



## Tucson & Arizona Statewide Funding Profile

Navigating the funding transportation funding process, especially the federal funding process can be difficult, for both agency staff and advocates. Each state and jurisdiction has particular rules, practices, personnel and contexts, which determine how decisions get made. To understand the system, it is helpful learn the **who, what, where and when** of each funding source. The following is an attempt to answer these questions for Arizona, with particular attention to Tucson. This profile template can be used as a guide to gather this information in any community. The last few pages contain relevant statistics for Arizona.

The focus of this profile is on un- or underutilized programs like STP, HSIP, & CMAQ. Information on Transportation enhancements can be found here: <http://enhancements.org/profile/AZprofile.php> and Safe Routes to School can be found here: <http://www.saferoutespartnership.org/state/statemap/arizona>

## **Surface Transportation Program (STP)**

*The Surface Transportation Program provides flexible funding that may be used by states and localities for projects on roads, bridges and transit. STP funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects (such as maps, brochures, and public service announcements) related to safe bicycle use and walking.*

In Arizona, STP funds are administered by the Arizona Department of Transportation and distributed based on the funding formulas contained in the Surface Transportation Bill (currently SAFETEA-LU). State funds are allocated to the regions through an apportionment formula developed by the state. Regional STP funding gets programmed in the Transportation Improvement Plan (TIP) at the MPO or COG level.

Research has shown that making funding decisions at the regional level instead at the state level, sometimes called “sub-allocation,” can be favorable for bicycle and pedestrian projects.<sup>i</sup>

### **Who makes funding decisions/selects projects?**

Each region has a different process for selecting projects to receive STP funding. Generally, there is a TIP Subcommittee for the MPO or COG [e.g. the Pima Association of Governments (PAG)] that is the initial body programming regional funds. The decisions made by the TIP subcommittee go through the MPO or COG planning process and are adopted by its governing board. For the Tucson region, once the TIP Subcommittee creates the initial list, it must be approved by the PAG Committee Process.

Regional TIP projects automatically get incorporated into the Statewide Transportation Improvement Plan (STIP).

### **What is the project selection process?**

Rules are mainly set at the MPO or COG level. For the PAG Region, there is an annual call-for-projects in which the jurisdictions submit applications for regional funding. PAG figures out what funding will be available and the TIP subcommittee determines funding levels for their existing projects. The past few years there has been a rule that no “new” projects get added and so the only available funding was programmed to supplement existing projects to ensure delivery. Advocates can still bring ideas to agencies for vetting. They could expand an existing project, identify other sources, or consider it for future years.

### **What does the project application look like? How was it written? Do good bike/ped projects score well?**

In the PAG region, the application is just a one page description that must come from a jurisdictional project sponsor. When the TIP subcommittee accepts new projects, there is a scoring sheet for each project that includes information on: Safety benefits, system preservation, number of users who will benefit, congestion benefits, environmental benefits, improved accessibility, improve system continuity, regional significance.

### **Who rates the applications?**

In the PAG region, the TIP Subcommittee makes recommendations that go through the committee process.

### **Who administers the programs?**

Local jurisdictions are responsible for the projects programmed within their boundaries.

### **What is the timeline for project selection?**

In the PAG region, the TIP process timeline begins in September with a “call for projects.” Applications are due October 1. The TIP Subcommittee works towards negotiating a draft TIP in the October/November meetings and it goes through the MPO process. There are public open houses in March and a 30-day public comment period. The final TIP gets adopted in May or June each year.

