



# TRANSPORTATION ADVISORY COMMITTEE AGENDA

|  |   |
|--|---|
| <b>Date:</b>                               | January 19, 2023  |
| <b>Time:</b>                               | 10 a.m.   |
| <b>Location:</b>                           | Zoom Meeting  |
| <b>Call-in No.</b>                         | <a href="https://us02web.zoom.us/j/84172632560?pwd=VEYrWkZVWkvZGY3dGFYMno2ZmROQT09">https://us02web.zoom.us/j/84172632560?pwd=VEYrWkZVWkvZGY3dGFYMno2ZmROQT09</a> |
| Meeting ID: 841 7263 2560 Passcode: 354788 |   |

**Individuals wishing to participate in the meeting telephonically may do so by contacting Randy Heiss at (520) 432-5301 Extension 202. 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 Randy Heiss al número (520) 432-5301, Extensión 202, por lo menos setenta y dos (72) horas antes de la conferencia.**

|  |   |  |   |
|--|---|--|---|
| <b>Voting TAC Members</b>                          | Michael Bryce– Graham County (Chair)<br>Lance Henrie – Safford<br>Mark Hoffman – ADOT MPD<br>Abbie King– Benson<br>Matthew Gurney – Bisbee<br>Rudy Perez – Clifton<br>Jackie Watkins – Cochise County | Elise Moore– Douglas<br>Terry Hinton – Duncan<br>Reed Larson - Greenlee County<br>Juan Guerra – Nogales<br>Vernon Batty – Pima<br>Barney Bigman – San Carlos Apache Tribe (SCAT)<br>Leonard Fontes – Santa Cruz County | Tom Palmer - Thatcher (Vice Chair)<br>William Teeters – Willcox<br>Regina Duran - Tombstone<br>Ronald Robinson –Patagonia |
| <b>Guests, Staff, and Other Expected Attendees</b> | Chris Vertrees, SEAGO<br>John Merideth, SEAGO<br>Mark Henige - ADOT   |  |   |

**Shaded areas indicate items for possible action.**

| ITEM | SUBJECT   | PRESENTER     | PAGE  |
|------|---|---------------|-------|
| 1.   | Call to Order and Introductions   | Michael       | N/A   |
| 2.   | Call to the Public  | Michael       | N/A   |
| 3.   | FHWA Emergency Relief Program (ADOT Presentation)   | Jerry James   | 3-18  |
| 4.   | Approval of Minutes of November 17, 2022  | Michael       | 19-21 |
| 5.   | District Engineers' Report <ul style="list-style-type: none"> <li>Status of State Highway Projects</li> <li>Quarterly Project Report</li> </ul> | Todd Emery    | N/A   |
| 6.   | STBG Ledger Report  | Chris         | 22    |
| 7.   | TIP Report <ul style="list-style-type: none"> <li>Possible TIP Amendment(s)</li> <li>Possible Administrative Amendments</li> </ul>              | Chris         | 23-25 |
| 8.   | AZ SMART Fund Applications – Review & Approval  | Chris         | 26-76 |
| 9.   | Election of Officers  | Chris/Michael | 77    |
| 10.  | ADOT Call for Traffic Count Data - Reminder   | Chris         | 78    |
| 11.  | ADOT LPA Section Updates  | Mark          | N/A   |

|     |   |  |     |
|-----|---|--|-----|
| 12. | Regional Local Program Reports <ul style="list-style-type: none"><li>• 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></li></ul> | Towns,<br>Cities,<br>Counties, &<br>ADOT | N/A |
| 13. | Items for General Discussion  | All                                      | N/A |
| 14. | Next Meeting Date: March 16, 2023   | Michael                                  | N/A |
| 15. | <b>Adjourn</b>  | Michael                                  | N/A |

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

# FHWA Emergency Relief Program LPA Process



Southeastern Arizona Governments Organization (SEAGO)  
TAC Meeting

Presented by:  
Jerry James, P.E.  
Assistant State Engineer  
January 19, 2023  
Page 3

# Brief Summary

- Background of FHWA ER Program
- Eligibility for ER Funding
- Steps in the LPA ER Process
- Method of Repairs
- Lessons Learned
- Other ER Resources
- Arizona ER Program Contacts



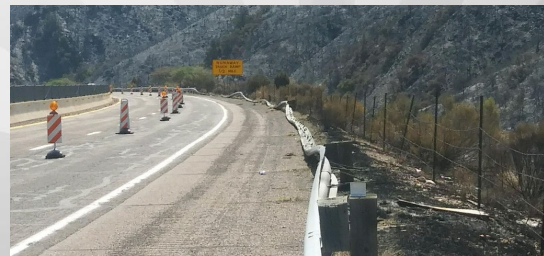
# Background of FHWA ER Program

- Federal reimbursable, replace “in-kind” program
- Funds provided for repairs to damages caused by
  - Natural Disasters
  - Catastrophic Events due to an external cause

