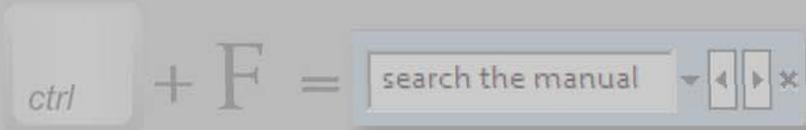
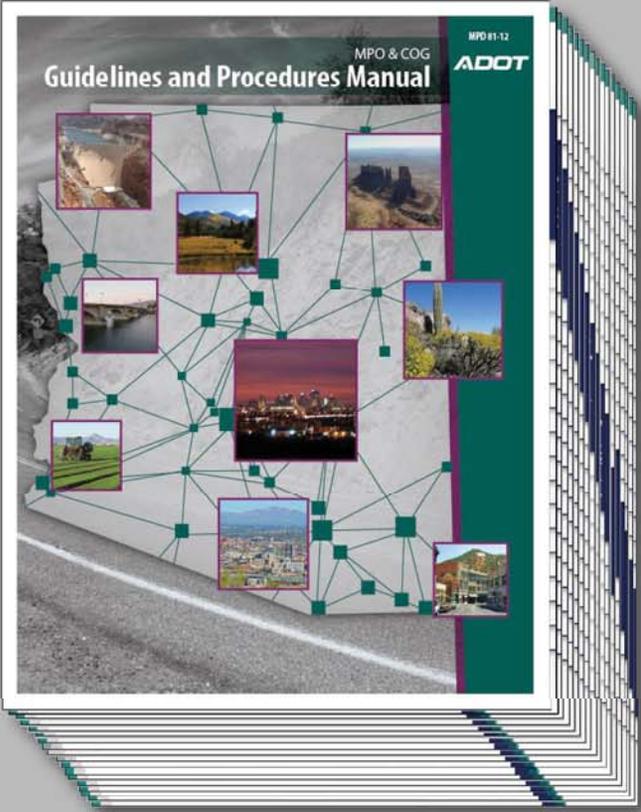
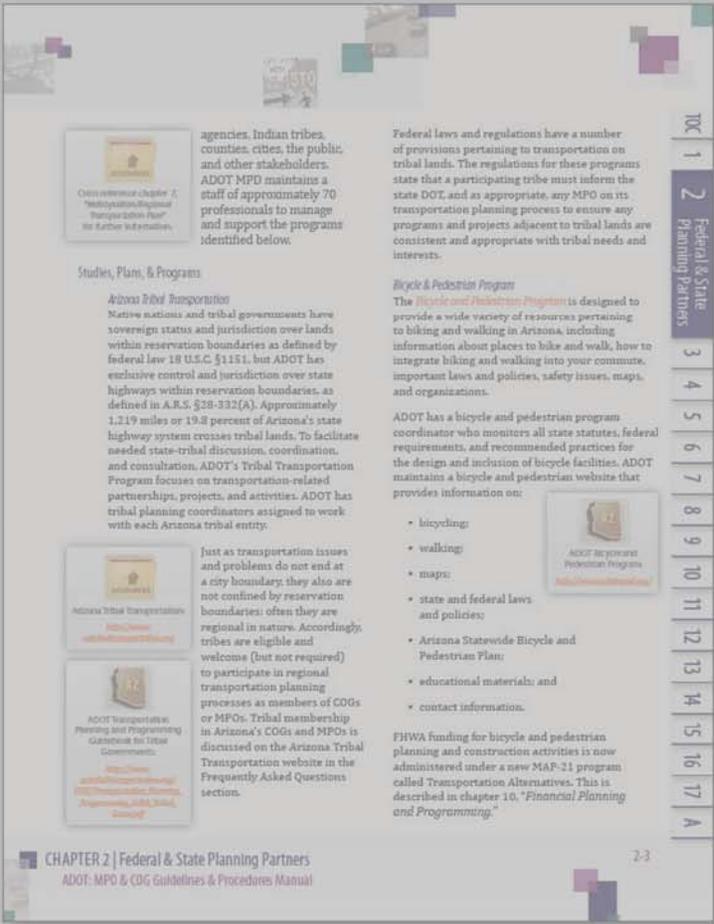


MPO MANUAL UPDATE

September 2015

MANUAL UPDATE

31 separate documents
merged into one document
totaling 272
pages.