## Highway Safety Improvement Program (HSIP)

*The Highway Safety Improvement Program (HSIP) funds safety projects aimed at reducing traffic fatalities and serious injuries. Bike and pedestrian safety projects are eligible for HSIP funding. All public roads – including state, county and local roads – are eligible for HSIP funding. Examples of eligible projects include bike lanes, roadway shoulders, crosswalks, other intersection improvements and signage. See the Advocacy Advance report on HSIP case studies:*

[http://www.advocacyadvance.org/site\\_images/content/hsip\\_casestudies\\_shsp\\_emphasis.pdf](http://www.advocacyadvance.org/site_images/content/hsip_casestudies_shsp_emphasis.pdf)

### **Are bicycle and pedestrian safety identified as emphasis areas in Arizona’s Strategic Highway Safety Plan?**

*For bicycle or pedestrian projects to be eligible for Highway Safety Improvement funds, bicycle/pedestrian safety needs to be identified as an emphasis area in the Strategic Highway Safety Plan (SHSP).*

Arizona’s SHSP priorities are:

- Restraint Usage
- Speeding
- Young Drivers
- Impaired Driving
- Roadway / Roadside (lane departure and intersections)
- Data Improvement

Neither bicycle nor pedestrian safety is currently listed as an independent emphasis area; however they are eligible under lane departure and intersection safety.

The SHSP report asserts that the emphasis area dedicated to “lane departure fatalities and intersection fatalities” would cover nearly half (46%) of bicycle fatalities and serious injuries and a quarter (23%) of pedestrian fatalities and serious injuries.

See Arizona’s Strategic Highway Safety Plan:

[http://www.azdot.gov/Highways/traffic/TSS/SHSP/AZ\\_Strategic\\_Highway\\_Safety\\_Plan.pdf](http://www.azdot.gov/Highways/traffic/TSS/SHSP/AZ_Strategic_Highway_Safety_Plan.pdf)

One of the strategies to reduce intersection fatalities is to “Improve the operation of pedestrian and bicycle facilities and promote the implementation of the Statewide Pedestrian Safety Action Plan” at intersections with high pedestrian and bicycle fatalities. The performance measures are:

- Number of intersections with improved pedestrian and bicycle operation
- Statewide implementation of pedestrian safety action plan
- Number of fatalities at evaluated intersections

Recommendations and Next Steps to Improve Bicycle Safety in Arizona:

[http://www.azdot.gov/mpd/systems\\_planning/PDF/BSAP/WP4.pdf](http://www.azdot.gov/mpd/systems_planning/PDF/BSAP/WP4.pdf)

State Traffic Engineer is currently working on a “report card” for the SHSP that will include an assessment of pedestrian and bicycle fatalities from 2007 thru the end of 2010. The plan is to update the SHSP in a year or two.

**Have state HSIP funds been allocated to bicycle and pedestrian safety at a “fair share” in proportion to fatalities?**

No. Of the 762 traffic fatalities in 2010, 155 (20%) were pedestrians and 19 (2.5%) were bicyclists.<sup>ii</sup>

State	Total traffic fatalities (FARS)	Bicycle + pedestrian share of total traffic fatalities	Pedestrian fatalities (2009)		Cyclist fatalities (2009)	
			#	%	#	%
Arizona	807	18%	120	14.9	25	3

According to federal Financial Management Information Systems (FMIS), Arizona spent no funds on bike/ped safety projects in 2009 or 2010. However, several pedestrian safety projects that are in various stages of pre-design, clearance, and design have secured HSIP funds, including a roadway lighting project in Sedona, a lighting and pedestrian Hybrid Beacon project on AZ 95 in Bullhead City, a lighting project in Tombstone, and pedestrian Hybrid Beacon in Globe, Az.

In FY 2011, HSIP funds were committed to build bike lanes on Beulah Boulevard in Flagstaff, AZ (\$26K total cost).

**What are the project selection criteria?**

The HSIP is a data driven program. Safety needs have to be carefully documented with data demonstrating the strong need for either intersection improvements or systematic improvements. An example of systematic improvements is pedestrian countdown signals. The benefit/cost ratio has to be one or greater. This is why ADOT Bicycle and Pedestrian Program developed a Pedestrian Safety Action Plan<sup>iii</sup> and Bicycle Safety Action Plan.

