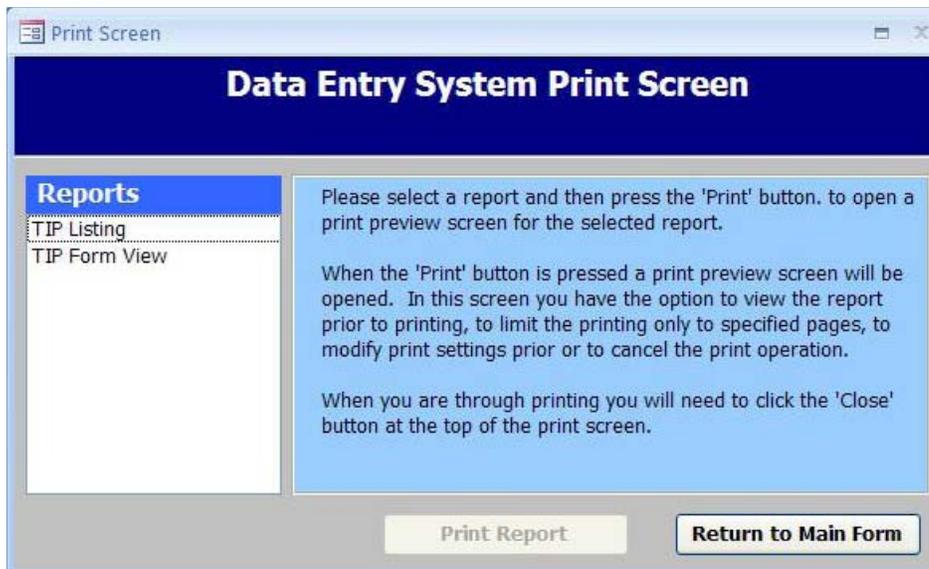


Figure 6.
Data Entry
Print Screen

in this report is limited to that used in the MAG TIP and includes TIP identification numbers, project locations, work type, and funding data.

V. PRINT REPORTS

This Print Report form may be used to print standard reports on projects programmed in the TIP (**See Figure 6**). These reports are discussed below.

TIP Listing

The TIP Listing report produces a listing of data in a format similar to that used in the MAG TIP Report. Data printed

TIP Form View

The TIP Form View report generates the TIP project data in a similar format as the TIP Data Entry Form. The form allows the user to print detailed information by project.

When the Print Report form appears, the user should select the appropriate report and press the Print Report button on the lower left hand side of the screen to print the specified report. When the Print button is pressed, a standard Access print preview screen will be displayed. In this screen, the user will have the option to view the report prior to printing, to limit the printing only to specified pages, to modify print settings prior, or to cancel the print operation. After printing is complete, click the 'Close' button at the top of the print screen to exit print preview and return to the Print Report form.

VII. EXPORT DATA TO EXCEL

The user may export TIP Data to MS Excel. To accomplish this, the user should select the Export Data to Excel button on the Main Form. A popup will appear prompting the user to select the appropriate location to save the exported file.

VIII. SEND DATA TO MAG FORM

This form is used to e-mail the completed and updated TIP data to MAG. When the user presses the E-Mail TIP Data to MAG button on the Main form, a standard MS Outlook E-mail form will appear with an attached spreadsheet of TIP data and the "TO" and "SUBJECT" e-mail fields completed for the user.

Please note that all Status and New Year fields for projects must be completed prior to submitting the data to MAG. If these fields are not completed the E-mail transmission will be aborted and the user will be requested to complete the needed fields.

IX. QUESTIONS OR COMMENTS

If you need additional information on using this program, have noted errors in the program, or would like to set up a meeting to work with MAG staff, please contact:



CONTACT

- MAG Offices: (602) 254-6300
- Eileen Yazzie, *Transportation Programming Manager*: eyazzie@mag.maricopa.gov
- Stephen Tate, *Transportation Planner III*: state@mag.maricopa.gov

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM FACT SHEET

According to the final Congestion Mitigation and Air Quality Improvement (CMAQ) Program Guidance, effective October 31, 2006, 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. **This Guidance can be accessed online at: <http://www.fhwa.dot.gov/environment/cmaq06gd.pdf>, and copies are also available at MAG.** Eligible and ineligible CMAQ Activities are listed below.

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, van-pools, 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					
Scottsdale	9648	64th St Driveway	Drain Channel	F	37.55
Scottsdale	9647	64th St Driveway	Drain Channel	F	37.56
Gila Bend	10677	County road	Paloma Irrigation Canal	S	42.52
Gilbert	8041	Queen Creek Rd	E. Maricopa Floodway	S	49.72
ELIGIBLE FOR BRIDGE REHABILITATION FUNDING					
Scottsdale	9362	68th Street	Arizona Canal	S	53.72
Mesa	7940	Main St -Old 60	Eastern Canal	F	59.14
Mesa	7939	Main St-Old US 60	Consolidated Canal	F	60.96
Scottsdale	10482	McDowell Rd	Indian Bend Wash	F	61.84
Apache Jct	7905	Old W Hwy - EB	Weekes Wash	S	63.68
Goodyear	9432	Rainbow Valley Rd	Waterman Wash	F	65.29
Tempe	9954	Mill Avenue SB	Salt River, Rio Salado P	F	66.19
Glendale	9906	Union Hills drive	New River Bridge	F	66.74
Queen Creek	10089	Ocotillo Road	Queen Creek	S	67.95
Scottsdale	9364	Thomas Rd & 64 St	Ariz Crosscut Canal	F	69.40
Scottsdale	9640	Indian School Rd	Indian Bend Wash	F	71.45
Mesa	8861	Signal Butte Road	CAP Canal	S	72.94
Tempe	7875	Priest Drive	Salt River	F	73.04
Tempe	7874	Priest Drive	Salt River	F	73.04
Tempe	7872	Priest Drive	Grand Canal & SPRR	F	73.04
Scottsdale	9358	McDowell Road EB	Indian Bend Wash	F	73.55
Scottsdale	9353	IRR Pima Road	Arizona Canal	F	75.53
Scottsdale	7528	Pima Rd	Drain Channel	F	75.81
Scottsdale	7527	Pima Rd	Drain Channel	F	75.81
Scottsdale	7776	Goldwater Blvd	No-Name Street	F	75.84
Scottsdale	10481	McDonald Drive	Indian Bend Wash	F	76.00
Scottsdale	9356	McDonald Drive	Indian Bend Wash	F	76.00
Scottsdale	8794	Doubletree Road EB	Doubletree Golf Course	F	76.21
Scottsdale	10472	Doubletree Road WB	Doubletree Golf Course	F	76.21
Mesa	10117	Sossaman Rd SB	Powerline Fldwy Channel	F	76.55
Scottsdale	10468	McKellips Road	Indian Bend Wash	F	76.60
Scottsdale	9357	McKellips Road EB	Indian Bend Wash	F	76.60
Scottsdale	10211	Thompson Peak Pkwy	Wash & Golf Path	F	76.78
Mesa	10118	Sossaman Rd NB	Powerline Fldwy Channel	F	77.10
Scottsdale	10210	Thompson Peak Pkwy	Wash & Golf Path	F	77.13
Scottsdale	9655	Via De Venture	Drainage Waterway	F	77.42
Scottsdale	10078	105th Street	Wash	F	79.03