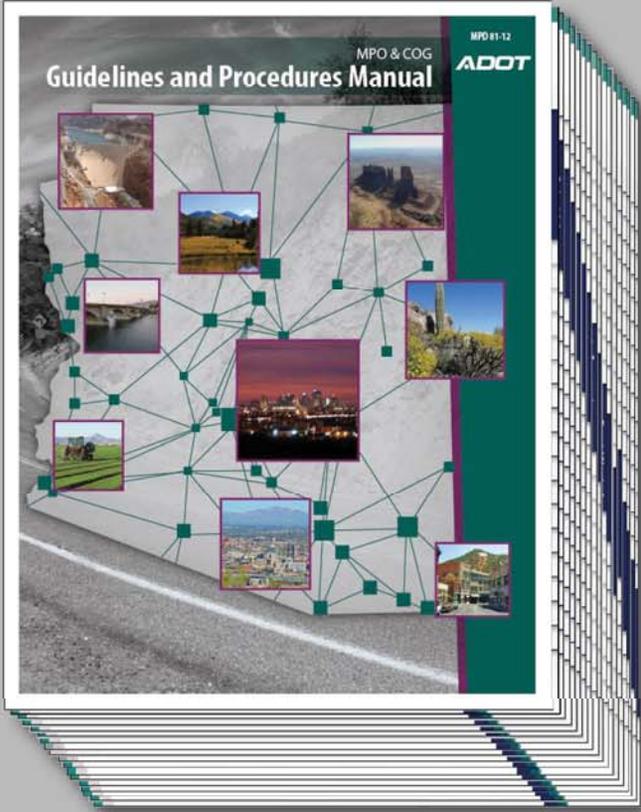
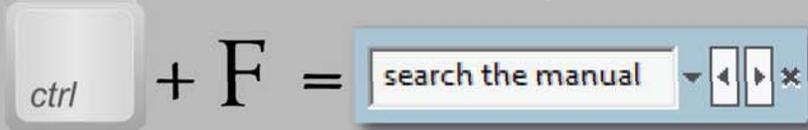
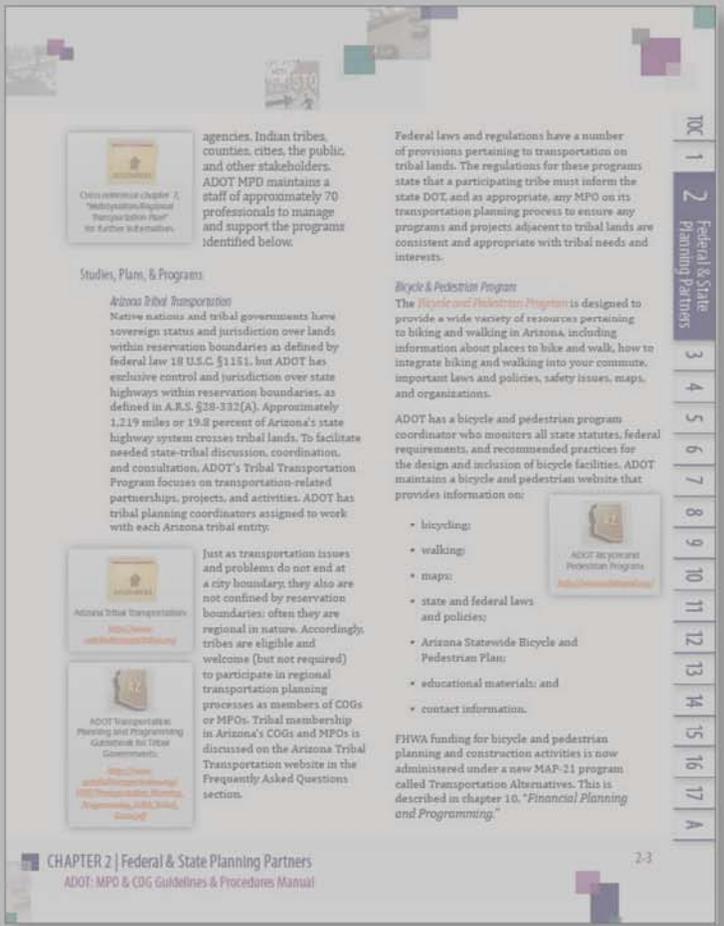


MANUAL UPDATE

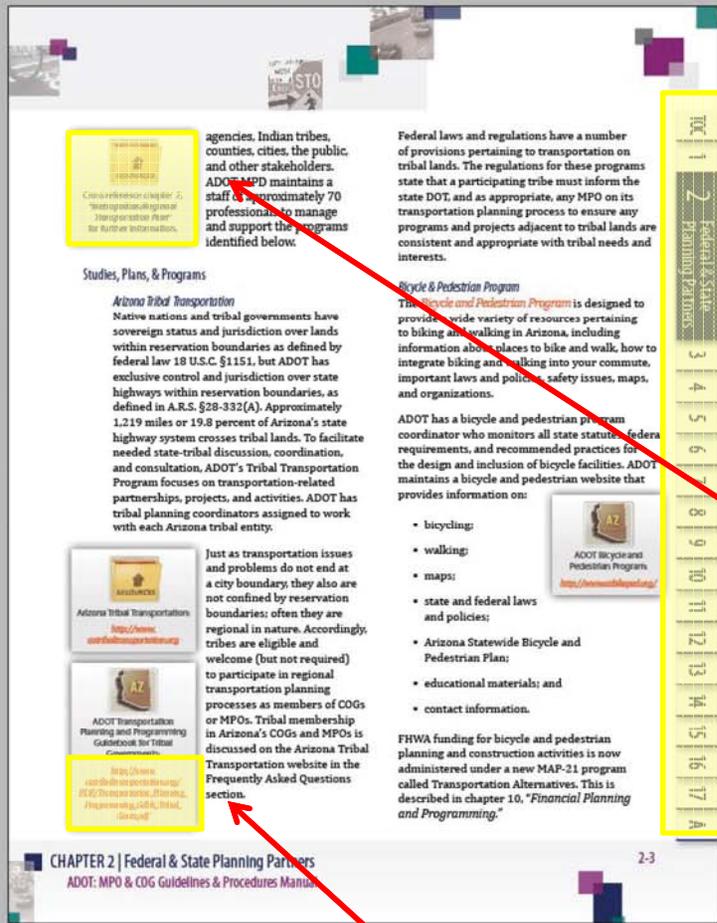
31 separate documents merged into one document totaling 272 pages.



Allows one to search the entire document for key words.



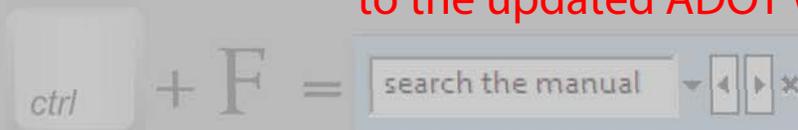
THE PROCESS



Updated all Chapter Tab buttons in order to navigate in one document rather than multiple documents.

