



# SEAGO TRANSPORTATION ADVISORY COMMITTEE

## AGENDA FOR SEAGO TAC

<b>Date:</b>	March 17, 2016
<b>Time:</b>	10 a.m.
<b>Location:</b>	Cochise College Benson Center, 1025 State Hwy. 90, Benson, Arizona
<b>Call-in No.</b>	Call Chris Vertrees (520-432-5301 ext. 209) ( <a href="mailto:cdvertrees@seago.org">cdvertrees@seago.org</a> ) 48 hrs. in advance of meeting date for call-in information.

Individuals wishing to participate in the meeting telephonically may do so by contacting Chris Vertrees at (520) 432-5301 extension 209. Contact must be made at least 48 hours before the meeting in order to obtain the call-in information. Please note that the option to participate telephonically may not be available unless requested as instructed above.

Si necesita acomodaciones especiales o un intérprete para esta conferencia, deben ponerse en contacto con Chris Vertrees al número (520) 432-5301, extensión 209, por lo menos setenta y dos (72) horas antes de la conferencia.

<b>Voting TAC Members</b>	Mark Hoffman – ADOT MPD Brad Hamilton – Benson Andy Haratyk – Bisbee Ian McGaughey – Clifton Karen Lambertson – Cochise County Scott Lehman – Douglas John Basteen – Duncan	Michael Bryce (Chair) – Graham County Phil Ronnerud – Greenlee Co. TBD - Huachuca City Juan Guerra – Nogales Dave Teel – Patagonia Jeff McCormick – Pima Randy Petty - Safford	Marvin Mull – San Carlos Apache Tribe (SCAT) Jesus Valdez (Vice Chair) – Santa Cruz County Heath Brown – Thatcher Donna Driskoll– Tombstone Gary Adams – Willcox
<b>Guests, Staff, and Other Expected Attendees</b>	Randy Heiss – SEAGO Chris Vertrees – SEAGO Jason Hafner – ADOT		

**Shaded items are action items.**

ITEM	SUBJECT	PRESENTER	PAGE
1.	Call to Order and Introductions	Jesus	N/A
2.	Call to the Public	Jesus	N/A
3.	Approval of Minutes of January 21, 2016	Jesus	3-6
4.	SEAGO/SVMPO Joint Regional SHSP Kick-off	Chris Michael Blankenship	7-29
5.	STP/HSIP Ledger Reports	Chris	30-31
6.	STP/HSIP Project Reviews	Chris	32-38
7.	TIP Report ➤ Discussion and Possible Action on Current TIP • Administrative Changes • Proposed Amendments	Chris	39-47
8.	SEAGO 2017-2021 Draft TIP Approval	Chris	48-52
9.	Unified Plan Projects	Randy	53-54
10.	LPA Section – Design Progress Report	Jason	55-61
11.	District Engineers' Report ➤ Status of State Highway Projects Quarterly Project Report	TBD	N/A



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12.	Regional Local Program Reports > Status of Local Projects <ul style="list-style-type: none"> <li>• STP Projects</li> <li>• Update on Enhancement Projects</li> <li>• Update on HSIP Projects</li> <li>• Update on all Planning Studies</li> </ul>	Towns, Cities, Counties, & ADOT	N/A
13.	Items for General Discussion	All	N/A
14.	Items for Next Meeting	All	N/A
15.	Next Meeting Date: 5/19/16	Jesus	N/A
	<b>Adjourn</b>		

**Direction may be given to SEAGO staff on any item on the agenda.**



# SEAGO TRANSPORTATION ADVISORY COMMITTEE

## MEETING MINUTES FOR JANUARY 21, 2016

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<b>Date:</b>	January 21, 2016		
<b>Time:</b>	10 a.m.		
<b>Location:</b>	Cochise College Benson Center, 1025 State Hwy. 90, Benson, Arizona		
<b>Voting TAC Members Present</b>	Ian McGaughey, Clifton Karen Lambertson, Cochise Mark Hoffman, ADOT Phil Ronnerud, Greenlee Jesus Valdez, Santa Cruz	Michael Bryce, Graham Juan Guerra, Nogales Randy Petty, Safford Heath Brown, Thatcher	
<b>Guests, Staff, and Other Attendees</b>	Chris Vertrees, SEAGO Randy Heiss, SEAGO Jason Hafner, ADOT Paul David, ADOT Dan Coxworth, SVMPO		

### 1. Call to Order and Introductions

Chair Michael Bryce called the meeting to order at 10:00 a.m. TAC members, guests and SEAGO staff introduced themselves.

### 2. Call to the Public

Chair Michael Bryce made a Call to the Public and no one spoke.

### 3. Approval of Minutes of November 19, 2015

Chair Michael Bryce asked for a motion to approve the November 19, 2015 Minutes

**MOTION:** Heath Brown moved to approve the November 19, 2015 Minutes

**SECOND:** Juan Guerra

**ACTION: APPROVED UNANIMOUSLY**

### 4. STP/HSIP Ledger Reports

Chris Vertrees presented the STP/HSIP Ledger Reports that were included in the TAC packet (pages 6 & 7)

### 5. TIP Report

Chris Vertrees reported that there were no changes to the SEAGO 2016-2020 TIP since the last TAC Meeting. Chris advised the TAC that the most recent TIP was attached to their packet on pages 9 through 12.



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### MEETING MINUTES FOR JANUARY 21, 2016

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#### 6. SEAGO/SVMPO SHSP Consultant Selection

Chris Vertrees advised the TAC that the SHSP Review Committee selected three consultants to present to our TAC. The firms selected were Kimley-Horn (10:30 AM), Wilson & Company, Inc (11:00 AM) and Amec Foster Wheeler Environmental & Infrastructure, Inc. (11:30 AM).

Chris distributed the presentation scoring forms and answered questions concerning the forms. He advised the TAC that each firm will have 15 minutes to present their proposal, followed by a 15 minute question and answer period.

Each firm presented their project and answered questions from the TAC membership. A score form was completed by each TAC member for each of the presenting firms.

Chris Vertrees totaled the scores and advised the TAC of the results. Kimley-Horn scored 791 points, Wilson & Company, Inc scored 817 points and Amec Foster Wheeler Environmental & Infrastructure, Inc. had the highest score at 880 points. The TAC discussed the presentations, proposals, and results.

**MOTION:** Ian McGaughey made a motion to select Amec Foster Wheeler Environmental as our SHSP consultant and to authorize SEAGO to begin contract negotiations with Amec Foster Wheeler.

**SECOND:** Juan Guerra

**ACTION: APPROVED UNANIMOUSLY**

#### 7. Transportation Issues Position Statement

Randy Heiss advised the TAC that for the last several years, the SEAGO TAC has engaged in substantive discussion regarding transportation issues of concern impacting the ability of local governments to plan and implement transportation projects. The issues the TAC felt were particularly important last year are in the 2015 – 2016 Transportation Issues Position Statement that begins on page 16 of their TAC Packet. During discussion, the TAC raised a number of concerns regarding the ability of local governments to plan and implement transportation projects. The issues the TAC felt were particularly important were:

- Stop the diversion of HURF and other dedicated transportation revenues to the State General Fund.
- Encourage ADOT to restore the HURF Exchange Program.
- Encourage ADOT to include SR 189 as a Critical Rural Freight Corridor in the Arizona State Freight Plan, and to support the efforts of the Regional Planning Agencies to reduce the commercial traffic congestion on SR 189.
- Urge the Governor and Legislature, to reset the Title 34 limitation on use of local forces to construct street, road, bridge, water or sewer projects without advertising for bids to \$500,000 and/or exclude the cost of materials from the calculation of project costs for projects located more than 75 miles from an urbanized area with a population of 250,000 or more.
- Support efforts to create a statewide unified transportation plan that can be integrated into the Statewide Long Range Transportation Plan update.



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**MOTION:** Juan Guerra made a motion to approve the Transportation Issues Position Statement.

**SECOND:** Randy Petty

**ACTION: APPROVED UNANIMOUSLY**

#### 8. Election of Officers

Chris Vertrees advised the TAC that Article 6 of the SEAGO TAC Bylaws requires that a Chairperson and Vice-Chairperson be elected at the first meeting of the new calendar year. In addition, the Bylaws provide no direction in regards to length of service limitations. Therefore, the TAC could elect to keep the current Chair and Vice-Chair in place or elect new officers. The TAC discussed the leadership options. Michael advised the TAC that he was willing to continue in the position another year unless somebody wanted the opportunity. Karen discussed that Michael has been in the position a long time and may be in need of a break. The TAC discussed promoting the Vice Chairperson (Jesus Valdez) to Chairperson and rotating Michael to Vice Chairperson. Jesus indicated his willingness to serve as Chairperson.

**MOTION:** Karen Lamberton made a motion to promote Jesus Valdez to Chairperson and rotate Michael Bryce to the position of Vice Chairperson.

**SECOND:** Heath Brown

**ACTION: APPROVED UNANIMOUSLY**

#### 9. 2016 TAC Meeting Schedule Review and Approval

Chris Vertrees advised the TAC that the 2016 TAC Meeting Schedule was on page 21 of their packet. The SEAGO TAC is scheduled to meet on the third Thursday of every other month. Chris asked the TAC if they see any scheduling conflicts with the schedule. No conflicts were noted.

**MOTION:** Jesus Valdez made a motion to approve the 2016 TAC Meeting Schedule.

**SECOND:** Karen Lamberton

**ACTION: APPROVED UNANIMOUSLY**

#### 10. LPA Section – Projects Discussion and Updates

Jason Hafner distributed a Design Progress Report to the TAC. Jason discussed the report with the TAC.

#### 11. District Engineers' Report

Paul David presented the District Engineers' Report and updated the TAC on the status of projects within the region.

#### 12. Regional Local Program Reports

Those in attendance reported their current status of local projects.

#### 13. Items for General Discussion

Chair Michael Bryce asked if anyone had items for general discussion, no one spoke.

#### 14. Items for Next Meeting

SEAGO TAC Minutes for January 21, 2016



## SEAGO TRANSPORTATION ADVISORY COMMITTEE

### MEETING MINUTES FOR JANUARY 21, 2016

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Chair Michael Bryce asked if anyone had items for next meeting, Chris Vertrees stated that the TAC will be kicking-off our SHSP, conducting FY16 STP and HSIP project reviews, and will be reviewing/approving our 2017-2021 SEAGO Draft TIP .

**15. Next Meeting Date March 17, 2016 at the Cochise College Benson Center**

**MEETING ADJOURNED AT 1:35 PM**

DRAFT



# TAC PACKET

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**TO: SEAGO TAC**  
**FROM: CHRIS VERTREES, SEAGO TRANSPORTATION PLANNER**  
**DATE: MMARCH 8, 2016**  
**RE: SEAGO/SVMPO JOINT SHSP KICK-OFF MEETING**

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We will be kicking-off our SEAGO/SVMPO Joint Strategic Highway Safety Plan at our March 17<sup>th</sup> meeting. The purpose of the kick-off meeting is to review and finalize the Work Plan, Schedule, and Scope of Work.

As identified in our contract with Amec, Foster, Wheeler, the current Scope of Work consists of the Scope of Work as listed in the Request for Proposals (RFP) and the Consultant's Proposals. For your review, I have attached a Scope of Work that includes the Tasks identified in our RFP along with Amec, Foster, Wheeler's responses to our RFP.

I have also attached an Amended Project Schedule that resulted from the TAC's direction to convene the Local Agency Study sessions earlier in the schedule and closer together. Those work sessions will now occur during the May through July window.

Based on comments and direction received during this meeting, we will adjust the Scope of Work, Project Schedule, and project cost estimate if necessary.



# SEAGO/SVMPO JOINT REGIONAL STRATEGIC HIGHWAY SAFETY PLAN SCOPE OF WORK

## **Task 1: Project Management and Coordination**

### **SEAGO RFP**

Develop a work plan that will include a minimum of four (4) SHSP Transportation Advisory Committee meetings and four (4) local agency study sessions (one each in Cochise County, Graham/Greenlee County, Santa Cruz County, and SVMPO).

### **Amec Foster Wheeler RFP Response**

The first task for our team is to refine the tasks presented in this proposal to ensure a complete, concise and achievable work plan. We propose a Kick-off/Scoping Meeting with SEAGO, SVMPO and the TAC to revise and finalize the Work Plan. Based on comments and direction received during this meeting, we will adjust the Scope of Work, schedule and fee estimate appropriately. The finalized Scope of Work and Work Plan will be delivered to SEAGO, SVMPO and the TAC.

Project management/coordination will be conducted throughout the duration of the project and will include 4 TAC meetings to update the TAC members on the plan's progress and to solicit their input on the direction the plan is taking. We will also conduct 4 local agency study sessions, one each in Cochise County, Graham/Greenlee County, Santa Cruz County and SVMPO.

## **Task 2: Public Involvement**

### **SEAGO RFP**

One of the key aspects in developing the plan is the public involvement process. At a minimum, the process shall satisfy the intents of MAP-21, Title VI of the Civil Rights Act of 1964, and the Executive order on Environmental Justice.

The consultant shall develop a public involvement plan defining the roles and responsibilities of SEAGO, SVMPO, the consultant, and the public involvement team. It will identify the number of proposed meetings and a schedule should be provided. The plan shall satisfy the intents of MAP-21, Title VI of the Civil Rights Act of 1964, and the Executive Order on Environmental Justice 12898.

The strategy should include informing the general public on transportation safety issues, educating key political leaders regarding their role in saving lives, and encouraging participation in implementation activities among safety partners. The Consultant shall arrange for the meeting locations.

### **Amec Foster Wheeler RFP Response**

At the start of the project, GCI will coordinate and facilitate a Public Involvement (PI) Kick-off meeting with key SEAGO/SVMPO representatives and Amec Foster Wheeler team members to discuss and agree upon the goals and objectives for public and key stakeholder education and engagement in support of this study. GCI will incorporate a





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mix of traditional and cutting-edge public engagement tools and techniques to develop and manage implementation of a PI Plan that will effectively inform and engage the general public and stakeholders on transportation safety issues, educate key political leaders about their roles in saving lives, and encourage participation by safety partners in implementation of the safety plan. On recent Safety Plan projects for Lake Havasu MPO and MAG/City of Avondale, GCI had excellent public participation using on-line engagement tools, with 205 residents responding to the LHMPO on-line survey. Our team will develop an effective and inclusive public involvement plan (PIP), which will define the roles and responsibilities of SEAGO, SVMPO, the consultant and public involvement team. Based on the requirements set forth in the RFP and our experience on similar projects, our PIP will include the following activities:

### **1. Public Engagement and Outreach:**

- Publicize plan development and on-line engagement via an electronic postcard distributed through SEAGO, SVMPO, and third-party stakeholder mailing lists. The postcard will provide the public an opportunity to sign-up to receive project updates and information about future engagement opportunities.
- Conduct an online survey of community members in the SEAGO/SVMPO region using interactive mapping, to solicit input about unsafe locations to travel in the area by various modes.
- Distribute Safety Plan findings and recommendations in electronic format. Communications will be sent to the public and to other interested parties through stakeholders.

### **2. Presentations at SEAGO/SVMPO Executive Board Meetings:**

- Executive Board Meeting #1: Overview of project, solicit input on specific goals.
- Executive Board Meeting #2: Present the Safety Plan findings and recommendations.

### **3. Conduct 2 Public/Stakeholder Meetings:**

- Workshop #1: Send notice of these meetings to interested members of the public that have signed-up for updates. Present safety performance findings and solicit input on developing a safety vision and goals. Utilize interactive activities and exercises during the workshop to fully engage stakeholders.
- Workshop #2: Present network screening results and potential safety projects, solicit commitments from stakeholders to help implement the Plan, and solicit safety pledges from the public.

Our experience has shown that very few citizens attend and participate in the Safety Plan Public Meetings, and the majority of those that do attend are stakeholders. Inviting the public to participate in the stakeholder meetings results in a better participation rate and it provides a golden opportunity to educate the public on traffic safety issues and how they can help bring down the region's crash numbers.

Our team will work with SEAGO/SVMPO to develop messaging strategies based on the contributing factors causing the prevalent crash incident types (e.g., distracted



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driving/cell phone use, speeding, red light running, etc.). We will incorporate these messaging strategies in fact sheets, display boards and/or posters and PowerPoint slides used at the public meetings. We will develop these materials so they can also be used or modified for use on the SEAGO and SVMPO websites, at presentations for community and civic groups and for distribution at such locations as high schools and senior centers. The materials will be developed in English, Spanish and other alternate formats, if appropriate and desired. Our team will work with SEAGO and SVMPO staff to identify and capitalize on opportunities to employ social media applications to publicize the Safety Plan development effort and the public meetings, and to disseminate the safety messages.

We will also use the crash data and public input to develop a PowerPoint presentation targeted for key political leaders and safety partner leadership that will focus on their roles in saving lives through public education, approval of funding for safety improvements where needed and safety law enactment/enforcement. We recommend inviting these groups to a safety workshop to discuss the Safety Plan and educate them about their respective roles.

GCI will document all public and key stakeholder input in a public involvement summary report, which will be appended to the Executive Summary and Final Report for this study effort.

### **Task 3: Safety System Performance**

#### **SEAGO RFP**

Review current state of transportation safety in the SEAGO and SVMPO regions including (but not limited to): safety performance of regional roadway network, regional trends in crashes that involve fatalities and injuries, and possible contributing factors. Identification of emphasis areas and development of the SEAGO/SVMPO SHSP must be a data-driven process.

#### **Amec Foster Wheeler RFP Response**

Before emphasis areas and safety strategies can be identified, our team will evaluate existing safety conditions in the SEAGO/SVMPO region. This will provide a baseline to determine where there are opportunities for safety improvements. Amec Foster Wheeler's experience in mining ADOT's ALISS crash database and other crash data sources will ensure traffic safety issues for all road users are identified. We will collect data from several primary sources including:

- ALISS: The most recent 5 years of crash data will be obtained from the ALISS crash database, which is current through 2014. Analyzing 5 years of data will identify trends in lower frequency crash populations, including pedestrian/bicyclist crashes and crashes on rural roads and lower volume roads. This crash data may also provide information on the impacts of previously implemented safety improvements.



