



SEAGO TRANSPORTATION ADVISORY COMMITTEE

AGENDA FOR SEAGO TAC

Date:	January 18, 2018
Time:	10 a.m.
Location:	Cochise College Benson Center, 1025 State Hwy. 90, Benson, Arizona
Call-in No.	Call Chris Vertrees (520-432-5301 ext. 209) (cdvertrees@seago.org) 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.

Voting TAC Members	Mark Hoffman – ADOT MPD Michelle Johnson –Benson Andy Haratyk – Bisbee Ian McGaughey – Clifton Karen Lamberton – Cochise County Lynn Kartchner – Douglas John Basteen – Duncan	Michael Bryce (Vice-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 (Chair) – Santa Cruz County Heath Brown – Thatcher Donna Driskell Tombstone Galo Galovale– Willcox
Guests, Staff, and Other Expected Attendees	Chris Vertrees – SEAGO		

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 November 16, 2017	Jesus	3-6
4.	STP/HSIP Ledger Reports	Chris	7-8
5.	TIP Reports – FY17 and FY18 ➤ Discussion and Possible Action on Current TIP • Administrative Changes • Proposed Amendments	Chris	9-11
6.	Review of SEAGO Region Future Programming Procedures	Chris	12-17
7.	City of Safford 14 th Avenue Mini-DCR Presentation	Randy	18-30
8.	Election of Officers	Chris	31
9.	Approval of TAC Meeting Calendar	Chris	32
10.	Traffic Count Program Update	Chris	33-34
11.	LTAP Training Update	Chris	35-36
12.	SHSP Update	Chris	37
13.	ADOT-LPA Stakeholder Meeting Update	Chris	N/A



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14.	District Engineers' Report ➤ Status of State Highway Projects Quarterly Project Report	TBD	N/A
15.	Regional Local Program Reports ➤ Status of Local Projects <ul style="list-style-type: none"> • STP Projects • Update on Enhancement Projects • Update on HSIP Projects • Update on all Planning Studies 	Towns, Cities, Counties, & ADOT	N/A
16.	Items for General Discussion	All	N/A
17.	Next Meeting Date: March 16, 2018	Jesus	N/A
18.	Adjourn	Jesus	N/A

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



SEAGO TRANSPORTATION ADVISORY COMMITTEE

MEETING MINUTES FOR NOVEMBER 16, 2017

Date:	November 16, 2017		
Time:	10 a.m.		
Location:	Cochise College Benson Center, 1025 State Hwy. 90, Benson, Arizona		
Voting TAC Members Present	Karen Lamberton, Cochise Mark Hoffman, ADOT Jesus Valdez, Santa Cruz (Phone) Randy Petty, Safford Ian McGaughey, Clifton	Michelle Johnson, Benson Heath Brown, Thatcher Dwayne Wallace, Bisbee Lynn Kartchner, Douglas Michael Bryce, Graham	
Guests, Staff, and Other Attendees	Chris Vertrees, SEAGO Tom Engel, ADOT		

1. Call to Order and Introductions

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

2. Call to the Public

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

3. Approval of Minutes of September 21, 2017

Vice-Chair Michael Bryce asked for a motion to approve the September 21, 2017 Minutes.

MOTION: Karen Lamberton moved to approve the September 21, 2017 Minutes.

SECOND: Ian McGaughey

ACTION: APPROVED UNANIMOUSLY

4. STP/HSIP Ledger Reports

Chris Vertrees presented the STP/HSIP Ledger Reports that were included in the TAC packet on pages 8 and 9.

5. TIP Report

Chris Vertrees presented the TIP Report. Chris reminded the TAC that at our last meeting, we discussed the status of Chino Road Phase II which is programmed for this year. The TAC had concerns about funding and the readiness of the project to proceed this year. At the meeting, Chris advised the TAC that The ADOT project manager met with the consultant for this project to determine what needs to be done (and the associated costs) to finish up design, as well as how much money will be needed for construction.



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MEETING MINUTES FOR NOVEMBER 16, 2017

Chris advised the TAC that the current estimate reflects an increase of \$546,940 in Federal funding. If funding is available, the ADOT project manager believes that this project can advertise in February 2018. Chris notified the TAC that the Douglas City Engineer (Lynn Kartchner) believes the estimate is excessive and has not considered the following:

- The culverts are all in.
- There is only one water line and one sewer line that cross it, and those both belong to the City.
- Much of the construction material including hot-mix can be produced in Douglas.
- The project is highly isolated, making traffic control costs minimal.

At our September TAC meeting, the TAC voted to:

1. Make no project reprogramming decision at this meeting.
2. Move \$75,440 in Federal funding from construction to design.
3. Authorize the signing of loan agreements not to exceed \$850,000 if we receive an updated cost estimate that keeps the project within the current funding parameters.

Chris advised the TAC that as of this date, SEAGO has not received an updated construction estimate. We have a potential loan agreement of approximately \$400,000 with NACOG in place. They must get Board approval at their December meeting. We have a few other potential loan partners waiting for our programming decision. I cannot hold up the programming decisions of our COG/MPO partners any longer. **Therefore, it is recommended that we tentatively move this project to FY19 pending the results of an updated construction estimate. A final year placement of this project will be made at our March TAC meeting.**

Vice-Chair Michael Bryce asked for a motion to approve the TIP amendment.

MOTION: Randy Petty moved to approve moving the Chino Road Phase II project to FY19.

SECOND: Mark Hoffman

ACTION: APPROVED UNANIMOUSLY

6. LTAP Funding Discussion and Training Survey Results

Chris referred the TAC to the LTAP Funding Discussion and Training Survey located on pages 15 and 16 of the packet. Chris reminded the TAC that at our last two TAC meetings we discussed the value of the Local Technical Assistance Program (LTAP). Although a vote was not taking at our September meeting, it appeared that the consensus of the group was that LTAP local training requests be scheduled through SEAGO. This is because of our ability to provide a central training location and conduct outreach to all member agencies to fill the class size mandates. As a result of those discussions, SEAGO distributed a Regional Needs Training Survey to the TAC. SEAGO received 12 replies to the survey. The following are the results of the survey:

Should we continue to use STP to fund LTAP membership/training?

Yes: 12

No: 0

Conclusion: Keep using STP to fund LTAP.



SEAGO TRANSPORTATION ADVISORY COMMITTEE

MEETING MINUTES FOR NOVEMBER 16, 2017

Would your agency participate in a regional roadway maintenance and safety training program?

Yes: 11

No: 0

Not Sure: 1

Conclusion: Pursue the development of a Regional Training Program.

If you are interested in participating, would you be willing to send staff to a central training location such as Benson?

Yes: 12

No: 0

Conclusion: Identify a central location for training (Cochise College Benson Center?).

Best Months for Training (Top 6 in Priority Order)

1. January
2. December
3. February
4. November
5. October
6. March

Conclusion: Schedule training courses from October through March.

The TAC directed Chris to pursue scheduling the following training classes:

- a. Introduction to Survey and Grade Checking
- b. Maintenance Math
- c. Signing and Striping I

In addition, the TAC was interested in scheduling a Heavy Equipment Certification Course. However, the TAC wanted Chris to obtain answers to the following questions before pursuing this course:

1. Is it a national certification or just a LTAP certification?
2. What equipment does the training focus on?
3. What are the minimum attendance requirements?
4. What are the training site and training equipment requirements?

The TAC will further discuss at our January TAC meeting.