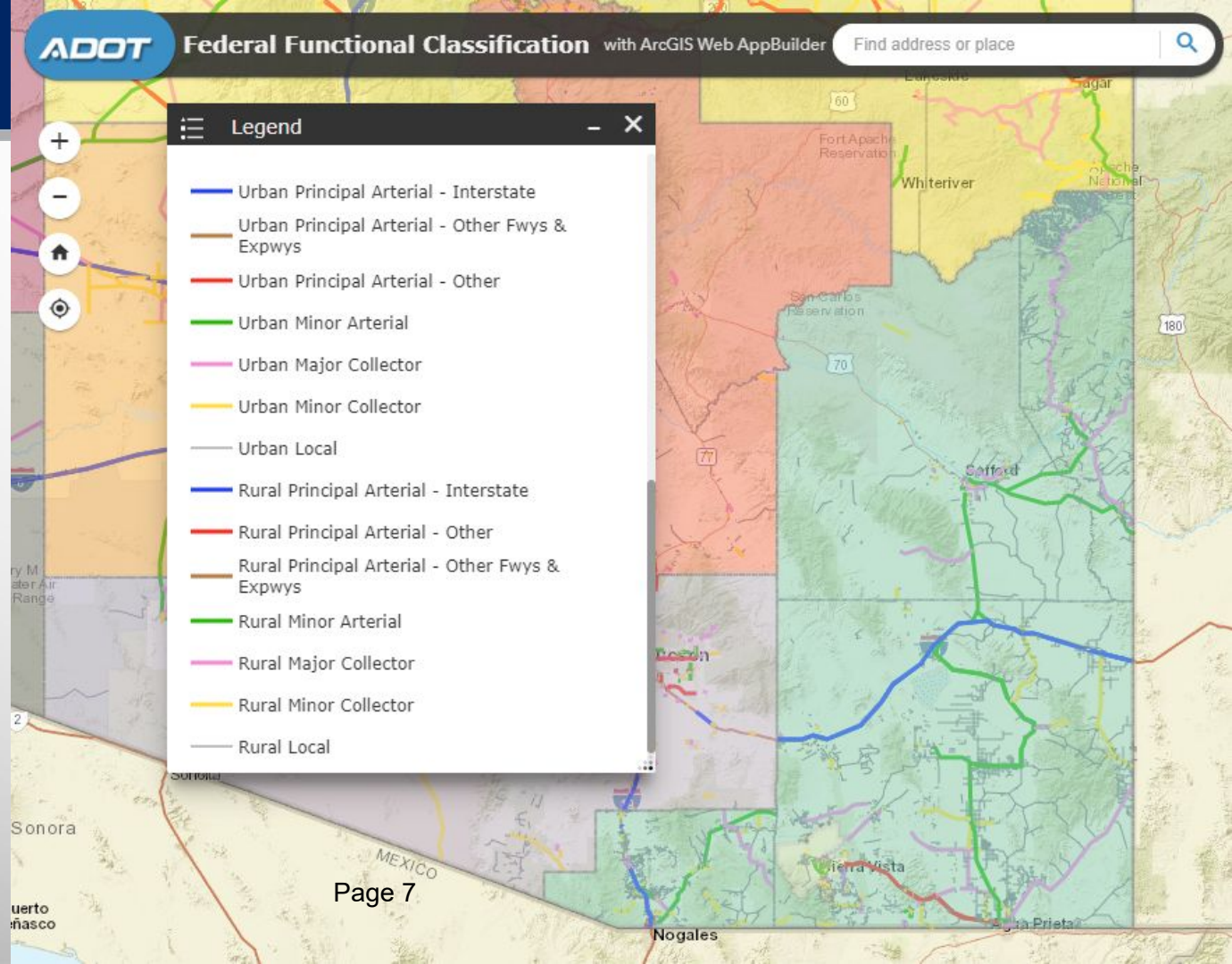


# Eligibility for ER Funding

- **Damages** sustained by Natural Disaster or Catastrophic Event from an External Cause
- **\$700,000** in Eligible Damage
  - total is accumulative and include State and other agencies
- **\$5,000 minimum** in Eligible Damage per site
- Declaration of Emergency (Governor or President)
- Functional Classification:
  - Rural Major Collector or above



- Federal Functional Classification in the SEAGO Region**



# Steps in the LPA ER Process

- Initial Assessment
- LPA Request
- IGA Development
- Federal Authorization Request
- Reimbursement Process
- Final Voucher





# Initial Assessment\*

- **In addition to contacting AZDEMA, reach out to ADOT as well**
  - Provide information that includes location, type of damages, photo(s)
  - **If damages potentially meets** FHWA criteria, take next steps
- **Schedule on-site visit** for inspection
- **Develop and provide cost estimate** for damages (per locations)
- **If FHWA criteria are not met**, LPA will be deferred to AZDEMA

**\* This step is critical in determining next steps in the ER process**

# LPA Request

- A Detailed Damage Inspection Report(DDIR) (FHWA 1547) Form will need to be **filled out and signed for each site**, with supporting documents of associated costs for review
  - ADOT ER Liaison will review and verify and send off to FHWA for acknowledgement
- **Project Initiation Request Form**, with the signed FHWA 1547 packet to ADOT LPA Group
- ADOT LPA Group will acknowledge receipt
  - **Establish a Project Number and ADOT Tracs Number**
  - **Assign an ADOT Project Manager**
- **LPA contacts COG** to request for a TIP amendment to add the project

# IGA Development

- Project Manager **coordinates** with LPA
  - For Non-CA Agencies only, **Intergovernmental Agreement (IGA)** is required
  - ADOT LPA Group coordinates with ADOT's JPA Group to initiate an IGA
- ADOT JPA Section will be assigned to draft and coordinate the execution of the IGA
- Once we have a fully executed IGA in place,
  - ADOT Project Manager will coordinate the necessary steps to move forward with the Project Development Process

# FHWA Authorization Request

- Prior to FHWA Authorization, **Local Public Agency will submit all supporting documentation for reimbursement** to the ER Liaison
  - ER Liaison will verify information and send to PM
- PM prepares authorization documents and submits to ADOT FMS
- FMS submits the **Letter of Authorization and Project Agreement** to FHWA for authorization for funding allocation



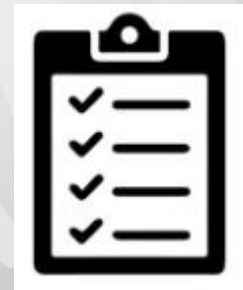
# Reimbursement Process

- Once Authorization is issued by FHWA, PM will process LPA request submit to ADOT FMS for reimbursement payment
- LPA is reimbursed by ADOT



# Final Voucher Process

- ER Liaison will work with LPA to gather all documentation for project close-out to verify federal requirements are met:
  - Final Acceptance Letter
  - All invoices paid
  - Close out Letter to ADOT
  - Certified Payrolls (Davis Bacon wages)
  - Buy America Certs, if applicable
  - Other federally required documents
- PM will provide documentation for Final Voucher
- Final Voucher is submitted to FHWA
- FHWA closes project



# Method of Repairs

- **Emergency Repairs**
  - Eligible for 100% reimbursement within 270 days
- *Force Account* - In-house forces
- *Solicited Contract*\* – LPA contacts a few contractors by phone and solicits quotes for a specific SOW
- *Negotiated Contract*\* – LPA reaches out to one contractor only
  - FHWA must agree to selection and price
  - Only used when competitive bidding is not feasible
- **\* All Federal-aid Requirements applies and shall be included in the contract**

# Lessons Learned

- **Communication is Critical** - early involvement, we're here to help.
- **Take before and after photos**
- FHWA 1547 Form is **signed and complete** with all costs are agreed upon early on in the process
- If using a contract for repairs, **contracts shall consist of Federal requirements** to be considered eligible
- **Environmental clearance is required - contact ADOT's Environmental Planning Group in the LPA Request stage**
- Complete as much work within first 270 days
- Reach out to other local agencies



# Other ER Resources

- The Emergency Relief for Federally Owned Roads (ERFO) Disaster Assistance Manual, Publication Number FHWA-FLH-11-001 has guidance for repair of roads on Federal lands that are not Federal-aid highways. It is available at <http://www.efl.fhwa.dot.gov/programs/erfo.aspx>.
- The FEMA Public Assistance Policy Digest, January 2008, Publication Number FEMA 321 provides program guidance, authorized by the Stafford Act, P. L. 93-288, for highways that are neither Federal-aid highways nor on Federal lands. It is available at <http://www.fema.gov/pdf/government/grant/pa/pdigest08.pdf>.