Updated all buttons to stay within one document rather than moving to separate documents.

Updated all hyperlinks to navigate to the updated ADOT website.



EDITS

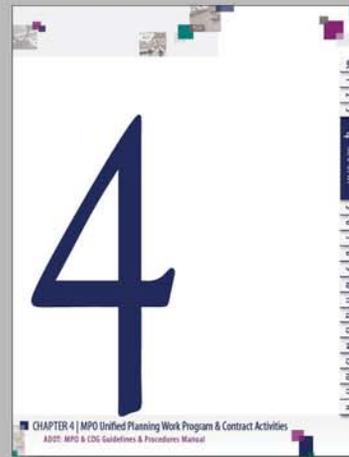
CHAPTER 4

4.5.1 | Requesting & Authorizing PL Funds



Individual MPO's are required to send a letter to the Multimodal Planning Division Regional Planner requesting Metropolitan Planning (PL) Funds. The letter should include the name of the requesting MPO, the TRACS number, federal aid number, and

contract number. In addition to this information, the requesting MPO must detail the amount of funding requested, how much SPR apportionment money is currently available, SPR obligation authority amount, and match amount.



[Date]

Multimodal Planning Division Regional Planner
 Arizona Department of Transportation
 206 S. 17th Ave MD 310B,
 Phoenix, AZ 85007

Re: [Name] MPO request for 2015 SPR funding
 [Year], [Name] MPO Work Program
 Metropolitan Planning (PL) Funds
 TRACS No: [Number]
 Federal Aid Number: [Number]
 Contract Number: [Number]

Dear Regional Planner,

The [Name] MPO requests the authorization of the remaining [Year] SPR funding in the amount of \$[Amount] (Obligation Authority). If you have any questions, please give me a call.

SPR Apportionment Available	SPR Obligation Authority	Match
\$ [Amount]	\$ [Amount]	\$ [Amount]

Sincerely,

Copy: MPO's Fiscal Agent

4.5.1 | Requesting & Authorizing PL Funds



Individual MPO's are required to send a letter to the Multimodal Planning Division Regional Planner requesting Metropolitan Planning (PL) Funds. The letter should include the name of the requesting MPO, the TRACS number, federal aid number, and

contract number. In addition to this information, the requesting MPO must detail the amount of funding requested, how much SPR apportionment money is currently available, SPR obligation authority amount, and match amount.



Added section 4.5.1 Requesting & Authorizing Metropolitan Planning (PL) Funds. Included a link to a letter word template for individual MPO's to fill out.

[Date]

Multimodal Planning Division Regional Planner
Arizona Department of Transportation
206 S. 17th Ave. MD 310B,
Phoenix, AZ 85007

Re: [Name] MPO request for 2015 SPR funding
[Year], [Name] MPO Work Program
Metropolitan Planning (PL) Funds
TRACS No: [Number]
Federal Aid Number: [Number]
Contract Number: [Number]

Dear Regional Planner,

The [Name] MPO requests the authorization of the remaining [Year] SPR funding in the amount of \$[Amount] (Obligation Authority). If you have any questions, please give me a call.

SPR Apportionment Available	SPR Obligation Authority	Match
\$ [Amount]	\$ [Amount]	\$ [Amount]

Sincerely,

Copy: MPO's Fiscal Agent

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CHAPTER 4

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MPO's ability to attain the UPWP's objectives, as soon as they become known. A description of the action taken or contemplated and any federal or state assistance needed to resolve the situation must accompany the MPO's progress report, with a cover letter/memorandum and accompanying invoice(s) to the FHWA Arizona Division.

Progress reports must contain the following five items:

- Each authorized FHWA (PL funded) and FTA funded task separately
- A comparison of actual performance with established goals
- A description of progress in meeting schedules and milestones
- A comparison of approved budget amounts and actual costs incurred
- Revisions and any other supporting data

At a minimum, invoices must include the following nine items:

- Authorized amount by fund
- Total expenditures
- Total reimbursement for the current invoice
- Percentage of project complete
- Funds remaining in project
- Breakdown of expenditures by UPWP task
- Progress reports
- The period of time covered by the invoice
- Federal aid project number
- Receipts for eligible expenses
- In-kind contribution
- Detailed expense ledger

Travel receipts should be submitted with invoices. Receipts for travel typically can include food, lodging and commercial transportation. The ADOA provides Travel Policy and Guidance at: <https://gao.az.gov/travel/welcome-gao-travel>

Information related to receipts for eligible expenses (e.g. meeting supplies) can be found in **2CFR200 Uniform Administrative Requirements, Cost Principles, and Audit for Federal Awards.**

4.10 | INVOICING

DID YOU KNOW??

All invoices are paid as reimbursements for expenses. All work performed by a third party must be paid before a reimbursement is made.

4.10.1 | Submitting Invoices
Standard JPA language requires MPOs to submit invoices to the ADOT Finance and Contract Administration section on a monthly basis.

The various MPO accounting offices in consultation with ADOT determine invoice detail requirements. The invoice must provide enough detail to accurately document all charges. It's assumed that supply or material expenses may require a receipt to confirm eligibility of expenses. ADOT has the right to request these records or receipts. Supporting documents for invoices should include receipts for eligible expenses, Progress Reports, In-kind Worksheets, and a Detailed Expense Ledger.

Submit invoices to ADOT Finance and Contract Administration. mpdinvoice@azdot.gov

You will receive an automatic reply from ADOT confirming the email has been received.