* Phoenix and Maricopa County are not included in the list since they maintain their own bridge data.

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

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

MAG FEDERAL FUND PROGRAMMING PRINCIPLES

Competitive Project Selection Process for MAG Federal Funds

DRAFT August 6, 2008

DEFINITIONS

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 SAFETEA–LU Interim Program Guidance’ can be accessed online at: <http://www.fhwa.dot.gov/environment/cmaq06gd.pdf>.

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.

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.

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.

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 must 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 Pedestrian Working Group and the Regional Bicycle Task Force. *Please see page 87 for the MAG Committee Structure chart.*

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

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 page 2 for the MAG Committee Structure chart.*
4. The MAG Federal Fund Programming Principles are applicable to federal funded projects that are competitively selected and programmed through the MAG process. These projects compose part of the MAG Federal Fund Program.
5. Member agencies are encouraged to complete programmed federal funded projects on schedule to ensure that committed obligation authority is fully used, and to increase prospects of receiving a share of Arizona redistributed obligation authority.
6. A commitment will be made to use Congestion Mitigation and Air Quality (CMAQ) funds at the same rate of 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 equal to or higher than the rate for STP funds.
7. 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 contacts.
8. In accordance with the Clean Air Act, projects which are committed measures 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 also essential for demonstrating air quality conformity for the Transportation Improvement Program and Regional Transportation Plan.

200. Application Process

1. Annually, MAG will request MAG 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 pre-application workshop/meeting will be available to MAG member agencies to review available funding amounts, applications, schedules, and due dates for the competitive project selection process for MAG Federal funds.

3. (Moved, combined, and reworded) 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.

The application must:

 - i. Be submitted by the sponsoring agency that will be responsible for implementing the project and reporting on it 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 agency that impacts other jurisdictions besides those sponsoring the project and the project concept is consistent with an approved MAG Plan.
4. 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 for will be identified on the checklist.
 - b. Each application will be signed by the Manager/Administrator of the jurisdiction or designated representative.
5. Completed applications must be submitted before or on the due date and time. Late applications will not be accepted.
 - a. Completed applications will be printed, signed by the jurisdiction Manager/Administrator or designated representative, and submitted via 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 the original signed hard copy will follow either in the mail or be delivered in person.
 - c. Upon receiving the application, MAG staff will review submitted application for required information. MAG staff will complete an application receipt indicating the date and time it was received, and if 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.
 - d. The application will also be submitted electronically for ease of data entry.
6. 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 due date of project applications.
 - a. MAG staff will work with Federal Highway Administration (FHWA) to determine eligibility.
 - b. The current federal guidelines related to the CMAQ funding, which is available for the Competitive Project Selection Process for MAG Federal Funds is titled, '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. If a project is not eligible under the current Federal regulations, a notification will be sent to the project contact within two weeks.

- d. 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 technical advisory committee.
7. Project information from the applications will be compiled by MAG Staff.

300. Competitive Project Selection Process for MAG Federal Funds

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. (Section moved, combined, and reworded) 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 analysis will be conducted, as appropriate, during the project evaluation process.
5. The transportation project types and responsible technical advisory committees (TAC) are:
 - a. Bicycle & Pedestrian Projects will be presented, reviewed, ranked at the Pedestrian Working Group and The Regional Bicycle Task Force, and then forwarded to the TRC.
 - b. Intelligent Transportation System (ITS) Projects will be presented, reviewed, and ranked at the ITS Committee, and then forwarded to the TRC.
 - c. Paving Unpaved Road Projects will be presented and reviewed 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 may forward a ranking of Air Quality Projects to the Transportation Review Committee.
6. The Technical Advisory Committee'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. 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.

- b. Technical Advisory Committees will not 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 Figures E-2 through E-6 beginning on page 88.*
 - a. At the first TAC meeting, the sponsoring agency will present their project(s) and have the TAC 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 will not 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 change, the project application with 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 TRC will develop guidelines for project selection.
 - d. The recommended projects selected for available federal funds and a summary of selection process will then be forwarded to the MAG Management Committee, TPC, and Regional Council for approval.
9. 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. As required by Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), 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 or committed.²

- 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 at least one year prior to the federally funded construction phase depending on the information and schedule provided in the project application.
 - a. It is not assumed that the separate design/clearance phase is funded with federal funds. Member agencies can request federal funds for the design phase *if* federal funds are available either in the programming process or the closeout.
 - b. Member agencies will program the design & clearance phase with scope, budget, and schedule information provided in the initial application.

400. Programmed Federal Fund Projects

1. 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.
 - a. The member agency shall notify MAG of the amount of unused federal funds once construction and invoicing is completed with ADOT.
2. If a member agency is not able to complete a federal funded project with federal funds, the federal funds will be returned to the region to be reprogrammed.
 - a. The member agency shall notify MAG if it decides it will not utilize federal funds for a project.
3. 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.
4. A member agency can request a change to a programmed Federal Fund Project in the TIP for the current fiscal year.
 - a. Types of project changes: advancing the project, segmenting the project, or modification of the Project Scope. All Project Change requests are reviewed on a case-by-case basis.
 - i. If a MAG member agency requests to advance a federal fund project, or project phase with local funds, an Intergovernmental Agreement (IGA) with ADOT is required. Advancing a project or phase of a project includes (1) design advancement, (2) ROW advancement and/or (3) construction advancement. The jurisdiction will be responsible to utilize "local" funds to advance the requested project or phases. The sponsoring agency is required to develop the project or phase to federal standards.
 - b. MAG staff will review the eligibility of the project change request by the Federal guidelines.
 - c. MAG staff will review the impact of the project change request on the conforming TIP

² Department of Transportation - Statewide Transportation Planning; Metropolitan Transportation Planning; Final Rule, Federal Register, Wednesday, February 14, 2007, Part III §450.324(i). US Department of Transportation, Federal Highway Administration. Retrieved on August 1, 2008 from <http://www.fhwa.dot.gov/HEP/legreg.htm>.