# Arizona ER Program Contacts

Ammon Heier, FHWA  
ER Coordinator  
Ammon.Heier@dot.gov  
602-382-8983  
801-885-0833 (Cell)

Jerry James, ADOT  
Assistant State Engineer  
ADOT ER Liaison  
jjames@azdot.gov  
602-712-7972

Jennifer Cannon, ADOT  
TSMO - Systems Management  
Services Manager  
jcannon@azdot.gov  
480-486-6656

Bret Anderson, ADOT  
Project Resource Office and Local  
Public Agency Manager  
banderson@azdot.gov  
602-712-8088

FHWA ER Manual

<https://www.fhwa.dot.gov/reports/erm/er.pdf>



# SEAGO TRANSPORTATION ADVISORY COMMITTEE

## DRAFT MEETING MINUTES FOR NOVEMBER 17, 2022

|   |  |   |  |
|---|--|---|--|
| <b>Date:</b>                              | November 17, 2022  |   |  |
| <b>Time:</b>                              | 10 a.m.  |   |  |
| <b>Location:</b>                          | Zoom Conference  |   |  |
| <b>Voting TAC Members Present</b>         | Michael Bryce (Chair) Graham County<br>Myrna Bondoc, ADOT<br>Brad Simmons, Cochise County<br>Tom Palmer, Thatcher<br>Juan Guerra, Nogales<br>Abbie King, Benson<br>Lance Henrie, Safford | Terry Hinton, Duncan<br>Leonard Fontes, Santa Cruz County<br>Elise Moore, Douglas<br>Matthew Gurney, Bisbee<br>Vernon Batty, Pima<br>Reed Larson, Greenlee County |  |
| <b>Guests, Staff, and Other Attendees</b> | Chris Vertrees, SEAGO<br>John Merideth, SEAGO<br>Max Tapia, Douglas<br>Mark Henige, ADOT LPA   | Travis Fast, Cochise County   |  |

### 1. Call to Order and Introductions

Chair Michael Bryce called the meeting to order at 10:02 a.m. Chris Vertrees conducted a roll call of members and guests that were participating via Zoom.

### 2. Call to the Public

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

### 3. Approval of September 22, 2022, Meeting Minutes

Chair Michael Bryce asked the TAC to review the minutes for needed corrections. Chair Michael Bryce asked for a motion to approve the September 22, 2022, Meeting Minutes.

**MOTION:** Leonard Fontes moved to approve

**SECOND:** Matthew Gurney

**ACTION:** APPROVED UNANIMOUSLY

### 4. District Engineer's Report

No district staff were available for a report.

### 5. STBG Ledger Report

Chris Vertrees referred the TAC to the STBG Ledger Report located on pages 7 of their packet. Chris advised the TAC that the Ledger was updated to reflect the FY23-27 Fiscal Years. Chris advised the TAC that we have \$237,298 in Apportionments and \$191,000 in OA available for FY23. Chris advised that he intends to hold on to the balance through March so it may be used on existing projects if needed. If not used, Chris will seek to find a loan partner in March.

### 6. TIP Report

Chris advised the TAC that SEAGO did not receive any amendment requests for this meeting. Chris advised

the TAC that since our last meeting, we did make the following administrative amendments to our FY23-27 TIP. The changes were as follows:

**BIS 23-01 – City of Bisbee (City of Bisbee Shared Use Path)** – On September 27, 2022, the City of Bisbee was notified by the U.S. Economic Development Administration (EDA) that it was awarded a grant in the amount of \$4,572,000 to develop a shared use path on SR 80 adjacent to the Lavender Pit. The funding request is as follows:

FY23 – PE/Design

Federal - \$1,147,137

Local - \$12,964

Total - \$1,160,101

FY25 – Construction

Federal - \$3,375,000

Local - \$36,899

Total - \$3,411,899

**NOG 21-01 – City of Nogales (Shared Use Pathway along Patagonia Highway/SR82)** - The ADOT project Manager has requesting additional CMAQ funding for the FY23 design phase on project. The City of Nogales Engineer has concurred with the change. The additional funding request is as follows:

FY23 Design

Federal - \$32,576

Local - \$1,970

Total - \$34,546

**Chris advised that our FY23 TIP can be found on page 9 of the packet.**

## **7. TAC 12-Month Meeting Schedule**

Chris advised the TAC that our 2023 Meeting Schedule can be found 11 of the packet. Chris advised the TAC that our Bylaws require TAC approval of the meeting schedule. Chair Michael Bryce asked the TAC if they see any conflicts with the schedule. No one spoke. Chair Bryce asked for a motion to approve the schedule.

**MOTION:** Matthew Gurney moved to approve

**SECOND:** Leonard Fontes

**ACTION: APPROVED UNANIMOUSLY**

## 8. ADOT Call for Traffic Data

Chris referred the TAC to page 12 of their TAC packet. Chris advised that ADOT has requested that 2022 traffic counts collected by our local agencies be loaded to our SEAGO TDMS database by **February 1, 2023**. Traffic counts support ADOT HPMS reporting. Chris advised that SEAGO will provide TA to our local agencies as needed.

## 9. AZ SMART Fund Webinar Notice

Chris referred the TAC to pages 13-16 of their TAC packet. Chris advised that ADOT will be holding a webinar today from 10:00 am to 11:30 am (AZ time) for cities/towns and counties interested in applying for the AZ SMART Fund. Chris stated that it does conflict with today's TAC meeting, but included it in the packet so that a back-up could observe the Webinar. Myrna Bondoc (ADOT MPD) that the webinar would be recorded. Chris advised that he will forward a link to the webinar once it is received.

## 10. OSB Call for Projects Reminder

Chris referred the TAC to pages 13-16 of their packet. Chris reminded the TAC that OSB applications are due to ADOT by December 30, 2022. However, applications must be sent to the COG for prioritization prior to submission to ADOT. To meet this deadline, applications must be submitted to SEAGO by the COB on December 16, 2022. Since we do not have a TAC meeting prior to the submission deadline, Chris requested that the TAC approve scoring applications digitally and allow him to prioritize applications based strictly on overall score.

Chair Bryce asked for a motion to approve digital scoring of the applications and to authorize Chris to prioritize applications based strictly on overall score.

**MOTION:** Leonard Fontes moved to approve

**SECOND:** Matthew Gurney

**ACTION: APPROVED UNANIMOUSLY**

## 11. ADOT LPA Section Updates

Mark Henige provided a presentation on the OSB program and answered members questions concerning the program.

## 12. Regional Program Reports

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

## 13. Items for General Discussion

Chris Vertrees stated that our January TAC meeting would include an ADOT ER Program presentation.