7. SEAGO Transit Report

Chris Vertrees presented the Transit report that was included in the TAC packet on pages 17-18.

8. ADOT-LPA Stakeholder Meeting Update

Karen Lamberton advised the TAC that there has not been a meeting since our last TAC meeting. However, she had several pieces of information involving the LPA section to the TAC. She advised the TAC that Jodi Rooney, Manager of the ADOT Local Public Agency Section retired. She provided the TAC with information involving contact information for LPA liaisons. She advised the TAC that Mark Henige was the new ADOT LPA contact for Project Initiation Letters. She provided the TAC a copy of the LPA Stakeholder meeting schedule and asked for TAC members to review their schedules and try to make these meetings. She advised the TAC

SEAGO TAC Minutes for November 16, 2017



SEAGO TRANSPORTATION ADVISORY COMMITTEE

MEETING MINUTES FOR NOVEMBER 16, 2017

that the next meeting will be on December 7th. The focus will be on project initiation processes. She asked the TAC for any issues that they were experiencing or questions they wanted her to ask involving project initiation issues. TAC members provided Karen with several examples for her to address at the meeting.

9. District Engineers' Report

Tom Engel provided a District Engineer report for the Southeast District.

10. Regional Local Program Reports

Those in attendance reported their current status of local projects and issues.

11. Items for General Discussion

Vice-Chair Michael Bryce asked if anyone had items for general discussion. No one spoke.

12. Items for Next Meeting

Chris Vertrees advised the TAC that the next meeting will include the election of officers and approval of the annual meeting schedule. Chris will have an update on the training schedule.

13. Next Meeting Date: January 18, 2018 at the Cochise College Benson Center.

MEETING ADJOURNED AT 12:45 PM

SEAGO STP Ledger 2018-2022
Revised: January 2018

New OA rate from ADOT effective FFY 2017	94.9% *	Projected Fed Funds *		Cumulative Balance		
		Action	OA Rate	Apportionment	OA	Apportionment
STP Carry Forward FY17 (Joe Carlson SRTS Bid Savings)	94.9%		\$18,195	\$18,195	\$18,195	\$18,195
FY 2018 Allocation	94.9%		\$1,001,206	\$950,144	\$1,019,401	\$968,339
ADOT Loan Repayment In			\$525,430	\$525,430	\$1,544,831	\$1,493,769
Cochise County: Davis Road ROW			-\$250,920	-\$250,920	\$1,293,911	\$1,242,849
Repay SVMPO for FY16 Loan #2			-\$69,870	-\$69,870	\$1,224,041	\$1,172,979
SEAGO Loan to ADOT (Pending)			-\$1,214,041	-\$1,214,041	\$10,000	-\$41,062
Tech Transfer (LTAP)			-\$10,000	-\$10,000	\$0	-\$51,062
HSIP OA Usage			\$0	\$51,062	\$0	\$0
FY 2018 Balance					\$0	\$0
FY 2019 Allocation	94.9%		\$1,001,206	\$950,144	\$1,001,206	\$950,145
ADOT Loan Repayment In			\$1,214,041	\$1,214,041	\$2,215,247	\$2,164,186
Douglas: Chino Road Extension Phase 2 (Tentative)			-\$2,357,500	-\$2,357,500	-\$142,253	-\$193,314
Tech Transfer (LTAP)			-\$10,000	-\$10,000	-\$152,253	-\$203,314
FY 2019 Balance					-\$152,253	-\$203,314
FY 2020 Allocation	94.9%		\$1,001,206	\$950,144	\$848,953	\$746,830
20th Ave, Phase II (Construction) Safford			-\$2,000,000	-\$2,000,000	-\$1,151,047	-\$1,253,170
Tech Transfer (LTAP)			-\$10,000	-\$10,000	-\$1,161,047	-\$1,263,170
FY 2020 Balance					-\$1,161,047	-\$1,263,170
FY2021 Allocation	94.9%		\$1,001,206	\$950,144	-\$159,841	-\$313,025
Tech Transfer (LTAP)			-\$10,000	-\$10,000	-\$169,841	-\$323,025
FY 2021 Balance					-\$179,841	-\$333,025
FY2022 Allocation	94.9%		\$1,001,206	\$950,144	\$821,365	\$617,119
Thatcher: Church Street			-\$3,017,600	-\$3,017,600	-\$2,196,235	-\$2,400,481
Tech Transfer (LTAP)			-\$10,000	-\$10,000	-\$2,206,235	-\$2,410,481
FY 2022 Balance					-\$2,206,235	-\$2,410,481

- * Notes: 1. Updated: January 2018
2. OA Rate is at 94.9% 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 2018-2019
Revised: January 2018

New OA rate from ADOT effective FFY 2016 Action	94.9% * OA Rate	Projected Fed Funds *		Cumulative Balance	
		Apportionment	OA	Apportionment	OA
HSIP Balance 10/1/16		\$0	\$0	\$0	\$0
FY 2018 Allocation	94.9%	\$519,767	\$493,259	\$519,767	\$493,259
Repay SVMPO		-\$200,000	-\$200,000	\$319,767	\$293,259
STP OA Useage		\$0	-\$51,062	\$319,767	\$242,197
FY 2018 Balance				\$319,767	\$242,197
FY 2019 Allocation	94.9%	\$0	\$0	\$0	\$0
(Local HSIP Funding Allocation Discontinued)					

- * Notes: 1. Updated: January 2018
2. Reflects ADOT assigned OA Rate of 94.9%
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

TO: SEAGO TAC
FROM: CHRIS VERTREES, SEAGO TRANSPORTATION PLANNER
DATE: JANUARY 10, 2018
RE: TIP REPORT

The ADOT Air & Noise Program Manager, has requested that the following two CMAQ projects be added to our TIP:

NOG19-02 – City of Nogales - (Bankerd Avenue Paving Project): This is a CMAQ project. This project was evaluated by a CMAQ project review committee in December 2015. The committee recommended the project to be funded when funding became available. The ADOT Air & Noise Program has notified SEAGO that funding for this project will be available in FY19. The project will be added to the TIP in the following manner:

Year: **2019**
Phase: **Construction**
Federal Share: **\$254,707**
Local Match: **\$15,400**
Total Project Cost: **\$270,707**

NOG20-01 – City of Nogales - (Pathway Project, Baffert Dr to Nogales High School): This is a CMAQ project. This project was evaluated by a CMAQ project review committee in December 2015. The committee recommended the project to be funded when funding became available. The ADOT Air & Noise Program has notified SEAGO that funding will be available in FY20. The project was added to the TIP in the following manner:

Year: **2020**
Phase: **Construction**
Federal Share: **\$730,657**
Local Match: **\$44,160**
Total Project Cost: **\$774,817**

SEAGO TIP Amendment #3 is attached for your review.