**Who makes the selections?**

The MPO/COGs make project selections for their sub-allocated money. PAG, for example, gets \$750K a year. FHWA reviews the projects concurrently to ensure the projects qualify for HSIP funds, but it does not weigh in on priorities. The State also has a pot of money in which local jurisdictions submit projects for consideration. Projects that demonstrate the needed cost/benefit ratio are approved on a first-come, first-served basis.

**When are the decisions made?**

The regional plan is to link the HSIP process in with the TIP process so it will be a similar timeframe (described above in the STP section). Currently planning for FY 13 - FY 15.

## **Congestion Mitigation and Air Quality Improvement Program (CMAQ)**

*The CMAQ program funds transportation projects that improve air quality and reduce traffic congestion. See our Advocacy Advance report on CMAQ:*

[http://www.advocacyadvance.org/docs/lab\\_cmaq.pdf](http://www.advocacyadvance.org/docs/lab_cmaq.pdf)

*FHWA recently confirmed that Bike/ped projects are eligible for CMAQ funds:*

<http://www.fhwa.dot.gov/environment/bikeped/cmaqfunds.htm>

### **Where are Arizona's non-attainment areas?**

*CMAQ funds must be spent in areas that do not meet federal air quality standards, called non-attainment areas or those maintaining compliance, unless a state has no such areas.*

Although there are several non-attainment areas in Arizona,<sup>iv</sup> state policy<sup>v vi</sup> directs all CMAQ funds to the MAG region.

### **Who makes the projects selection decisions?**

A MAG Bicycle and Pedestrian Committee makes recommendations to the MAG Regional Council on project funding decisions. This committee includes the state bicycle and pedestrian coordinator and a representative from the Coalition of Arizona Bicyclists.

### **When are programming decisions made?**

Decisions are made annually.

### **Can good bike/ped projects compete?**

Yes. See funding history. Typically about 15-17 percent goes to bicycle and pedestrian projects.<sup>vii</sup> The best bike/ped projects are selected by the bicycle sub-committee.

### **Funding History**

In 2010, Arizona spent 6.1 million, or 11% of their CMAQ funds on bicycle and pedestrian projects. Projects included several multi-use paths, sidewalks, and one bridge access project. The project list can be found here: <http://www.azdot.gov/mpd/PDF/CMAQFY2010.pdf>

### **What is the competition?**

The largest project category for 2010 CMAQ funds was Traffic Flow improvements (48% of funds), including \$14 million for one HOV lane project. Three large transit projects were also selected that totaled \$18.9 million.

### Common sources for bike/ped funding in Tucson

**Regional Transportation Authority funding** – RTA is a regional funding body with a 20-year regional transportation plan that was approved in 2006. The \$2.1 billion plan is funded by a 1/2-cent excise tax. There are two categories of funding in which bike/ped stand alone projects fit into. A RTA Bicycle and Pedestrian Working Group makes project selection decisions. The committee is made up of jurisdictional representatives and some community groups as well.

**Transportation Enhancements (TE)** – The state allocates TE funds for local projects through a competitive statewide process. Each MPO or COG has their own process for how projects are reviewed and brought to the state for consideration. In the PAG region, a TE task force reviews and ranks the regional projects. Typically, the top-rated PAG regional projects get funded. The next round starts in March 2012. AZ has moved to a 2-year process.

**Safe Routes To School (SRTS)** – SRTS applications are submitted directly to the state. MPO's or COG's are given flexibility to create their own regional process. PAG and MAG have regional task forces that review and rank the grants. The state committee, which makes the decisions, is not bound by their rankings. On the state level, infrastructure projects are very competitive with not a lot getting funded. Non-infrastructure projects are not as competitive and many good proposals have been funded regularly the past couple years. There is an annual grant cycle in which the application is available in September and is due at the end of the calendar year.

### General questions

#### **Who owns the majority of the roads?**

*Ownership of roads can determine which agencies are responsible for construction and maintenance.*

Most Arizona roads are owned by the local jurisdictions, with the exception of the state highway system. There are only a few state corridors in the Tucson region. ADOT submits STP proposals for its state highways.