**15. Next Meeting Date: January 19, 2022**

**16. Meeting adjourned at 11:50 a.m.**

SEAGO  
STBG Ledger 2023-2027  
January 2023

| OA rate from ADOT                                      |         | 94.9% *       |            | Projected Fed Funds * |                  | Cumulative Balance |                  |
|--|---------|---------------|------------|-----------------------|------------------|--------------------|------------------|
| Action   | OA Rate | Apportionment | OA         | Apportionment         | OA               | Apportionment      | OA               |
| STBGP Carry Forward FY 2022                            | 94.9%   | \$0           | \$0        | \$0                   | \$0              | \$0                | \$0              |
| FY 2023 Allocation*                                    | 94.9%   | \$907,800     | \$861,502  | \$907,800             | \$861,502        | \$907,800          | \$861,502        |
| Repay SVMPO (OUT) for Thatcher Part 2                  |         | -\$395,617    | -\$395,617 | \$512,183             | \$465,885        | \$512,183          | \$465,885        |
| Partial repayment Safford 20th Ave. Loan (OUT)         |         | -\$451,461    | -\$451,461 | \$60,722              | \$14,424         | \$60,722           | \$14,424         |
| ADOT Loan Repayment (IN)                               |         | \$186,576     | \$186,576  | \$247,298             | \$201,000        | \$247,298          | \$201,000        |
| SEAGO SPR OA Adjustment                                |         | \$0           | -\$6,375   | \$247,298             | \$194,625        | \$247,298          | \$194,625        |
| SCC- Pendleton Road and Sonoita Creek Crossing Project |         | -\$125,000    | -\$125,000 | \$122,298             | \$69,625         | \$122,298          | \$69,625         |
| Tech Transfer (LTAP)                                   |         | -\$10,000     | -\$10,000  | \$112,298             | \$59,625         | \$112,298          | \$59,625         |
| <b>FY 2023 Balance</b>                                 |         |               |            | <b>\$112,298</b>      | <b>\$59,625</b>  | <b>\$112,298</b>   | <b>\$59,625</b>  |
| FY 2024 Allocation                                     | 94.9%   | \$907,800     | \$861,502  | \$907,800             | \$861,502        | \$907,800          | \$861,502        |
| Partial Repayment Safford 20th Ave. Loan (OUT)         |         | -\$847,078    | -\$847,078 | \$60,722              | \$14,424         | \$60,722           | \$14,424         |
| Tech Transfer (LTAP)                                   |         | -\$10,000     | -\$10,000  | \$50,722              | \$4,424          | \$50,722           | \$4,424          |
| <b>FY 2024 Balance</b>                                 |         |               |            | <b>\$50,722</b>       | <b>\$4,424</b>   | <b>\$50,722</b>    | <b>\$4,424</b>   |
| FY 2025 Allocation                                     | 94.9%   | \$907,800     | \$861,502  | \$907,800             | \$861,502        | \$907,800          | \$861,502        |
| Final Repayment Safford 20th Ave. Loan (OUT)           |         | -\$529,435    | -\$529,435 | \$378,365             | \$332,067        | \$378,365          | \$332,067        |
| City of Douglas - Chino Road - Design                  |         | -\$75,440     | -\$75,440  | \$302,925             | \$256,627        | \$302,925          | \$256,627        |
| Tech Transfer (LTAP)                                   |         | -\$10,000     | -\$10,000  | \$292,925             | \$246,627        | \$292,925          | \$246,627        |
| <b>FY 2025 Balance</b>                                 |         |               |            | <b>\$292,925</b>      | <b>\$236,627</b> | <b>\$292,925</b>   | <b>\$236,627</b> |
| FY 2026 Allocation                                     | 94.9%   | \$907,800     | \$861,502  | \$907,800             | \$861,502        | \$907,800          | \$861,502        |
| Tech Transfer (LTAP)                                   |         | -\$10,000     | -\$10,000  | \$897,800             | \$851,502        | \$897,800          | \$851,502        |
| <b>FY 2026 Balance</b>                                 |         |               |            | <b>\$897,800</b>      | <b>\$851,502</b> | <b>\$897,800</b>   | <b>\$851,502</b> |
| FY2027 Allocation                                      | 94.9%   | \$907,800     | \$861,502  | \$907,800             | \$861,502        | \$907,800          | \$861,502        |
| Tech Transfer (LTAP)                                   |         | -\$10,000     | -\$10,000  | \$897,800             | \$851,502        | \$897,800          | \$851,502        |
| <b>FY 2026 Balance</b>                                 |         |               |            | <b>\$897,800</b>      | <b>\$851,502</b> | <b>\$897,800</b>   | <b>\$851,502</b> |

- \* Notes:
1. OA = Obligated Authority. This is the amount of money that can actually be obligated to SEAGO based upon the OA %.
  2. STBGP = Surface Transportation Block Grant Program. This amount is allocated to SEAGO based upon the new Federal Authorization (IIJA).
  3. OA Rate of 94.9% is subject to change
  4. in addition to the OA Rate of 94.9%, \$6,375 of OA is taken annually for the SPR funding to the SEAGO region.
  5. STBG Apportionments are SEAGO estimates and subject to change.
  6. Balance carry forward is no longer allowed. Excess funds must be utilized or loaned to another COG or to the State.
  7. Reconciled with the ADOT Federal Aid Transaction Ledger (December 2022)

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



# TAC PACKET

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**TO:** SEAGO TAC  
**FROM:** CHRIS VERTREES, TRANSPORTATION PROGRAM ADMINISTRATOR  
**DATE:** JANUARY 11, 2023  
**RE:** SEAGO 2023-2027 TIP REPORT

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SEAGO received the following TIP request for our January meeting:

**SCC 21-01 – Santa Cruz County (Pendleton Drive - Roadway Dip Elimination):** This is an HSIP project that is programmed for construction in FY23 for \$424,350 Federal. The bids for the project greatly exceeded the amount programmed. The overage for Santa Cruz County is \$348,903. SEAGO has \$125,000 in unused FY23 STBG that can be used to offset Santa Cruz County costs. If approved, the project will be added to the TIP in the following manner.

**FY2023:** Construction; Federal - \$125,000 Federal; Local - \$7,556 Local; Total - \$132,556

***Santa Cruz County is responsible for the remaining balance of \$223,903.***

**SEAGO 2023-2027 TIP Amendment #3 is attached for your records.**

SEAGO REGION

2023- 2027 TIP (Admenment #3)

Approved By: TAC- Pending Administrative Committee- Pending Executive Committee - Pending