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- Local Agency Law Enforcement: Our team will coordinate with County Sheriff's Departments and local agency Police Departments to obtain crash data to supplement the data in the ALISS database.
- Other: In addition to crash data, we will utilize traffic volumes (all modes) and findings/recommendations from previous studies and plans.

Because MAP-21 defines safety data as roadway, traffic and crash data, we will not confine our research to crash frequency, otherwise only high traffic volume locations would contribute to the identification of emphasis areas and strategies.

- Exposure data, including vehicular traffic volumes and available pedestrian/bicyclist count data, should be used to generate crash rates.
- Crash severity should be used to calculate hazard indexes.
- Roadway data, such as number of lanes, should be used to identify potential safety issues. As an example, arterials with five or more lanes create pedestrian safety issues, especially at locations with mid-block pedestrian generators (residential, bus stops, convenience marts, schools; these land uses can be considered a type of roadway data).
- Predictive analysis: An agency should not have to wait for a serious crash before recognizing a high-risk location, especially for vulnerable users, i.e. pedestrians and bicyclists. In fact, the HSIP manual says that "states shall fund safety projects or activities that are most likely to reduce the number of, or potential for, fatalities and serious injuries," and MAP-21 states that "safety projects can be identified on the basis of crash experience, crash potential, crash rate, or other data-supported means."

We will make use of all available data and not limit our analysis to crash frequency during the SHSP development, including crash severity and traffic volumes. Crash trends year will be shown in tables/graphically. The chart on the right shows the most frequent crash types in the SEAGO/SVMPO region for the past 5 years (2010-2014). Single vehicle crashes account for 37% of all crashes and 60% of all fatal crashes in the region. The next highest frequency crash type for fatal crashes is pedestrian crashes, accounting for 12% of the fatal crashes in the region.

Anticipated summaries by severity will include:

- Collision manner (left-turn, head-on, etc.)
- Vulnerable user (pedestrian, bicyclist, motorcyclist)
- Driver data: age, violation, restraint use, etc.
- Time of day and monthly and day of week variations
- Crash data will be summarized by SEAGO and SVMPO member agency and data trends will be compared to statewide trends.

### **Data Reliability**

The SHSP will be a data-driven process, with crash data being the most important factor in the development of the plan. It is important to understand the reliability and



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limitations of this data. Our team has encountered and successfully dealt with crash data issues on previous safety plan efforts in Arizona, including:

- **Lack of crash data reported by local agencies.** Some local agencies do not submit crash data to ADOT, so the ALISS database under-reports crashes in those locations, making it difficult to identify safety issues.
- Amec Foster Wheeler has worked directly with local agency police departments to obtain crash data, and our team proposes coordinating with County Sheriff Department and local agency Police Departments to obtain all relevant crash data. Typically, if crashes are not in the ALISS database, ADOT does not allow them to be used in HSIP applications.
- **Naming/coding conventions.** Roads with multiple names, e.g. SR 80/Sumner Street/Fremont Street in Tombstone, can create crash data issues for analysts unfamiliar with the SEAGO and SVMPO regions and the ALISS database. Also, unfamiliarity with the ALISS “Incident On Road” coding conventions can also lead to improper conclusions, e.g. “0” after road name means the crash occurred on the non-cardinal side of the divided highway, “1” means it occurred on the cardinal side frontage road.
- **Miscoded/misused crash data.** Many left-turn crashes are erroneously coded as angle crashes, which can lead to recommending the wrong type of mitigation strategies. Also, some users of the ALISS crash database have mistakenly assumed that crashes coded as single vehicle crashes are road departure crashes, when in fact many of these are pedestrian and bicycle crashes, which have vastly different mitigation strategies. The ALISS data in the table below highlights these issues. To make sure that erroneous assumptions on crash types aren’t made, our team will analyze all relevant fields in the crash database including “Unit Action” and “Incident First Harmful,” to confirm crash type.

### **Task 4: Network Screening Methodologies for Prioritization of Transportation Safety Needs**

#### **SEAGO RFP**

Review the current SEAGO and SVMPO network screening methodology for ranking high risk locations with focus on recommendations for improvements to (1) facilitate regional scale spatial analysis and evaluation and (2) enable member agencies capabilities to facilitate location specific and community specific spatial analyses and evaluations. Task should include development of a traffic safety data and analysis improvement plan.

#### **Amec Foster Wheeler RFP Response**

How does an agency determine the appropriate locations to spend its limited safety funds? We developed the network screening methodology for the Arizona High Risk



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Rural Roads Program (HRRRP) and have developed screening methodologies for the PAG, YMPO, Lake Havasu MPO and Sun Corridor MPO SHSPs for ranking high risk locations. Similar methodologies will be developed for SEAGO and SVMPO's SHSP. Our team will create a traffic safety data and analysis improvement plan to (1) facilitate regional scale spatial analysis and evaluation and (2) enable SEAGO and SVMPO member agencies to facilitate location-specific and community-specific spatial analyses and evaluations.

Findings from RSAs we have conducted show that there is a nighttime pedestrian crash problem when the following variables are present:

- 5-lane urban arterial street
- speed limit of 40 mph and higher
- convenience store on one side of the road
- low-income housing, school or other pedestrian generator on the other side of the road

An ideal example is on SR 90 in Sierra Vista, where our RSA led to an HSIP funded project to install a Pedestrian Hybrid Beacon near the Circle K, improve lighting and provide a multi-use path along the south side of the highway. It is anticipated that pedestrian accommodations will be a key safety strategy in this SHSP. Mike developed the ADOT pedestrian hybrid beacon (also known as HAWK) warranting guidelines.

Mike initiated and managed the Arizona HRRRP, which included crash data analysis, network screening, identification of crash patterns and contributing factors, and development of appropriate safety countermeasures for rural roads. Our experience shows that rural road crash patterns include:

- high frequency of nighttime road departure crashes
- high frequency of vehicle rollovers
- high frequency of occupants being ejected from the vehicle due to not wearing a seatbelt
- longer emergency response times due to distance from urban areas and delays in a crash being reported

The network screening methodology we have recommended and implemented for the regional SHSPs is the Priority Index (PI), which ranks signalized intersections unsignalized intersections and segments based on crash rate, frequency and severity. Below is a table showing the PI for signalized intersections in the YMPO region. When traffic volumes are not available for all locations, a modified PI can be utilized that uses crash frequency and severity.

Our team has also utilized safety performance functions (SPFs) for the PAG region for network screening. SPFs are a predictive methodology for estimating expected average crash frequency for an intersection or segment. We realize that the RFP for



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this project lists Predictive Analysis in Task 10: HSIP Project Identification, but it is better suited in Task 4, as it is useful in ranking high risk locations.

These network screening methodologies are user friendly and can be updated with future crash data by local agency personnel with Microsoft Excel knowledge.

GIS-based methodologies will be utilized for spatial analysis of crashes to identify high crash corridors or zones by creating crash concentration maps. Our heat map on the right highlights crash clusters in the region, with darker colors showing higher frequency crash areas.

We will utilize the experience of our GIS team to develop spatial analyses which graphically show crash concentrations in the region.

Network screening issues we have encountered and successfully dealt with on previous SHSPs include:

- Lack of traffic volumes. This limits the number of locations that can be used in the SPF development and the number of locations with crash rates. Our team used a modified PI ranking that includes crash frequency and severity. We use ADOT's TDMS to obtain traffic count data.
- Data resolution. Locations and names of intersections and segments (to/from endpoints) and number of approaches at intersections are sometimes either missing or inaccurately located spatially. This can be remedied through manual review of mapping.
- Intersections inaccurately coded as signalized or unsignalized. Network screening is conducted based on intersection traffic control, and some stop-controlled intersections have been identified as signalized, typically when flashing beacons are used. We work closely with local agencies to identify these miscodings.
- Competing agency objectives. Rural agencies (Counties) usually want the focus to be on 2-lane rural road issues, typically single vehicle road departure crashes. Urban agencies (Cities) want the focus on intersection issues and pedestrian/bicyclist issues. Our location rankings provide both regional priority locations and individual agency priority locations, allowing customized use.

### **Task 5: Identify and Analyze Available Resources from a Transportation Safety Perspective**

#### **SEAGO RFP**

This includes: review and identification of stakeholders to ensure consistency with the Arizona Strategic Highway Safety Plan, a review of current programs, staffing and funding resources available for transportation safety planning and implementation. This task should also include identification of opportunities for improvements such



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as a streamlined safety funding process and collaboration that could lead to improved effectiveness of safety analysis, project development and implementation by all SEAGO/SVMPO member agencies.

### **Amec Foster Wheeler RFP Response**

Local, regional, state and national safety programs and funding sources are available to improve safety in the SEAGO and SVMPO region. Local agency stakeholders may be unaware of these programs; however, our team is very familiar with them. We will inventory and highlight each resource to encourage greater use.

### **Existing Programs**

Our team will coordinate with SEAGO and SVMPO and the TAC to identify safety stakeholders to ensure consistency with the Arizona SHSP, as well as review current safety programs in the region and identify regional staffing and funding resources available for transportation safety planning and implementation. We will also identify opportunities for improvements such as a streamlined safety funding process and collaboration that can lead to improved effectiveness of safety analysis, project development and implementation for all SEAGO and SVMPO member agencies.

Additional safety resources include reports and working papers for previous and ongoing studies, plans and programs including, but not limited to:

- Cochise County Long Range Transportation Plan
- SVMPO Fry Boulevard West End Corridor Study
- SVMPO Buffalo Soldier Trail DCR
- City of Sierra Vista Safe Bicycle and Pedestrian Routes Plan
- Nogales/Santa Cruz County Transportation Plan
- Nogales Pedestrian Circulation Plan at Ports of Entry
- Bisbee Comprehensive Transportation Plan

Enforcement, EMS and Health Departments typically have safety programs and resources that are often “under the radar;” our team will make sure these agencies and their programs are also identified.

### **Funding Resources**

A number of funding sources are available including HSIP, ADOT, Highway User Revenue Fund (HURF), Transportation Alternatives Program (TAP), Governor’s Office of Highway Safety (GOHS) and National Highway Traffic Safety Administration (NHTSA).

The HRRRP is no longer an HSIP set-aside funding resource. However, MAP-21 established a Special Rule for HRRR safety which states: "If the fatality rate on rural roads in a State increases over the most recent 2-year period for which data are available, that State shall be required to obligate in the next fiscal year for projects on high risk rural roads an amount equal to at least 200 percent of the amount of funds



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the State received for fiscal year 2009 for high risk rural roads.” The 2009 amount for Arizona was \$1,800,000.

Not all agencies know and understand the processes involved in obtaining these funds; our team members have assisted numerous agencies in applying for and receiving safety funds.

Navigating the ADOT and FHWA HSIP application process can be confusing and resource-intensive, especially for infrequent users. Currently, local agencies can use HSIP applications to pursue both the SEAGO, SVMPO and the ADOT statewide HSIP apportionments to develop safety projects. Arizona HSIP funds are approximately \$36,000,000 each year, with approximately \$493,000 in obligation authority allocated to SEAGO and SVMPO each. Beginning in fiscal year 2019, these sub-allocations to COGs and MPOs will go away, and all agencies will compete for the statewide pot of HSIP funds. This is a primary reason for the development of this regional SHSP: to position the SEAGO and SVMPO member agencies to better compete for the statewide HSIP funds by identifying and justifying worthy safety projects through a data-driven process.

We recommend that Kelly LaRosa, FHWA Arizona Division and an ADOT Traffic Safety Section member (Richard Weeks, Mona Aglan-Swick, Larry Talley) be included as stakeholders for addressing improvements to the HSIP application process since they are the ultimate decision-makers on HSIP eligibility approval. This will allow them to see first-hand the various issues facing SEAGO and SVMPO member agencies as they navigate the HSIP project development process.

Safety is often seen as an “extra” or “add-on” or even a nuisance to incorporate into a project, when in fact it should be “mainstreamed” and explicitly considered on every project. Mike served on the FHWA “Mainstreaming Safety Workshop” Technical Oversight Working Group and has extensive expertise with incorporating safety into roadway projects.

Our team will develop a process to mainstream safety into traditional transportation projects to encourage future SEAGO and SVMPO TIP projects that incorporate safety features. ADOT’s Planning to Programming (P2P) linkage is developing evaluation criteria to explicitly consider safety in the project programming process, which may have application to the region’s TIP.

One way to incorporate safety into future projects is to make design-stage RSAs a part of every project, which we recommend. RSA findings have also been used as supporting documentation in HSIP funding requests. Our team can recommend design guidelines and policy revisions to include systematic safety improvements including centerline and shoulder rumble strips, sidewalks and lighting.





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### **Task 6: Establish Regional Vision and Goals for Transportation Safety Consistent with Arizona SHSP**

#### **SEAGO RFP**

This task shall be consistent with Arizona Strategic Highway Safety Plan (SHSP). A workshop is envisioned involving participation from a wide variety of safety stakeholders, whereby regional safety performance, network screening methodology, available resources, scope and timeline for the SEAGO/SVMPO SHSP will be presented. Funding and use thereof for this workshop and any and all activities involved in the development of the SEAGO/SVMPO SHSP will be consistent with Federal Aid requirements. SEAGO is familiar with the use and limitations of Federal Aid funds.

#### **Amec Foster Wheeler RFP Response**

It is important that SEAGO and SVMPO have buy-in for this safety plan from member agencies and stakeholders to improve the chances of implementing the plan's recommendations. Our team will facilitate a workshop of stakeholders to develop a safety vision and goals consistent with the Arizona SHSP while meeting regional needs. To improve sharing of crash data and identification of safety issues it is critical for law enforcement to be involved in the safety planning process. We recommend including law enforcement personnel in the TAC meetings, as we are doing with the Sun Corridor MPO SHSP, to ensure active participation in plan development.

During the workshop, our team will provide an overview of safety planning requirements (including federal guidelines) and the scope/schedule for the SHSP development. We will also present findings on regional safety performance and available safety programs and resources. The workshop will be used to reach consensus on a regional transportation safety vision and goals. A second stakeholder workshop will be conducted later in the plan's development to highlight network screening and potential safety projects.

In addition to law enforcement, schools are a key safety stakeholder, with charter schools in particular having traffic flow and safety issues. We will make a concerted effort to reach out to the school stakeholders.

Example visions used in other safety plans include:

- Toward zero deaths by reducing crashes for a safer Arizona (AZ 2014)
- No Deaths, No Injuries – Know More (Yuma MPO)
- Reduce fatal and serious injury crashes through implementation of effective safety strategies and countermeasures (Sun Corridor MPO)
- Zero deaths – Zero injuries (MAG 2015)

Example goals from other safety plans include:



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- Reduce the number of fatalities and serious injuries by 3% to 7% during the next 5 years (Arizona 2014)
- Reduce the number of fatalities and serious injuries in the region by 3% annually (Yuma MPO)

The four E's of traffic safety (engineering, enforcement, education and EMS) are key ingredients in the SHSP development, but the list of interested and critical stakeholders is broad. Every effort should be made to obtain their input, participation and, ultimately, championing of the SHSP and its strategies to improve safety in the SEAGO and SVMPO region. Safety strategies identified will not be limited to SEAGO and SVMPO and its member jurisdictions; additional stakeholders will need to continue and expand their safety efforts if we are to realize a sustained decrease in fatal and injury crashes. Public input on the SHSP will be sought throughout the plan development through public meetings and online surveys.

Our team will bring together these various stakeholders at the workshop, instead of isolating them as has been done in the development of other state plans. An effective SHSP process will seek collaboration across disciplines and crash types, rather than segregating the stakeholders.

### **Task 7: Emphasis Areas, Goals, and Performance Measures**

#### **SEAGO RFP**

Identify emphasis areas for the SEAGO and SVMPO regions based on crash history and trends using a minimum of 5 years of data: 2010-2014. ADOT data may not be complete. Therefore the consultant will need to work with local police departments and each County Sheriff Department to ensure most current data is collected and used. This task should also include identification of safety goals necessary to ensure consistency with the Arizona Strategic Highway Safety Plan as well as agreed upon safety performance measures consistent with the Arizona SHSP and MAP-21 performance measure requirements identified at the time.

#### **Amec Foster Wheeler RFP Response**

To develop appropriate safety strategies, policies and resource needs, it is important that emphasis areas be properly identified. To evaluate the impact of the SHSP and to meet MAP-21 requirements, performance measures consistent with the Arizona SHSP are needed.

#### **Emphasis Areas and Goals**

The SHSP must be developed in alignment with the Arizona SHSP to ensure federal requirements are met and to improve the region's chances of receiving HSIP funds for safety projects. The Arizona SHSP is broad-based and inclusive, with 12 Emphasis Areas. One of the state's Emphasis Areas is Natural Risks, which includes



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weather-related crashes such as dust storms and crashes involving animals. The regional SHSP must address any safety needs unique to the SEAGO and SVMPO region. For example, the second deadliest dust storm event in Arizona occurred in 1995 on I-10 near Bowie, with 10 fatalities, 20 injuries and 24 involved vehicles. And with prevalent open range policies and lack of fencing, crashes involving cattle can be an issue. Our crash data analysis will include these areas as we determine emphasis areas which are data driven.

Our team has participated in the development of the 2007 and 2014 Arizona SHSPs and will ensure that the SHSP is unique while meeting federal requirements and aligning with the state's safety plan.

Emphasis Area Goals can be as generic as "Reduce the number of fatal crashes," or as specific as "Reduce signalized intersection left-turn fatal crashes by 25%." The Amec Foster Wheeler team met with SEAGO and SVMPO member agencies to discuss safety issues and locations that they would like to see addressed in the SHSP. Following is a sample of their concerns which we will use in establishing Emphasis Areas and Goals:

### **Sierra Vista/SVMPO**

- Fry Boulevard pedestrian safety
- Buffalo Soldier Trail/Avenida Cochise
- Crashes involving Border Patrol vehicles
- SR 92/Foothills Drive
- School Zones, Safe Routes to School, Charter Schools
- GIS-based Crash Data Analysis Tool
- Law Enforcement participation is critical

### **Cochise County**

- Lack of shoulders
- Speeding
- Animals/open range

### **Performance Measures**

FHWA is emphasizing the identification and evaluation of safety performance measures. Performance measures can be outputs and outcomes, and our team will work closely with SEAGO AND SVMPO and the TAC to select relevant, easy to collect measures. Examples of output performance measures include:

- Number of high-visibility enforcement campaigns;
- Number of public service announcements aired;
- Amount spent on safety projects;
- Number of intersections with improved pavement markings; and
- Number of center line miles with cable median barrier, rumble strips, etc.