- and Plan. For example, the advancement or deferral of a project could affect analysis year modeling assumptions, and require a redetermination of conformity.
- d. 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.
 - e. The requested change will go through the MAG Committee Process, as part of the Project Change request, beginning at the appropriate technical advisory committee that originally programmed/prioritized them.
 - f. This does not include notifications of deferred projects and/or projects that will not be utilizing federal funds. Notifications of deferred projects and/or projects that will not be using federal funds will occur during the Closeout.
6. 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.
 7. MAG Staff produces a status report on projects programmed with federal funds semiannually. The status report indicates the progress of the project through the milestones of the required Federal process.

500. Closeout Process

1. MAG attempts to utilize all of the spending authority, known as Obligation Authority (OA), made available to the region. To meet this goal, MAG established a Closeout process. The most important criteria for a project to be funded through closeout is that it has completed, is near completion of the federal project development process administered by ADOT Local Government Section, and/or be in a position to obligate by the end of the current federal fiscal year.
2. The Closeout Process consists of three phases:
 - a. Initial Closeout: The initial closeout usually occurs as soon as the FY Appropriations Bill is available. It involves a simple comparison between the funds available and the projects programmed, resulting in an estimate of “uncommitted” funds.
 - b. Interim Closeout: Member agencies notify MAG staff, during the month of March of each year, of the projects that they wish to defer from the current fiscal year to the following fiscal year or that they do not wish to proceed with. When this total amount of federal funds to be deferred or removed is known, agencies are then requested to identify projects that can utilize the funds made available. Project submittals to use Closeout funds usually occur in mid to late April. Through the MAG Committee Process, Closeout projects are selected in the established priority order as described in 700.2. If the number of projects submitted to use Closeout funds, exceeds the Interim Closeout amount, a contingency project list of rank ordered projects may be developed.
 - c. Final Closeout: Final Closeout captures additional funds identified by changes to a project schedule, to the apportionment or appropriations formulas, and notification of redistributed obligation authority (OA) that can add to, or subtract from, the funds available. If additional funds are identified, contingency projects that were identified and rank ordered during Interim Closeout can be funded.
3. *The Transportation Programming Guidebook* will explain the Closeout schedule, due dates, forms, and requirements for project deferrals and project submittals for the Closeout.

4. During the closeout process, the deferred projects and non-obligated federal funds will be considered within each mode as determined by the Regional Transportation Plan (RTP).
5. If a MAG federally funded project is requested to be deferred, the close-out process continues through the mode classification of the project.
6. The modes that are programmed in the RTP to receive federal funds and are in the MAG Federal Fund Program are: Streets/ITS-CMAQ, Streets-STP-MAG, Bicycle/Ped-CMAQ, and Air Quality-CMAQ. The funds (in dollars not percentages) would stay in each mode.
 - a. Example: if Bike Project A, funded by CMAQ, was deferred to a later year, the funds associated with Bike Project A would stay in the Bike/Pedestrian mode.

600. Closeout Process – Deferrals

1. 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.
 - a. The *Guidebook* will explain the schedule and forms.
2. For construction and right of way projects, member agencies would be allowed a one time deferral without justification.
 - a. If this project has a design contract underway, the project would be deferred 1 year, if and only if, it had an approved scoping document, project assessment, or DCR from ADOT.
 - b. If there is no design contract underway, the project would be deferred 2 years as it generally takes 2 years to complete the ADOT process.
 - c. If there is a design and clearance work phase for the project, it would be deferred accordingly.
3. For procurement, pre design, design, and planning study projects, member agencies would be allowed a one time deferral without justification.
4. If a project is requesting to be deferred for the second time or more, the sponsoring agency for the project will submit a justification letter explaining why the project should remain in the MAG Federal Fund Program.
 - a. The sponsoring agency for the project will submit a justification letter to MAG with the deferral notification that will be taken through the MAG Committee Process, beginning at TRC.
 - i. If the justification is approved the project would remain in the program.
 - ii. If the justification is not submitted or not approved, the project would be removed from the program.
 - b. MAG will provide either a form, or memo explaining the information for the justification memo in the *Transportation Programming Guidebook*.

700. Closeout Process – Prioritization of Unobligated Federal Funds

1. MAG member agencies will complete a Closeout Project Submittal or a new project application to submit projects for the use of unobligated Federal funds for the current federal fiscal year.
 - a. The *Guidebook* will explain due dates and forms.
 - b. Forms and/or applications must be submitted before or on the due date and time. Late

- forms and/or applications will not be accepted.
2. Projects submitted for use of Closeout funds will be selected based on the following three priorities in order:
 - a. Advancing projects (or phases of projects) of the same mode, that are already programmed in the current Transportation Improvement Program (TIP) with MAG federal funds from a future year, in chronological order of the TIP;
 - b. Adding additional federal funds to an existing, unobligated project, up to the originally programmed, federal-aid maximum, or the maximum established by the mode in the RTP, whichever is less.
 - c. New projects
 3. Local jurisdictions submitting a project for advancement or additional funds will complete and submit a Closeout Project Submittal Form by the due date for project submittals for Closeout funds.
 4. Local jurisdictions submitting a new project for Closeout will complete and submit the most current project application form by the due date for project submittals for Closeout funds.
 5. MAG staff will conduct a fiscal analysis to determine if the program can provide additional funds to an existing project (priority 2), and/or fund new projects (priority 3) within the fiscally constrained federal programs in the current TIP.
 6. MAG staff will review the projects submitted for Closeout funds with ADOT Local Government Section to ensure that the projects can be obligated before the end of the current federal fiscal year.
 7. Once projects are submitted, 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 proposed projects proceed through the MAG Committee Process for evaluation and prioritization beginning at TRC.