| TIP YEAR<br>Project ID | PROJECT<br>SPONSOR | PROJECT<br>NAME  | PROJECT<br>LOCATION   | LENGTH     | TYPE OF<br>IMP - WK - STRU | Functional<br>Classifications | LANES<br>BEFORE | LANES<br>AFTER | FED AID<br>TYPE   | FEDERAL<br>FUNDS   | HURF<br>EXCHANGE | LOCAL<br>MATCH   | OTHER<br>FUNDS | TOTAL<br>COST      |
|------------------------|--------------------|--|---|------------|----------------------------|-------------------------------|-----------------|----------------|-------------------|--------------------|------------------|------------------|----------------|--------------------|
| 2023                   |                    |  |   |            |                            |                               |                 |                |                   |                    |                  |                  |                |                    |
| CLF21-01               | Town of Clifton    | Chase Creek Bridge #1 Replacement  | Structure# 08536 Frisco Avenue - 0.1 mile north of Junction with Park Avenue  | .01 mile   | Construction               | Rural Local                   | 2               | 2              | Off System Bridge | \$726,821          |                  | \$43,933         |                | \$770,754          |
| SCC 21-01              | Santa Cruz County  | Pendleton Drive - Roadway Dip Elimination                                | Pendleton Drive Dip at Sonoita Creek Wash   | .25 miles  | Construction               | Minor Arterial                | 2               | 2              | HSIP              | \$424,350          |                  | \$25,650         |                | \$450,000          |
| SCC 21-01              | Santa Cruz County  | Pendleton Drive - Roadway Dip Elimination                                | Pendleton Drive Dip at Sonoita Creek Wash   | .25 miles  | Construction               | Minor Arterial                | 2               | 2              | STP               | \$125,000          |                  | \$7,558          |                | \$132,558          |
| CCH 21-01              | Cochise County     | Double Adobe Road, SR 80 to Frontier Road, Installation of Rumble Strips | Double Adobe Road, SR 80 to Frontier Road   | 4.9 miles  | Design                     | Major Collector               | 2               | 2              | HSIP              | \$264,000          |                  | \$0              |                | \$264,000          |
| GGH 21-01              | Graham County      | Golf Course Road, Cottonwood Wash Road - Shoulders and Rumble Strips     | Golf Course Road from Hoopes Avenue to just west of 20th Avenue; Cottonwood Wash Road from Cottonwood Wash Loop to 1200 South.                                | 5.1 miles  | Construction               | Major Collector               | 2               | 2              | HSIP              | \$1,992,408        |                  | \$186,830        |                | \$2,179,238        |
| NOG 20-02              | City of Nogales    | Frank Reed Rd MUP, Nogales HS to Grand Ave.                              | 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    | Design                     | N/A                           | N/A             | N/a            | CMAQ              | \$18,860           |                  | \$1,140          |                | \$20,000           |
| NOG 20-02              | City of Nogales    | Frank Reed Rd MUP, Nogales HS to Grand Ave.                              | 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    | Design                     | N/A                           | N/A             | N/a            | CMAQ              | \$136,735          |                  | \$8,265          |                | \$145,000          |
| BIS 23-01              | City of Bisbee     | City of Bisbee Shared Use Path   | SR80 from Downtown Bisbee to Erie Street  | 1.43 miles | PE/Design                  | Urban Principal Arterial      | 4               | 3              | EDA               | \$1,147,137        |                  | \$12,964         |                | \$1,160,101        |
| NOG 21-01              | City of Nogales    | Multiuse Pathway along Patagonia Highway (SR82)                          | Patagonia Highway (SR82) from Morley Avenue to Royal Road   | 1.4 miles  | Design                     | N/A                           | N/A             | N/A            | CMAQ              | \$32,576           |                  | \$1,970          |                | \$34,546           |
|                        | LTAP               |  |   |            |                            |                               |                 |                | STP               | \$10,000           |                  | \$0              |                | \$10,000           |
|                        |                    | <b>TOTAL FOR 2023</b>  |   |            |                            |                               |                 |                |                   | <b>\$4,151,066</b> |                  | <b>\$244,375</b> |                | <b>\$4,395,441</b> |
| 2024                   |                    |  |   |            |                            |                               |                 |                |                   |                    |                  |                  |                |                    |
| NOG 21-01              | City of Nogales    | Multiuse Pathway along Patagonia Highway (SR82)                          | Patagonia Highway (SR82) from Morley Avenue to Royal Road   | 1.4 miles  | Construction               | N/A                           | N/A             | N/A            | CMAQ              | \$1,090,546        |                  | \$65,919         |                | \$1,156,465        |
| CCH 21-01              | Cochise County     | Double Adobe Road, SR 80 to Frontier Road, Installation of Rumble Strips | Double Adobe Road, SR 80 to Frontier Road   | 4.9 miles  | Construction               | Major Collector               | 2               | 2              | HSIP              | \$383,940          |                  | \$0              |                | \$383,940          |
|                        | LTAP               |  |   |            |                            |                               |                 |                | STP               | \$10,000           |                  | \$0              |                | \$10,000           |
|                        |                    | <b>TOTAL FOR 2024</b>  |   |            |                            |                               |                 |                |                   | <b>\$1,484,486</b> |                  | <b>\$65,919</b>  |                | <b>\$1,550,405</b> |
| 2025                   |                    |  |   |            |                            |                               |                 |                |                   |                    |                  |                  |                |                    |
| BIS 23-01              | City of Bisbee     | City of Bisbee Shared Use Path   | SR80 from Downtown Bisbee to Erie Street  | 1.43 miles | Construction               | Urban Principal Arterial      | 4               | 3              | EDA               | \$3,375,000        |                  | \$36,899         |                | \$3,411,899        |
| 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           |
|                        | LTAP               |  |   |            |                            |                               |                 |                | STP               | \$10,000           |                  | \$0              |                | \$10,000           |
|                        |                    | <b>TOTAL FOR 2025</b>  |   |            |                            |                               |                 |                |                   | <b>\$85,440</b>    |                  | <b>\$4,560</b>   | <b>\$0</b>     | <b>\$90,000</b>    |
| 2026                   |                    |  |   |            |                            |                               |                 |                |                   |                    |                  |                  |                |                    |
|                        | LTAP               |  |   |            |                            |                               |                 |                | STP               | \$10,000           |                  | \$0              |                | \$10,000           |
|                        |                    | <b>TOTAL FOR 2026</b>  |   |            |                            |                               |                 |                |                   | <b>\$10,000</b>    |                  | <b>\$0</b>       |                | <b>\$10,000</b>    |
| 2027                   |                    |  |   |            |                            |                               |                 |                |                   |                    |                  |                  |                |                    |
| 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               | \$2,829,000        |                  | \$171,000        |                | \$3,000,000        |
|                        | LTAP               |  |   |            |                            |                               |                 |                | STP               | \$10,000           |                  | \$0              |                | \$10,000           |
|                        |                    | <b>TOTAL FOR 2027</b>  |   |            |                            |                               |                 |                |                   | <b>\$2,839,000</b> |                  | <b>\$171,000</b> |                | <b>\$3,010,000</b> |
|                        |                    | <b>5-YEAR TOTALS</b>   |   |            |                            |                               |                 |                |                   | <b>\$8,569,992</b> |                  | <b>\$485,854</b> |                | <b>\$9,055,846</b> |
|                        |                    | <b>FUNDING OBLIGATED IN 2022</b>   |   |            |                            |                               |                 |                |                   |                    |                  |                  |                |                    |
| NOG 21-01              | City of Nogales    | Multiuse Pathway along Patagonia Highway (SR82)                          | Patagonia Highway (SR82) from Morley Avenue to Royal Road   | 1.4 miles  | ADOT Review/PDA Fees       | N/A                           | N/A             | N/A            | CMAQ              | \$28,290           |                  | \$1,710          |                | \$30,000           |
| NOG 21-01              | City of Nogales    | Multiuse Pathway along Patagonia Highway (SR82)                          | Patagonia Highway (SR82) from Morley Avenue to Royal Road   | 1.4 miles  | Design                     | N/A                           | N/A             | N/A            | CMAQ              | \$171,371          |                  | \$10,359         |                | \$181,730          |