CHAPTER 4 | MPO Unified Planning Work Program & Contract Activities
ADOT: MPO & COG Guidelines & Procedures Manual



Invoicing section updated with contact information for submitting invoices, information on travel receipt, and information related to receipts for eligible expenses.



Travel receipts should be submitted with invoices.

Receipts for travel typically can include food, lodging and commercial transportation. The ADOA provides Travel Policy and Guidance at:

<https://gao.az.gov/travel/welcome-gao-travel>

4.10.2 | Processing Payment



ADOT uses a centralized financial information system. VendorPay allows for vendors and customers to effectively monitor status of payment. For vendor payment or to sign up for automated payment, instructions and forms are located under "Payment Options" at

<https://gao.az.gov/ajis/vendor-information>



Information related to receipts for eligible expenses (e.g. meeting supplies) can be found in

2CFR200 Uniform Administrative Requirements, Cost Principles, and Audit for Federal Awards.



Submit invoices to ADOT Finance and Contract Administration.

mpdinvoice@azdot.gov

You will receive an automatic reply from ADOT confirming the email has been received.

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4.10 | INVOICING

DID YOU KNOW??

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ADOT uses a centralized financial information system. VendorPay allows for vendors and customers to effectively monitor status of payment. For vendor payment or to sign up for automated payment, instructions and forms are located under "Payment Options" at <https://gao.az.gov/afis/vendor-information>.

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CHAPTER 4 | MPO Unified Planning Work Program & Contract Activities
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4.10.2 | Processing Payment

Travel receipts should be submitted with invoices. Receipts for travel typically can include food, lodging and commercial transportation. The ADQA provides Travel Policy and Guidance at: <https://gao.az.gov/travel/welcome-gao-travel>

Information related to receipts for eligible expenses (e.g. meeting supplies) can be found in *2CFR200 Uniform Administrative Requirements, Cost Principles and Audit for Federal Awards*.

Submit invoices to ADOT Finance and Contract Administration.
mpdinvoice@azdot.gov

You will receive an automatic reply from ADOT confirming the email has been received.

4.10.2 | Processing Payment

ADOT uses a centralized financial information system. VendorPay allows for vendors and customers to effectively monitor status of payment. For vendor payment or to sign up for automated payment, instructions and forms are located under "Payment Options" at <https://gao.az.gov/afis/vendor-information>.

Language updated to clarify the payment process. Included a link to VendorPay, ADOT's monitoring system of payments.

EDITS

CHAPTER 5

Project reports must contain the following information:

- Each approved FWA's progress and financial performance.
- A comparison of actual performance with established goals.
- A comparison of progress in meeting objectives and milestones.
- A comparison of approved budget amounts used and total costs incurred.
- Expenses and pay-able supporting data.

MPO's ability to attain the UPWP's objectives, as soon as they become known. A description of the action taken or contemplated and any federal or state assistance needed to resolve the situation must accompany the MPO's disclosure (23 C.F.R. § 420.117(d)). The ADOT regional planner will forward a copy of the MPO's progress report, with a cover letter/memorandum and accompanying invoice(s) to the FHWA Arizona Division.

expenses. ADOT has the right to request these records or receipts. Supporting documents for invoices should include receipts for eligible expenses, Progress Reports, In-kind Worksheets, and a Detailed Expense Ledger.

4.10.1 | Submitting Invoices
Standard JPA language requires MPOs to submit invoices to the ADOT Finance and Contract Administration section on a monthly basis. The various MPO accounting offices in consultation with ADOT determine invoice detail requirements. The invoice must provide enough detail to accurately document all charges. It's assumed that supply or material expenses may require a receipt to confirm eligibility of

4.10.2 | Processing Payment
Upon approval by Project Manager and MPO Finance section at ADOT, Arizona reimburses expenses within 30 days of receipt of the request for reimbursement from the MPO relating to Section 134 (23 U.S.C. § 104). Should ADOT later determine those charges were unallowable, ADOT deducts those charges from any future claim for reimbursement. ADOT may request additional information before approving and processing the invoice.

The State of Arizona has tools for vendors and customers to check if an invoice or reimbursement has been paid. Additionally, vendors and customers have the opportunity to sign up for

CHAPTER 4 | MPO Unified Planning Work Program & Contract Activities
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CHAPTER 5 | COG Work Program
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Invoicing section language updated to reflect Chapter 4 invoicing section. Included contact information, information on travel receipts, and eligible expenses.

Submit invoices to ADOT Finance and Contract Administration.

mpdinvoice@azdot.gov

You will receive an automatic reply from ADOT confirming the email has been received.

Travel receipts should be submitted with invoices. Receipts for travel typically can include food, lodging and commercial transportation. The ADQA provides Travel Policy and Guidance at: <https://gou.az.gov/travel/welcome-gou-travel>

Information related to receipts for eligible expenses (e.g. meeting supplies) can be found in *2CFR200 Uniform Administrative Requirements, Cost Principles and Audit for Federal Awards*.

ADOT uses a centralized financial information system. VendorPay allows for vendors and customers to effectively monitor status of payment. For vendor payment or to sign up for automated payment, instructions and forms are located under "Payment Options" at <https://gou.az.gov/ajis/vendor-information>

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CHAPTER 9



- References to OMB Circular A-133 was changed to 2 CFR § 200.
- Added language in Report Submission section that clarifies the calendar day requirements.

The MPO shall fulfill the requirements relative to auditee responsibilities as provided in **2 CFR § 200.508**. If the MPO expends less than \$750,000 in federal awards in its fiscal year, an audit conducted in accordance with the provisions of **2 CFR § 200** is not required. However, if the MPO elects to have an audit conducted in accordance with the provisions of **2 CFR § 200**, the cost of the audit must be paid from non-federal resources (i.e., the cost of such an audit must be paid from MPO resources obtained from other than federal entities).