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Performance measures for outcome evaluation typically include overall fatalities and serious injuries; fatalities and serious injuries by emphasis area; and observed behavior, e.g., annual safety belt observations.

Our team is very familiar with MAP-21 legislation and HSIP requirements. We will review the just-passed FAST highway legislation for any changes that may impact the development of this safety plan. MAP-21 requires performance measures for the number and rate of fatalities and serious injuries, for states and MPOs to set targets against those measures, and for FHWA to evaluate whether a state has achieved or made significant progress toward achieving targets.

Current MAP-21 proposed requirements include:

- 5-year rolling averages for fatal/serious injury numbers and rates by 100 million vehicle miles traveled.
- States set statewide targets against these measures and have the option to set urbanized and non-urbanized targets. MPOs would set targets for the same measures within 180 days after the State sets its targets. The MPO could agree to support the State target or set a target specific to the MPO planning area.
- Two years after States set targets, FHWA will begin annual target achievement assessment. Significant progress toward achieving targets is the actual measure outcome at or below a 70% prediction interval based on a historical trend line from the 5-year rolling averages. States that make significant progress toward achieving targets for at least half of their targets are deemed to have Overall Made Significant Progress. If a State has Overall Not Made Significant Progress, it is required to use obligation authority equal to the previous year only for safety projects and must develop an implementation plan annually until overall significant progress is achieved.

Performance measures need to be carefully selected, with consideration given to:

- Ease and cost of data collection.
- Is it appropriate and meaningful?
- Select measures that fit the strategies instead of selecting a strategy because it fits an easy-to-collect performance measure.
- A performance measure such as number of fatal pedestrian crashes may show an increase even though pedestrian safety and accommodations have been improved. Improved safety can lead to an increase in pedestrian volumes, which increases pedestrian exposure, which can increase pedestrian crashes.
- As an example, the Tucson region had a record number of pedestrian fatalities in 2013 (23 fatalities), even though the City is nationally known for its development and installation of HAWKS (pedestrian hybrid beacons) and its commitment to pedestrian safety.



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- A performance measure such as pedestrian fatalities per population can be misleading. This type of measure does not account for pedestrian volumes, traffic volumes or the impact of visitors (“snow birds”).

It may be more appropriate to use a crash rate instead of crash frequency for a performance measure, keeping in mind that crash rates are not linear and tend to decrease as volumes increase. Our team will work closely with SEAGO and SVMPO and the TAC in the development of appropriate, realistic and meaningful performance measures that are easy to collect.

### **Task 8: Identify Transportation Safety Strategies**

#### **SEAGO RFP**

Work closely with ADOT’s technical advisors and with SEAGO/SVMPO Member Agencies, and Technical Advisory Committees to identify recommended strategies categorized according to the identified emphasis areas in the SEAGO/SVMPO SHSP.

#### **Amec Foster Wheeler RFP Response**

The Amec Foster Wheeler team will work with SEAGO and SVMPO member agencies, including the TAC and ADOT, to identify recommended safety strategies for each of the Emphasis Areas identified in Task 7. These strategies will become projects and programs in Phase II, SHSP Implementation Plan and Project Identification. We will connect the strategies to the Arizona SHSP emphasis areas to ensure eligibility for HSIP funding. Engineering solutions are typically thought of first for traffic safety; however, enforcement and educational efforts are critical to changing our traffic safety culture, as evidenced by this figure that shows 95% of crashes are caused by human factors or road user behavior. A collaborative, multi-disciplinary approach to the development of the SHSP that includes the four E’s and the multiple stakeholders involved in these E’s to change road user behavior is critical to the success of the plan.

Our team will use its vast safety experience and knowledge to recommend safety strategies that are feasible, fundable and appropriate for the region. Reference resources include the NCHRP Report 500 Series, FHWA’s Proven Safety Countermeasures, the Highway Safety Manual (HSM), other NCHRP reports, etc.

A few examples of categories of strategies we may generate include:

- Systematic (centerline rumble strips and paved shoulders on rural roads)
- Spot locations (enhanced mid-block pedestrian crossings)
- Policy (RSAs performed during design stage, Complete Streets)
- Education (Public Service Announcements, training)
- Enforcement (identify locations/road users for targeted enforcement)



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Creative problem solving is a necessity in developing effective safety strategies to bring about a significant decrease in fatal crashes. Our team will bring creativity to the development of safety strategies to drive down fatal and serious injuries in the region. Assuming older driver safety is one of the identified Emphasis Areas, the following is an example of a multi-disciplinary strategy (including statewide recommendations) to reduce older driver crashes, fatalities and injuries.

### **Data Management**

- Collect and analyze data on older driver crashes
- Identify and prioritize older driver safety problems
- Support detailed analysis of crash reports involving older drivers

### **Roadway Design**

- Implement FHWA guidelines/recommendations to accommodate older drivers

### **Driver Licensing**

- Require in-person renewal for drivers over a specified age
- Consider licensing restrictions, train MVD staff to identify medically at-risk drivers

### **Medical Providers**

- Disseminate educational materials for medical personnel to provide to older patients
- Facilitate referrals of medically at-risk drivers to the MVD for review

### **Law Enforcement**

- Training for identifying the medically at-risk driver
- Provide an easy way for law enforcement officers in the field to make referrals of medically at-risk drivers to the MVD

### **Social and Aging Services Providers**

- Collaboration with ADOT and traffic safety stakeholders on providing information and support related to older drivers transitioning from driving, including how to access transportation services for older drivers

## **Task 9: Implementation Plan**

### **SEAGO RFP**

This task will require the development of individual Implementation Plans for both SEAGO and SVMPO. Each implementation plan shall be specific to the Emphasis Areas and candidate projects identified as a result of the data collection process. Each plan shall identify the necessary steps to carry out, continually evaluate and update the recommended SHSP. Determination of who will be responsible for the evaluation, obtaining commitments from stakeholders to implement strategies after the plan is completed, and reporting requirements for implementation and evaluation will be made as part to the Implementation Plan development. Costs, necessary resources, and potential funding sources for these activities will also be examined as part of each Implementation Plan. It is assumed that many of these



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activities will be eligible for Highway Safety Improvement Program (HSIP) funding. Therefore, the following tasks shall be part of the Implementation Plan:

### **Amec Foster Wheeler RFP Response**

An effective strategic highway safety plan is feasible, livable, regularly updated and embraced by safety stakeholders. Our team will develop a usable implementation plan that:

- Identifies large-scale steps to address carrying out the SHSP
- Develops an evaluation strategy
- Identifies roles and responsibilities of stakeholders including FHWA, ADOT, SEAGO, SVMPO and member agencies
- Develops a preliminary schedule for implementation of safety strategies
- Connects potential federal, state, regional and local funding resources (HSIP, HURF, NHTSA/GOHS grants, TAP, etc.) to the appropriate safety strategy
- Provides a framework for planning and conducting an annual Traffic Safety Conference

The graphic on the right highlights FHWA's essential 8 elements of a SHSP Implementation Process Model. We will assure these elements and the following components will be addressed in the Implementation Plan:

- Document measurable objectives and performance measures for each emphasis area
- Determine the data requirements for each performance measure
- Identify the required resources and action steps for implementing each countermeasure
- Identify a process to track countermeasure and action step implementation
- Regularly monitor the extent to which emphasis area goals and objectives are being met
- Integrate the SHSP with other transportation safety plans
- Market SHSP through branding, news events, web sites, newsletters, etc.
- Monitor and track regularly the extent to which emphasis area strategies are being implemented
- Monitor and track regularly the extent to which emphasis area goals and objectives are being met

After development of the SHSP, how do we keep the safety planning process going? How do we keep the numerous stakeholders excited, energized and championing the strategies identified in the plan? Many states, MPOs, COGs and local agencies have high hopes during the development of their safety plans, only to see the plan become a document on the shelf, collecting dust. Our experience has proven that there are key action steps that can prevent this from happening.

We recommend the formation of an SHSP Champions Working Group of key safety



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stakeholders that would meet on a regular basis (at least quarterly), to identify issues impacting the implementation of the plan, celebrate successes, identify emerging safety issues and discuss new safety strategies.

Our team recommends an annual Regional Safety Conference to keep the SHSP and traffic safety in the forefront of all safety stakeholders. Also, the SEAGO and SVMPO region should give consideration to forming a “fatal crash investigation team” with representatives of the four E’s that report their findings to the Champions Working Group to identify ways to bring the fatal crash numbers down.

### **Task 10: HSIP Project Identification, Scoping, Justification and Eligibility**

#### **SEAGO RFP**

**HSIP Project Identification, Scoping, Justification and Eligibility** - Develop and scope high priority safety projects that directly relate to the needs identified in the development of the SEAGO/SVMPO Strategic Highway Safety Plan and the Arizona Strategic Highway Safety Plan and the focus areas therein. The project development process will include at minimum:

- **Data Analysis** – Build upon network analysis done as part of the SEAGO/SVMPO SHSP to identify specific needs and candidate projects to move forward.
- **Predictive Analysis** - Build upon data analysis done as part of the SEAGO/SVMPO SHSP to develop statistical models indicating where traffic crash and other traffic safety incidents are most likely to occur.
- **Safety Emphasis Areas** – Identify based on crash data.
- **Regional Transportation Safety Strategies** – Including project orientated strategies, safety programs, education campaigns, targeted enforcement strategies, and technology that may assist in project identification and accident reporting.
- **Project Identification** – Projects identified based on data analysis and compatibility with SEAGO/SVMPO SHSP and Arizona SHSP, and MAP-21 requirements.
- **Project Justification and Eligibility** - This task will include the identification of crash modification factors, documentation of need for projects, and how they address specific focus areas in the SEAGO/SVMPO SHSP, the Arizona SHSP, calculation of project cost/benefit and preparation of eligibility requests for funding as appropriate
- **Project Scoping** – This shall include the specific attributes of projects, magnitude, design/construction schedule, cost, identification of specific safety features and implementation requirements.
- **Potential State and Regional Resources**- This shall include:





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- Potential State and Regional Resources – HSIP, STP funds, SEAGO/SVMPO MPO Work Program, Grants (NHTSA/GOHS).
- Roles and Responsibilities – FHWA, ADOT, SEAGO, SVMPO, Local Agencies.
- Recommended schedule for implementation of proposed initiatives.

### **Amec Foster Wheeler RFP Response**

This task builds on Tasks 3, 4, 7 and 8 to identify and develop safety projects based on the SHSP's Emphasis Areas and Safety Strategies, and to develop project justification to be used to obtain HSIP funding eligibility.

Mike has worked closely with FHWA and ADOT Traffic Safety Section and Local Public Agency Section staff as an ADOT “insider” on the requirements of HSIP applications as well as assisted agencies in obtaining \$57 million in federal safety funds. His successful working relationships with the HSIP eligibility approval decision makers (Kelly LaRosa, FHWA and ADOT Traffic Safety Section members Richard Weeks, Mona Aglan-Swick and Larry Talley) will be a huge asset to this task. This will allow FHWA and ADOT staff to see first-hand the various issues facing SEAGO and SVMPO member agencies as they attempt to navigate the HSIP project development process.

Developing Arizona HSIP applications is a lengthy process that includes identifying the safety issues, documenting crash history, describing the safety project, estimating the project cost, quantifying the crash modification factors (CMFs), generating a B/C ratio and listing any required local agency match (dependent on the type of safety project). ADOT revised their HSIP application criteria this year, with the following key changes:

- Most recent 5 years of crash data
- B/C ratio of at least 1.5
- Minimum project cost of \$250,000
- Use 4 or 5 star CMF
- Only fatal and incapacitating injury crashes used in B/C analysis
- Weighted project score based on state's SHSP emphasis areas

Again, Mike's experience developing HSIP applications will assist in identifying HSIP-eligible projects, determining resources required and identifying ways to improve this process. The project development process will include:

- Data Analysis
- Predictive Analysis (conducted in Task 4)
- Emphasis Areas
- Safety Strategies
- Project Identification
- Project Justification and Eligibility



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- Project Scoping
- Federal, State and Regional Resources

ADOT and FHWA require a benefit/cost analysis as part of the HSIP application process, which is part of the project justification and eligibility. While the Arizona SHSP provides guidance and the regional SHSP must connect to the state's plan, we also understand that most SEAGO and SVMPO member agencies lack the safety capacity (manpower, expertise, funding) to analyze crash data, identify safety needs, pursue safety projects and endure the project development process. Our experience in this process will be used to develop benefit/cost ratio tabulations and prepare up to eight (8) HSIP funding eligibility requests for prioritized safety projects.

Our team will identify both spot location and systematic safety projects and safety programs, education campaigns and targeted enforcement strategies. An example of a targeted enforcement campaign that Mike helped identify through crash data analysis was on SR 89 at Yarnell Hill. This location experienced a high frequency of motorcycle crashes that occurred almost exclusively on Saturday and Sunday mornings in the spring and fall months. Mike helped ADOT and DPS obtain HSIP funding eligibility for targeted speed limit enforcement on weekends, helping to eliminate the motorcycle crash problem.

Identified projects will need to be compatible with the SEAGO and SVMPO SHSP, the Arizona SHSP and MAP-21 requirements. Project scoping will include project description and justification, schedule, cost estimate, funding resources and roles and responsibilities of SEAGO and SVMPO, FHWA, ADOT and local agencies. Beginning in FY 2019, when regional allocation of HSIP funds is discontinued, corridor and systemic projects will have a greater chance of receiving HSIP funds than a spot improvement project, due to the number of fatal and incapacitating injury crashes involved.

### **Task 11: Performance Measures**

#### **SEAGO RFP**

- Identification of performance measures and the development of a performance evaluation process to track and monitor progress of projects and their impacts on the proposed goals of the SEAGO/SVMPO SHSP and Arizona SHSP.
- Determination of who will be responsible for the evaluation, obtaining commitments from stakeholders to implement strategies after the plan is completed.
- Develop a reporting requirement process for implementation and evaluation which will be part of the Implementation Plan development.
- Costs, necessary resources, and potential funding sources for these activities will also be examined as part of the Implementation Plan.



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- It is assumed that many of these activities will be eligible for Highway Safety Improvement Program (HSIP) funding. While it is foreseen that many of the performance measure reporting will be completed as part of Local Agency, SEAGO, SVMPO and ADOT's responsibilities under MAP-21, a final determination of required reporting will be developed to the degree possible as part of the Implementation Plan.

### **Amec Foster Wheeler RFP Response**

To avoid reinventing the wheel, it is suggested that system performance and program effectiveness monitoring and reporting be consistent with the performance measures developed in Task 7, with the understanding that FHWA places emphasis on fatal and incapacitating injury crashes. Our team will coordinate with SEAGO and SVMPO and its member agencies to develop reporting enhancements that can be achieved within the available resources in the region, while satisfying ADOT, FHWA and MAP-21 requirements.

### **Task 12: Draft and Final Plan**

#### **SEAGO RFP**

Proposer will provide an Executive Summary and Final Report that will summarize all of the findings documented in the above indicated Tasks. Information provided on each task shall be in non-technical language when possible and, the use of tables, graphs and pictures are encouraged. A meeting will be held with the Joint SEAGO/SVMPO Technical Advisory Committee (TAC) to receive input on the draft report. Comments received will be incorporated into the final report. A draft shall be provided to SEAGO and SVMPO staff for review and comment, prior to final product production.

Proposer shall provide the following:

- Twenty (20) hard copies of Final Report and two (2) CDs
- Twenty (20) hard copies of Executive Summary and two (2) CDs
- All files shall be provided in Microsoft Office Word, Excel and PowerPoint
- PowerPoint presentation aids in electronic and hard copy format

All materials and data used for this study are the property of the SEAGO and SVMPO.

### **Amec Foster Wheeler RFP Response**

The Amec Foster Wheeler team will produce a Final Report and Executive Summary which will summarize all findings documented in Tasks 1 through 11. A draft report will be developed and distributed to the TAC, with a follow-up meeting with the TAC to obtain input and comments to be incorporated into the final report. The final report will be written in a user-friendly, non-technical format with plenty of graphs and



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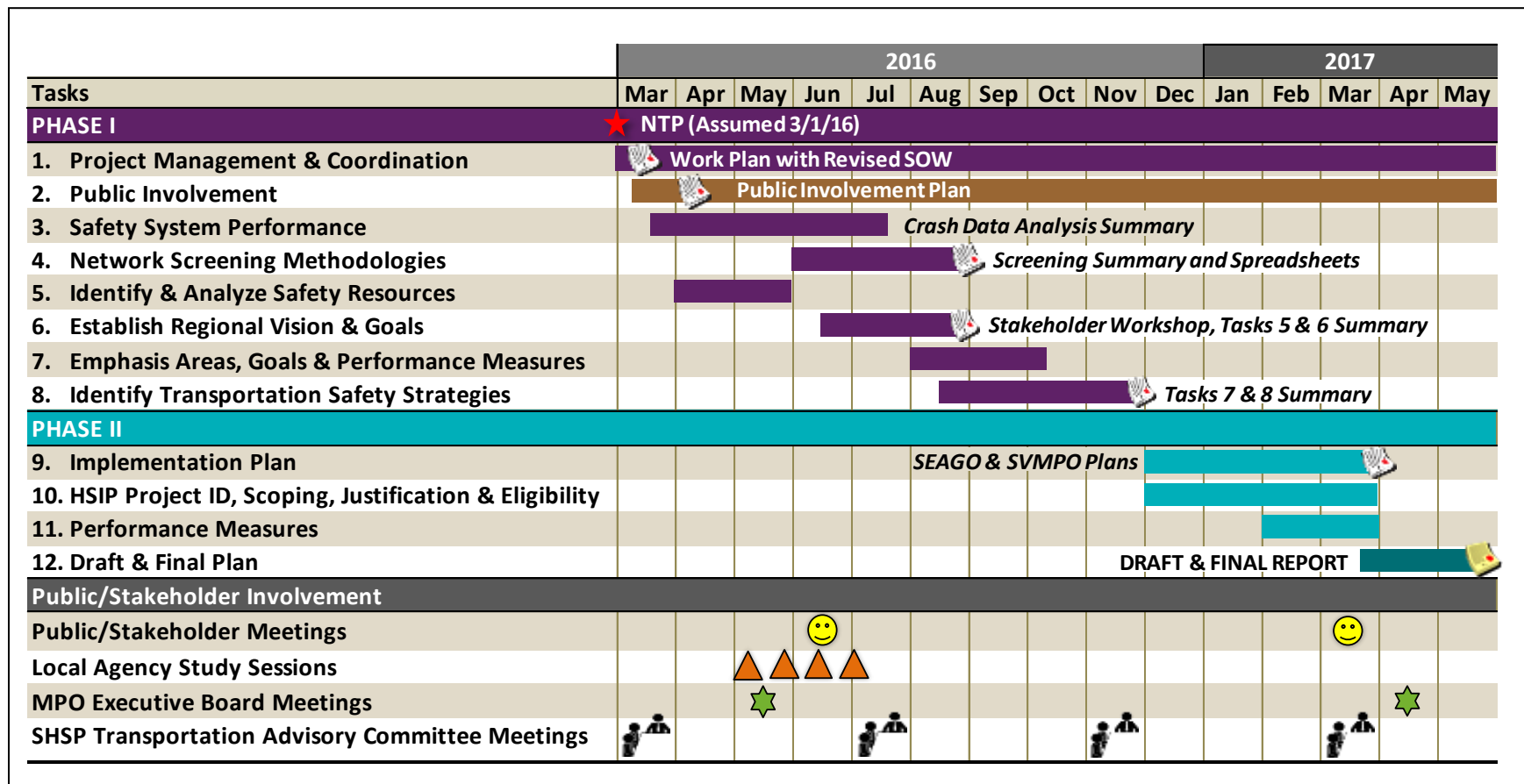
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tables, kept to an appropriate page count. For example, MAG and PAG placed a 60-page limit on their SHSP final report. We

will produce two project summary PowerPoint presentations to facilitate outreach and information sharing of the SHSP with various stakeholders, the TAC and the Executive Board. Presentations will range from technical and detailed (e.g. 20 slides) to succinct and summary (e.g. 5 slides).