SEAGO REGION
 Draft 2018- 2022 TIP Amendment #3
 Approved By: TAC - Administrative Council- Executive Board -

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
2018													
DGS17-01	City of Douglas	Chino Road Extension Phase 2	Chino Road: 9th Street to SR90	.85 miles	Design	Urban Minor Arterial	2	2	STP	\$75,440	\$4,560		\$80,000
CCH18-01	Cochise County	Davis Road Project Assessment and DCR	Davis Road from Hwy 191 to N. Central Highway	1.6 miles	ROW	Rural Major Collector	2	2	STP	\$250,920	\$16,143		\$267,063
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	Design	Urban Local	2	2	CMAQ	\$80,593	\$4,871		\$85,464
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	Design (PMDR Fee)	Urban Local	2	2	CMAQ	\$28,290	\$1,710		\$30,000
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	\$2,664,700	\$159,865		\$2,824,565
SCC12-03	Santa Cruz County	Drive Intersection Improvements	Intersection		Design	Rural Major Collector			HSIP	\$70,725	\$4,275		\$75,000
SCC12-03	Santa Cruz County	Rio Rico and Pendleton Drive Intersection Improvements	Intersection		ROW	Rural Major Collector			HSIP	\$188,600	\$11,400		\$200,000
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
TOTAL FOR 2017										\$4,099,164	\$246,942		\$4,346,106
2019													
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	\$2,282,060	\$137,940		\$2,420,000
GGH12-04	Graham County	8th Ave & Airport Rd Intersection	Intersection		Construction	Rural Major Collector	2	2	HPP	\$996,375	\$60,226		\$1,056,601
GGH12-04	Graham County	8th Ave & Airport Rd Intersection	Intersection		Construction	Rural Major Collector	2	2	HRRRP	\$2,300,000			\$2,300,000
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	\$409,942	\$24,779		\$434,721
NOG 19-02	City of Nogales	Bankerd Ave. Paving Project	Bankerd Avenue from East Doe Street Intersection	510 Feet	Construction	Urban Local	2	2	CMAQ	\$254,707	\$15,400		\$270,107
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
		LTAP							STP	\$10,000			\$10,000
TOTAL FOR 2018										\$15,000,425	\$764,439		\$15,764,864
2020													
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
NOG 20-02	City of Nogales	Pathway Project, Baffert Dr to Nogales High School	East side of Grand Avenue from Baffert Drive to Country Club Drive. Intersects with Grand Avenue path on south side of Frank Reed Road to Nogales High School	3 miles	Construction	N/A	N/A	N/A	CMAQ	\$730,657	\$44,160		\$774,817
SCC12-03	Santa Cruz County	Rio Rico and Pendleton Drive Intersection Improvements	Intersection		Construction	Rural Major Collector			HRRRP	\$984,555	\$50,445		\$1,035,000
		LTAP							STP	\$10,000			\$10,000
TOTAL FOR 2019										\$3,725,212	\$215,496	\$0	\$3,940,708
2021													
		LTAP							STP	\$10,000			\$10,000
TOTAL FOR 2019										\$10,000	\$0		\$10,000
2022													
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
		LTAP							STP	\$10,000			\$10,000
TOTAL FOR 2020										\$3,027,600	\$182,400	\$0	\$3,210,000
BRIDGE PROJECTS													
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

SEAGO REGION
Draft 2018- 2022 TIP Amendment #3
Approved By: TAC - Administrative Council- Executive Board -

TOTAL BRIDGE PROJECTS										\$1,424,350	\$86,095		\$1,510,445
TOTAL FOR FIVE YEAR PROGRAM										\$27,286,751	\$1,495,373		\$28,782,124
FUNDING OBLIGATED IN 2017													
DGS13-05	City of Douglas	Joe Carlson Safe Routes to School	Douglas		Construction Sidewalks, Crosswalks, Striping & ADA Ramps				SRTS	\$250,000			\$250,000
DGS13-05	City of Douglas	Joe Carlson Safe Routes to School	Douglas		Construction Sidewalks, Crosswalks, Striping & ADA Ramps				STP	\$66,010	\$3,990		\$70,000
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
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	\$12,089		\$212,089
GGH12-03	Graham County	Reay Lane/Safford Bryce Road	Intersection		Construction	Rural Major Collector	2	2	HRRRP	\$424,350	\$25,650		\$450,000
GGH12-03	Graham County	Reay Lane/Safford Bryce Road	Intersection		Construction	Rural Major Collector	2	2	HSIP	\$66,010	\$3,990		\$70,000
SEA15-02	SEAGO/SVMPO Region	Regional Strategic Highway Safety Plan	Various Locations	N/A	Planning Study	Varies	N/A	N/A	HSIP	\$50,000	\$3,022		\$53,022
SCC12-12	Santa Cruz County	River Road and Pendleton Drive Safety Improvements	River Road and Pendleton Drive	Varies	Design	Rural Major Collector	2	2	HSIP	\$56,580	\$3,420		\$60,000
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
GGH12-04	Graham County	8th Ave & Airport Rd Intersection	Intersection		Design	Rural Major Collector	2	2	HPP	\$700,000			\$700,000
GGH-13-04	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	\$68,000	\$4,110		\$72,110
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	\$184,200	\$11,134		\$195,334
	LTAP								STP	\$10,000			\$10,000
TOTAL FOR 2016										\$3,343,929	\$144,098		\$3,488,027

Future Construction Projects													
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 3	Relation St to Golf Course Rd	.63 Miles	Construction	Urban Minor Arterial	3	5	STP	\$1,337,000	\$80,815		\$1,417,815



TAC PACKET

TO: SEAGO TAC
FROM: CHRIS VERTREES, SEAGO TRANSPORTATION PLANNER
DATE: JANUARY 8, 2018
RE: SEAGO REGION FUTURE PROJECT PROGRAMMING PROCEDURES

The SEAGO Region Future Project Programming Procedures were reviewed and approved by the SEAGO TAC on November 20, 2014, and by the SEAGO Executive Board on February 27, 2015. The procedures allow for member agencies to submit an “Out of Cycle” HSIP, STP, or an Off-System Bridge Project application.

Safford has submitted an “Out of Cycle” STP project for consideration. I have attached our future project programming procedures to refresh TAC members on the procedure prior to reviewing Safford’s STP application.

Attachments: SEAGO Region Future Project Programming Procedures.



SEAGO

SEAGO Region

Future Project

Programming Procedures

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1.0 Purpose

SEAGO solicits new Transportation Improvement Program (TIP) projects from member agencies on a regular basis for prioritization, selection and programming. At times, SEAGO must adjust the program to reflect changes in costs and schedules and to ensure a concerted effort is made to keep the TIP fiscally constrained.

The overall project review and selection process is monitored and performed by SEAGO's Technical Advisory Committee (TAC). Projects that do not require immediate attention or are of a scale that exceeds present resources may be identified by the TAC as potential projects beyond the five-year TIP window.

In some cases, cost savings are returned to SEAGO from previous projects. Those cost savings must be used within the fiscal year they were returned to the region or they will be lost.

In addition, projects originally programmed for the current TIP period may require reprogramming because financial or project delivery constraints. This will result in the need to move or add projects to ensure that regional funding is not jeopardized.

To ensure the SEAGO has maximum flexibility to respond to regional needs, changes to project funding or schedules, and to protect SEAGO transportation funds this procedure is established.

2.0 Projects Submitted "In Cycle"

2.1 SEAGO by schedule or with direction from our TAC or ADOT solicits project requests from member agencies. In compliance with our Project Tracking Procedures, SEAGO will use a competitive selection process to determine allocation of federal funds.

2.1.1 Applications are reviewed and prioritized by our TAC to ensure the project meets federal guidelines, the project cost and delivery estimates are accurate, the project meets regional goals, and that the project is fiscally achievable within future funding expectations.

2.1.2 The SEAGO TAC will make programming decisions based upon their rankings.

2.1.3 Projects that meet the criteria established in 2.1.1 but go un-programmed may be placed on the SEAGO Future/Potential Project List by the TAC.