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CFR § 200.507. An audit of the MPO conducted by the Arizona auditor general or an independent auditor in accordance with the provisions in 2 CFR § 200, will meet the requirements of this part.

The MPO shall fulfill the requirements relative to auditee responsibilities as provided in 2 CFR § 200.508. If the MPO expends less than \$750,000 in federal awards in its fiscal year, an audit conducted in accordance with the provisions of 2 CFR § 200 is not required. However, if the MPO elects to have an audit conducted in accordance with the provisions of 2 CFR § 200, the cost of the audit must be paid from non-federal resources (i.e., the cost of such an audit must be paid from MPO resources obtained from other than federal entities).

Federal awards are to be identified using the *Catalog of Federal Domestic Assistance* (CFDA) title and number, award number and year, and name of the awarding federal agency.

In compliance with 2 CFR § 200.512, the audit must be completed and the report must be submitted "within the earlier of 30 days after receipt of the auditor's report(s), or nine months after the end of the audit period."

9.4 | STATE REQUIREMENTS

In addition to reviews of audits in accordance with 2 CFR § 200.512(b), monitoring procedures may include, but are not limited to, on-site visits by ADOT staff or designees; limited in scope audits as defined by 2 CFR § 200.425, as revised; and/or other procedures. Relating to federal financial assistance from ADOT, the MPO agrees to comply and cooperate fully with any monitoring procedures and processes deemed appropriate by ADOT. In the event ADOT determines that a limited scope audit of

the MPO is appropriate, the MPO agrees to comply with any additional instructions provided by ADOT staff to the MPO regarding such audit. The MPO further agrees to comply and cooperate with any inspections, reviews, investigations, or audits deemed necessary by the ADOT Office of Audit and Analysis, ADOT Office of the Inspector General (OIG), and ADOT Financial Management Services (FMS). ADOT will allow the MPO the right to inspect ADOT records applicable to an agreement associated with federal financial assistance.

It is the responsibility of the MPO to monitor its subrecipients.

9.5 | AUDIT FINDINGS

The MPO shall follow up and take corrective action on audit findings. A summary schedule of prior year audit findings, including corrective action, a timetable for resolution, and current status of the audit findings must be submitted to ADOT. Current year audit findings requiring corrective action, a timetable for resolution, and status of findings will also be reported to ADOT.

If the MPO fails to take corrective action, ADOT will make a determination to make financial adjustments to the allocated federal funding as determined appropriate, up to and including repayment by the MPO of disallowed costs, or ADOT may take other action as determined appropriate. If the MPO has not completed corrective action, a timetable for follow-up should be provided.

9.6 | REPORT SUBMISSION

Copies of reporting packages for audits conducted in accordance with 2 CFR § 200.512 must be submitted when required by 2 CFR § 200.512 directly to each of



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\$500,000 benchmark was changed to \$750,000

The MPO shall fulfill the requirements relative to auditee responsibilities as provided in 2 CFR § 200.508. If the MPO expends less than \$750,000 in federal awards in its fiscal year, an audit conducted in accordance with the provisions of 2 CFR § 200 is not required. However, if the MPO elects to have an audit conducted in accordance with the provisions of 2 CFR § 200, the cost of the audit must be paid from non-federal resources (i.e., the cost of such an audit must be paid from MPO resources obtained from other than federal entities).

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CHAPTER 12

an equal opportunity to receive and participate in USDOT-assisted contracts. It is also the policy of the department:

- to ensure nondiscrimination in the award and administration of USDOT-assisted contracts;
- to create a level playing field on which DBEs can compete fairly for USDOT-assisted contracts;
- to ensure the DBE Program is narrowly tailored in accordance with applicable law;
- to ensure only firms that fully meet 49 CFR Part 26 eligibility standards qualify as DBEs;
- to help remove barriers to participation of DBEs in USDOT-assisted contracts; and
- to assist in the development of firms that can compete successfully in the marketplace outside the DBE Program.

MPOs and COGs are not responsible for determining the eligibility of any particular company to be certified as a DBE. However, they do have several responsibilities when it comes to participation of DBEs in the consultant contracts that they put out to bid. ADOT has developed and implemented a *Arizona Unified Transportation Registration and Certification system (AZUTRACS)* that all recipients of USDOT dollars must use as their DBE directory. The Arizona AZUTRACS has been established to facilitate statewide DBE certification. The AZUTRACS eliminates the need for DBE applicant businesses to obtain certification from multiple agencies and provides reciprocity within Arizona. ADOT, the city of Phoenix, and the city of Tucson are members of the Arizona AZUTRACS. The official AZUTRACS DBE database includes certified DBE firms as stated below.