## Amended Schedule for SEAGO/SVMPO Strategic Highway Safety Plan



SEAGO STP Ledger 2016-2020

Revised: March 2016

New OA rate from ADOT effective FFY 2015 Action	94.8% * OA Rate	Projected Fed Funds *		Cumulative Balance	
		Apportionment	OA	Apportionment	OA
STP Carry Forward FY15	94.8%	\$0	\$0	\$0	\$0
FY 2016 Allocation	94.8%	\$1,001,206	\$949,143	\$1,001,206	\$949,143
Loan Repayment from ADOT		\$2,011,103	\$2,011,103	\$3,012,309	\$2,960,246
Loan from SVMPO		\$544,538	\$544,538	\$3,556,847	\$3,504,784
Repay SVMPO for FY14 Loan		-\$307,204	-\$293,380	\$3,249,643	\$3,211,404
Repay WACOG for FY15 Loan		-\$523,560	-\$500,000	\$2,726,083	\$2,711,404
Cochise County: Davis Road		-\$1,993,821	-\$1,993,821	\$732,262	\$717,583
Greenlee County: Campbell Blue Bridge		-\$200,000	-\$200,000	\$532,262	\$517,583
Nogales: Crawford Street Repavement Project		-\$485,000	-\$485,000	\$47,262	\$32,583
Tech Transfer (LTAP)		-\$10,000	-\$10,000	\$37,262	\$22,583
FY 2016 Balance				\$37,262	\$22,583
				<b>\$37,262</b>	<b>\$22,583</b>
FY 2017 Allocation	94.8%	\$1,001,206	\$949,143	\$1,038,468	\$971,727
Repay SVMPO for FY15/16 Loans		-\$837,918	-\$837,918	\$200,550	\$133,809
Douglas: Chino Road Extension Phase 2 (Tenative)		-\$2,357,500	-\$2,357,500	-\$2,156,950	-\$2,223,691
Tech Transfer (LTAP)		-\$10,000	-\$10,000	-\$2,166,950	-\$2,233,691
FY 2017 Balance				<b>-\$2,166,950</b>	<b>-\$2,233,691</b>
FY 2018 Allocation	94.8%	\$1,001,206	\$949,143	-\$1,165,744	-\$1,284,548
Tech Transfer (LTAP)		-\$10,000	-\$10,000	-\$1,175,744	-\$1,294,548
FY 2018 Balance				<b>-\$1,175,744</b>	<b>-\$1,294,548</b>
FY 2019 Allocation	94.8%	\$1,001,206	\$949,143	-\$174,538	-\$345,405
Tech Transfer (LTAP)		-\$10,000	-\$10,000	-\$184,538	-\$355,405
FY 2019 Balance				<b>-\$184,538</b>	<b>-\$355,405</b>
FY2020 Allocation	94.8%	\$1,001,206	\$949,143	\$816,668	\$593,738
20th Ave, Phase II (Construction) Safford		-\$2,000,000	-\$2,000,000	<b>-\$1,183,332</b>	<b>-\$1,406,262</b>
Tech Transfer (LTAP)		-\$10,000	-\$10,000	-\$1,173,332	-\$1,396,262
FY 2020 Balance				<b>-\$1,183,332</b>	<b>-\$1,406,262</b>

- \* Notes: 1. Updated: March 2016  
 2. OA Rate is at 94.8% is subject to change  
 3. STP Apportionments are ADOT estimates and subject to change.

***This is an internal SEAGO document, and is used to provide a general overview of STP funds for a five year period.***

OA = Obligated Authority. This is the amount of money that can actually be obligated to SEAGO based upon the OA %.

STP = Surface Transportation Program funds. This amount is allocated to SEAGO based upon the 2010 population

Balance carry-over is no longer allowed. Excess funds must be utilized or loaned to another COG or to the State.

SEAGO HSIP Ledger 2016-2019  
Revised: March 2016

New OA rate from ADOT effective FFY 2015 <b>Action</b>	94.8% * <b>OA Rate</b>	<b>Projected Fed Funds *</b>		<b>Cumulative Balance</b>	
		<b>Apportionment</b>	<b>OA</b>	<b>Apportionment</b>	<b>OA</b>
HSIP Balance 7/1/15		\$0	\$0	<b>\$0</b>	<b>\$0</b>
FY 2016 Allocation	94.8%	\$519,767	\$492,739	\$519,767	\$492,739
<b>Loan to YMPO</b>		-\$105,000	-\$105,000	\$414,767	\$387,739
<b>Repay YMPO Loan</b>		-\$193,259	-\$193,259	\$221,508	\$194,480
FY 2016 Balance				<b>\$221,508</b>	<b>\$194,480</b>
FY 2017 Allocation	94.8%	\$519,767	\$492,739	\$741,275	\$687,219
<b>Repay SVMPO Loan*</b>		-\$493,259	-\$493,259	\$248,016	\$193,960
<b>Repayment from YMPO</b>		\$105,000	\$105,000	\$353,016	\$298,960
FY 2017 Balance				<b>\$353,016</b>	<b>\$298,960</b>
FY 2018 Allocation	94.8%	\$519,767	\$492,739	\$872,783	\$791,699
<b>None</b>		\$0	\$0	\$872,783	\$791,699
FY 2018 Balance				<b>\$872,783</b>	<b>\$791,699</b>
FY 2019 Allocation	0.0%	\$0	\$0	\$0	\$0
<b>(Local HSIP Funding Allocation Discontinued)</b>					

- \* Notes: 1. Updated: March 2016  
2. Reflects ADOT assigned OA Rate of 94.8%  
3. HSIP Apportionments are ADOT estimates and subject to change.

***This is an internal SEAGO document, and is used to provide a general overview of HSIP funds for a five year period.***

OA = Obligated Authority. This is the amount of money that can actually be obligated to SEAGO based upon the OA %.  
HSIP = Highway Safety Improvement Program funds. This amount is allocated to SEAGO based upon ADOT's distribution formula.  
Balance carry-over is no longer allowed. Excess funds must be utilized or loaned to another COG.



# TAC PACKET

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**TO: SEAGO TAC**  
**FROM: CHRIS VERTREES, SEAGO TRANSPORTATION PLANNER**  
**DATE: MARCH 9, 2016**  
**RE: ANNUAL STP/HSIP PROJECT REVIEW**

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Per our Project Tracking Procedures, the March TAC meeting has been designated for project status review of our current fiscal year STP/HSIP projects.

The SEAGO Region has three FY16 STP/HSIP projects that are at various levels of development:

- Cochise County MP 5&13 Drainage Improvements
- Nogales Crawford Street Repavement Project
- Greenlee County Campbell Blue Bridge Replacement Project

I have attached the most recent information I have received concerning these projects.

Our STP/HSIP funded projects must be submitted for FHWA obligation authorization by June 30, 2016, or we will be at risk of losing these funds. To prevent the loss of these funds, they can be loaned to another COG, MPO, or ADOT. ADOT has established a March 31<sup>st</sup> deadline to accept loans from a COG or MPO. Loan acceptance is on a “first come/first serve basis”. Timing is essential to the protection of these funds. The TAC will need to review the status of each project to ensure that it is on track for obligation authorization. This will provide SEAGO time to redirect funds for projects that will not obligate in time.

If you have any questions, please feel free to contact me.

Attachments: Project Updates





# COCHISE COUNTY COMMUNITY DEVELOPMENT

*"Public Programs...Personal Service"*

March 4, 2016

Susan Webber, P.E.  
Project Manager/Transportation Engineer  
Arizona Department of Transportation  
205 S. 17<sup>th</sup> Ave., MD 614E  
Phoenix, Arizona 85007

**Re: Response to E-Mail Inquires regarding Milepost 9.9 Project  
Davis Rd. MP 9.9, TRACS No: SS954 01C/Federal Aid No: HPP-CCH-0(202)T/ IGA/JPA 11-037I**

Dear Susan Webber,

To facilitate our discussion on Friday morning, March 4, 2016, regarding the Milepost 9.9 project I offer the following:

### Comments on Funding and IGA's

We are glad to hear we can transfer County matching funds from the one project to the other. That should more than cover required construction match. The County will work with SEAGO to get all the right figures into the SEAGO TIP amendment for their March 17<sup>th</sup> meeting.

The January 2013 IGA transfer of \$100,000 from Milepost 9 (SS954) to Milepost 5 and 13 (SS642) was for Right of Way Activities. For more information see Executive Summary to the Cochise County Board of Supervisors (attached).

### Comments on Environmental Clearance(s)

Extensive discussions about this project's Scope of Work, as it related to Environmental Clearance has been had multiple times with multiple Project Managers. Inevitably, given that you have to have Environmental Clearance at 30% plans but don't get to utility clearances until 95% plans, designs change. In this case, our Milepost 9.9 design has not changed substantively, has not moved outside the identified Right-of-Way as presented in our ROW Clearance Request, has not moved outside the areas previously cleared by all environmental reviews (biology, hydrology, cultural resources etc.).

I have repeatedly stated both verbally and in writing that the County will engage the final Environmental Clearance review after receiving final approved Design Plans. Otherwise, we are engaging in a moving target for every small nuance of design resulting in a cascading series of Superseding Environmental Clearances.

- **Our preference is to only have one final Superseding Clearance, if deemed necessary, with EPG fully comfortable with whatever detail of the Scope of Work they desire to reach to.**

### Comments on Utility Line Relocation

We are in receipt of your direction that this effort could be federally funded and my understanding is that you are processing an IGA to include this as a federally funded project. The County has considered this and believes that the relocation costs will be about \$30,000. These funds have been identified in

this fiscal year's budget here at the County: to apply federal funds to this effort we believe will increase both costs and time to complete this task.

- **Cochise County will cover the VTC relocation costs and not seek reimbursement. If this is already out the door in terms of a revised IGA we can discuss implications but, if not, recommend abandoning efforts to cover these costs with Federal funds.**

We are in receipt of the information that EPG has expressed concern that utility relocation was not included in the full Scope of Work reviewed by EPG and subject to the Clearance issued. Environmental Clearance for this project was granted on May 3, 2013, for the ASLD portion of this project and on December 24, 2013, for the full project area. 60% design plans were then transmitted on June 11, 2014.

ADOT comments from that June 2014 submittal resulted in an ADOT conference call in September of that year with Steve Wilson, PM at that time; Ayman, ADOT Utilities; Shane, VTC and the Design Consultants. A site visit with ADOT was coordinated on September 22, 2014, and it was determined that moving the VTC line would be a better design than punching it through the pre-cast culverts as shown in the 30% and 60% design. ***This relocation of the VTC line did occur after Environmental Clearance was granted.*** However...this relocation is 1) within the slack of the existing line – a new line will not be added; 2) is within the existing ROW and will be about 5 feet from the new Right of Way line – well within the previously cleared area; 3) is only moved with the area of the culverts not the entire width of the project area; 4) is not within the area of the identified Data Recovery Area; 5) is within the project area that would be disturbed and reseeded per the mitigation requirements and does not create any new disturbed areas. In other words, a minor, not substantive change to the project.

I am extremely concerned that pulling out an element of this project and modifying the overarching Scope of Work will cascade into ADOT complaints that we do not have a matching Scope of Work for our approved Project Assessment. Or our Treatment Plan. Or any of the other accompanying documents produced over the last...decade. I am also concerned with changing the Scope of Work to reflect minor details of a basic drainage and realignment project: at the end of the day all we are doing is dropping in six culverts, restoring the entire drainage area to natural flows and within in one monsoon season the effects of this construction project will be limited to the fact we don't have storm-water flowing down the road instead of within the watershed where it belongs.

- **I do not have a problem with our Environmental partners at ADOT taking a look at the final design details, once it is finally approved, and ensuring that the mitigation identified in the December 24, 2013 Clearance are current and cover any of their concerns for this project.** This does not necessarily entail, in my mind, a change in Scope of Work.
- We would request specific guidance on exactly what EPG thinks is necessary to allow the utility relocation to be completed at this time. Especially given that the VTC line has prior rights and could move that line for their own purposes, on their own initiative, under their own permit processes whenever they should choose to do so.

#### **Comments on Data Recovery**

An inquiry was made about revisiting the detour route to avoid the identified data recovery site. When this site was first identified our design engineers made every effort to minimize the impact; the detour route was then later revisited in 2012 and slight adjustments made to further minimize the impact. However, EPG/Cultural Resources held at that time that any impact, however, minimal would require a fully approved and implemented Treatment Plan. The site will have a fence upon it, the location of the detour is such that total avoidance of the site of all construction impact (e.g. construction crews walking

about it) was impossible. Complete closure or one lane detours also were studied and costs far exceeded a data recovery effort and were not politically palatable. The County has agreed, and will implement, the Treatment Plan for data recovery at this site. We will not re-visit this topic: for extensive discussion of this item look to the September 14, 2012 letter to Ms. Susan Anderson, PM at that time.

We were caught by surprise by the statement that this is a pre-advertisement activity not a pre-construction activity. Are you certain? In most projects this is a pre-construction activity and is being done in advance on this project to shorten the construction timeframe, saving time and costs. The advertisement process is several months long – if this was a County project we would be running these activities concurrently.

The County is in receipt of your direction that the Data Recovery is not a federally funded activity given that the design was not federally funded. We will therefore proceed towards clearance of this site. However, over time we have received the following guidance on obtaining a consultant: 1) sole source to the consultant who did the Treatment Plan; 2) Obtain a minimum of three bids; 3) RFQ process to secure a consultant; 4) Use the ADOT on-call list. Given this is an entirely County funds, the County's tentative preference, pending discussion with our Procurement Dept., is to obtain a minimum of three bids from qualified consultants.

- We would request ADOT's qualified on-call consultants for archeological work list to begin this process.**

As soon as the County has a qualified consultant under contract the first Scope of Work item will be to meet with EPG/Cultural Resources to ensure that there is agreement, in real-time, of exactly what must be completed under the Treatment Plan for this project. There has been differing interpretations since it was fully executed. However, until we have a consultant on our team to assist us it is premature to address this issue as the County lacks the expertise to fully understand what must be done to meet with all the federal and state requirements in this area.

#### **Comments on the Right-of-Way Clearance Rescinded**

Seriously? No, Right of Way needs did not change, no new Right of Way is needed, no new TCE's are needed, no change at all of any kind is needed to the previously submitted and previously approved Right of Way Clearance request.

- What kind of proof does ADOT want?

Sincerely,



Karen L. Lamberton, AICP  
County Transportation Planner

## Chris Vertrees

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**From:** Zahit Katz <ZKatz@azdot.gov>  
**Sent:** Wednesday, March 09, 2016 8:59 AM  
**To:** Christopher Vertrees; [jguerra@nogalesaz.gov](mailto:jguerra@nogalesaz.gov)  
**Subject:** RE: City of Nogales, SZ035 Crawford Street

Hello Chris,  
We are planning on advertising the project in FY 16, May-June time frame.  
The critical path item is the IGA, which is being prepared by ADOT.  
Please let me know if you need more specific info.  
Thanks!  
Zahit

Zahit Katz  
602.712.7030

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**From:** Chris Vertrees [<mailto:cdvertrees@seago.org>]  
**Sent:** Monday, March 07, 2016 12:45 PM  
**To:** Zahit Katz; [jguerra@nogalesaz.gov](mailto:jguerra@nogalesaz.gov)  
**Subject:** RE: City of Nogales, SZ035 Crawford Street

Zahit/Jesus

Good Afternoon,

Can I get a quick update. We will be reviewing project at our March 17<sup>th</sup> TAC. Are we still on schedule for this year?

Thanks,  
Chris

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**From:** Zahit Katz [<mailto:ZKatz@azdot.gov>]  
**Sent:** Wednesday, February 10, 2016 3:42 PM  
**To:** Christopher Vertrees  
**Cc:** [jguerra@nogalesaz.gov](mailto:jguerra@nogalesaz.gov)  
**Subject:** City of Nogales, SZ035 Crawford Street  
**Importance:** High

Chris,

Pleasure talking to you earlier today. I confirmed with the City (Public Works Director, Alejandro Barcenas) that the City has the local match available.

Here is an update on what we need to get done in order to advertise the project this fiscal year (preferably May 2016).