2.1.4 Placement on the SEAGO Future/Potential Project List does not guarantee future placement on the TIP.

2.1.5 The list serves as a planning tool to guide TAC in the event quick programming decisions must be made as a result of changes in funding availability and/or project delivery.

2.1.6 Projects that have federal dollars invested shall receive priority over projects that do not.

3.0 Projects Submitted "Out of Cycle"

3.1.1 SEAGO will accept applications out of cycle for the following:

3.1.1.1 HSIP Applications: They must be submitted on the ADOT HSIP application. They must be complete and meet application requirements

as listed in the ADOT HSIP Manual and meet the objectives of the Arizona Strategic Highway Safety Plan.

3.1.1.2 STP Applications: They must be submitted within the SEAGO STP Mini-DCR format. The project must meet federal STP eligibility guidelines.

3.1.1.3 Off-System Bridge Projects: Shall be submitted in memorandum format and shall include owning agency, bridge name, structure number, and sufficiency rating as listed in the Arizona Local Government System Bridge Record, a short discussion on the reasons/need for replacement/rehabilitation and photos of the structure.

3.1.2 SEAGO TAC must review and approve the placement of any “Out of Cycle” project onto the **SEAGO Second Tier Project List**.

4.0 SEAGO and TAC Responsibilities

4.1 SEAGO will review all applications for completeness and federal eligibility.

4.1.1 Submitting agencies will be issued a receipt indicating date and time of submission and whether the application is complete and eligible.

4.1.2 Eligible project applications will be forwarded to the SEAGO TAC in the TAC packet provided to the TAC membership prior to each meeting of the SEAGO TAC.

4.1.3 The SEAGO TAC will evaluate the project based upon the following criteria:

4.1.3.1 Project readiness to proceed and demonstration of a reasonable timeline for implementation.

4.1.3.2 Project cost estimates are accurate and based upon sound cost evaluation principles.

4.1.3.3 The project’s ability to fit into the financial constraints of the region’s Five Year Transportation Plan.

4.1.3.4 Safety, economic development potential and multimodal impacts of the project.

4.2 Upon review, the SEAGO TAC may direct SEAGO to place the project on the SEAGO Second Tier Project List.

4.3 Projects on the list shall be reviewed on an annual basis by the TAC to ensure projects still meet the evaluation criteria in 4.1.3.

4.4 There is no priority order to the list. Movement from the list will be based upon available funding levels and project deliverability needs. Example: A \$1.5 million STP project will not be moved onto the TIP when \$500,000 is available.

4.5 If two or more projects on the list match needed fund type and amount, the SEAGO TAC will select the project to move forward.

4.6 A project selected for TIP placement must comply with the SEAGO Project Tracking Procedures.

SEAGO Second Tier Project List

Date Submitted	Date of TAC Approval	Project Sponsor	Project Name	Federal Aid Type	Federal Funds Requested



LOCAL GOVERNMENT FIVE-YEAR
HIGHWAY CONSTRUCTION PROGRAM
**PROJECT NOMINATION SHEET AND
MINI DESIGN CONCEPT REPORT**

CITY OF SAFFORD
14th Avenue (Relation to 8th Street)

INTRODUCTION

The City of Safford is submitting for your consideration our project into the Local Government Five-Year Highway Construction Program (TIP); 14th Avenue from Relation Street north to 8th Street (See Attached Maps, Page 10 & 11). This section of City street was improved in the 1980's as a "full-depth Asphaltic Concrete" section. The pavement design was six (6) inches of Asphaltic Concrete Mix placed atop unprepared and non-stabilized, subbase with a high Plasticity Index. There are no curbs or gutters on most of the section and there is currently a detached sidewalk on the west side (See Attached Pictures, Pages 6-9).

The roadway is classified as a Collector and it connects the southern areas of Safford to the northern areas. Currently, it ends at US 70 (Thatcher Boulevard), however in the future it will continue north, across US 70 into an area that is planned for future commercial development. This street is an important corridor through Safford and it will become even more so in the future.

This section of this Collector runs by the High School, an Elementary School, and a Church Seminary. There are two subdivisions on the north end and developable property on the south end. North of 8th Street is where BLM, Social Security Offices, and a Church are located. North of these buildings, 14th Avenue connects with US 70.

The project length, as contemplated, is 2,171 feet (0.41 miles). This project will widen an existing facility to 52 feet (See Attached Cross-Section, Page 12). At present, this major roadway has one-way traffic in each direction with a continuous left turning lane between the through lanes. There is no curb and gutter on either side of the roadway, south of the High School. The proposed roadway would consist of 3 lanes of traffic; a continuous left turn lane, curb and gutter on both sides, and two (2) five (5) foot Bike Lanes on both side. The City owns all the Right of Way that the improvements will be constructed.

The estimate cost for this widening will be \$2.3 million (See Estimate Page 13). This project has 95% plans and Technical Specifications.

The City is making this request to make these improvement to this roadway because of the distressed of 14th Avenue, which has exceeded its life expectancy.



LOCAL GOVERNMENT FIVE-YEAR
HIGHWAY CONSTRUCTION PROGRAM
**PROJECT NOMINATION SHEET AND
MINI DESIGN CONCEPT REPORT**

BACKGROUND

This project will be constructed in the 1980's. The existing structure allows one-way traffic in each direction with a continuous left turning lane. The current roadway was built by ADOT as a full depth pavement section. It is showing distress in the base probably due to traffic loads, unstable base, absence of drainage control, and large amount of pavement shrinkage. Cracking on the street are very bad and in some areas the pavement is separating more than one (1') foot.

The major traffic control items in the area are at the intersections of Relation and 14th and 8th Street and 14th which are controlled by a four-way stop. At 8th Street, 14th Street must cross a Railroad track, which is signalized. The speed limit through the area is 35 mph. At the High School/Elementary School, the traffic on 14th is slowed by a school zone. The School Bus Facility, which is where the School Buses are stored, fronts 14th Avenue. At the cross street, 10th Street, there is a stop sign.

Along this route the street crosses the Union Canal, which is a major irrigation canal that provides irrigation throughout the entire valley. The project limit will be north of this canal necessitating the construction over the Canal. The City of Safford owns the water, gas, power, and sewer that are in the area. The City will also install a Reclaimed Water line under 14th Avenue at the time of construction. This line will be connected to the existing line. There are power poles on the east side of 14th along with a sewer line and a water line under the street. The Gas line runs along the west side of the street outside the roadway prism.

Accident history, which was obtained from the City's Police Department, shows seven (7) non-injury accidents and no (0) injury accidents in the last five years within the termini of this project. It also showed five (5) injury accidents at the intersections of Relation Street and 8th Street.

The current speed limit on this section of roadway is 35 mph and it is anticipated to remain at 35. The vertical and horizontal alignment will be such that there will be no sight distance concerns. The roadway will be constructed centered on the section line with a slope of about 1% throughout the project. The AADT on this section is approximately 4,000.

PROJECT SCOPE

The scope of this project will be to reconstruct the existing street due to the failure of the structure and the age of the facility. The current street was constructed in the mid-1980's as a full depth Asphaltic Concrete (AC) section. The depth of the AC is six (6") inches and it was laid on untreated subbase with a high plasticity index.



LOCAL GOVERNMENT FIVE-YEAR
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There are currently no curbs nor gutters to channel the drainage away from the shoulders.