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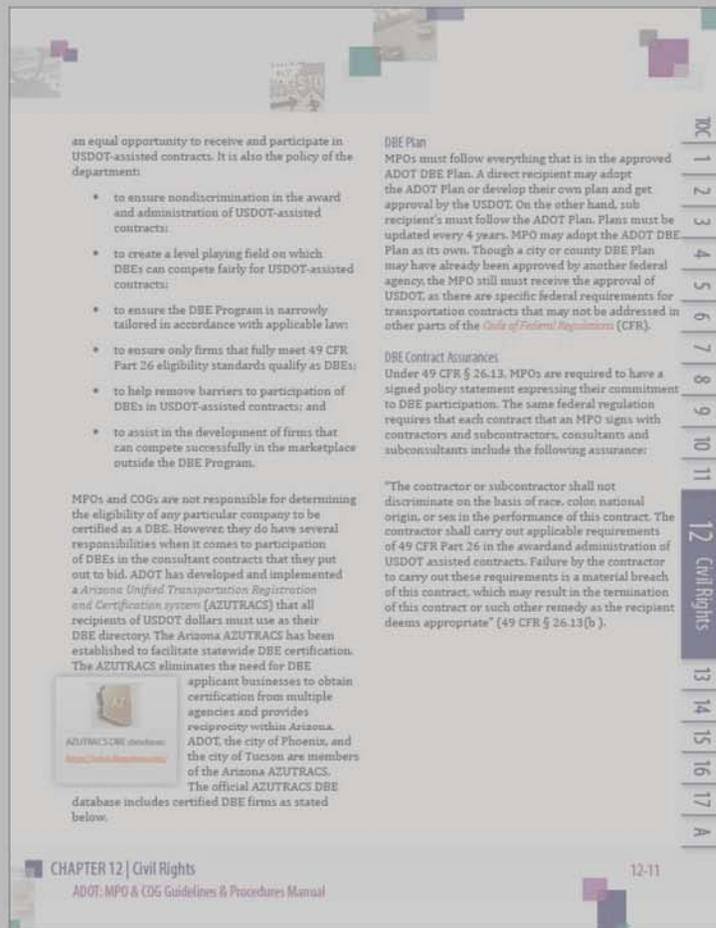
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Moved 'Disadvantaged Business Enterprise' to its own section 12.9 at the end of Chapter 12. It was originally within section 12.4 and now resides on pages 12-10 and 12-11.

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Changed from Unified Certification Program (UCP) to Arizona Unified Transportation Registration and Certification System (AZUTRACS).

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AZUTRACS DBE database:
<https://adot.dbesystem.com/>

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Updated to new website.

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- to ensure the DBE Program is narrowly tailored in accordance with applicable law;
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DBE Plan
MPOs must follow everything that is in the approved ADOT DBE Plan. A direct recipient may adopt the ADOT Plan or develop their own plan and get approval by the USDOT. On the other hand, sub recipient's must follow the ADOT Plan. Plans must be updated every 4 years. MPO may adopt the ADOT DBE Plan as its own. Though a city or county DBE Plan may have already been approved by another federal agency, the MPO still must receive the approval of USDOT, as there are specific federal requirements for transportation contracts that may not be addressed in other parts of the *Code of Federal Regulations* (CFR).

DBE Contract Assurances
Under 49 CFR § 26.13, MPOs are required to have a signed policy statement expressing their commitment to DBE participation. The same federal regulation requires that each contract that an MPO signs with contractors and subcontractors, consultants and subconsultants include the following assurance:

"The contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of USDOT assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate" (49 CFR § 26.13(b)).

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DBE Plan
MPOs must follow everything that is in the approved ADOT DBE Plan. A direct recipient may adopt the ADOT Plan or develop their own plan and get approval by the USDOT. On the other hand, sub recipient's must follow the ADOT Plan. Plans must be updated every 4 years. MPO may adopt the ADOT DBE Plan as its own. Though a city or county DBE Plan may have already been approved by another federal agency, the MPO still must receive the approval of USDOT, as there are specific federal requirements for transportation contracts that may not be addressed in other parts of the *Code of Federal Regulations* (CFR).

Explains the difference between a direct recipient of federal funds and sub recipient of funds. The direct recipient may adopt the ADOT Plan or develop their own plan with approval from the USDOT while the sub recipient must follow the ADOT Plan. Plans must be updated every 4 years.

17.3 | Transportation Data & Functional Class

17.3.1 | Purpose

This section serves as a reference for understanding functional classification of roadways and the role functional classification plays in planning and funding opportunities. It explains the role ADOT has with the FHWA and MPOs within the state of Arizona. The authority to collect transportation data and functional class is listed in table 17.3-1.

performance, and investment needs, which make up the biennial Conditions and Performance (C & P) reports to Congress. Congress uses these reports to establish both authorization and appropriation legislation.

These activities ultimately determine the scope and size of the Federal-Aid Highway Program and the level of federal highway taxation.



In August 2012, the FHWA issued a requirement for states to provide extensive coverage of the geospatial network for all highways in their state. This coverage applies to only all public non-federally owned highways; FHWA works with federal agencies for federally owned highways. The state is required to report all public road mileage data; this also includes non-state-owned public roads and roads on tribal lands.

17.3.2 | HPMS Data Collection

As part of the COG and MPO JPAs, HPMS data collection is a critical element of the WP that is to be performed on an annual basis. The importance of HPMS is that it supports the data-driven process within ADOT, FHWA, and Congress. This data is also very important for the COGs and MPOs as it can be an excellent resource for performance-based planning activities. The HPMS database includes information regarding the extent, condition, performance, use, and operating characteristics of the nation's highways. HPMS is used extensively in the analysis of the highway system's condition.

Table 17.3-1 | Authority

	Code	Description
Inherent	FHWA LE (FH)	
	FHWA 22 (FY)	
	SAFETY 42 (200)	
	23 CFR § 1.1	Provides FHWA authority to request such information deemed necessary to administer the Federal-aid Highway Program
	23 USC § 104	Department of National and Highway Program State
	23 CFR § 400.100	FHWA annual state submitted from State and field verification review and report (including traffic volume monthly summary traffic transfer data and annual track weight data)
	23 CFR § 433.100(f)	Requires states to provide data that supports FHWA's responsibilities to Congress and the public
	23 CFR § 450.216 (a)	ITDP includes States set plan to demonstrate adequate operations and maintenance of Federal and Highway
	23 CFR § 460.1	Classification of public road mileage
	23 CFR § 490	Traffic data collection traffic monitoring
	23 CFR § 400.100	Performance Management System (PMS)
	23 CFR § 104.5 (f)	HPMS process program eligibility
23 USC § 400 (f)	Planned conditions and performance reviews	

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CHAPTER 17.3 | Transportation Data & Functional Class
ADOT, MPO & COG Guidelines & Procedures Manual



The Highway Performance Monitoring System Field Manual details the HMPS core components, data model and data requirements, special guidance, sampling, workflow, and the submittal process. This manual serves as the primary guide to the ins and outs of how to prepare the datasets, delegate the workload, and submit the HMPS data.

they provide a significant amount of relatively long-distance travel and also provide more frequent access to abutting properties.