1. Plans, specs and estimate need to be update. I will contact PSOMAS and follow up on this.
2. A JPA for construction needs to be initiated and signed before advertisement. I will follow up on this.
3. The Environmental clearance will need to get updated and the Utility Clearance will need to be issues. I will follow up on this.

Alejandro said the City is hoping to advertise the water line project next month, which is great. Construction will be done ahead of the pavement preservation project coming thru.

I will keep you guys updated as items can be marked as "Done".

Thank you much,

## Chris Vertrees

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**From:** Adam McGuire <AMcGuire@azdot.gov>  
**Sent:** Monday, March 07, 2016 9:08 AM  
**To:** Phil Ronnerud; Christopher Vertrees  
**Cc:** Mark Hoffman; Jason Hafner  
**Subject:** RE: JPA 15-0005514 Dist. NE FCDMC SB458 01C

Good morning,

I have spoken with ADOT Finance to get more information of this project. The JPA will need to be amended with the following information.

ADOT is providing \$1M to FHWA/CFL for this project. \$40k has already been given for scoping, so the remaining total is \$960,000. The County has \$200,000 from STP funds in the TIP programmed for this FY. I have confirmed I can use that money for the design, so the design cost of \$116,000 is no longer an issue. (CFL is revising the estimate so this number might change.) This issue is though that that money is FY 16, so what we don't use for design will need to find another home in the TIP if the design is not finished and construction is not authorized by the end of the FY which is likely the case. Before I can request the design money the JPA will need to be amended to reflect the new design costs and construction costs, and also the breakdown described here. (I'm meeting with our JPA Group tomorrow to get started on this.)

Once we know when the design will be finished and ready for construction ADOT will program the remaining \$960k in the State TIP for the construction of this project. Anything over that amount will need to come from SEAGO STP funds, or from the County.

SUMMARY: Currently, the County's match of 5.7% will be applied to the design cost of \$116,000 at \$6,612, and the remaining match on \$960,000 at \$54,720. The difference in the construction cost estimate minus the \$960k will need to come from SEAGO STP funds or local County funds. Once I get the revised cost estimate and design schedule from CFL we will know when the construction FY will be (more than likely FY 17) and how much in that year will need to be programmed. The JPA will need to be amended with this language. Once it is I will request the design funds.

Thanks,

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**Adam McGuire, P.E.**  
Project Manager  
1611 W. Jackson St. MD EM01  
Phoenix, AZ 85007  
602.712.8403  
[azdot.gov](http://azdot.gov)



## Chris Vertrees

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**From:** Adam McGuire <AMcGuire@azdot.gov>  
**Sent:** Wednesday, March 09, 2016 9:37 AM  
**To:** Christopher Vertrees; Mark Hoffman  
**Cc:** 'Phil Ronnerud'; Jason Hafner  
**Subject:** RE: JPA 15-0005514 Dist. NE FCDMC SB458 01C

All,

I received a verbal estimate from CFL. I am hoping to get the email today with the firm number.

The design has come in at around \$220,000, so we will need all of the \$200k that's available now. The other \$20k will come from ADOT's subprogram with the County match. This will reduce the amount for construction; however, the total cost for the project is still expected to be around \$1.2M.

Phil,  
If you're in agreement with this then the money should remain as-is in the TIP, and once the final estimate comes in I will start the authorization process for the approx. \$220k design amount.

Thanks,

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**Adam McGuire, P.E.**  
Project Manager  
1611 W. Jackson St. MD EM01  
Phoenix, AZ 85007  
602.712.8403  
[azdot.gov](http://azdot.gov)

**ADOT**  
Intermodal Transportation

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# TAC PACKET

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**TO: SEAGO TAC**  
**FROM: CHRIS VERTREES, SEAGO TRANSPORTATION PLANNER**  
**DATE: MARCH 9, 2016**  
**RE: TIP REPORT – ADMINISTRATIVE & PROPOSED CHANGES**

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Attached is our 2016-2020 TIP Amendment #3. The following TIP requests have been submitted by Cochise County, ADOT for City of Douglas, and Santa Cruz County:

Cochise County: Davis Road MP 5 and 13 were programmed to go to construction this year. However, due to a NRCS issue (see Karen Lamberton's memo) the project cannot move forward this year. Davis Road MP 9 is ready to proceed. The following amendment has been requested:

Move Davis Road MP9 into FY16. The total federal cost for this project is estimated at \$3,824,289. This project will be funded as follows:

**CCH 19-01: STP Federal/\$1,830,468 Local Match/\$104,337 Total/\$1,934,805**

**CCH 12-09: HPP Federal/\$1,993,821 Local Match/\$113,648 Total/\$2,107,469**

Davis Road MP 5 & 13 will be moved to the Future Project section of our TIP while SEAGO and Cochise County pursue funding opportunities for these projects.

The process of exchanging MP 5 & 13 with MP 9 has resulted in the need to program \$176,354 in STP funding this year.

It is recommended that these funds be used in the following manner:

CCH 14-04 (SR191 to Central Highway DCR) – Cochise County has accrued \$60,000 in additional PMDR fees. STP will be used in the following manner:

**STP Federal/\$56,580 Local Match/\$3,420 Total/\$60,000**

DGS 12-05 (Chino Road Extension Phase 1) – This project has accrued \$50,000 in additional construction costs, STP will be used in the following manner:

**STP Federal/\$47,150 Local Match/\$2,850 Total/\$50,000**

SCC 15-02 (Nogales Non-Attainment Area Surfacing): This CMAQ funded Chip Seal project is in need of approximately \$250,000 to complete the project. SEAGO has \$129,035 in STP remaining. STP will be used in the following manner:

**STP Federal/\$129,035    Local Match/\$7,355    Total/\$136,390**

**Attachments:** 2016-2020 TIP Amendment #3  
Cochise County Memorandum (Davis Road)





## Cochise County Community Development Highway and Floodplain Division

*Public Programs...Personal Service*  
www.cochise.az.gov

March 9, 2016

Randy Heiss, Executor Director  
Chris Vertrees, Transportation Planner  
SEAGO  
1403 W. Highway 92  
Bisbee, AZ 85603

### **RE: Request for TIP Amendment and Transfer of Funds**

Dear Mr. Heiss and Mr. Vertrees:

Cochise County is writing to request that that you present a TIP amendment to the SEAGO TAC for their consideration at the March 17, 2016 SEAGO TAC meeting.

I regret to inform the TAC that our efforts to fully obtain Right-of-Way for the proposed project on Davis Rd. at Milepost 13 are still pending. Although NRCS has recorded the re-survey of their Conservation Easement on February 17, 2016, they failed to include a cover sheet indicating to the Title Company and Recorder that this was a re-recording of all previous easements. The new survey is therefore acting as an overlapping Conservation Easement and thus the release of the Davis Rd. alignment (and ASLD lands) still remain. NRCS advises that their legal counsel is looking into this recording error.

Cochise County and the TAC cannot wait any longer for this last piece of this project to occur given the difficulties with rolling over the amount of funds held in the TIP for this project. In this fiscal year **there is \$3,963,381 Federal Funds** identified for Milepost 5 and 13: of this \$1,993,821 is the congressional earmark awarded to the Cochise County in 2005. These dollar amounts are less than have been reflected in previous TIP's due to changes in Obligation Authority over the last few years.

Fortunately, our Davis Rd. Milepost 9 project has caught up with the Milepost 5 and 13 projects. A comment resolution meeting was held on March 8, 2016 on the Milepost 9 100% design plans and there are no outstanding issues to resolve for the final review and approval of the construction design plans for advertisement. Right-of-Way Clearance was granted on February 17, 2016, and although later rescinded pending a perceived conflict with utility relocation clearance, this has been resolved and ROW Clearance can easily be reinstated. The County is moving forward with two pre-construction activities (Data Recovery and Utility Relocation) and anticipates having these completed in May 2016. A request for federal obligation of construction funds is anticipated in June of 2016, advertisement to occur shortly thereafter, and construction could potentially occur in late 2016 or early 2017. After consultation with FHWA, ADOT and SEAGO, Cochise County proposes switching our construction projects and moving Milepost 9 forward, and obtaining federal authorization for construction, in this federal fiscal year.

**Highway and Floodplain**  
1415 Melody Lane, Building F  
Bisbee, Arizona 85603  
520-432-9300  
520-432-9337 fax  
1-800-752-3745  
highway@cochise.az.gov  
floodplain@cochise.az.gov

**Planning, Zoning and Building Safety**  
1415 Melody Lane, Building E  
Bisbee, Arizona 85603  
520-432-9300  
520-432-9278 fax  
1-877-777-7958  
planningandzoning@cochise.az.gov

**TIP AMENDMENT REQUEST 1**

Place Davis Rd. Milepost 9 TRACS #SS954 in this federal fiscal year for construction and move Davis Rd. Mileposts 5 and 13 TRACS SS642 to a future, unfunded out year. Identified funding: HPP/congressional earmarked funds of \$1,993, 821 and STP funds of \$1,830,468 for a **total federal fund reassignment of \$3,824,289** and with match of \$217,984 for a total project of \$4,042,273.

Cochise County could then work with ADOT to split apart our Milepost 5 and 13 projects and potentially move Milepost 5 forward (Right-of-Way is completed and Clearance could be obtained if the projects separated). Although the County has match funds set aside we acknowledge that previously identified federal funds have either been lost to changes in obligation authority (**\$178,013 loss**) or have been re-programmed (**\$1,453,761 change**). We also acknowledge that clearances already obtained will expire and it is likely that standards and specifications may change requirements for the approved design plans, resulting in additional design costs. The County, SEAGO and ADOT will look for other funding sources to construct these shovel ready projects in the out-year.

**TIP AMENDMENT REQUEST 2**

To date, Cochise County has spent \$124,975 in local funds for ADOT Design Review Fees for our Davis Rd. projects. We would request assistance with paying additional invoices and anticipated ADOT fees submitted to the County on February 9, 2016. This request would reflect a STP fund transfer for Cochise County Design Review Fees: **total federal funds of \$56,580.**

Design Review Fees for Davis Rd. DCR TRACS #SS986: \$56,580 with a match of \$3,420 for a total of \$60,000

**TIP AMENDMENT RECOMMENDATION 3**

The above actions would free up STP funds in this federal fiscal year. It is our understanding from ADOT that the Chino Rd. project has a shortfall in their project funding. Cochise County would support **a transfer of STP funds in the amount of \$50,000** to the City of Douglas Chino Road project.

**REMAINING STP FUNDS TO REASSIGN IN THE TIP**

The **remaining \$32,512 in STP funds is available to reassign** to another SEAGO region project.

Thank you for your assistance. I will be prepared to answer any questions about this request at the March 17, 2016 TAC meeting.

Sincerely,



Karen L. Lamberton, AICP  
County Transportation Planner  
[klamberton@cochise.az.gov](mailto:klamberton@cochise.az.gov)

**ADOT DESIGN REVIEW FEE BREAKDOWN**

	<i>Spent to date</i>	<i>2016 Invoiced</i>	<i>Total Review Fees</i>
Mileposts 5 and 13	\$59,975	\$15,855	\$75,830
Milepost 9	\$45,000	\$22,000	\$67,000
CBI PA	\$ 6,500	\$1,000	\$7,500
CBI DCR	\$13,500	\$45,000	\$58,500

**SEAGO REGION**  
**2016 - 2020 Draft TIP Amendment #3**  
**Approved By: TAC - Administrative Committee - Executive Committee -**

TIP YEAR Project ID	PROJECT SPONSOR	PROJECT NAME	PROJECT LOCATION	LENGTH	TYPE OF IMP - WK - STRU	Functional Classifications	LANES BEFORE	LANES AFTER	FED AID TYPE	FEDERAL FUNDS	LOCAL MATCH	OTHER FUNDS	TOTAL COST
<b>2016</b>													
ST-TE-16	State	US 70 MP 291 SUP and East Entry Monument (San Carlos Apache Tribe)	US 70 MP 291			Construction/SUP, landscaping, lighting entry monument			TE17	\$956,055	\$57,789		\$1,013,844
GGH-TE-13	Graham County	Golf Course Road SUP	Golf Course Rd from Reay Ln to 20th Ave	7,150 ft		Construction TE Shared Use Path			TE 18	\$454,752	\$27,488		\$482,240
ST-TE-20	State	SR 191, Sidewalk Project	SR 191, Sidewalk project			Construction: Sidewalks			TE18	\$312,543			\$312,543
GGH13-04	Graham County	Reay Lane Irrigation Canal Ditch Relocation	Reay Lane Between US70 & Safford Bryce Road in Safford	.2 miles		ROW	2	2	HRRRP	\$20,746	\$1,254		\$22,000
SCC15-02	Santa Cruz County	Santa Cruz County: Nogales Non-Attainment Area Surfacing	Multiple unpaved roads in the unincorporated Rio Rico area of Santa Cruz County.	9.7 miles		Construction (Chipsealing)	2	2	CMAQ	\$457,355	\$27,645		\$485,000
SCC15-02	Santa Cruz County	Santa Cruz County: Nogales Non-Attainment Area Surfacing	Multiple unpaved roads in the unincorporated Rio Rico area of Santa Cruz County.	9.7 miles		Construction (Chipsealing)	2	2	STP	\$129,035	\$7,355		\$136,390
CCH-19-01	Cochise County	Davis Rd. Improvements	Davis Road MP 9	1 mile		Construction of Safety & Drainage Improvements	2	2	STP	\$1,830,468	\$104,337		\$1,934,805
CCH12-09	Cochise County	Davis Rd. Realignment	SR80 to SR191	24miles		Construction of Safety & Drainage Improvements	2	2	HPP	\$1,993,821	\$113,648		\$2,107,469
CCH14-04	Cochise County	Davis Road Improvements	SR191 to Central Highway	1.6 miles		PE (Design Review)	2	2	STP	\$56,580	\$3,420		\$60,000
DGS12-05	City of Douglas	Chino Road Extension Phase 1	Chino Road: 3rd Street to 9th Street	.9 miles		Construction	2	2	STP	\$47,150	\$2,850		\$50,000
ADOT16-01	ADOT	Bankard Avenue and UPRR railroad crossing 742-038V	Bankard Avenue, east of 19B in Nogales, Santa Cruz County, AZ	0.1		Railroad Signal Improvements	2	2	HSIP-RGC	\$305,000			\$305,000
ADOT16-02	ADOT	Baffert Place and UPRR railroad crossing 742-036G	Baffert Place, east of 19B in Nogales, Santa Cruz County, AZ	0.1		Railroad Signal Improvements	2	2	HSIP-RGC	\$313,000			\$313,000
ADOT16-03	ADOT	Banks Bridge-UPRR RR crossing 742-040W	Banks Bridge east of 19B in Nogales, Santa Cruz County, AZ	0.1		Railroad Signal Improvements	2	2	HSIP-RGC	\$484,500			\$484,500
ADOT16-04	ADOT	Calle Sonora-UPRR RR crossing 742-037N	Calle Sonora, east of 19B in Nogales, Santa Cruz County, AZ	0.1		Railroad Signal Improvements	2	2	HSIP-RGC	\$484,500			\$484,500
ADOT16-05	ADOT	Court Street and UPRR railroad crossing 742-041D	Court Street, east of 19B in Nogales, Santa Cruz County, AZ	0.1		Railroad Signal Improvements	2	2	HSIP-RGC	\$143,000			\$143,000
ADOT 15-01	ADOT	Mt. Turnbull Rd and AZER railroad crossing safety improvements DOT#742-307K	Mt. Turnbull Road (AKA Home Alone Rd), south of US70 @ MP 295.8 in Bylas, Graham County, AZ	0.1		Railroad-Highway Grade Crossing Improvements	2	2	HSIP-RGC	\$360,000			\$360,000
GEH-BR-08	Greenlee County	Campbell Blue Bridge Replacement	Blue River Road (FR 281), 8.8 South of E Jct US 180	61 feet		Design	2	2	STP	\$200,000	\$11,400		\$211,400
CLF16-01	Town of Clifton	Zorilla Street Bridge Rehabilitation, Structure #9633	Zorilla Street between US 191 and Park, Avenue, Clifton, AZ	216 Feet		Design	2	2	Off-System Bridge	\$132,085	\$7,983		\$140,068
NOG12-06	City of Nogales	Crawford Street Pavement Project	Sonoita Ave to McNab Drive	0.37		Construction	2	5	STP	\$485,000	\$29,316		\$514,316
		LTAP							STP	\$10,000			\$10,000
		<b>TOTAL FOR 2016</b>								<b>\$9,175,590</b>	<b>\$394,485</b>	<b>\$0</b>	<b>\$9,570,075</b>
<b>2017</b>													
DGS13-05	City of Douglas	Joe Carlson Safe Routes to School	Douglas			Construction Sidewalks, Crosswalks, Striping & ADA Ramps			SRTS	\$250,000			\$250,000
DGS17-01	City of Douglas	Chino Road Extension Phase 2	Chino Road: 9th Street to SR90	.85 miles		Construction	2	2	STP	\$2,357,500	\$142,500		\$2,500,000
ST-TE-15	State	Sidewalks: Hwy 92: MP353-353.4, Naco Hwy: Naco Hwy-Collins Rd, Bisbee	Hwy 92:MP353-353.4, Naco Hwy: Naco Hwy-Collins Rd, Bisbee			Construction/Sidewalks			TE18	\$706,987	\$42,734		\$749,721
ST-TE-21	State	Town of Pima US 70 Pedestrian Bridge Extension	US 70, Town of Pima			Construction: Pedestrian Bridge			TE17	\$561,792	\$33,958		\$595,750
GGH-13-04	Graham County	Reay Lane Irrigation Canal Ditch Relocation	Reay Lane Between US70 & Safford Bryce Road in Safford	.2 miles		Construction	2	2	HRRRP	\$238,390	\$14,410		\$252,800
		LTAP							STP	\$10,000			\$10,000
		<b>TOTAL FOR 2017</b>								<b>\$4,124,669</b>	<b>\$233,601</b>	<b>\$0</b>	<b>\$4,358,270</b>
<b>2018</b>													
GGH12-04	Graham County	8th Ave & Airport Rd Intersection	Intersection			Construction	2	2	HRRP	\$2,300,000			\$2,300,000