SEAGO REGION  
 2023- 2027 TIP (Amendment #3)  
 Approved By: TAC - Pending Administrative Committee- Pending Executive Board - Pending

|           |                   |  |  |            |  |                       |   |   |                   |                    |            |                  |             |                    |
|-----------|-------------------|--|--|------------|--|-----------------------|---|---|-------------------|--------------------|------------|------------------|-------------|--------------------|
| GGH-BR-02 | Graham County     | Ft. Thomas River Structure No. 8131 Phase 3              | Ft. Thomas River Road @ Gila River     |            | Construction                                   | Minor Collector       | 2 | 2 | Off System Bridge | \$938,000          |            | \$210,000        |             | \$1,148,000        |
|           |                   | LTAP   |  |            |  |                       |   |   | STP               | \$10,000           |            |                  |             | \$10,000           |
|           |                   | <b>TOTAL FOR 2022</b>                                    |  |            |  |                       |   |   |                   | <b>\$3,140,069</b> | <b>\$0</b> | <b>\$222,069</b> | <b>\$0</b>  | <b>\$1,369,730</b> |
|           |                   | <b>Future Construction Projects</b>                      |  |            |  |                       |   |   |                   |                    |            |                  |             |                    |
| 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          |
| SCC 22-01 | Santa Cruz County | Ruby Road Bridge at Potrero Creek Replacement Project    | Ruby Road- 1500 feet east of I19       | .27 miles  | Bridge Replacement                             | Minor Arterial        | 2 | 2 | TBD               |                    |            | \$4,500,000      | \$1,517,304 | \$13,631,315       |
| GEH 22-01 | Greenlee County   | Soapbox Canyon Bridge (Structure 8149) Replacement       | Soapbox Canyon Bridge (Structure 8149) | .10 miles  | Bridge Replacement                             | Local                 | 2 | 2 | TBD               | \$240,000          |            | TBD              |             | \$240,000          |
| CCH 22-01 | Cochise County    | Davis Road -Central Highway to SR80 Roadway Improvements | Davis Road -Central Highway to SR80    | 22.3 miles | PE/Design                                      | Rural Major Collector | 2 | 2 | TBD               | \$6,320,641        |            | \$382,054        |             | \$6,702,695        |
| CCH 22-01 | Cochise County    | Davis Road -Central Highway to SR80 Roadway Improvements | Davis Road -Central Highway to SR80    | 22.3 miles | ROW  | Rural Major Collector | 2 | 2 | TBD               | \$1,131,600        |            | \$68,400         |             | \$1,200,000        |
| CCH 22-01 | Cochise County    | Davis Road -Central Highway to SR80 Roadway Improvements | Davis Road -Central Highway to SR80    | 22.3 miles | Construction                                   | Rural Major Collector | 2 | 2 | TBD               | \$61,084,658       |            | \$3,392,286      |             | \$64,476,944       |
| 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        |



# TAC PACKET

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**TO:** SEAGO TAC  
**FROM:** CHRIS VERTREES, TRANSPORTATION PROGRAM ADMINISTRATOR  
**DATE:** JANUARY 11, 2023  
**RE:** AZ SMART FUND APPLICATIONS

---

The AZ SMART Fund Program Guidelines require the applicant to obtain COG/MPO approval prior to submitting an AZ SMART Fund application to ADOT.

Applicants may request AZ SMART Funds for the reimbursement of design and other engineering services expenditures that meet federal standards for projects eligible for a federal grant. ***For the purposes of the AZ SMART Fund, design and other engineering services includes preliminary engineering through final design related to a road, bridge, rail or transit infrastructure construction project that the Applicant intends to submit for a federal grant in a future year.***

SEAGO has received SMART Fund applications from the City of Bisbee and the Town of Duncan.

The City of Bisbee intends to apply for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant for the reconstruction of the Commerce Street Bridge. This grant cycle is currently open with an application deadline of February 28, 2023. Bisbee is requesting reimbursement for design and engineering services in the amount of \$56,250.

The Town of Duncan will be applying for the Rural and Tribal Infrastructure Advancement Grant. They are anticipating the grant cycle to open in March/April 2023. Duncan's street network is in extremely poor condition. Duncan will be pursuing funding for a system-wide resurfacing project of existing streets, and new surfacing of the numerous dirt roads within its town limits. The last new pavement in the town was in 1978, roughly 45 years ago, and no additional surfacing projects have taken place since that time. They are requesting SMART Funding reimbursement for design and development in the amount of \$500,000.

***I have attached Bisbee's and Duncan's SMART fund applications along with the AZ SMART Fund Program Guidelines for your review.***

# Arizona State Match Advantage for Rural Transportation (“AZ SMART”) Fund

## Program Guidelines and Application Instructions

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## Arizona State Match Advantage for Rural Transportation (“AZ SMART”) Fund

### Program Guidelines and Application Instructions

#### Background

The AZ SMART Fund<sup>1</sup> was established by the Arizona Legislature in 2022<sup>2</sup> to help eligible cities, towns, counties and the Arizona Department of Transportation (“ADOT”) to compete more effectively at the national level for the numerous Federal Grants established in the 2021 Infrastructure Investment and Jobs Act (“IIJA”). AZ SMART Fund awards are limited to *federal discretionary grants*, which are awarded at the discretion of the federal agency and are not funded or distributed by formula or allocation. The Federal Grant must be for surface transportation purposes, which for the purposes of the AZ SMART Fund is defined as roads/bridges, rail, and transit.

The AZ SMART Fund is administered by ADOT, and all awards must be approved by the State Transportation Board (“STB” or “the Board”). The AZ SMART Fund is funded at \$50 million for state fiscal year 2023. These funds are exempt from lapsing. The monies are allocated to certain categories of Eligible Applicants as follows:

- 20%, or \$10 million, for counties with a population of 100,000 persons or more;
- 20%, or \$10 million, for counties with a population of fewer than 100,000 persons;
- 20%, or \$10 million, for cities and towns with a population of 10,000 persons or more;
- 20%, or \$10 million, for cities and towns with a population of fewer than 10,000 persons;
- and
- 20%, or \$10 million, for ADOT.

The AZ SMART Fund program became effective on September 24, 2022. STB Board Policy #45 related to the AZ SMART Fund program was approved on October 21, 2022. This Policy is available on the AZ SMART Fund and STB websites.

Applications to the AZ SMART Fund must first be approved by the Applicant’s COG/MPO. Each COG/MPO has its own process to review and approve applications for the program.

Pursuant to the enabling legislation, applications cannot be considered until after the release of the applicable Notice of Funding Opportunity or Notice of Funding Availability (“NOFO/NOFA”). ADOT may establish a deadline for applications for Match for each Federal Grant.

*Arizona State Transportation  
Board Policy #45, Sec. 3:*

It is the policy of the Board to award AZ SMART Funds during the term of the federal Infrastructure Investment and Jobs Act (IIJA) **to well-developed applications that maximize the State’s competitiveness** for each federal discretionary grant.

<sup>1</sup> The AZ SMART Fund grant program is not the same as the federal program using the “SMART” acronym, the Strengthening Mobility and Revolutionizing Transportation grant program. However, the federal SMART grant program is a federal discretionary grant which provides funding for surface transportation projects, and therefore is eligible under the AZ SMART Fund.

<sup>2</sup> HB 2872, Laws 2022, Chapter 322, Section 3.

## Eligible Applicants for the AZ SMART Fund

Most Arizona cities, towns and counties and ADOT are eligible for AZ SMART Funding, with the following exceptions:

- A county with a population of more than 1,000,000 persons;
- A city or town entirely located in an urbanized area of a county with a population of more than 1,000,000 persons;
- ADOT may not use AZ SMART Fund monies for projects located in an urbanized area of a county with a population of more than 1,000,000 persons.