The FHWA *consequently* determined a consolidation of rural and urban designations used in defining functional classifications to be beneficial. This consolidation reduces emphasis on separate urban and rural designations, so that now, for example, "rural interstate" and "urban interstate" are simply referred to as "interstate." Although the new functional classification codes do not distinguish between urban, small urban and rural, such distinctions may still be necessary for planning and funding purposes. These distinctions can be found in the *Options Performance Classification System* and are still considered to be useful and valid. The FHWA published *Options Performance Classification System Update*, a PowerPoint presentation that provides an overview of the changes. The new system utilizes GIS to promote efficiency and cost-effective use of resources. For example, instead of the separate urban/ rural designations, updated urban layers from census data are used to define the urban roadways. The new guidance also allows for consistency between states because there is a clear process to follow.

17.3.4 | FUNCTIONAL CLASSIFICATION

Functional classification is used to group roadways into classes according to their ability to accommodate travel. It is necessary to understand that travel involves movement through a network of roadways. This network is made up of multiple roads of varying functional classification. The Functional Classification System provides a uniform evaluation of different levels of service provided by each facility. The roadway network is a hierarchical structure comprising interstates, other freeways, and expressways, other principal arterials, minor arterials, major collectors, minor collectors, and local roadways. The classification of roadways varies between and among communities according to the design and function of its roadway network.

A roadway's functional classification primarily is based on three factors or criteria: (1) the number of lanes accommodating vehicular flow; (2) the average daily traffic (ADT) volume generated at specific times (usually the afternoon or PM peak hour) on the peak travel day (usually Wednesday); and (3) the actual roadway segment's connecting function for the purpose of providing vehicular accessibility and mobility within a regional setting. For example, arterial roadways provide a network of continuous routes that typically accommodate long trips and heavy travel demand (i.e., high traffic volumes) and primarily serve interregional travel. Collectors basically serve a dual purpose, whereby

ADOT utilized a "top-down" functional classification method in conjunction with FHWA mileage limitations to classify roadways to arterial and collector systems. This methodology began with classifying Arizona's rural arterial system, and then the principal task was to distinguish the differences between the major and minor collectors. Once these tasks were accomplished, the remaining roads not



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17.3-2

17.3 | Transportation Data & Functional Class

17.3.1 | Purpose
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Table 17.3-1 | Authority

Code	Description
	ISTEA of 1991
	TDA-21 of 1996
	SAFETEA-LU of 2005
23 CFR § 1.5	Provides FHWA authority to request such information deemed necessary to administer the Federal-aid Highway Program
23 USC § 114	Appropriation of Federal-aid Highway Program funds
23 CFR § 470.105	HPMS annual data submitted from State and field verification review and report (including traffic volume monthly systematic traffic recorder data and annual truck weight data)
23 CFR § 430.210(S)	Requires states to provide data that supports FHWA's representation to Congress and the public
23 CFR § 450.216 (a)	STP includes financial plan to demonstrate adequate operations and maintenance of Federal-aid highways
23 CFR § 460.3	Certification of public road mileage
23 CFR § 500	Traffic data collection/Traffic monitoring
23 CFR § 500.106	Performance Management System (PMS)
23 CFR § 924.5 (c)	RDP project/program eligibility
23 USC § 502(f)	Biennial conditions and performance estimate

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Reordered table chronologically. Added 23 CFR 500, a program that supports traffic data collection and traffic monitoring.



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The FHWA published *1983 Functional Classification Manual*, a PowerPoint presentation that provides an overview of the changes. The new system utilizes GIS to promote efficiency and cost-effective use of resources. For example, instead of the separate urban/rural designations, updated urban layers from census data are used to define the urban roadways. The new guidance also allows for consistency between states because there is a clear process to follow.

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CHAPTER 17.3

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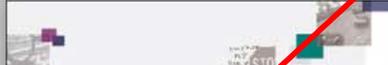
Code	Description
FY1914 (FY1)	
FY2012 (FY9)	
SAFETY02 (FY1)	
23 CFR § 1.1	Provides FHWA authority to request such information deemed necessary to administer the Federal-aid Highway Program.
23 USC § 104	Department of National and Highway Program State
23 CFR § 400.109	FHWA annual state submitted from States and field verification review and report (including traffic volume monthly summary traffic monthly data and annual truck weight data)
23 CFR § 433.100(f)	Requires states to provide data that supports FHWA's responsibility to Congress and the public.
23 CFR § 430.216 (a)	ITDP includes States and plans to demonstrate voluntary operations and maintenance of Federal and Highway
23 CFR § 490.1	Contribution of public road mileage
23 CFR § 400	Traffic data collection traffic monitoring
23 CFR § 400.206	Prevention Management System (PMS)
23 CFR § 204.5 (b)	RMP process program eligibility
23 USC § 400 (f)	Desired conditions and performance measures