800. Re-distributed Obligation Authority (OA)

1. Re-distributed OA are federal funds in addition to the annual allocation and obligation authority that are distributed to the states. These additional funds are usually distributed at the end of the federal fiscal year. It will be decided through the MAG Committee Process on the Region's priority/priorities for re-distributed OA. The priorities can, but are not limited to, establishing contingency lists of projects for funding. This allows the MAG Committees flexibility to address the needs of the region, which can change over time.
 - a. The priority/priorities for re-distributed OA will be established during the close-out process, which can be funded in the remainder of the current fiscal year.

Figure E-1

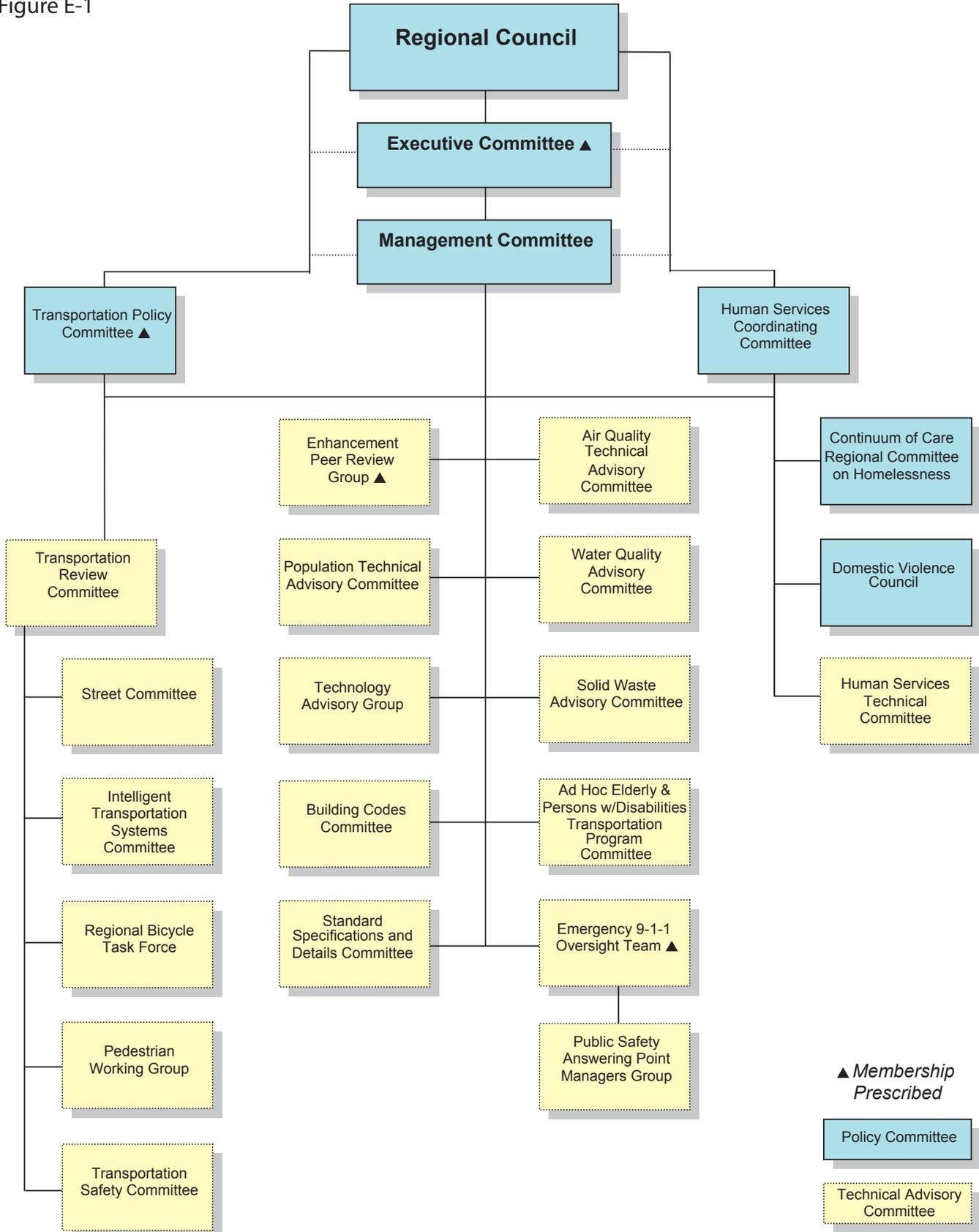
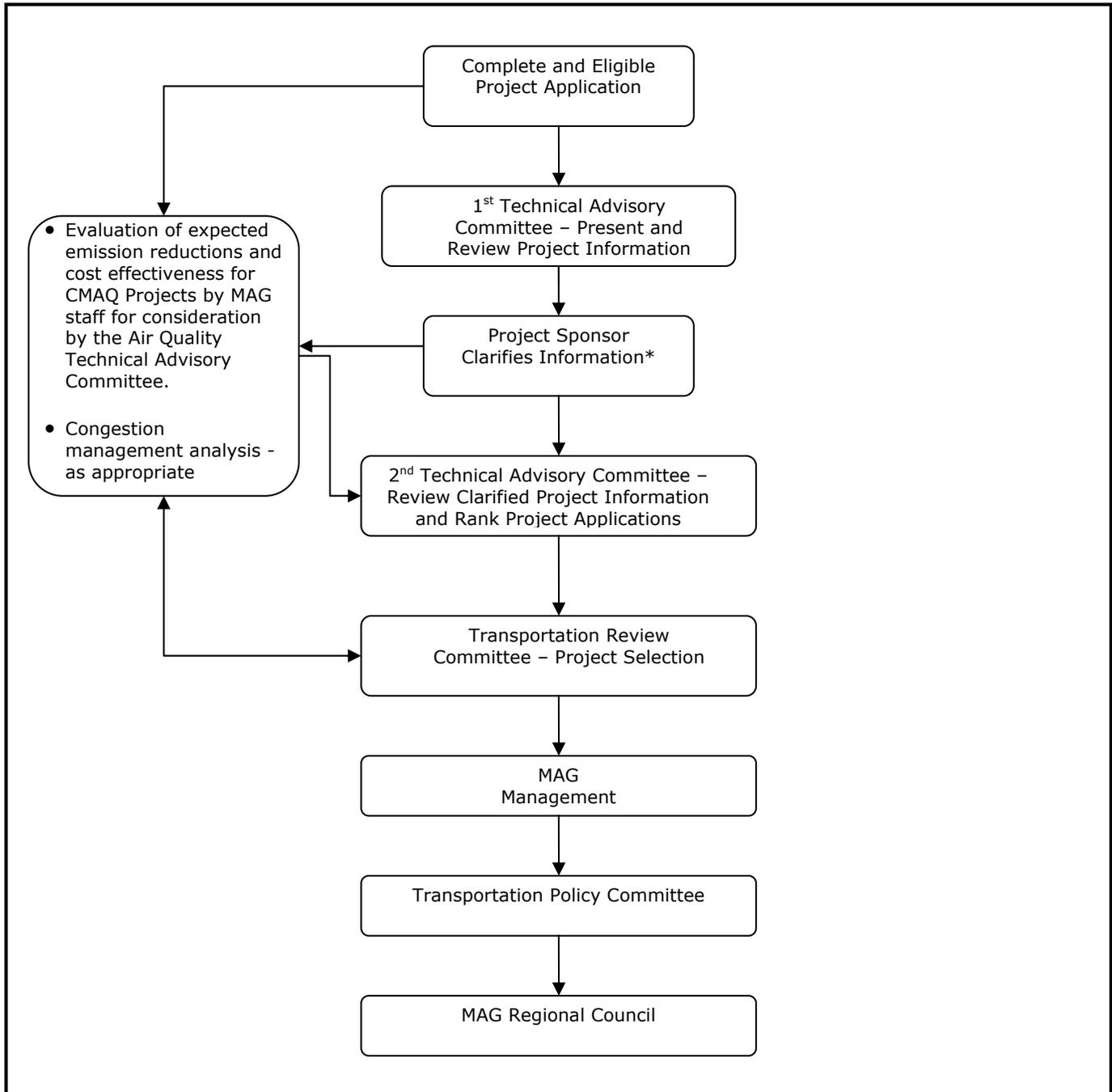