*Arizona State  
Transportation Board Policy  
#45, Sec. 2:*

It is the policy of the Board to encourage all eligible applicants to utilize the benefits of the AZ SMART Fund Program.

While not an Eligible Applicant for the program, a tribal nation can partner with an eligible county to submit a Project for which the County will be the Applicant. A current list of Eligible Applicants may be found on the AZ SMART Fund website. Eligibility may change in the future due to updates to urbanized areas by the US Census Bureau.<sup>3</sup>

## Eligible Uses of the AZ SMART Fund

Applicants may request AZ SMART Funds for any of the Eligible Uses below for a specific project and a specific Federal Grant:

- Reimbursement of up to 50% of the eligible costs associated with Grant Development and Submission (“GDS”) of an application for a Federal Grant which is the subject of a current NOFO/NOFA. This use is limited to counties with a population of less than 100,000 and cities and towns with a population of less than 10,000.
- Match for a Federal Grant which is the subject of a current NOFO/NOFA. Depending on the Federal Grant and the entity administering the Project, matching funds may be paid directly from the AZ SMART Fund by ADOT for Projects it administers or may be reimbursed to the Applicant if it is a Certification Acceptance (“CA”) agency or a direct recipient of the Federal Grant.

**NOTE:** Match on federal aid highway program formula funds such as Surface Transportation Block Grant Program (“STBGP”), Highway Safety Improvement Program (“HSIP”), Off-system Bridge or other formula funds programmed by COGs/MPOs or ADOT is not an Eligible Use of the AZ SMART Fund.

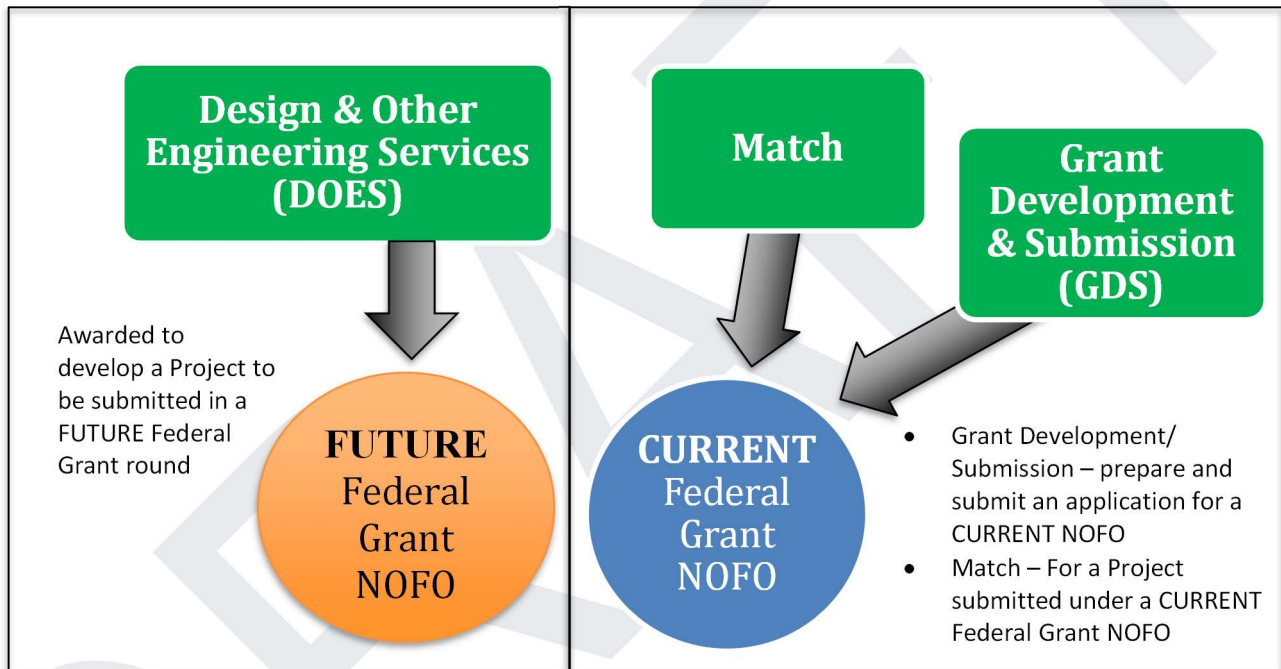
- Reimbursement of Design and Other Engineering Services (“DOES”) expenditures that meet federal standards for projects eligible for the Federal Grant selected in the AZ SMART Fund application. For the purposes of the AZ SMART Fund, DOES includes preliminary engineering through final design related to a road, bridge, rail or transit infrastructure construction project. In submitting the application, the Applicant is committing to developing the Project in a timely manner and to submitting it for the selected Federal Grant prior to the passage of a new long-term highway program authorization that

<sup>3</sup> Eligibility is based in part on “urbanized areas as defined in the most recent decennial Census certified by the United States Bureau of the Census.” See HB 2872, Laws 2022, Chapter 322 for further information.

succeeds the IIJA.<sup>4</sup>

The graphic below depicts the general relationship between the Eligible Uses for the AZ SMART Fund Program and a current or future Federal Grant NOFO/NOFA; however, other approaches may also apply.

- DOES awards will typically fund the design of a Project to be submitted in response to a FUTURE NOFO/NOFA.
- Awards for Match and GDS will generally be to prepare, submit and support a Federal Grant application in response to a CURRENT NOFO/NOFA.



Applicants may request funding for more than one Eligible Use in a single application. However, the Eligible Uses must be related to the same Project and the same Federal Grant. Applicants may apply for AZ SMART Funds for more than one project and/or Federal Grant subject to approval from the respective COG/MPO. Each Project and/or Federal Grant requires the completion and submission of a separate AZ SMART Fund application.

**NOTES:**

- Applicants will be responsible for all costs exceeding the amount awarded by the AZ SMART Fund and a Federal Grant. If a Project does not yet have a current and comprehensive cost estimate on a Year of Expenditure ("YOE") basis, Applicants are encouraged to apply for DOES first to develop this information for use in a future AZ SMART Fund application for GDS and/or Match and the Federal Grant application.

<sup>4</sup> IIJA is currently authorized through September 30, 2026. Congress may extend IIJA prior to passing a new long-term highway program authorization, and these extensions may extend the September 30, 2026 deadline.

- The enabling legislation did not include authorization for the AZ SMART Fund to consider or reimburse expenditures made before the effective date of the legislation, which was September 24, 2022. As a result, expenditures made prior to this date are not eligible for reimbursement and will not be considered.