#### **What advantages and disadvantages do bicycle and pedestrian projects have currently? What type of projects are they competing against?**

Bike/ped projects have done relatively well. A lot of the competition is among different bike/ped projects. Outside of Transportation Enhancements, RTA, and SRTS, bike/ped projects typically compete against roadway widening projects.

#### **What are barriers to funding bicycle and pedestrian projects in Arizona?**

There is not enough money to go around for every worthy project.

**Contacts****Arizona Bicycle & Pedestrian Coordinator**

Michael N. Sanders  
 phone: 607-712-8141  
 Msanders@azdot.gov  
 Arizona Department of Transportation  
 206 South 17th Ave  
 Mail Drop 310B  
 Phoenix, AZ 85007

**Congestion Mitigation and Air Quality**

Maureen DeCindis  
 Bicycle and Pedestrian Coordinator  
 Maricopa Association of Governments (MAG)  
 602-452-5073

**Highway Safety Improvement Program**

Irene J. Higgs  
 Arizona Department of Transportation  
 ITD - Traffic Safety Section  
 HSIP Local Government Manager  
 1615 W Jackson St. MD 061R  
 Phoenix, AZ 85007-3217  
 Phone (602) 712-7581  
 Fax (602) 712-3243  
[ihiggs@azdot.gov](mailto:ihiggs@azdot.gov)

Kelly LaRosa, P.E., AICP  
 Transportation Specialist  
 Federal Highway Administration  
 Arizona Division  
 Office: 602.382.8991  
[kelly.larosa@dot.gov](mailto:kelly.larosa@dot.gov)  
<http://www.fhwa.dot.gov/azdiv/index.htm>

Mike Manthey  
 State Traffic Engineer  
 Arizona Department of Transportation

206 South 17th Avenue, Room 061R  
 Phoenix, AZ 85007-3213  
 Phone Number (602) 712-7766  
[mmanthey@dot.state.az.us](mailto:mmanthey@dot.state.az.us)

**Safe Routes to Schools**

Brian Fellows  
 Safe Routes To School Program Coordinator  
 Arizona Department of Transportation  
[BFellows@azdot.gov](mailto:BFellows@azdot.gov)  
 (602) 712-8010

**PAG Transportation Improvement Plan**

John Liosatos  
[jliosatos@pagnet.org](mailto:jliosatos@pagnet.org)  
 520-792-1093

**Transportation Enhancements**

Tammy Flaitz  
 TE Section Manager  
 Department of Transportation  
 1615 W. Jackson Street  
 MD EM10  
 Phoenix, AZ 85226  
 Tel: 602-712-6258  
 Email: [tflaitz@azdot.gov](mailto:tflaitz@azdot.gov)

Layne Patton  
 ROW Program Manager  
 FHWA, AZ Division  
 4000 North Central Avenue, Suite 1500  
 Phoenix, AZ 85012-3500  
 Tel: 602-382-8974  
 Email: [layne.patton@dot.gov](mailto:layne.patton@dot.gov)

**Local and regional Bicycle Friendly Community contacts**

Ann Marie Riley  
Management Assistant  
Chandler

[annmarie.riley@chandleraz.gov](mailto:annmarie.riley@chandleraz.gov)

480-782-3442

Reed Kempton  
Transportation Planner  
Scottsdale

[rkempton@scottsdaleaz.gov](mailto:rkempton@scottsdaleaz.gov)

(480) 312-7630

Martin Ince  
Multi-Modal Transportation Planner  
Flagstaff

[mince@ci.flagstaff.az.us](mailto:mince@ci.flagstaff.az.us)

(928) 226-4850

David Singer  
Bicycle Coordinator  
City of Sedona

[DSinger@sedonaaz.gov](mailto:DSinger@sedonaaz.gov)

928-204-7127

Kurt Sharp  
Gilbert

[kurts@ci.gilbert.az.us](mailto:kurts@ci.gilbert.az.us)