Figure E-2

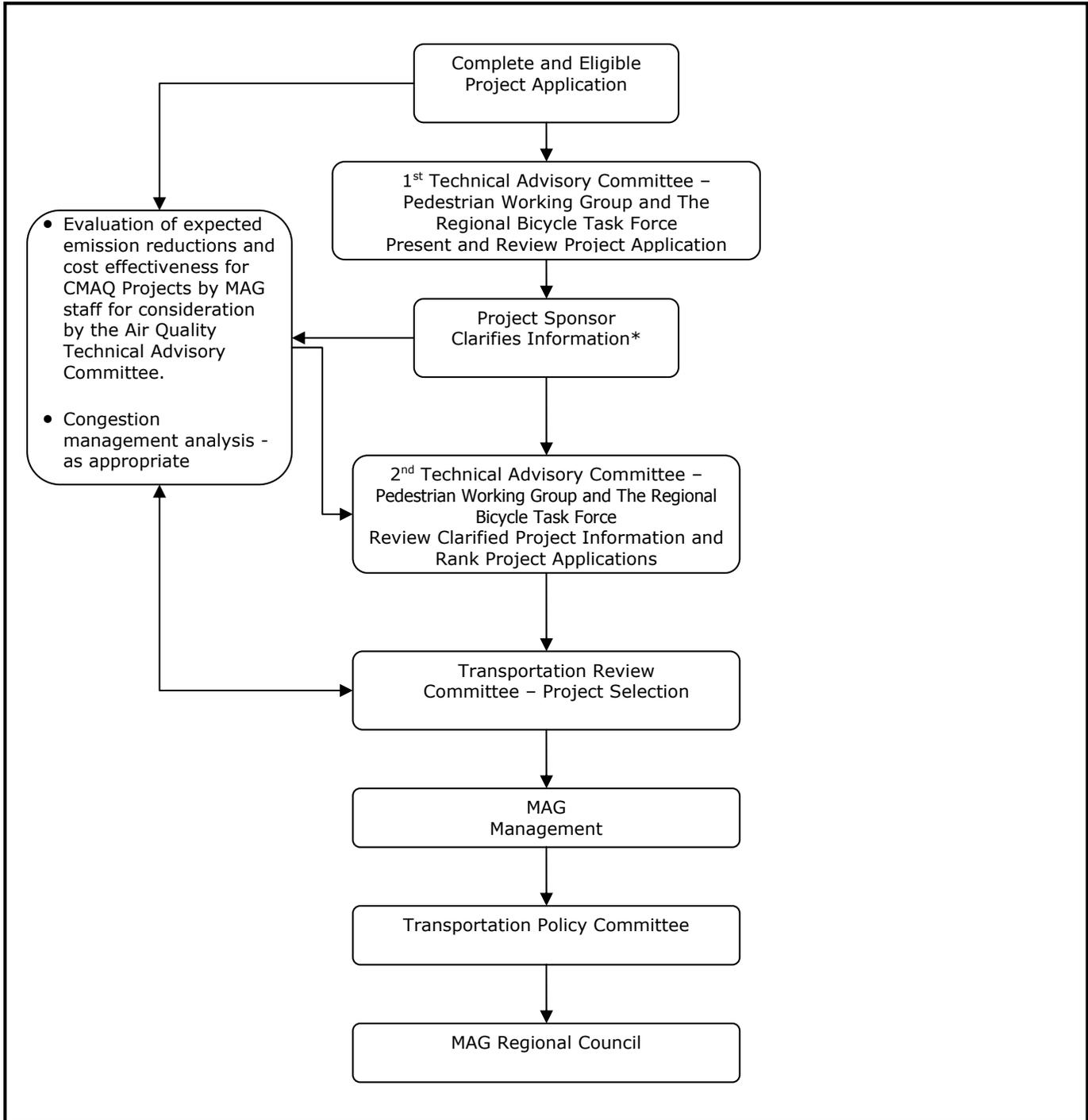
Flowchart – Competitive Project Selection Process for MAG Federal Funds