The existing pavement will be removed (milled). The subgrade will be graded to proper grade, then stabilized with a treatment of lime (7"). Once the subgrade is stabilized, ten (10") inches of compacted Aggregate Base will be placed followed by four and half (4-1/2") inches of AC in two lifts. The project includes the placement of curb and gutters, sidewalks, some drainage improvements, and other incidental work.

PROJECT DEVELOPMENT CONSIDERATIONS

1. *Environmental requirements as determined by the project scope.*

- The potential for Hazardous Waste sites are minimal, but will be investigated.
- No 404 Permit will be required
- No Section 4(f) lands will apply
- Project will not encroachment in the Flood plain
- No wetlands within the project
- This road is not a scenic or historic Route
- The area will be cleared of any archaeological features
- This project will have positive social or economic impacts to our area. It is a major route to Schools (Safford High School & Ruth Powel Elementary) and the School Bus Facility. It is a collector on the west side of the City, providing access to area shopping, to a major highway, to residential areas, and is a connection between the north and south side of the City.

2. *Critical Outside Agency Involvement*

Since the City owns all the right of way for these improvements there will be no lengthy clearance procedures. We will be crossing over a major irrigation canal, however, the road crosses this canal at the present time. The City owns all the utilities in the area so any relocation would be handled internally.

3. *Right-of-Way Requirements*

The City owns all the right of way through this corridor.

4. *Utility Relocation Requirements*

Any utility relocation will be relocated by the City of Safford for utilities owned by the City. Any other relocations on City right of way will be handled on a case by case basis with the utility owner.



LOCAL GOVERNMENT FIVE-YEAR
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5. *Seasonal Considerations*

Construction on this project must be timed to minimize potential disruption with the traffic generated by the schools. We will strive to time the construction at the end of the school year to get the majority of the work completed prior to the school year starting in August.

6. *Traffic Requirements*

There will be need for a traffic control plan for this project. The construction will need to be constructed under traffic since the road is the major access to the High School and an Elementary School. After our discussions with the School, we feel we may close this street after the school year and detour traffic around the area. This will allow us to accelerate the construction during the removal of the pavement, treatment of the base, and the placement of the new pavement section.

7. *Design Concept Report Requirements*

The City has completed a Geotechnical Report on the subgrade. The pavement section was designed considering this report.

The City has completed the design for this work, with bid ready plans and specifications.

All the utilities have been located and accounted for in the current design.

8. *Design Criteria*

The design criteria to be used on this project will be criteria established by AASHTO and per the City of Safford criteria established by our City Council. The City uses MAG Specifications and Details on this design.

F. OTHER REQUIREMENTS

The funding source for this project will be STP funds. The desired bid advertisement date would be in or before FY2023-24. It is assumed that the plans and specifications will be reviewed by ADOT prior to bidding and the project will be administered by ADOT.

G. ESTIMATED COST

Describe the Project Cost by Category

- Design cost has been paid by the City of Safford.
- There will be no right of way costs
- Utility relocation costs to be paid for by the City of Safford.
- Construction cost to be reimbursed with federal funds.
- Total cost of the project will be about \$2.3 million



LOCAL GOVERNMENT FIVE-YEAR
HIGHWAY CONSTRUCTION PROGRAM
**PROJECT NOMINATION SHEET AND
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H. ITEMIZED ESTIMATE

An itemized estimate is attached to this report.

I. VICINITY MAP

A vicinity map is attached to this report

J. TYPICAL SECTION SKETCH

A typical roadway section is attached to this report.

PICTURES



14th Avenue: Pavement separation 22"



14th Avenue: Pavement separation



LOCAL GOVERNMENT FIVE-YEAR
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PICTURES



14th Avenue: Pavement separation



14th Avenue: Pavement separation



LOCAL GOVERNMENT FIVE-YEAR
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**PROJECT NOMINATION SHEET AND
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PICTURES



**14th Avenue: East Side, Looking North
Schools in the Background**



14th Avenue: Pavement Separation

PICTURES



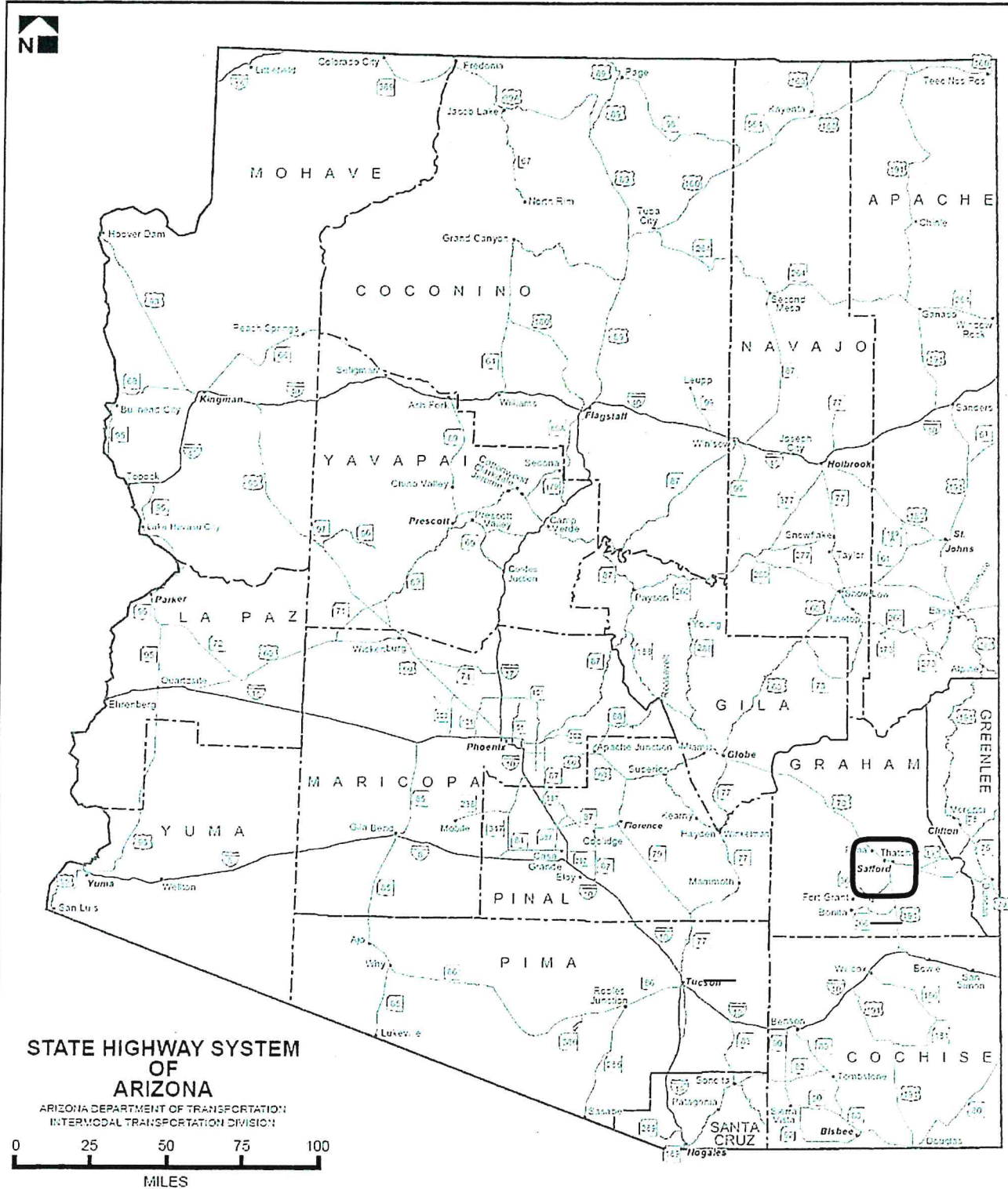
**14th Avenue: East Side, Looking West
Deteriorating Pavement**