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FHWA Highway Performance Monitoring System Field Manual:

http://www.fhwa.dot.gov/policyinformation/hpms/fieldmanual/HPMS_2014.pdf



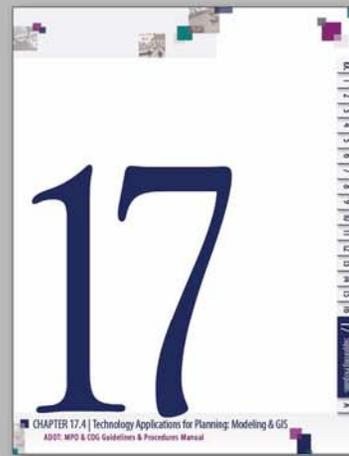
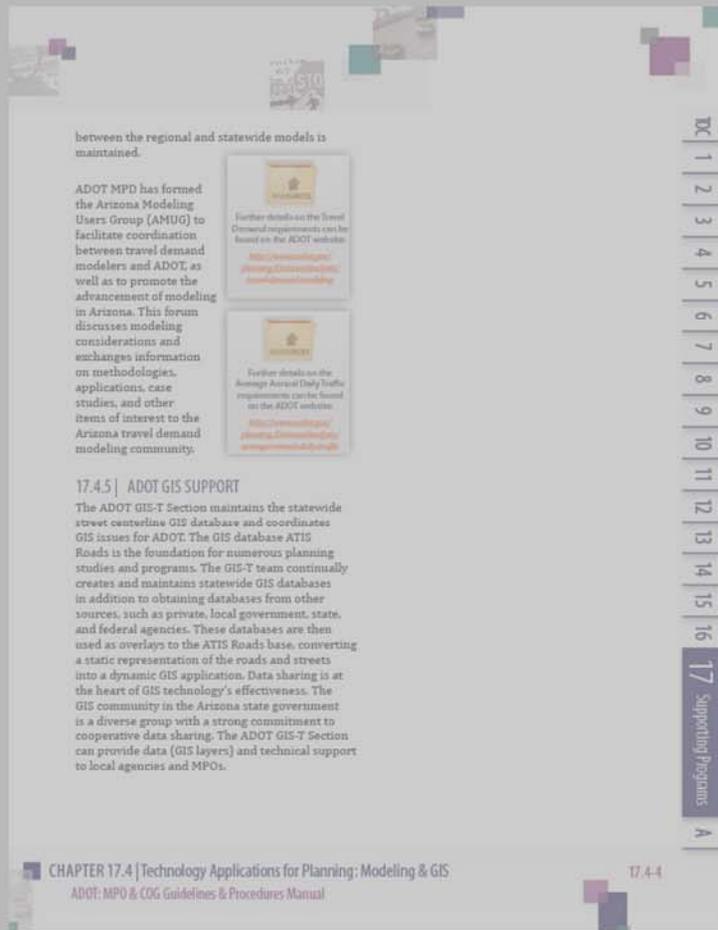
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17.3-2

Updated link from the 2012 Manual to the 2014 Manual.

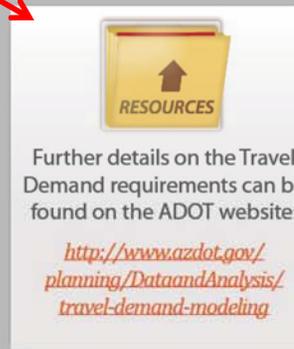
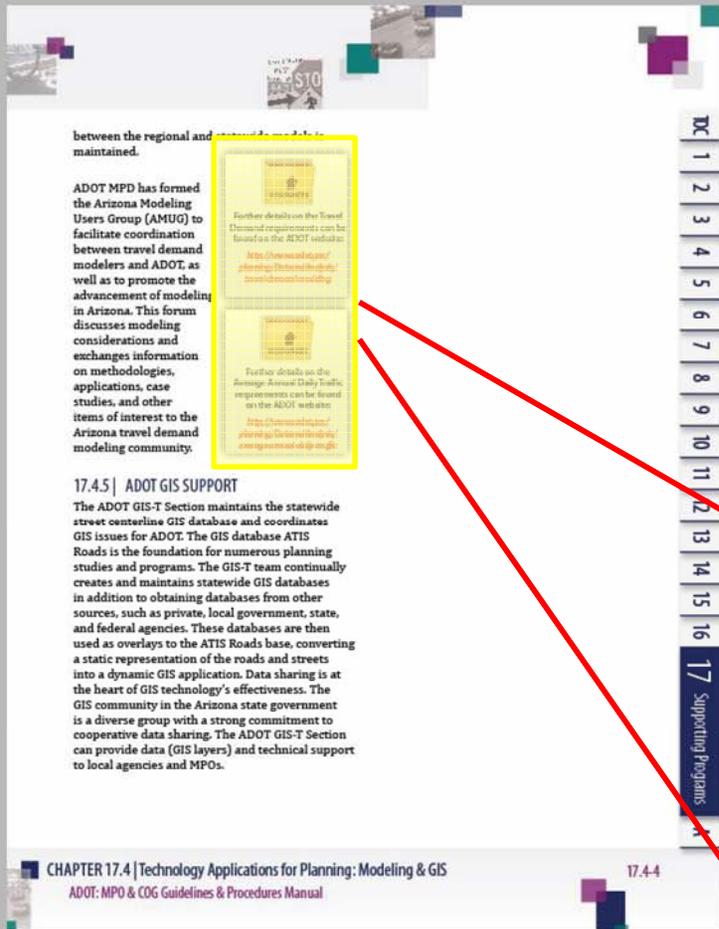
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Added additional Resource buttons to ADOT Traffic Counts site and Traffic Demand site.