*If needed

Figure E-3

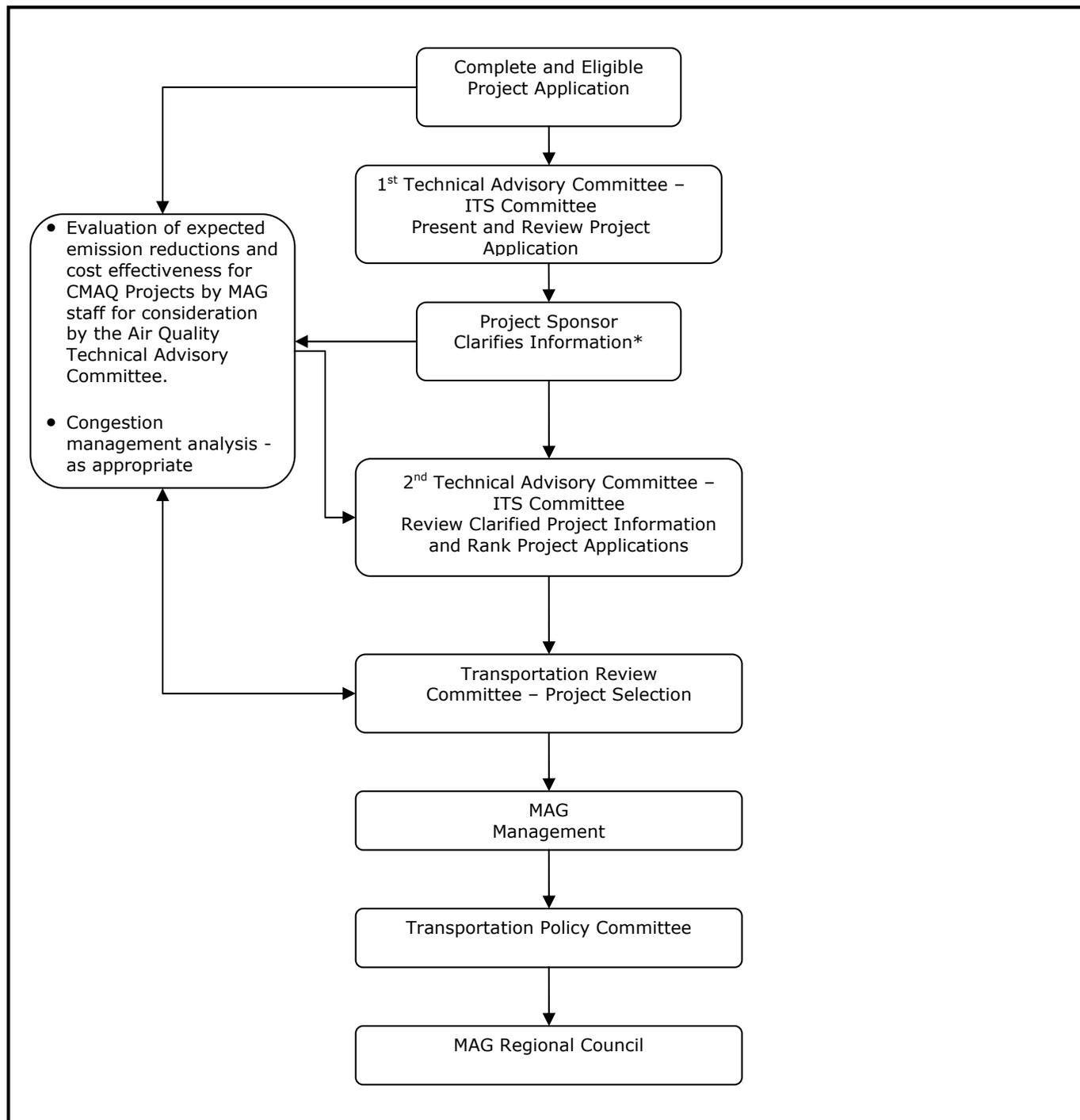
Flowchart – Competitive Project Selection Process for MAG BICYCLE AND PEDESTRIAN PROJECTS



*If needed

Figure E-4

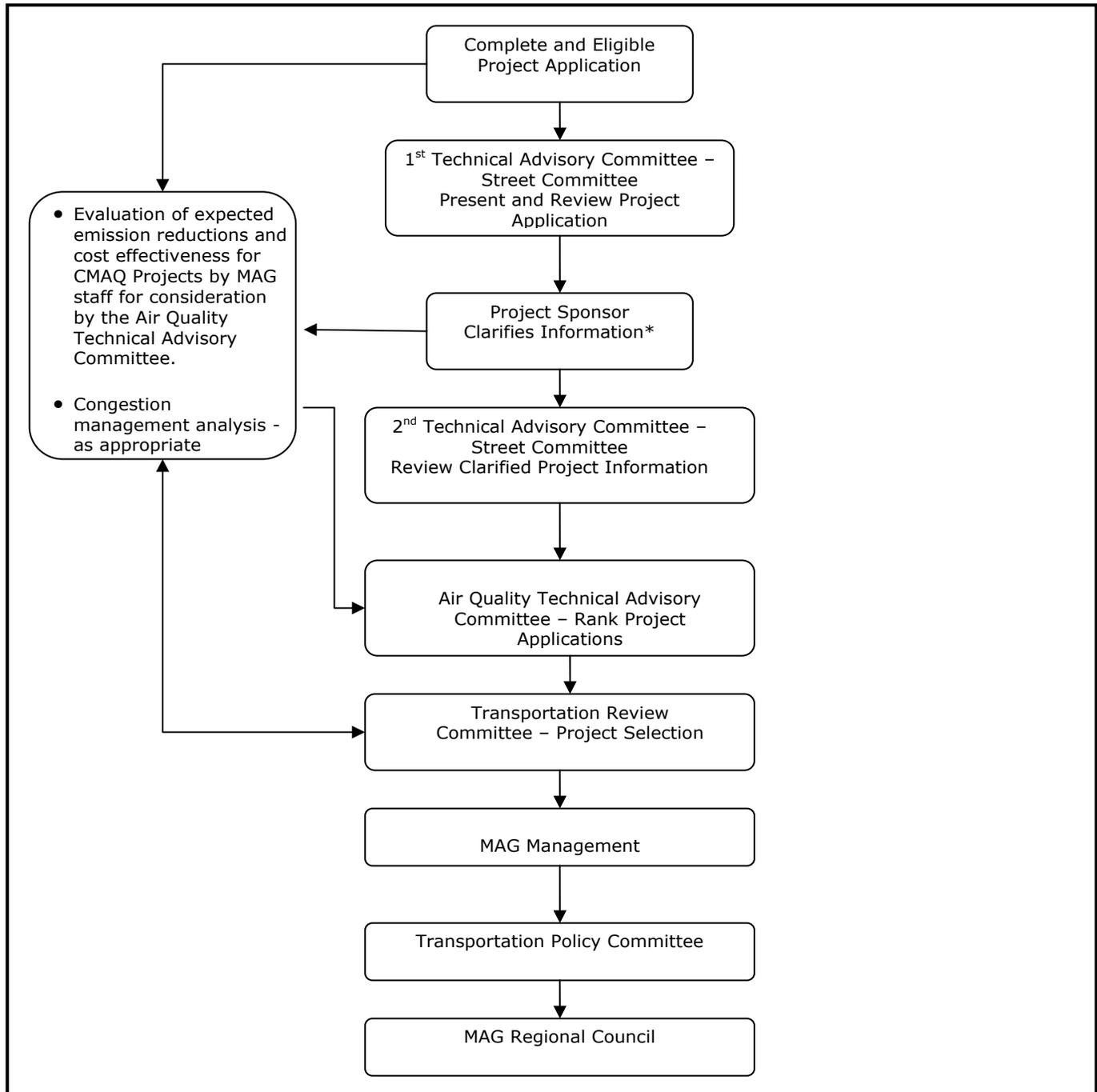
Flowchart – Competitive Project Selection Process for MAG INTELLIGENT TRANSPORTATION SYSTEM (ITS) PROJECTS