**SEAGO REGION**  
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CLF16-01	Town of Clifton	Zorilla Street Bridge Rehabilitation, Structure #9633	Zorilla Street between US 191 and Park, Avenue, Clifton, AZ	216 Feet	Construction	Rural Local	2	2	Off-System Bridge	\$729,896	\$44,118	\$774,014
									STP	\$10,000		\$10,000
										<b>\$2,310,000</b>	<b>\$0</b>	<b>\$2,310,000</b>
<b>2019</b>												
CCH-19-01	Cochise County	Davis Rd. Improvements	Davis Road MP 9	1 mile	Construction of Safety & Drainage Improvements	Rural Major Collector	2	2	STP	\$1,359,461	\$80,054	\$1,439,515
SCC12-12	Santa Cruz County	River Road and Pendleton Drive Safety Improvements	River Road and Pendleton Drive	Varies	Construction	Rural Major Collector	2	2	HRRRP	\$534,354	\$30,486	\$564,840
GGH12-03	Graham County	Reay Lane/Safford Bryce Road	Intersection		Construction	Rural Major Collector	2	2	HRRRP	\$424,350	\$25,650	\$450,000
SCC12-03	Santa Cruz County	Rio Rico and Pendleton Drive Intersection Improvements	Intersection		Construction	Rural Major Collector			HRRRP	\$754,400	\$45,600	\$800,000
									STP	\$10,000		\$10,000
										<b>\$3,082,565</b>	<b>\$181,790</b>	<b>\$3,264,355</b>
<b>2020</b>												
SAF12-02	City of Safford	20th Ave, Phase II	Relation St to Golf Course Rd	.63 Miles	Construction	Urban Minor Arterial	3	5	STP	\$2,000,000	\$120,891	\$2,120,891
									STP	\$10,000		\$10,000
										<b>\$2,010,000</b>	<b>\$120,891</b>	<b>\$2,130,891</b>
<b>BRIDGE PROJECTS</b>												
GGH-BR-02	Graham County	Ft. Thomas River Structure No. 8131	Ft. Thomas River	1000 feet	Scoping, Design, Environmental ROW, and Construction	Rural Local	2	2	Off System Bridge	\$1,000,000	\$60,445	\$1,060,445
GEH-BR-07	Greenlee County	Soap Box Canyon Bridge Replacement Structure 8149: Phase 2	Wards Canyon Road, 3.39 miles E Jct US 191	31 feet	Replacement	Rural Local	2	2	Off System Bridge	\$424,350	\$25,650	\$450,000
										<b>\$1,424,350</b>	<b>\$86,095</b>	<b>\$1,510,445</b>
										<b>\$22,127,174</b>	<b>\$1,016,862</b>	<b>\$23,144,036</b>
<b>FUNDING OBLIGATED IN 2015</b>												
SEA15-01	SEAGO Region	Regional Traffic Count Program Continuation	Various Locations	N/A	Planning Study	Varies	N/A	N/A	STP	\$125,000	\$7,556	\$132,556
DGS13-05	City of Douglas	Joe Carlson Safe Routes to School	Douglas		Design Sidewalks, Crosswalks, Striping & ADA Ramps				SRTS	\$150,000		\$150,000
GGH12-03	Graham County	Reay Lane & Safford-Bryce Rd Intersection	Intersection		Right-of-Way	Rural Major Collector	2	2	STP	\$30,000	\$1,813	\$31,813
SAF14-02	City of Safford	City Traffic Signs Upgrade Project	City Wide	N/A	Construction				HSIP	\$76,885		\$76,885
THR12-13	Town of Thatcher	Church Street Widening	US 70 to Stadium Avenue	5,400 feet	ROW	Urban Major Collector	2	3	STP	\$532,282	\$32,174	\$564,456
NOG 14-01	City of Nogales	Citywide Traffic Sign Replacement	City Wide	N/A	Construction				HSIP	\$122,585		\$122,585
DGS12-05	City of Douglas	Chino Road Extension Phase 1	Chino Road: 3rd Street to 9th Street	.9 miles	Construction	Urban Minor Arterial	2	2	STP	\$141,000	\$8,523	\$149,523
SAF-TE-09	City of Safford	Copper Heights Phase VI SUP	Segments along Graveyard Wash and 14th Ave	.88 miles	Construction TE Shared Use Path	Urban Collector			STP	\$30,000	\$1,710	\$31,710
SAF-TE-10	City of Safford	Main Streetscape and Drainage Improvements	Main Street @ 6th, 5th, & Central Avenues	0.15	Drainage Improvements	Urban Collector	2	2	STP	\$230,000	\$13,110	\$243,110
SCC12-15	Santa Cruz County	Pendleton Drive/Palo Parado Road Intersection Improvements	Pendleton Drive/Palo Parado Intersection	N/A	Construction	Rural Major Collector	2	3	STP	\$190,000	\$11,485	\$201,485
SAF12-01	City of Safford	Main Street Traffic Signals	Main Street @ 6th, 5th, & Central Avenues	0.15	Replace existing traffic signals - Construction	Urban Collector	2	2	HSIP	\$100,000		\$100,000
ADOT 15-02	ADOT	Produce Row and UPRR railroad crossing safety improvements DOT#742-034T	Produce Row, east of 19B @ MP 3.8 in Nogales, Santa Cruz County, AZ	0.1	Railroad-Highway Grade Crossing improvements		2	2	HSIP-RGC	\$400,000		\$400,000
ADOT 15-03	ADOT	Gold Hill Rd and UPRR railroad crossing safety improvements DOT#742-032E	Produce Row, east of 19B @ MP 4.4 in Nogales, Santa Cruz County, AZ	0.1	Railroad-Highway Grade Crossing improvements		2	2	HSIP-RGC	\$252,000		\$252,000
ST-TE-19	State	Boardwalk and Sidewalk/SR 80 Fremont Street between 3rd and 6th St (Tombstone)	SR 80 Fremont Street between 3rd and 6th St (Tombstone)		Construction/Boardwalk, sidewalk, porch roofs, landscaping				TE15	\$683,952	\$41,345	\$725,297

**SEAGO REGION**  
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ST-TE-18	State	SUP and Entry Monument/SR 90 MP313.01 School Dr to 313.05 Patton Rd, Huachuca City	SR 90 MP313.01 School Dr to 313.05 Patton Rd, Huachuca City		Construction/SUP, entry monument					TE18	\$437,552	\$26,448	\$464,000
SEA15-02	SEAGO/SVMPO Region	Regional Strategic Highway Safety Plan	Various Locations	N/A	Planning Study	Varies	N/A	N/A	HSIP		\$330,050	\$19,950	\$350,000
SAF12-02	City of Safford	20th Ave, Phase II	Relation St to Golf Course Rd	.63 Miles	ROW	Urban Minor Arterial	3	5	STP		\$129,591	\$7,833	\$137,424
CLF14-03	Town of Clifton	Town-wide Sign Replacement Project	Town Wide	N/A	Construction				HSIP		\$40,345		\$40,345
	LTAP								STP		\$10,000		\$10,000
<b>TOTAL FOR 2015</b>											<b>\$4,011,242</b>	<b>\$171,947</b>	<b>\$4,183,189</b>

<b>Future Construction Projects</b>													
THR12-13	Town of Thatcher	Church Street Widening	US 70 to Stadium Avenue	5,400 feet	Construction	Urban Major Collector	2	3	STP		\$3,017,600	\$182,400	\$3,200,000
CCH12-10	Cochise County	Davis Rd. Improvements	Davis Road MP 13	1 mile	Construction of Safety & Drainage Improvements	Rural Major Collector	2	2	STP		\$924,560	\$55,885	\$980,445
CCH15-01	Cochise County	Davis Rd. Improvements	Davis Road MP 5	0.61 miles	Construction of Safety & Drainage Improvements	Rural Major Collector	2	2	STP		\$1,045,000	\$63,165	\$1,108,165
SAF12-02	City of Safford	20th Ave, Phase 13	Relation St to Golf Course Rd	.63 Miles	Construction	Urban Minor Arterial	3	5	STP		\$1,337,000	\$80,815	\$1,417,815

<b>SEAGO Region FY 2015 5310 Awards</b>							
Project ID	Project Sponsor	Project Name	Project Location	Award Type	Federal Share	Local Share	Total Award
SEA-16-01	Douglas ARC	Cutaway with Lift - 9 Passenger	Douglas	Capital	\$56,700	\$6,300	\$63,000
SEA-16-02	Easter Seals Blake Foundation CLS Safford	Minivan No Ramp	Safford	Capital	\$22,500	\$2,500	\$25,000
SEA-16-03	SEACRS, Inc	Expansion Minivan - No Ramp	Nogales	Capital	\$22,500	\$2,500	\$25,000
SEA-16-04	Santa Cruz Training Program, Inc.	Minivan with Ramp	Nogales	Capital	\$36,000	\$4,000	\$40,000
SEA-16-05	Santa Cruz Training Program, Inc.	Cutaway with Lift - 9 Passenger	Nogales	Capital	\$56,700	\$6,300	\$63,000
SEA-16-06	Santa Cruz Training Program, Inc.	Cutaway with Lift - 9 Passenger	Nogales	Capital	\$50,400	\$12,600	\$63,000
SEA-16-07	SEAGO	Regional Mobility Manager	Region-wide	Mobility Management	\$125,000	\$31,250	\$156,250
SEA-16-08	SEAGO	Pilot Regional Training Program	Region-wide	Mobility Management	\$150,000	\$37,500	\$187,500
SEA-16-09	Easter Seals Blake Foundation - SAGE Graham County	Minivan No Ramp	Graham County	Capital	\$22,500	\$2,500	\$25,000
SEA-16-10	Easter Seals Blake Foundation - SAGE Greenlee County	Cutaway with Lift - 9 Passenger	Greenlee County	Capital	\$56,700	\$6,300	\$63,000
SEA-16-11	SEACRS, Inc	Cutaway with Lift - 14 Passenger	Sierra Vista	Capital	\$58,500	\$6,500	\$65,000
SEA-16-12	SEACRS, Inc	Cutaway with Lift - 14 Passenger	Nogales	Capital	\$58,500	\$6,500	\$65,000
SEA-16-13	Easter Seals Blake Foundation - SAGE Graham County	Transit Program Operating Funds	Graham County	Operating	\$40,000	\$40,000	\$80,000
SEA-16-14	Easter Seals Blake Foundation - SAGE Greenlee County	Transit Program Operating Funds	Greenlee County	Operating	\$5,000	\$5,000	\$10,000
SEA-16-15	Santa Cruz Training Program, Inc.	Transit Program Operating Funds	Nogales	Operating	\$20,000	\$20,000	\$40,000
SEA-16-16	Senior Citizens of Patagonia, Inc	Transit Program Operating Funds	Patagonia	Operating	\$8,000	\$8,000	\$16,000
SEA-16-17	Southeastern Arizona Community Action Program, Inc.	Transit Program Operating Funds	Safford	Operating	\$35,000	\$35,000	\$70,000
SEA-16-18	Volunteer Interfaith Caregiver Program	Transit Program Operating Funds	Sierra Vista	Operating	\$30,000	\$30,000	\$60,000
<b>Total FY15 Awards</b>					<b>\$854,000</b>	<b>\$262,750</b>	<b>\$1,116,750</b>

<b>Sierra Vista MPO Projects</b>													
TIP YEAR	PROJECT SPONSOR	PROJECT NAME	PROJECT LOCATION	LENGTH	TYPE OF IMP - WK - STRU	Functional Classifications	LANES BEFORE	LANES AFTER	FED AID TYPE	FEDERAL FUNDS	LOCAL MATCH	OTHER FUNDS	TOTAL COST
2016													
SVS16-01	City of Sierra Vista	Resurfacing Buffalo Soldier Trail	Between Fry Blvd and SR 90 Bypass	1.5 Miles	Environmental	Minor Arterial	4	4	STP	\$9,430	\$570		\$10,000
SVS16-01	City of Sierra Vista	Resurfacing Buffalo Soldier Trail	Between Fry Blvd and SR 90 Bypass	1.5 Miles	ADOT Review	Minor Arterial	4	4	STP	\$28,290	\$1,710		\$30,000
<b>TOTAL FOR 2016</b>										<b>\$37,720</b>	<b>\$2,280</b>		<b>\$40,000</b>

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2017												
SVS16-01	City of Sierra Vista	Resurfacing Buffalo Soldier Trail	Between Fry Blvd and SR 90 Bypass	1.5 Miles	Construction	Minor Arterial	4	4	STP	\$1,191,096	\$71,966	\$1,263,062
<b>TOTAL FOR 2017</b>										\$1,191,096	\$71,966	\$1,263,062
<b>5-YEAR PROGRAM TOTAL</b>										<b>\$1,228,816</b>	<b>\$74,246</b>	<b>\$1,303,062</b>

SVMPO TRANSIT PROJECTS									
ID#	Sponsor	Project Description	Type of Work	Fed Aid Type	Apportionment Year	ALI CODE	Federal Funding	Local Match	Total Cost
SVMPO 16-01	City of Sierra Vista	General Development/Comprehensive Planning	Planning	5307	2015/2016	44.22	\$77,872	\$19,469	\$97,341
SVMPO 16-02	City of Sierra Vista	Transit Operations 50/50	Operations	5307	2015/2016	30.09.01	\$492,236	492,256	\$984,472
SVMPO 16-03	City of Sierra Vista	Construction - Bus Pullouts	Capital	5307	2015/2016	30.09.01	\$51,040	\$12,760	\$63,800
SVMPO 16-04	City of Sierra Vista	Acquire - Bus Passenger Shelters	Capital	5307	2015/2016	11.33.02	\$6,000	\$1,500	\$7,500
SVMPO 16-05	City of Sierra Vista	Preventive Maintenance	Capital	5307	2014/2015	11.7A.00	\$239,301	\$59,826	\$299,127
SVMPO 16-06	City of Sierra Vista	Fleet Fuel Software	Capital	5339	2015/2016	11.62.20	\$161,600	\$40,400	\$202,000
<b>Totals FY 2015/2016</b>							<b>\$1,028,049</b>	<b>\$626,211</b>	<b>\$1,654,260</b>

SEAGO Draft STP Ledger 2016-2020  
Revised: March 2016

New OA rate from ADOT effective FFY 2015 Action	94.8% * OA Rate	Projected Fed Funds *		Cumulative Balance	
		Apportionment	OA	Apportionment	OA
STP Carry Forward FY15	94.8%	\$0	\$0	\$0	\$0
FY 2016 Allocation	94.8%	\$1,001,206	\$949,143	\$1,001,206	\$949,143
Loan Repayment from ADOT		\$2,011,103	\$2,011,103	\$3,012,309	\$2,960,246
Loan from SVMPO		\$32,150	\$32,150	\$3,044,459	\$2,992,396
Loan from SVMPO		\$544,538	\$544,538	\$3,588,997	\$3,536,934
Repay SVMPO for FY14 Loan		-\$307,204	-\$293,380	\$3,281,793	\$3,243,554
Repay WACOG for FY15 Loan		-\$523,560	-\$500,000	\$2,758,233	\$2,743,554
Cochise County: Davis Road		-\$1,887,048	-\$1,887,048	\$871,185	\$856,506
Greenlee County: Campbell Blue Bridge		-\$200,000	-\$200,000	\$671,185	\$656,506
Douglas: Chino Road		-\$47,150	-\$47,150	\$624,035	\$609,356
Santa Cruz County: CMAQ Chipsealing Project		-\$129,035	-\$129,035	\$495,000	\$480,321
Nogales: Crawford Street Repavement Project		-\$485,000	-\$485,000	\$10,000	-\$4,679
Tech Transfer (LTAP)		-\$10,000	-\$10,000	\$0	-\$14,679
FY 2016 Balance				\$0	-\$14,679
FY 2017 Allocation	94.8%	\$1,001,206	\$949,143	\$1,001,206	\$934,465
Repay SVMPO for FY15/16 Loans		-\$837,918	-\$837,918	\$163,288	\$96,547
Repay SVMPO for FY16 Loan #2		-\$32,150	-\$32,150	\$131,138	\$64,397
Tech Transfer (LTAP)		-\$10,000	-\$10,000	\$121,138	\$54,397
FY 2017 Balance				\$121,138	\$54,397
FY 2018 Allocation	94.8%	\$1,001,206	\$949,143	\$1,122,344	\$1,003,540
Douglas: Chino Road Extension Phase 2 (Tenative)		-\$2,357,500	-\$2,357,500	-\$1,235,156	-\$1,353,960
Tech Transfer (LTAP)		-\$10,000	-\$10,000	-\$1,245,156	-\$1,363,960
FY 2018 Balance				-\$1,245,156	-\$1,363,960
FY 2019 Allocation	94.8%	\$1,001,206	\$949,143	-\$243,950	-\$414,817
Tech Transfer (LTAP)		-\$10,000	-\$10,000	-\$253,950	-\$424,817
FY 2019 Balance				-\$253,950	-\$424,817
FY2020 Allocation	94.8%	\$1,001,206	\$949,143	\$747,256	\$524,326
20th Ave, Phase II (Construction) Safford		-\$2,000,000	-\$2,000,000	-\$1,252,744	-\$1,475,674
Tech Transfer (LTAP)		-\$10,000	-\$10,000	-\$1,242,744	-\$1,465,674
FY 2020 Balance				-\$1,252,744	-\$1,475,674

- \* Notes: 1. Updated: March 2016  
2. OA Rate is at 94.8% is subject to change  
3. STP Apportionments are ADOT estimates and subject to change.

***This is an internal SEAGO document, and is used to provide a general overview of STP funds for a five year period.***

OA = Obligated Authority. This is the amount of money that can actually be obligated to SEAGO based upon the OA %.

STP = Surface Transportation Program funds. This amount is allocated to SEAGO based upon the 2010 population

Balance carry-over is no longer allowed. Excess funds must be utilized or loaned to another COG or to the State.



# TAC PACKET

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**TO: SEAGO TAC**  
**FROM: CHRIS VERTREES, SEAGO TRANSPORTATION PLANNER**  
**DATE: MARCH 9, 2016**  
**RE: SEAGO REGION DRAFT 2017-2021 TIP**

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The SEAGO Region 2017-2021 TIP needs be submitted to ADOT by **July 1, 2016**. Due to the SEAGO TAC, Administrative Council, and Executive Board schedules, and the forty-five (45) day public participation process, the 2017-2021 Draft TIP needs to be approved for submission to Administrative and Executive Committees at this meeting of the TAC.