**14th Avenue: West Side, Looking East
Attempted Fix**

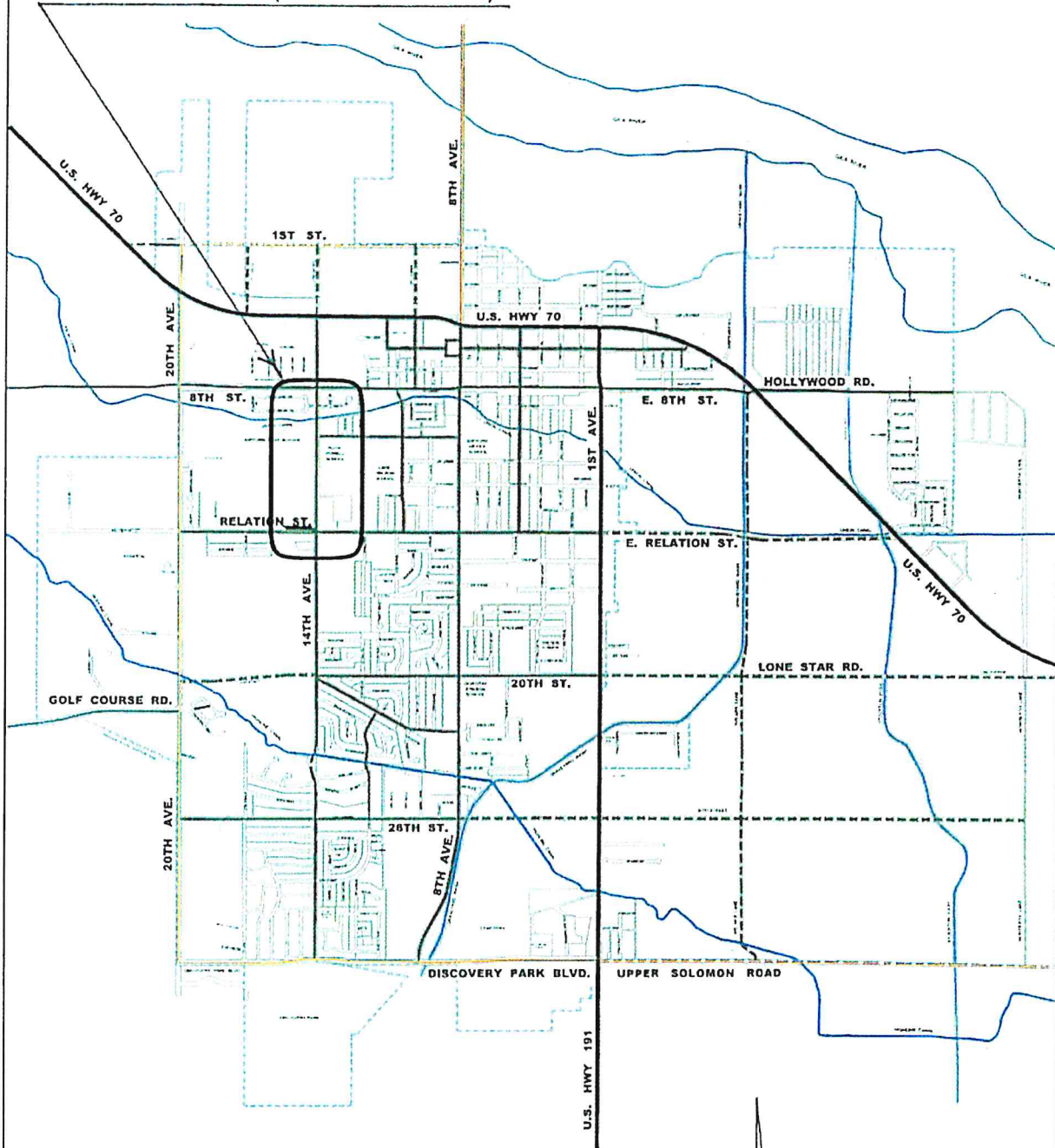
PROJECT LOCATION

14th Avenue (Relation Street to 8th Street)



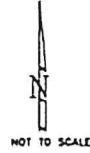
CITY OF SAFFORD MASTER STREET MAP

14th Avenue (Relation to 8th)