*If needed

Figure E-5

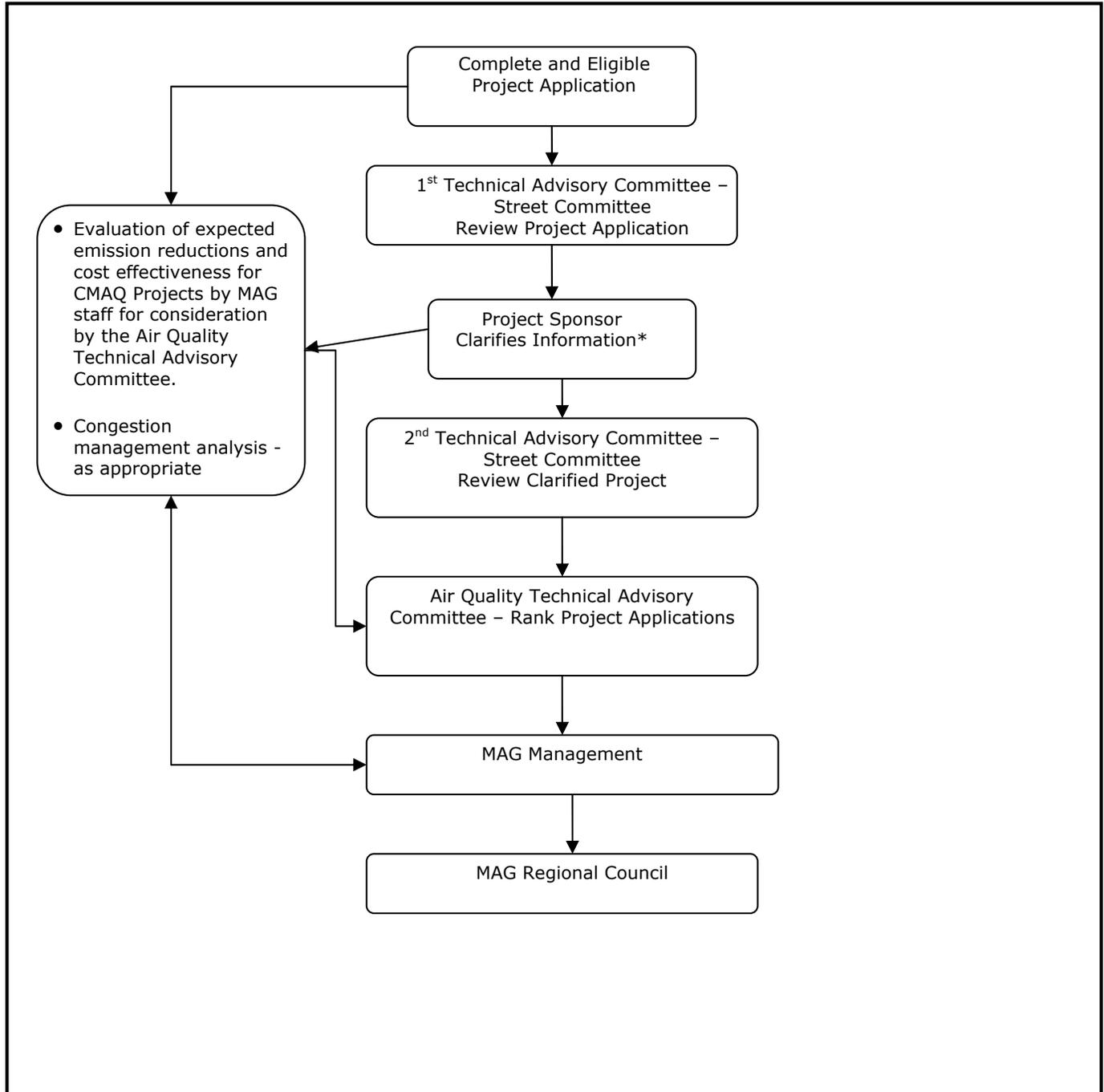
Flowchart – Competitive Project Selection Process for MAG Federal Funds
PAVE UNPAVED ROAD PROJECTS