**The following adjustments to the 2016-2020 TIP were made in the drafting of the 2017-2021 TIP.**

- All projects listed as Obligated in 2015 section of the TIP have been removed from the TIP.
- All FFY 2016 projects that are expected to obligate by June 30, 2016, have been moved to the Obligated in 2016 section of the TIP.
- Anticipated 2016-2020 TIP Amendments expected to be approved at this meeting have been added to the 2017-2021 TIP.
- ADOT has developed a programming plan (attached) for CMAQ projects in the Nogales PM2.5 Nonattainment Area. The two funded projects were added to the TIP.
- Last year Douglas Chino Road Phase II was programmed for FY17. The TAC approved placing the project in FY17, but it was dependent upon SEAGO's ability to secure a loan in FY17 to allow the project to move forward in that year. The TAC further instructed that if a loan could not be secured, the project would be re-programmed for FY18. Currently the ability to secure a loan in the amount of approximately \$2.4 million is not feasible. Therefore, the project has been reprogrammed for FY18.

**Attachments:** Draft 2017-2021 TIP  
Nogales PM2.5 Nonattainment Area CMAQ Project Programming Plan



## Chris Vertrees

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**From:** Beverly Chenausky <BChenausky@azdot.gov>  
**Sent:** Wednesday, January 20, 2016 8:50 AM  
**To:** jguerra@nogalesaz.gov; jjvaldez@santacruzcountyaz.gov; Roderick F. Lane; massey.eric@azdeq.gov  
**Cc:** Bret Anderson; Joonwon Joo; Paul O'Brien; Patrick Stone; Jodi Rooney; Ed Stillings; Christopher Vertrees; Michael Kies; Mark Hoffman  
**Subject:** Results of CMAQ project Selection  
**Attachments:** CMAQ Applications FY18-20.xlsx

Attached is the final listing of CMAQ projects in order of recommended project funding. As there are more projects available than funding, it is recommended that the top two scored projects for 2018, and 2019 be funded first, the other two projects will be funded as future CMAQ funds become available. Please work directly with the ADOT Multimodal Planning Division staff to effectively program these projects to utilize currently available CMAQ program funds. Please contact me if you have any additional questions on the projects that were selected for CMAQ funding.

Thank you for your time and effort,  
Beverly

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**From:** Beverly Chenausky  
**Sent:** Wednesday, September 02, 2015 10:31 AM  
**To:** 'jguerra@nogalesaz.gov'; 'jjvaldez@santacruzcountyaz.gov'; Roderick F. Lane; 'massey.eric@azdeq.gov'  
**Cc:** Bret Anderson; Joonwon Joo; Paul O'Brien; Patrick Stone; Jodi Rooney; 'ed.stillings@dot.gov'; Chris Vertrees; Michael Kies; Mark Hoffman  
**Subject:** Extension of CMAQ project Application date

To All:

ADOT is requesting applications for Congestion Mitigation Air Quality (CMAQ) funding for the Nogales PM2.5 Nonattainment area. Applications were originally due Sept. 8, 2015, at 5 p.m., please be advised that the deadline to submit completed CMAQ applications has been extended to **October 23<sup>rd</sup>, 2015**. For more information on the application process please refer to the [July 6, 2015, letter\(s\)](#) sent to all interested parties or contact me directly.

Revised Schedule:

October 23, 2015: All completed project application materials must be received by 5pm.

December 07, 2015: The CMAQ project selection team will be provided project information, emissions reduction estimates, and a cost benefit analysis for each project to score and select projects to receive CMAQ funding.

January 15, 2016: ADOT will start notifying the local sponsors that their CMAQ projects were selected for funding and provide information on when projects can proceed.

Thank you,

**Beverly T. Chenausky**  
**Air & Noise Program**  
MD EM04, Room 41  
1611 W. Jackson St.  
Phoenix, AZ 85007  
602.712.6269  
azdot.gov

Nogales PM2.5 Nonattainment Area  
CMAQ Projects 2018-2019

Funding Status	Project Title	State	Location	Nonattainment Area	Suggested FFY	Project Type	Total Project Amount	Local Match Provided	CMAQ Amount	Project Description
<i>Funded</i>	Valle Verde/Paseo Verde Paving Project	Arizona	City of Nogales	Nogales PM2.5 Nonattainment Area	2019	Shoulder Paving and/or Curb & Gutter	\$471,675	\$26,885	\$444,790	Paving 11,500 ft of Valle Verde Dr. and Paseo Verde Dr. with a 30 ft-Wide Pavement Section
<i>Funded</i>	I-19/Ruby Road TI-Improvements	Arizona	Santa Cruz County	Nogales PM2.5 Nonattainment Area	2018	Other:Traffic Flow Improvements	\$1,043,750	\$59,494	\$984,256	Final Design for the TI Improvement Project at I-19/Ruby Road
							<b>\$1,515,425</b>		<b>\$1,429,046</b>	
<i>To be funded w/future CMAQ</i>	Pathway Project, Baffert Dr to Nogales High School	Arizona	City of Nogales	Nogales PM2.5 Nonattainment Area	2019	Bike/Pedestrian	\$774,817	\$44,160	\$730,657	New Asphalt Pathways from Bafferet Dr. to Country Club Dr. and from Frank Reed Rd. to Nogales High School
<i>To be funded w/future CMAQ</i>	Bankerd Ave Paving Project	Arizona	City of Nogales	Nogales PM2.5 Nonattainment Area	2018	Shoulder Paving and/or Curb & Gutter	\$270,107	\$15,400	\$254,707	Paving 500 ft. of Bankerd Ave. with a 30 ft-Wide Pavement Section

SEAGO REGION  
2017- 2021 Draft TIP for Public Comment  
Approved By: TAC - Administrative Committee - Executive Committee -

TIP YEAR Project ID	PROJECT SPONSOR	PROJECT NAME	PROJECT LOCATION	LENGTH	TYPE OF IMP - WK - STRU	Functional Classifications	LANES BEFORE	LANES AFTER	FED AID TYPE	FEDERAL FUNDS	LOCAL MATCH	OTHER FUNDS	TOTAL COST
<b>2017</b>													
DGS13-05	City of Douglas	Joe Carlson Safe Routes to School	Douglas			Construction Sidewalks, Crosswalks, Striping & ADA Ramps			SRTS	\$250,000			\$250,000
ST-TE-15	State	Sidewalks: Hwy 92: MP353-353.4, Naco Hwy: Naco Hwy-Collins Rd, Bisbee	Hwy 92:MP353-353.4, Naco Hwy: Naco Hwy-Collins Rd, Bisbee			Construction/Sidewalks			TE18	\$706,987	\$42,734		\$749,721
ST-TE-21	State	Town of Pima US 70 Pedestrian Bridge Extension	US 70, Town of Pima			Construction: Pedestrian Bridge			TE17	\$561,792	\$33,958		\$595,750
GGH-13-04	Graham County	Reay Lane Irrigation Canal Ditch Relocation	Reay Lane Between US70 & Safford Bryce Road in Safford	.2 miles	Construction	Rural Minor Collector	2	2	HRRRP	\$238,390	\$14,410		\$252,800
		LTAP							STP	\$10,000			\$10,000
		<b>TOTAL FOR 2017</b>								<b>\$1,767,169</b>	<b>\$91,101</b>		<b>\$1,858,270</b>
<b>2018</b>													
GGH12-04	Graham County	8th Ave & Airport Rd Intersection	Intersection		Construction	Rural Major Collector	2	2	HRRRP	\$2,300,000			\$2,300,000
DGS17-01	City of Douglas	Chino Road Extension Phase 2	Chino Road: 9th Street to SR90	.85 miles	Construction	Urban Minor Arterial	2	2	STP	\$2,357,500	\$142,500		\$2,500,000
SCC 18-01	Santa Cruz County	I-19/Ruby Road TI-Improvements	I-19/Ruby Road TI		Design	Rural Major Collector	2	2	CMAQ	\$984,256	\$59,494		\$1,043,750
CLF16-01	Town of Clifton	Zorilla Street Bridge Rehabilitation, Structure #9633	Zorilla Street between US 191 and Park, Avenue, Clifton, AZ	216 Feet	Construction	Rural Local	2	2	Off-System Bridge	\$729,896	\$44,118		\$774,014
		LTAP							STP	\$10,000			\$10,000
		<b>TOTAL FOR 2018</b>								<b>\$6,381,652</b>	<b>\$103,612</b>		<b>\$6,485,264</b>
<b>2019</b>													
SCC12-12	Santa Cruz County	River Road and Pendleton Drive Safety Improvements	River Road and Pendleton Drive	Varies	Construction	Rural Major Collector	2	2	HRRRP	\$534,354	\$30,486		\$564,840
GGH12-03	Graham County	Reay Lane/Safford Bryce Road	Intersection		Construction	Rural Major Collector	2	2	HRRRP	\$424,350	\$25,650		\$450,000
NOG 19-01	City of Nogales	Valle Verde/Paseo Verde Paving Project	Valle Verde Dr. and Paseo Verde Drive between Grand Ave. and W. Mesa Verde Dr.	1150 Feet	Construction	Urban Local	2	2	CMAQ	\$471,675	\$26,885		\$498,560
SCC12-03	Santa Cruz County	Rio Rico and Pendleton Drive Intersection Improvements	Intersection		Construction	Rural Major Collector			HRRRP	\$754,400	\$45,600		\$800,000
		LTAP							STP	\$10,000			\$10,000
		<b>TOTAL FOR 2019</b>								<b>\$2,194,779</b>	<b>\$128,621</b>	<b>\$0</b>	<b>\$2,323,400</b>
<b>2020</b>													
SAF12-02	City of Safford	20th Ave, Phase II	Relation St to Golf Course Rd	.63 Miles	Construction	Urban Minor Arterial	3	5	STP	\$2,000,000	\$120,891		\$2,120,891
		LTAP							STP	\$10,000			\$10,000
		<b>TOTAL FOR 2020</b>								<b>\$2,010,000</b>	<b>\$120,891</b>		<b>\$2,130,891</b>
<b>2021</b>													
		LTAP							STP	\$10,000			\$10,000
		<b>TOTAL FOR 2021</b>								<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>
<b>BRIDGE PROJECTS</b>													
GGH-BR-02	Graham County	Ft. Thomas River Structure No. 8131	Ft. Thomas River	1000 feet		Scoping, Design, Environmental ROW, and Construction	2	2	Off System Bridge	\$1,000,000	\$60,445		\$1,060,445
GEH-BR-07	Greenlee County	Soap Box Canyon Bridge Replacement Structure 8149: Phase 2	Wards Canyon Road, 3.39 miles E Jct US 191	31 feet	Replacement	Rural Local	2	2	Off System Bridge	\$424,350	\$25,650		\$450,000
		<b>TOTAL BRIDGE PROJECTS</b>								<b>\$1,424,350</b>	<b>\$86,095</b>		<b>\$1,510,445</b>
		<b>TOTAL FOR FIVE YEAR PROGRAM</b>								<b>\$13,787,950</b>	<b>\$530,320</b>		<b>\$14,318,270</b>
<b>FUNDING OBLIGATED IN 2016</b>													
ST-TE-16	State	Entry Monument (San Carlos Apache Tribe)	US 70 MP 291			landscaping, lighting entry monument			TE17	\$956,055	\$57,789		\$1,013,844

**SEAGO REGION**  
**2017 - 2021 Draft TIP for Public Comment**  
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GGH-TE-13	Graham County	Golf Course Road SUP	Golf Course Rd from Reay Ln to 20th Ave	7,150 ft	Construction TE Shared Use Path				TE 18	\$454,752	\$27,488		\$482,240
ST-TE-20	State	SR 191, Sidewalk Project	SR 191, Sidewalk project		Construction: Sidewalks				TE18	\$312,543			\$312,543
GGH13-04	Graham County	Reay Lane Irrigation Canal Ditch Relocation	Reay Lane Between US70 & Safford Bryce Road in Safford	.2 miles	ROW	Rural Minor Collector	2	2	HRRRP	\$20,746	\$1,254		\$22,000
SCC15-02	Santa Cruz County	Santa Cruz County: Nogales Non-Attainment Area Surfacing	Multiple unpaved roads in the unincorporated Rio Rico area of Santa Cruz County.	9.7 miles	Construction (Chipsealing)		2	2	CMAQ	\$457,355	\$27,645		\$485,000
SCC15-02	Santa Cruz County	Santa Cruz County: Nogales Non-Attainment Area Surfacing	Multiple unpaved roads in the unincorporated Rio Rico area of Santa Cruz County.	9.7 miles	Construction (Chipsealing)		2	2	STP	\$129,035	\$7,355		\$136,390
CCH-19-01	Cochise County	Davis Rd. Improvements	Davis Road MP 9	1 mile	Construction of Safety & Drainage Improvements	Rural Major Collector	2	2	STP	\$1,830,468	\$104,337		\$1,934,805
CCH12-09	Cochise County	Davis Rd. Realignment	SR80 to SR191	24miles	Construction of Safety & Drainage Improvements	Rural Major Collector	2	2	HPP	\$1,993,821	\$120,517		\$2,114,338
CCH14-04	Cochise County	Davis Road Improvements	SR191 to Central Highway	1.6 miles	PE (Design Review)	Rural Major Collector	2	2	STP	\$42,435	\$ 2,565		\$45,000
DGS12-05	City of Douglas	Chino Road Extension Phase 1	Chino Road: 3rd Street to 9th Street	.9 miles	Construction	Urban Minor Arterial	2	2	STP	\$47,150	\$2,850		\$50,000
ADOT16-01	ADOT	Bankard Avenue and UPRR railroad crossing 742-038V	Bankard Avenue, east of 19B in Nogales, Santa Cruz County, AZ	0.1	Railroad Signal Improvements		2	2	HSIP-RGC	\$305,000			\$305,000
ADOT16-02	ADOT	Baffert Place and UPRR railroad crossing 742-036G	Baffert Place, east of 19B in Nogales, Santa Cruz County, AZ	0.1	Railroad Signal Improvements		2	2	HSIP-RGC	\$313,000			\$313,000
ADOT16-03	ADOT	Banks Bridge-UPRR RR crossing 742-040W	Banks Bridge east of 19B in Nogales, Santa Cruz County, AZ	0.1	Railroad Signal Improvements		2	2	HSIP-RGC	\$484,500			\$484,500
ADOT16-04	ADOT	Calle Sonora-UPRR RR crossing 742-037N	Calle Sonora, east of 19B in Nogales, Santa Cruz County, AZ	0.1	Railroad Signal Improvements		2	2	HSIP-RGC	\$484,500			\$484,500
ADOT16-05	ADOT	Court Street and UPRR railroad crossing 742-041D	Court Street, east of 19B in Nogales, Santa Cruz County, AZ	0.1	Railroad Signal Improvements		2	2	HSIP-RGC	\$143,000			\$143,000
ADOT 15-01	ADOT	Mt. Turnbull Rd and AZER railroad crossing safety improvements DOT#742-307K	Mt. Turnbull Road (AKA Home Alone Rd), south of US70 @ MP 295.8 in Bylas, Graham County, AZ	0.1	Railroad-Highway Grade Crossing improvements		2	2	HSIP-RGC	\$360,000			\$360,000
GEH-BR-08	Greenlee County	Campbell Blue Bridge Replacement	Blue River Road (FR 281), 8.8 South of E Jct US 180	61 feet	Design	Rural Local	2	2	STP	\$200,000	\$11,400		\$211,400
CLF16-01	Town of Clifton	Zorilla Street Bridge Rehabilitation, Structure #9633	Zorilla Street between US 191 and Park, Avenue, Clifton, AZ	216 Feet	Design	Rural Local	2	2	Off-System Bridge	\$132,085	\$7,983		\$140,068
NOG12-06	City of Nogales	Crawford Street Pavement Project	Sonoita Ave to McNab Drive	0.37	Construction	Urban Collector	2	5	STP	\$485,000	\$29,316		\$514,316
		LTAP							STP	\$10,000			\$10,000
		<b>TOTAL FOR 2016</b>								<b>\$9,161,445</b>	<b>\$401,425</b>		<b>\$9,562,870</b>

<b>Future Construction Projects</b>													
THR12-13	Town of Thatcher	Church Street Widening	US 70 to Stadium Avenue	5,400 feet	Construction	Urban Major Collector	2	3	STP	\$3,017,600	\$182,400		\$3,200,000
CCH12-10	Cochise County	Davis Rd. Improvements	Davis Road MP 13	1 mile	Construction of Safety & Drainage Improvements	Rural Major Collector	2	2	STP	\$924,560	\$55,885		\$980,445
CCH15-01	Cochise County	Davis Rd. Improvements	Davis Road MP 5	0.61 miles	Construction of Safety & Drainage Improvements	Rural Major Collector	2	2	STP	\$1,045,000	\$63,165		\$1,108,165
SAF12-02	City of Safford	20th Ave, Phase I3	Relation St to Golf Course Rd	.63 Miles	Construction	Urban Minor Arterial	3	5	STP	\$1,337,000	\$80,815		\$1,417,815

<b>Sierra Vista MPO Projects</b>													
TIP YEAR Project ID	PROJECT SPONSOR	PROJECT NAME	PROJECT LOCATION	LENGTH	TYPE OF IMP - WK - STRU	Functional Classifications	LANES BEFORE	LANES AFTER	FED AID TYPE	FEDERAL FUNDS	LOCAL MATCH	OTHER FUNDS	TOTAL COST
<b>2016</b>													
SVS16-01	City of Sierra Vista	Resurfacing Buffalo Soldier Trail	Between Fry Blvd and SR 90 Bypass	1.5 Miles	Environmental	Minor Arterial	4	4	STP	\$9,430	\$570		\$10,000
SVS16-01	City of Sierra Vista	Resurfacing Buffalo Soldier Trail	Between Fry Blvd and SR 90 Bypass	1.5 Miles	ADOT Review	Minor Arterial	4	4	STP	\$28,290	\$1,710		\$30,000
		<b>TOTAL FOR 2016</b>								<b>\$37,720</b>	<b>\$2,280</b>		<b>\$40,000</b>
<b>2017</b>													
SVS16-01	City of Sierra Vista	Resurfacing Buffalo Soldier Trail	Between Fry Blvd and SR 90 Bypass	1.5 Miles	Construction	Minor Arterial	4	4	STP	\$1,191,096	\$71,966		\$1,263,062
		<b>TOTAL FOR 2017</b>								<b>\$1,191,096</b>	<b>\$71,966</b>		<b>\$1,263,062</b>
		<b>5-YEAR PROGRAM TOTAL</b>								<b>\$1,228,816</b>	<b>\$74,246</b>		<b>\$1,303,062</b>



# TAC PACKET

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**MEMO TO:** SEAGO TAC  
**FROM:** RANDY HEISS, EXECUTIVE DIRECTOR  
**DATE:** MARCH 7, 2016  
**SUBJECT:** UNIFIED PLAN PROJECTS

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There has been considerable interest in developing a statewide Unified Transportation Plan that identifies projects on local roads and the State Highway System that are likely to stimulate economic activity. The idea is to replicate efforts in Utah that have brought them an estimated \$1.94 on every dollar invested in their Unified Plan. I have attached a slide showing the economic and social benefits Utah has received by investing in their Unified Plan.