LEGEND

- ADOT HIGHWAYS
- ARTERIALS
- FUTURE ARTERIALS
- COLLECTORS
- FUTURE COLLECTORS
- CITY LIMITS

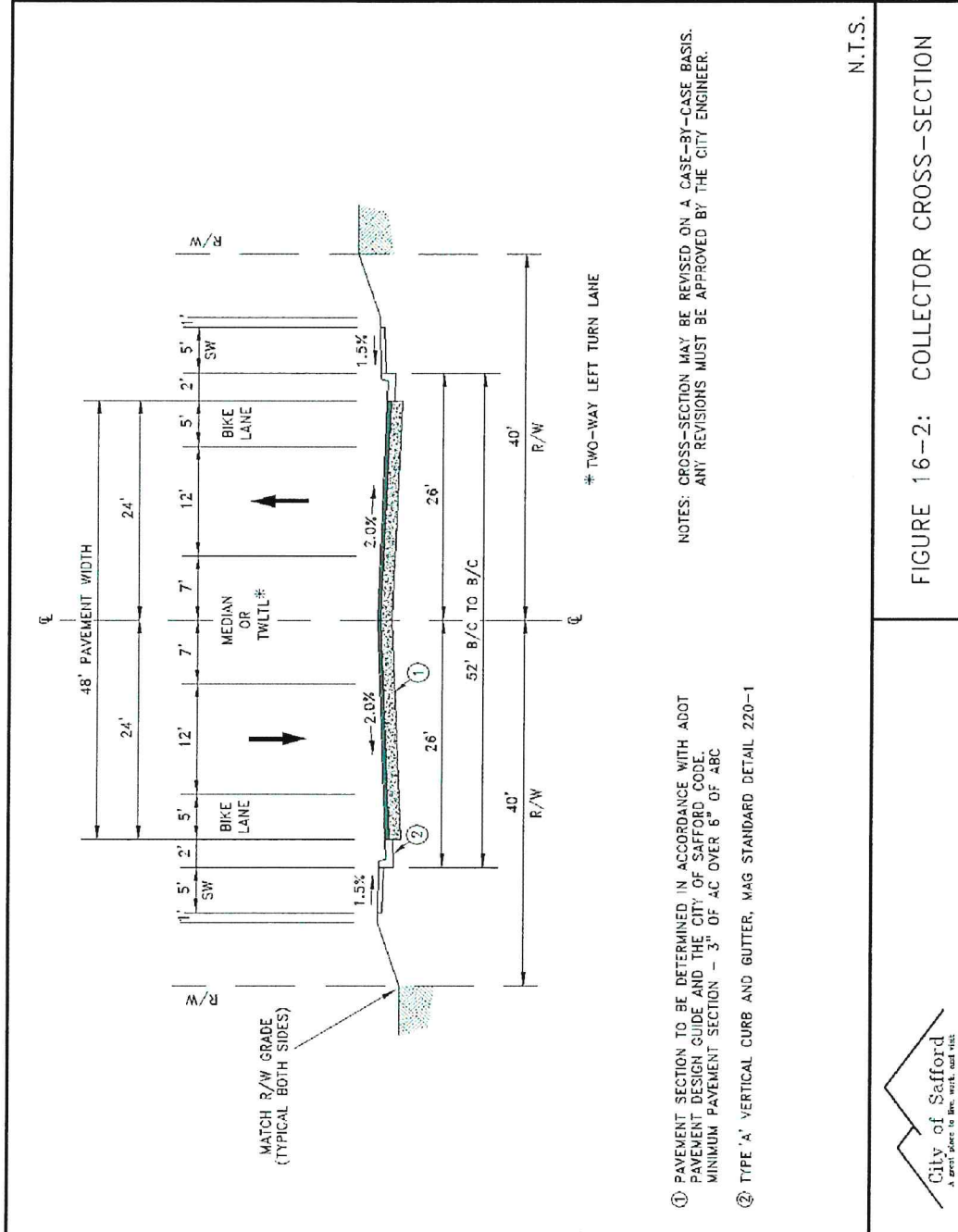


(AMENDED SEPTEMBER 2012)

<p style="font-size: 8px; margin: 0;">City of Safford 1000 W. 1st St. Safford, AZ 85554</p>	<p style="font-size: 8px; margin: 0;">CITY MASTER STREET MAP</p> <table style="font-size: 6px; margin: 0;"> <tr> <td style="width: 20%;">DATE</td> <td style="width: 20%;">DRAWN BY</td> <td style="width: 20%;">CHECKED BY</td> <td style="width: 20%;">SCALE</td> <td style="width: 20%;">SHEET NO.</td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>	DATE	DRAWN BY	CHECKED BY	SCALE	SHEET NO.					
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LOCAL GOVERNMENT FIVE-YEAR
HIGHWAY CONSTRUCTION PROGRAM
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ESTIMATE FOR
14th Avenue (Relation Street to 8th Street)

Item #	Bid Item	Estimate Quantity	Unit	Unit Cost	Total Cost
General Work					
1	Mobilization	1	LS	\$ 100,000	\$ 100,000
2	Survey Staking	1	LS	\$ 12,500	\$ 12,500
3	Traffic Control	1	LS	\$ 20,000	\$ 20,000
4	SWPPP/BMP's	1	LS	\$ 18,000	\$ 18,000
DEMOLITION					
5	Existing Sidewalk	6,790	SF	\$ 3	\$ 20,370
6	Existing Curb & Gutter	210	LF	\$ 20	\$ 4,200
7	Existing Driveway	1,200	SF	\$ 3	\$ 3,600
8	Existing Lined "V" Ditch	371	LF	\$ 10	\$ 3,710
9	Existing Pipe Headwall	2	EA	\$ 1,800	\$ 3,600
10	Asphalt Milling	11,551	SY	\$ 7	\$ 80,857
GRADING, ROADWAY AND DRAINAGE WORK					
11	Subgrade Preparation	19,390	SF	\$ 5	\$ 96,950
12	Lime Stabilization	3,820	CY	\$ 16	\$ 61,120
13	Aggregate Base (10")	8,879	TON	\$ 25	\$ 221,975
14	Asphalt Concrete Pavement (1/2" Mix) (2")	1,839	TON	\$ 135	\$ 248,265
15	Asphalt Concrete Pavement (3/4" Mix) (2.5")	2,299	TON	\$ 132	\$ 303,468
16	Curb and Gutter	3,186	LF	\$ 23	\$ 73,278
17	Sidewalk	15,890	SF	\$ 8	\$ 119,175
18	Sidewalk Ramps (MAG 325-2, Type B)	5	EA	\$ 2,500	\$ 12,500
19	Sidewalk Ramps (MAG 235-3, Type C)	3	EA	\$ 2,300	\$ 6,900
20	Driveway Entrance (MAG 260)	2	EA	\$ 3,000	\$ 6,000
21	Concrete Driveway	1,200	SF	\$ 8	\$ 9,600
22	Valley Gutters (MAG 240)	2,320	SF	\$ 8	\$ 18,560
23	Handrailing	1,100	LF	\$ 50	\$ 55,000
STORMWATER					
24	18" HDPE Culvert	130	LF	\$ 60	\$ 7,800
25	42" HDPE Culvert	91	LF	\$ 100	\$ 9,100
26	48" HDPE Culvert	280	LF	\$ 115	\$ 32,200
27	MAG 504 Box	3	EA	\$ 4,500	\$ 13,500
28	MAG 530 Catch Basin	1	EA	\$ 3,800	\$ 3,800
29	MAG 532 Catch Basin	1	EA	\$ 4,200	\$ 4,200
30	MAG 533 Catch Basin	2	EA	\$ 6,800	\$ 13,600
SIGNAGE AND STRIPING					
31	Signs	35	EA	\$ 900	\$ 31,500
32	Striping	1	LS	\$ 17,280	\$ 17,280
RECLAIMED WATER LINE					
33	Install 12" Reclaimed Water Main	2,315	LF	\$ 62	\$ 143,530
34	Gate Valves, Release Valve, Pipe Bridge, Blow Off	1	LS	\$ 60,400	\$ 60,400
ESTIMATED TOTAL					\$ 1,836,538
5% CONTINGENCY					\$ 1,928,365
INFLATION FACTOR*					\$ 2,314,038

*: Inflation Factor (4% per Year, 5 years to Bid) 20%



TAC PACKET

TO: SEAGO TAC
FROM: CHRIS VERTREES, SEAGO TRANSPORTATION PLANNER
DATE: JANUARY 6, 2018
RE: ELECTION OF OFFICERS

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. Our current officers are:

Chairperson: Jesus Valdez – Santa Cruz County

Vice Chairperson: Michael Bryce – Graham County

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.



TAC PACKET

TO: SEAGO TAC
FROM: CHRIS VERTREES, SEAGO TRANSPORTATION PLANNER
DATE: JANUARY 6, 2018
RE: 2018 TAC MEETING CALENDAR

The SEAGO TAC is scheduled to meet on the third Thursday of every other month. Below for your approval is our 2018 meeting calendar.

Date	Scheduled Business	Location
January 18, 2018	Election of Officers, Approval of 2028 TAC Meeting Calendar, Approval LTAP Training Schedule, SHSP Review	Cochise College Benson Center
March 15, 2018	2019-2023 Draft TIP, Final FY 18 Project Status Reviews, SHSP TAC Meeting	Cochise College Benson Center
May 17, 2018	General Business	Cochise College Benson Center
July 19, 2018	General Business	Cochise College Benson Center
September 20, 2018	General Business	Cochise College Benson Center
November 15, 2018	Initial FY 19 Project Status Reviews, Transportation Issues Position Statement (Approval)	Cochise College Benson Center



TAC PACKET

TO: SEAGO TAC
FROM: CHRIS VERTREES, SEAGO TRANSPORTATION PLANNER
DATE: JANUARY 8, 2018
RE: TRAFFIC COUNT PROGRAM UPDATE

The following is a brief update involving our Traffic Count Program.

Please see the attached letter from ADOT concerning the HPMS Program. In short, starting this year, ADOT will assume the responsibility of collecting all HPMS data, including HPMS data associated with local government roads. MPOs, COGs and local governments will be relieved of this responsibility. ADOT wants our focus to shift to traffic count data collection and ensuring that data is uploaded into our TDMS database.