*If needed

Figure E-6

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



*If needed

Figure E-7

Evaluation Criteria for Bicycle/Shared Use Projects TIP 2014

Project Name (include city): _____
 Member Name (include city): _____

CATEGORY	DESCRIPTION	POINTS POSSIBLE	POINTS EARNED
Transportation Improvement 10%	Project enhances the local and/or regional transportation system	10	
Safety and Convenience Improvements 30%	Project addresses: existing safety concern = 6-10 pts; potential safety concern 0-5 pts	10	
	Types of safety improvements included in project: three or more = 6-10 pts; two = 3-5 pts; one = 0-2 pts	10	
	Types of convenience improvements included in project: three or more = 6-10 pts; two = 3-5 pts; one = 0-2 pts	10	
Linkages 40%	Projects links with: regional facility = 6-8 pts; multi-jurisdictional facility = 4-5 pts; local facility only = 1-3 pts	10	
	Links with one or more activity centers, parks or community, senior, recreation, or adult day care centers within: 1/4 mile = 6-10 pts; 1/2 mile = 3-5 pts; 1 mile = 0-2 pts	10	
	Links with one or more commercial destinations (<i>malls, retail centers, business parks, etc.</i>) or transit (bus/rail route/stops/station) within: 1/4 mile = 6-10 pts; 1/2 mile = 3-5 pts; 1 mile = 0-2 pts	10	
	Links with one or more schools (elementary, middle, or high schools, colleges, or universities) within: 1/4 mile = 6-10 pts; 1/2 mile = 3-5 pts; 1 mile = 0-2 pts	10	
Demographics 10%	Housing density (dwelling units per acre) is: 15+ = 5 pts; 5 - 15 = 2 pts; < 5 = 0 pts	5	
	Project is located within an area with an average income < \$26k/yr: yes = 3 pts; no = 0 pts	3	
	Project is located within an area with higher elderly (age > 60 years) population: 25%+ = 2 pts; < 25% = 0 pts	2	
Policies and Plans 10%	Project is: identified in the General Plan, Council adopted policy, or CIP = 3-5 pts; consistent with general policy/practices = 1-2 pts; not addressed by jurisdiction's plans, policies, or practices = 0 pts	5	
	Jurisdiction has policies for improved bicycle/shared use facilities that are: required = 3-5 pts; recommended = 1-2 pts; not emphasized or do not exist = 0 pts	5	
		TOTAL SCORE	

FOR COMMITTEE DISCUSSION

Highly Recommended	Project consistently exceeds most measured goals of a Bicycle/Shared Use project. It is highly ranked for: safety & convenience; and linkages to identified facilities, destinations and schools are clear and identifiable. The project benefits underserved populations and more densely populated areas. Jurisdictional support is exhibited through existing plans and policies.
Recommended	Project meets most measured goals of a Bicycle/Shared Use project. It demonstrates a minimum commitment to safety and convenience; linkages to facilities, destinations and schools may be identified. The project may benefit underserved populations and somewhat dense populated areas. There may be support for the project in a jurisdiction's existing plans and policies.
Not Recommended	Project does not consistently meet the measured goals of a Bicycle/Shared Use project. Application exhibits deficiencies in most measured areas.



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Deferral Request Form for Federal FY 2009 Closeout

Instructions:

Please complete the form below for deferral request. If you are requesting that the project is deferred to a later year in the MAG Transportation Improvement Program (TIP) a justification letter must be submitted as well. Please review the *Deferral Justification Letter Requirements*. A member of the Transportation Review Committee or the Management Committee from your jurisdiction has the authority to transmit the deferral request form for the Federal FY 2009 Closeout.

Please submit the completed form to Eileen Yazzie, via e-mail: eyazzie@mag.maricopa.gov, fax: 602.254.6490, or mail: 302 N. 1st Avenue, Suite #300, Phoenix, AZ 85003. If there are questions, please contact Eileen O. Yazzie at 602.254.6300. **Please make the best effort to submit this request by April 20, 2009.**

Section A: Contact Information

Name of Agency: [Enter name of agency](#) Name: [Enter Name of person submitting form](#)
 Telephone: [Enter telephone #](#) E-mail: [Enter e-mail address](#)

Section B: Project Details

TIP #: [List TIP #](#) Mode: [Select: ITS, Bike, Ped, Street, AQ or TDM, Highway, Transit,](#)
 TRACS #: [Insert TRACS # if applicable](#)
 Location: [Enter Project Location as in TIP](#)
 Description of Work: [Enter Project Description of work as in TIP](#)

Current Year Programmed Year	Current Total Project Costs \$	Current Federal Fund Costs \$	Current Local Costs \$
---	---	--	---------------------------------------

Section C: Deferral or Federal Fund Removal Request

[__Yes or No__](#) Requesting Project to be Deferred. If yes, to what year, select one: [2010, 2011, 2012, 2013, 2014](#)

[__Yes or No__](#) Requesting to Remove Federal funds from the project.

If yes, will the project still be complete? [Yes or No](#) In what year: [2009, 2010, 2011, 2012, 2013, 2014](#)

[_____](#) Other: [Please Explain](#)

Has the project been deferred before? [Yes or No](#) If Yes, how many times has it been deferred? [Enter # of times](#)

Will the Lead Agency be Submitting a Justification memo? [Yes or No](#)



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Project Request Form for Federal FY 2009 Closeout

Instructions:

To submit a project that can utilize federal funds for the Federal FY2009 Closeout, please complete the fields below. Please complete Section B with the project information from the current TIP. If you are requesting a new project, please leave the TIP # blank. In Section C, please indicate the close out category and provide any additional information in the comment area. A member of the Transportation Review Committee or the Management Committee from your jurisdiction has the authority to transmit the request for projects for the Federal FY2009 Closeout.

Please submit the completed form to Eileen Yazzie, via e-mail: eyazzie@mag.maricopa.gov, fax: 602.254.6490, or mail: 302 N. 1st Avenue, Suite #300, Phoenix, AZ 85003. If there are questions, please contact Eileen O. Yazzie at 602.254.6300. Project requests for Federal FY 2009 Closeout are due on April 20, 2009 at noon/12:00 p.m. No late requests will be accepted.

Section A: Contact Information

Name of Agency: _____ Name of Requestor: _____
 Telephone: () - _____ E-mail: _____

Section B: Project Details

TIP #: List TIP # _____ if applicable Mode: Select: ITS, Bike, Ped, Street, AQ or TDM, Highway, Transit,

Location: List Location as in TIP, if new project, please specify location

Description of Work: List Description of work as in TIP, if new project, please specify the project

Current Year Programmed Year	Current Total Project Costs \$	Current Federal Fund Costs \$	Current Local Costs \$
------------------------------------	--------------------------------------	-------------------------------------	------------------------------

Section C: Close Out Category

_____ A New Project _____ Requesting Advancement

_____ Requesting Additional Federal Funds, if yes, what are the Project Costs:

Requested Additional Federal Funds: \$

Please add the current costs with the requested funds:

New Total Project Costs : \$ _____ New Federal Funds: \$ _____ New Local Costs: \$ _____

_____ Other

Additional Comments: Please provide any additional explanation or comments



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