The COGs and MPOs have agreed to begin doing so by creating a list of high impact projects in our regions. Once the COGs and MPOs have submitted their project lists, projects would be ranked and prioritized by their ability to strengthen our existing employment sectors, attract new industry, private sector investment and jobs to our State, and transform our economy. The process would include convening transportation planning agencies, local government officials, and business leaders from across the state to further refine the statewide project list, and ultimately, gain broad based political support for a future funding initiative.

Some examples of local projects in the SEAGO region may include but are not limited to construction of the FMI bypass around Clifton, establishing intercity public transportation systems, addressing at grade crossings of railroads throughout the region, completing the improvements to Davis Road, extending James Ranch Road to the future site of the proposed Douglas Commercial LPOE, or improving access to the Benson airport. Please be thinking about high impact projects on the local and State transportation systems in your communities that you feel are eligible for listing so we can bring SEAGO's list forward for consideration in a Unified Plan.

Attachments: 1.8.2016 JPAC presentation slide

Action Requested:  Information Only  Action Requested Below:

**A motion to recommend a list of projects to be submitted for consideration in a future Unified Transportation Plan.**

# Economic Impact of Investing \$54.7 Billion in Utah's Unified Plan

*Generates:*



**180,000+**  
in additional  
cumulative jobs



**\$22.2 billion**  
in tax revenue from economic growth



**\$130.5 billion**  
in additional  
household income



**\$84.8 billion**  
in reduced congestion and vehicle  
operating costs



**\$183.6 billion**  
in additional  
Gross Domestic Product



## SEAGO TRANSPORTATION ADVISORY COMMITTEE

### DESIGN PROGRESS REPORT

<i><b>Graham County</b></i>				
<b>1.</b>	<b>ADOT TRACS:</b>	SL720 01D/01C	<b>Federal No:</b>	TEA-GGH-0(202)T
	<b>Project Name:</b>	<b>Golf Course Rd; Reay Ln – 20<sup>th</sup> Ave</b>		
	<b>Type Of Work:</b>	Construct SUP		
	<b>ADOT PM:</b>	Mark Henige 602.712.7132		
	<b>Project Status:</b>	This project will be on the 03/18/2016 State Transportation Board Meeting for approval. CKC was the low bidder at \$317,918.62. Construction anticipated beginning 30 days from project award. (03/08/2016)		
<b>2.</b>	<b>ADOT TRACS:</b>	SH571 01D/01C	<b>Federal No:</b>	HRRRP-GGH-0(205)T
	<b>Project Name:</b>	<b>Reay Lane; US70 – Safford Bryce Rd</b>		
	<b>Type Of Work:</b>	Irrigation Canal Ditch Relocation		
	<b>ADOT PM:</b>	Susan Webber 602.712.7607		
	<b>Project Status:</b>	Final PA distributed 1/7/16; Stage II plans were submitted for review on 02/29/2016; the comment resolution meeting will be scheduled for the final week of March or the first week of April. (03/09/2016)		
<b>3.</b>	<b>ADOT TRACS:</b>	SS990 01D/01C	<b>Federal No:</b>	HRRRP-GGH-0(203)A
	<b>Project Name:</b>	<b>Reay Lane/ Safford Bryce Rd Intersection</b>		
	<b>Type Of Work:</b>	Intersection Realignment		
	<b>ADOT PM:</b>	Susan Webber 602.712.7607		
	<b>Project Status:</b>	Waiting for Graham County to complete ROW acquisition and submit for ROW clearance. Final plans essentially complete. C&S representative has met with consultant to discuss his comments on the Special Provisions. Project programmed for FY19, but on schedule to be advertised in early FY17 if funding is available. (1/20/2016)		
<b>4.</b>	<b>ADOT TRACS:</b>	SS991 01D/01C	<b>Federal No:</b>	HRRRP-GGH-0(204)A
	<b>Project Name:</b>	<b>8<sup>th</sup> Ave &amp; Airport Rd Intersection Improvements</b>		
	<b>Type Of Work:</b>	Intersection Improvements		
	<b>ADOT PM:</b>	Susan Webber 602.712.7607		
	<b>Project Status:</b>	T-intersection evaluation report was received by consultant on 02/10/2016 and is being reviewed by ADOT Traffic Design		



SEAGO TRANSPORTATION ADVISORY COMMITTEE

		Manager and the State Engineers Office to determine the best way to move forward with the project. (03/09/2016)		
<b><i>Town of Clifton</i></b>				
1.	ADOT TRACS:	T0027 01D/01C	Federal No:	BR-CLF-0(201)T
Project Name:		<b>Zorilla Street Bridge</b>		
Type Of Work:		Bridge Rehabilitation		
ADOT PM:		Jeffrey Davidson 602.712.8534		
Project Status:		Signed by town Mayor and sent to Town Attorney for review on 02/25/2016. IGA is anticipated to be received by ADOT the second week of March (03/03/2016)		
<b><i>City of Safford</i></b>				
1.	ADOT TRACS:	SS988 03D/01C	Federal No:	STP-SAF-0(207)T
Project Name:		<b>20<sup>th</sup> Ave; Relation St – Golf Course Rd</b>		
Type Of Work:		Road Improvements		
ADOT PM:		Mark Henige 602.712.7132		
Project Status:		Project remains in the ROW acquisition phase. The City is working on a possible drainage improvement within the project limit to avoid a conflict during construction. The Design is on hold until the drainage and irrigation issues are resolved. Stage IV submittal has been moved to 06/2016. (03/08/2016)		
2.	ADOT TRACS:	H8324 01D/01C	Federal No:	STP-191-B(203)T
Project Name:		<b>Relation St – JCT US 70</b>		
Type Of Work:		Intersection Improvements		
ADOT PM:		Mark Henige 602.712.7132		
Project Status:		Section 130 RR Crossing project is scheduled for Construction the weekend of March 18 <sup>th</sup> . Once that is completed, ADOT will survey the new roadway elevations prior to the Stage V submittal. Pot-holing for Utilities and ROW Acquisition are both in process. Stage V and Utility Clearance are both anticipated in April, and ROW is expected in May. This project will Advertise in FY16. (03/08/2017)		
<b><i>Santa Cruz County</i></b>				
1.	ADOT TRACS:	SZ164 01D/01C	Federal No:	CMAQ-SSC-0(208)T





SEAGO TRANSPORTATION ADVISORY COMMITTEE

<b>Project Name:</b>		<b>Nogales Non-Attainment Area Road Surfacing</b>	
<b>Type Of Work:</b>		Pave Unpaved Roads	
<b>ADOT PM:</b>		Corrine Garey 520.388.4225	
<b>Project Status:</b>		<p>Santa Cruz County is using local funds to design this project. A revised Material Design Letter has been received and is currently being reviewed. Additional funds are needed for the project. County is currently working on securing additional funding. If the County is unable to secure the additional funds, the scope of the project will have to be reduced. Environmental Clearance due March 4<sup>th</sup>, Final PS&amp;E due March 7<sup>th</sup> and Bid Advertisement is scheduled for the end of April. (03/08/2016)</p>	
<b>2.</b>	<b>ADOT TRACS:</b>	SH533 03D/01C	<b>Federal No:</b> HRRRP-SSC-0(205)A
<b>Project Name:</b>		<b>River RD &amp; Pendleton Dr</b>	
<b>Type Of Work:</b>		Shoulder Widening, Signing, Striping & Intersection Improve.	
<b>ADOT PM:</b>		Corrine Garey 520.388.4225	
<b>Project Status:</b>		<p>60% plans have been submitted and reviewed by ADOT and comments have been sent to the designer. The Environmental Clearance process is underway. Per the current cost estimate, construction funds for the project may not be sufficient. Santa Cruz County is in the process of putting in a revised HSIP application for additional funding. This is currently an FY 19 project. (03/08/2016)</p>	
<b>3.</b>	<b>ADOT TRACS:</b>	SH998 01D/01C	<b>Federal No:</b> STP-SSC-0(204)T
<b>Project Name:</b>		<b>Rio Rico &amp; Pendleton Dr Intersection</b>	
<b>Type Of Work:</b>		Intersection Improvements	
<b>ADOT PM:</b>		Corrine Garey 520.388.4225	
<b>Project Status:</b>		<p>60% plans have been submitted and reviewed by ADOT and comments have been sent to the designer. The environmental clearance was approved 10/2015. 95% plans are scheduled to be submitted 3/2016. This is an FY 19 project. (01/11/2016)</p>	
<b>City of Nogales</b>			



SEAGO TRANSPORTATION ADVISORY COMMITTEE

<b>1.</b>	<b>ADOT TRACS:</b>	SZ035 01D/01C	<b>Federal No:</b>	STP-NOG-0(201)A
<b>Project Name:</b>		<b>Crawford St; Sonoita Ave – McNab Dr</b>		
<b>Type Of Work:</b>		Pavement Preservation		
<b>ADOT PM:</b>		Zahit Katz 602.712.7030		
<b>Project Status:</b>		Advertisement dependent on movement of waterline. Construction IGA is currently at internal review and project Advertisement is anticipated for 4 <sup>th</sup> Quarter FY16. It is expected that the relocation of the waterline will be completed prior to project construction. (03/02/2016)		
<b>City of Thatcher</b>				
<b>1.</b>	<b>ADOT TRACS:</b>	SZ027 01D/01C	<b>Federal No:</b>	STP-THR-0(203)A
<b>Project Name:</b>		<b>Church St; US70 – Stadium Ave</b>		
<b>Type Of Work:</b>		Right of Way Acquisition		
<b>ADOT PM:</b>		Mark Henige 602.712.7132		
<b>Project Status:</b>		The ROW acquisition is in process. The DCR Addendum was re-submitted on 03/01/2016 and has been reviewed and sent back to KAI for revisions. Stage III submittal (including preliminary roundabout design and the lighting analysis) was submitted 03/04/2016. Stage IV is due on 04/11/2016. (03/08/2016)		
<b>Cochise County</b>				
<b>1.</b>	<b>ADOT TRACS:</b>	SS642 01D/01C	<b>Federal No:</b>	HPS-CCH-0(200)A
<b>Project Name:</b>		<b>Davis Road MPs 5 &amp; 13</b>		
<b>Type Of Work:</b>		Safety and Drainage Improvements		
<b>ADOT PM:</b>		Susan Webber 602.712.7607		
<b>Project Status:</b>		Additional ADOT staff review fees will not be needed for this project. The project is currently waiting for the completion of NRCS easement being released and ROW acquisition being completed. This project may be moved to a future FY due to delay in ROW acquisition. (03/09/2016)		
<b>2.</b>	<b>ADOT TRACS:</b>	SS954 01D/01C	<b>Federal No:</b>	STP-CCH-0(202)A
<b>Project Name:</b>		<b>Davis Road MP 9</b>		
<b>Type Of Work:</b>		Safety and Drainage Improvements		
<b>ADOT PM:</b>		Susan Webber 602.712.7607		



SEAGO TRANSPORTATION ADVISORY COMMITTEE

<b>Project Status:</b>		All received comments sent to the County on 02/04/2016 and the comment resolution meeting was held on 03/08/2016. An expenditure report and a request for additional funds were sent to the County on 02/05/2016. The County would like to advance this project into FY16. (03/09/2016)		
<b>3.</b>	<b>ADOT TRACS:</b>	SS986 03D/01C	<b>Federal No:</b>	CBI-CCH-0(205)T
<b>Project Name:</b>		<b>Davis Road; SR191 – Central Highway</b>		
<b>Type Of Work:</b>		Design Roadway Improvements		
<b>ADOT PM:</b>		Susan Webber 602.712.7607		
<b>Project Status:</b>		Stage III submittal reviewed by ADOT staff; comments sent to design consultant and Cochise County on 12/11/15. An expenditure report and a request for additional funds were sent to the County on 02/05/2016. Conference call held 2/18/16 with Karen Lamberton, Dennis Donovan and Christopher Vertrees to discuss funding for Davis Road projects and to determine remaining design schedule for SS986. Stage III comment resolution meeting to be scheduled for April 2016. (03/09/2016)		
<b>4.</b>	<b>ADOT TRACS:</b>	SZ050 03D	<b>Federal No:</b>	CBI-CCH-0(204)T
<b>Project Name:</b>		<b>Davis Road; SR80 – Central Highway</b>		
<b>Type Of Work:</b>		Design Roadway Improvements		
<b>ADOT PM:</b>		Susan Webber 602.712.7607		
<b>Project Status:</b>		An expenditure report and a request for additional funds were sent to the County on 02/05/2016. Conference call held 2/18/16 with Karen Lamberton, Dennis Donovan and Christopher Vertrees to discuss funding for Davis Road projects. (03/09/2016)		
<b>Greenlee County</b>				
<b>1.</b>	<b>ADOT TRACS:</b>	SB458 01D/01C	<b>Federal No:</b>	STP-GGE-0(201)Z
<b>Project Name:</b>		<b>Campbell Blue Bridge Replacement</b>		
<b>Type Of Work:</b>		Bridge Replacement		
<b>ADOT PM:</b>		Adam McGuire 602.712.8403		
<b>Project Status:</b>		The IGA between ADOT and Greenlee County was signed on		



SEAGO TRANSPORTATION ADVISORY COMMITTEE

		02/26/2016, and the ADOT PM will submit for Authorization of the Federal funds. A second IGA needs to be initiated between ADOT and Central Federal Lands (CFL) for the projects fund transfer. (03/02/2016)	
<b>City of Douglas</b>			
1.	ADOT TRACS:	SF035 01D/01C	Federal No: SRS-DGS-0(203)T
Project Name:		<b>Joe Carlson Safe Routes to School</b>	
Type Of Work:		Sidewalks, Crosswalks, Striping & ADA Ramps	
ADOT PM:		Susan Webber 602.712.7607	
Project Status:		Final PA and Stage II plans distributed by consultant 2/9/16. Design is proceeding directly to Stage IV, with submittal expected in early May 2016. (03/09/2016)	
<b>City of Bisbee</b>			
1.	ADOT TRACS:	H8307 01D/01C	Federal No: TEA-092-A(202)A
Project Name:		<b>SR92 – Taylor Ave</b>	
Type Of Work:		Construct Sidewalk	
ADOT PM:		Greg Johnson 602.712.7774	
Project Status:		Drainage Report was submitted to the town for review on 12/16/2015, comments were due back 01/08/2016. ADOT Drainage, ADOT District and the Town have agreed to a drainage solution. Environmental and ROW have agreed to a revised clearance in 4 <sup>th</sup> quarter FY16. Project Advertisement is anticipated for 1 <sup>st</sup> quarter FY17. (03/02/2016)	
<b>Town of Pima</b>			
1.	ADOT TRACS:	H8397 01D/01C	Federal No: TEA-070-A(211)A
Project Name:		<b>Tripp Canyon – 300 West</b>	
Type Of Work:		Construct Pedestrian Bridge Extension	
ADOT PM:		Susan Webber 602.712.7607	
Project Status:		Project status meeting held with ADOT staff, design consultant, and Jeff McCormick from the Town of Pima. ROW clearance is anticipated in early June. Project Manager has moved advertisement date to early October 2016 in case of delays in obtaining clearances, but team is still working towards delivery date of July-August 2016.	



SEAGO TRANSPORTATION ADVISORY COMMITTEE

		(03/09/2016)		
<b><i>Bylas Area</i></b>				
<b>1.</b>	<b>ADOT TRACS:</b>	H7637 01D/01C	<b>Federal No:</b>	HSIP-070-A(209)A
	<b>Project Name:</b>	<b>US70 Bylas</b>		
	<b>Type Of Work:</b>	Pathway, Entry Monument, Intersection Improvements		
	<b>ADOT PM:</b>	Mark Henige 602.712.7132		
	<b>Project Status:</b>	Additional funds for the project were approved by the State Transportation Board on 01/2016. CE is anticipated by the end of March 2016, Stage IV design submittal scheduled for April 2016. Advertisement date is estimated to be 3 <sup>rd</sup> quarter FY17. (03/08/2016)		
<b><i>City of Sierra Vista</i></b>				
<b>1.</b>	<b>ADOT TRACS:</b>	Pending 01D/01C	<b>Federal No:</b>	Pending
	<b>Project Name:</b>	<b>Buffalo Soldier Trail; Fry Blvd – SR90 Bypass</b>		
	<b>Type Of Work:</b>	Pavement Preservation		
	<b>ADOT PM:</b>	Corrine Garey 520.388.4225		
	<b>Project Status:</b>	Project Initiation letter received 12/28/2015. SA application was completed and received by ADOT on Feb. 22nd. (03/02/2016)		
<b><i>ADOT</i></b>				
<b>1.</b>	<b>ADOT TRACS:</b>	H8323 01D/01C	<b>Federal No:</b>	BR-092-A(203)A
	<b>Project Name:</b>	<b>San Pedro River Bridge #449</b>		
	<b>Type Of Work:</b>	Bridge Replacement		
	<b>ADOT PM:</b>	Mark Henige 602.712.7132		
	<b>Project Status:</b>	Request for Construction funds was submitted on 03/04/2016. The PS&E is currently being finalized with an anticipated Advertisement date of 03/31/2016. (03/08/2016)		