Works Consulting was scheduled to conduct the counting of the 120 roads selected by the TAC in August/September. That was delayed pending the above change. The count plan is now being amended by Works to position SEAGO for the future.

ADOT is in the process of formulating a statewide traffic counting plan to meet their HPMS data collection needs. To ensure our traffic counting strategy does not conflict with ADOT data collection efforts, Joe Breyer is coordinating with ADOT. He has developed a listing of 350 sites that we will be counted regionally. On our behalf, he is working with ADOT to identify and declare the sites (1-2 per community/agency) that will become the consistent 7-day sites for growth factoring. These growth factoring sites will become annual sites that are counted during the same week of every year to establish regional growth factors for updating previous counts (up to 6 years before having to re-count).

The target is to have the **ROSTER** of traffic counts assignments – with 7-day sites identified – by last week of January. Counting will be scheduled with TRA in February and counting will begin in March. At that point, I will get cost estimates and push for counting during late-January to March. Even though the counts will be in 2018, the data collection will give us enough traffic growth information to factor the existing data for 2017. The data will be uploaded into our TDMS system and should be available to our jurisdictions in late April or early May.

I will be glad to answer any questions you may have at the meeting.

December 20, 2017

Subject: HPMS and Traffic Data

Dear MPO/COGs,

As discussed at the December 8 MPO/COG Planners Meeting at the Arizona Department of Transportation (ADOT), ADOT has been working on improvements to Highway Performance Monitoring System (HPMS) processes over the past 18 months. The changes are designed to promote efficiency and ensure quality data for ADOT and all of our planning partners. This letter is a follow-up to the December 8 meeting to ensure clarity and offer assistance as needed.

The improvements we propose to implement are as follows: Starting with Calendar Year 2018, ADOT will assume the responsibility of collecting all HPMS data, including HPMS data associated with local government roads. This means MPOs, COGs and local governments will be relieved of this responsibility, freeing you up to devote your time to the many important transportation matters facing your regions. Accordingly ADOT will **not** be activating the [HPMS Portal](#). The HPMS portal previously required agencies to review six attributes on each federal-aid roadway in their region. Annualized average daily traffic (AADT) was one of those items – and data were formerly allowed to be estimated through that website.

It should be noted that this change in HPMS responsibility: 1) will **not** cause any change to funding for MPOs, COGs or local agencies; and 2) should be considered as separate from MPO/COG/local agency efforts to assist in the sharing of raw traffic count data to the traffic count data system web sites (i.e., *CogOrMpo.ms2soft.com*). It is vital that MPO/COG/local agency traffic data are still collected and are placed onto the TCDS websites for local, regional, and statewide consumption. As such, ADOT wants to focus the entire COG/MPO/local agency effort on traffic data in the immediate future. To be sure, ADOT does **not expect any local agency or COG/MPO to reduce or stop their respective traffic counting program.**

Please feel free to reach out to us if you have any questions about traffic counting or HPMS. Additionally, if you would like to have an in-person meeting and/or workshop to review traffic counting initiatives, please don't hesitate to contact us.

Thank you for the continued support and inter-agency collaboration you each work so hard to achieve.

Sincerely,

James Meyer, GISP
Data Analytics Manager &
HPMS Coordinator



TAC PACKET

TO: SEAGO TAC
FROM: CHRIS VERTREES, SEAGO TRANSPORTATION PLANNER
DATE: JANUARY 8, 2018
RE: LTAP TRAINING UPDATE

At our last TAC meeting, we reviewed the results of the LTAP Training Survey completed during our September TAC meeting. As a result of that review, I was directed by the TAC to pursue a Regional Training Program. The preferences of the TAC included:

1. The training cycle should be focused on the November through March time window.
2. The Year 1 training cycle should focus on 3 courses. The courses selected were:
 - a. Introduction to Survey and Grade Checking
 - b. Maintenance Math
 - c. Signing and Striping I

The following is an update on training scheduling:

Course Name	Course Date	Training Location	Start Time	End Time	Seats Available
Maintenance Math	3/28/18	Cochise College Benson Center	9:00AM	5:00PM	15
Signing and Striping 1	4/25/18	Cochise College Benson Center	9:00AM	5:00PM	15
Introduction to Survey & Grade Checking	5/9/18 & 5/10/18	Cochise College Benson Center	9:00AM	5:00PM	15

Introduction to Survey and Grade Checking is tentatively scheduled. The course is a two-day course and is outside of our training window. I would like TAC approval before finalizing.

In addition, the TAC was interested in scheduling a Heavy Equipment Certification Course. However, the TAC wanted answers to the following questions before pursuing this course:

1. Is it a national certification or just a LTAP certification?
2. What equipment does the training focus on?
3. What are the minimum attendance requirements?
4. What are the training site and training equipment requirements?

The following are the answers to your questions involving the Heavy Equipment Operator Certification Course:

Is it a national certification or just a LTAP certification?

It is an LTAP only certification course.

What equipment does the training focus on?

LTAP provides the following heavy equipment certifications: Motor Grader I and II Backhoe I and II, Bulldozer I and II, and Front End Loader. Each piece of equipment is trained for 30 hours a week (three days), with (three) 3 participants per piece of equipment.

What are the minimum attendance requirements?

LTAP requires three (3) participants minimum per class and maximum 15 participants.

What are the training site and training equipment requirements?

The LTAP requires that sponsoring agency be responsible for the assemblage of all equipment (1 piece of equipment for every 3 participants), a minimum of three to 10 miles of blue staked unpaved road or large work area, a classroom for four to five hours on the first day, and proper materials for the equipment (i.e. fuel, oil and grease).

LTAP has indicated that the training model was developed for individual agencies. If we are interested, LTAP is willing to work with us to develop a COG level program.



TAC PACKET

TO: SEAGO TAC
FROM: CHRIS VERTREES, SEAGO TRANSPORTATION PLANNER
DATE: JANUARY 10, 2018
RE: SEAGO/SVMPO JOINT REGIONALSHSP UPDATE

Greenlight Engineering (Michael Blankenship) through a subcontract with AMEC has completed the update of our regional crash data to reflect the most recent year of ADOT crash data (2016). Our consultant had concerns as to the completeness of the data involving the following agencies:

Pima (2016)
Tombstone (2016)
Duncan (2016)
San Carlos Apache Tribe (2016)
Greenlee County (2016)
Cochise County (2016)
Bisbee (2012-2015)

Our consultant has begun outreach to law enforcement agencies to verify and/or obtain crash data from the above agencies. Before the end of the month, they will be following up with site-visits as requested or needed.

AMEC is currently locating the crashes spatially by jurisdiction using GIS to ensure accuracy. Once GIS locating and data collection is finalized, our consultant will re-analyze the region for high priority locations for potential HSIP projects that the region might want to pursue when ADOT announces its next call for HSIP applications. As you were aware, our last set of high priority HSIP corridors were all on ADOT facilities, were quite lengthy, and were highly creative to meet B/C requirements. The goal of the re-analysis is to identify projects off ADOT facilities and/or shorten the corridor length to make the projects more competitive. We have not received a formal notice advising of the HSIP call for applications. It is expected to occur later this month with application submittal date expected in March or April, 2018. Our priority will be to develop the HSIP applications for any projects that the region would like to pursue before finalizing the plan.

As a result, the plan is due by March 1, 2018, for TAC review/comment. Our final TAC meeting will coincide with our March 15, 2018, TAC meeting.