(480) 503-6771

Eric Iwersen  
Senior Planner  
Tempe

[eric\\_iwersen@tempe.gov](mailto:eric_iwersen@tempe.gov)

(480) 350-8810

James Nash  
Planner

Mesa

[James.Hash@cityofmesa.org](mailto:James.Hash@cityofmesa.org)

(480) 644-3556

Ann Chanecka  
Tucson & East Pima Region

[achanecka@pagnet.org](mailto:achanecka@pagnet.org)

(520) 792-1093

Matt Zoll  
Pima County

[Matthew.Zoll@dot.pima.gov](mailto:Matthew.Zoll@dot.pima.gov)

520-243-2453

Tom Thivener  
City of Tucson

[Tom.Thivener@tucsonaz.gov](mailto:Tom.Thivener@tucsonaz.gov)

520-837-6691

*Special thanks to Ann Chanecka for providing much of the above information, especially on the STP and TIP processes, and to Michael Sanders for details on CMAQ and HSIP.*

2009 bicycle commuting statistics by Arizona community

BFC status	City	Worker population	Bicycle commuters (#)	Bicycle commuters (%)	Percentage female
	<b>Arizona</b>	<b>2,752,205</b>	<b>26,015</b>	<b>0.9%</b>	<b>24%</b>
Gold	Tucson and the Eastern Pima County Region	543,907	4,439	1.9%	27%
Silver	Scottsdale	237,834	1,738	1.5%	3%
	Glendale	253,210	1,620	1.5%	12%
Bronze	Mesa	467,178	2,220	1.1%	30%
	Phoenix	1,593,660	6,184	0.9%	10%
Bronze	Chandler	249,515	797	0.7%	15%
BFC status	City	Bike lane and path miles per 100K population	Miles of bike lanes and paths	Miles of bike lanes	Shared-use path miles
Gold	Tucson and the Eastern Pima County Region	87.3	855.8	707.6	148.2
Silver	Scottsdale	188.8	449	110	339
	Glendale	27.8	70.3	56.5	13.8
Bronze	Mesa	38.3	179	147	32
	Phoenix	29.4	467.81	349.32	118.49
Bronze	Chandler	65.7	164	151	13

BFC status
<b>Gold</b>
Tucson and the Eastern Pima County Region
<b>Silver</b>
Flagstaff
Scottsdale
Tempe
<b>Bronze</b>
Chandler
Gilbert
Mesa

Note: "miles of bike lanes" refers to "center-line miles," wherein bike lanes on both sides of a two-way street count as one mile and a bike lane on a one-way street counts as one.



- 
- <sup>i</sup> <http://www.rwif.org/files/research/20091112mccannexecutivesummary.pdf>
- <sup>ii</sup> <http://www.azdot.gov/mvd/Statistics/crash/PDF/10crashfacts.pdf>
- <sup>iii</sup> [http://www.azdot.gov/mpd/systems\\_planning/PedSafety.asp](http://www.azdot.gov/mpd/systems_planning/PedSafety.asp)
- <sup>iv</sup> [http://mpd.azdot.gov/mpd/air\\_quality/images/NAA.jpg](http://mpd.azdot.gov/mpd/air_quality/images/NAA.jpg)
- <sup>v</sup> [http://www.azdot.gov/Board/PDF/Board\\_Policies\\_010411.pdf](http://www.azdot.gov/Board/PDF/Board_Policies_010411.pdf)
- <sup>vi</sup> [http://www.azmag.gov/Documents/RTP\\_2010-Annual-Report\\_Final\\_v17.pdf](http://www.azmag.gov/Documents/RTP_2010-Annual-Report_Final_v17.pdf)
- <sup>vii</sup> [http://www.azmag.gov/Documents/RTP\\_2010-Annual-Report\\_Final\\_v17.pdf](http://www.azmag.gov/Documents/RTP_2010-Annual-Report_Final_v17.pdf)