## **Program Guidelines**

By submitting an application for AZ SMART Funding, Applicants acknowledge and agree to the following Program Guidelines:

1. It is the policy of the Board to award AZ SMART Funds to well-developed applications that maximize the State's competitiveness for each Federal Grant.
2. The Applicant is required to obtain COG/MPO Approval prior to submitting an AZ SMART Fund application.
3. The Applicant is solely responsible for providing a clear and concise Project description and information regarding scope, schedule and budget in the AZ SMART Fund application. ADOT is not responsible for the documentation the Applicant provides in or with the application.
4. Each AZ SMART Fund application will address only one specific Project and one specific Federal Grant.
5. If more than one application is submitted for a Project (for example, Project A is submitted in separate AZ SMART Fund applications for both the MEGA and INFRA Federal Grants), it will be considered only for the Federal Grant with a currently open NOFO/NOFA. If it receives an AZ SMART award related to the current NOFO/NOFA, any additional applications for the Project will become void, not considered further and no information or documentation will be retained by ADOT. No further notification or action will be required from the STB or ADOT regarding the voided application(s).
6. An intergovernmental agreement ("IGA") is required for all AZ SMART Fund awards, including those awarded to CA agencies. All payments of AZ SMART Fund awards will be made on a reimbursement basis following the execution of the IGA between the Applicant and ADOT. Reimbursements will not be made without evidence of a previous, valid expenditure.
7. Federal Grant awards will require the execution of a Federal Grant Agreement with the applicable federal agency. The Federal Grant Agreement must be executed prior to the execution of an IGA with ADOT.
8. All Projects receiving AZ SMART awards will be subject to all federal and ADOT policies, including timely obligation and expenditure of federal funds, invoicing, reporting and other requirements which may be identified by the STB or in the NOFO/NOFA or Federal Grant Agreement.
9. All projects receiving AZ SMART Fund awards are subject to inspection and a final review and audit. Any excess AZ SMART Funds remaining after the final audit will be released from the Project, returned to the sub fund from which the award was made and used for other awards.
10. ADOT project development administration ("PDA") fees will apply to all Projects receiving an AZ SMART Fund award for DOES. PDA fees may also apply to Projects receiving an

award for Match if DOES are allowed by the applicable Federal Grant and the Applicant requests ADOT to administer the Project. PDA fees generally will not be required if an Applicant chooses to be a Direct Recipient for a Federal Grant which allows this option.

The initial PDA fees shown below are eligible DOES expenditures under the AZ SMART Program when they are included in the cost estimates submitted in an application. By submitting an application, the Applicant understands that ADOT may bill additional PDA fees and agrees to pay such fees. Any such additional fees paid that are not required for the Project will be refunded to the Applicant upon approval of the Project final audit.

- CA agencies - \$10,000 initial fee
- Non-CA agencies - \$30,000 initial fee

11. In the AZ SMART application, Applicants must identify if ADOT administration of the Project is requested. If so, PDA fees will apply and should be reflected in the Project cost estimates. ADOT will determine if it is able and willing to accept administration responsibilities and will notify the Applicant and the STB if it is unable to do so prior to the STB meeting at which the application will be considered.
12. ADOT may also be required to administer design and other engineering services and construction projects for road, bridge and rail projects unless the Applicant is a CA agency or Self-administration is necessary to accomplish the purpose of the Project *and* is approved by ADOT. PDA and other fees may apply to Self-administered Projects. Self-administration may not be available or may require certification by ADOT under a separate process.  
  
For transit projects, Self-administration may be an option depending on the Applicant and the Federal Grant that will be pursued.
13. Award of AZ SMART Funds does not authorize additional funding to cover cost overruns, increases, or other overages. Applicants are responsible for all Project costs which exceed the amount awarded from the AZ SMART Fund program and/or a federal agency, including but not limited to, Grant Development and Submission, Match, Design and Other Engineering Services, utilities, right of way, construction and ADOT project development administration fees. This includes cost increases due to inflation and any other increases that may arise.
14. An award of AZ SMART Funds for Match or DOES is not a Notice To Proceed. The required IGA between the Applicant and ADOT must be executed prior to any work being undertaken. Any expenditures incurred prior to the Effective Date of DOES Funds or the Effective Date of Match Funds will not be eligible for reimbursement.
15. ADOT will Set Aside, Obligate, and reimburse funding related to an application up to the amount of the AZ SMART Fund award. Under no circumstances will reimbursements exceed the amount of actual expenditures incurred, regardless of the amount of the AZ SMART Fund award.
16. An AZ SMART Fund award may not be used for purposes, Projects or Federal Grants other than those identified in the AZ SMART Fund application and approved by the STB.
17. Neither the STB nor ADOT guarantees that the PPAC will make a recommendation and the STB will consider and/or approve the AZ SMART Fund application prior to the



NOFO/NOFA deadline. If the Applicant proceeds to apply for a Federal Grant before the STB considers its application for AZ SMART Funds, the Applicant does so with full knowledge and understanding that it may not be awarded AZ SMART Funds.

18. ADOT may provide information on the AZ SMART Fund website, verbally or in meetings or webinars about Federal Grants and tools to help develop cost estimates. This information and these tools are a courtesy only and do not purport to be complete or sufficient for every Project. The Applicant is responsible for developing its own cost estimates, hiring any necessary experts and doing its own Federal Grant research.
19. No change in scope shall be made to a Project receiving an AZ SMART Fund award unless approved by the STB. If the Applicant desires a change in scope:
  - a. The Applicant must submit a formal, written request to the STB requesting the change in scope with an explanation of why it is necessary.
  - b. The Applicant agrees to bear any costs associated with the change in scope.
  - c. If approved by the STB, a formal amendment to applicable agreement(s) is/are required.

### Application Approval Process

The following application approval process was established by the AZ SMART Fund enabling legislation. **NOTE:** "The Department" refers to ADOT.

1. ARS §28-399.H. "A political subdivision of this state shall submit an application to the Department to be eligible for an award from the fund. A political subdivision of this state must first obtain the approval of the applicable metropolitan planning organization or council of governments before submitting an application to the Department. The Department may establish an application deadline for each federal grant match."

**NOTE:** Any application deadlines will be identified on the AZ SMART Fund website.

2. ARS §28-399.I. "On receipt of an application, the Department shall determine if the requirements of the NOFO/NOFA are met and if the approval required under subsection H of this section (COG/MPO approval) has been granted."

#### **NOTES:**

- a. The Applicant is solely responsible for providing a clear and concise Project description and information in the AZ SMART Fund application which enables ADOT to make an eligibility determination. ADOT is not responsible for the documentation the Applicant provides in or with the application.
- b. If a NOFO/NOFA for the Federal Grant selected in the AZ SMART Fund application has not been released by the applicable federal agency, the AZ SMART Fund application will be held by ADOT until the NOFO/NOFA has been released. Following the release of the NOFO/NOFA:
  - i. Within seven calendar days of the release of each NOFO/NOFA, ADOT will review the SMART applications for the applicable Federal Grant and will determine if the Applicant and Project are eligible under the terms of the NOFO/NOFA and if the required COG/MPO approval has been provided.

- ii. If ADOT must request additional information to determine eligibility under the NOFO/NOFA, Applicants are required to respond within five business days to resolve eligibility issues and to avoid application delays.
3. ARS §28-399.I. "If the Department determines that the application meets the requirements and is complete, the Department shall forward the application to the Department Committee established pursuant to ARS §28-6951 (the ADOT Priority Planning Advisory Committee or "PPAC") for a recommendation."

**NOTES:**

- a. The Applicant is solely responsible for providing sufficient and accurate information regarding scope, schedule and budget in the AZ SMART Fund application to enable PPAC to make a recommendation. Neither ADOT nor PPAC is responsible for the information or documents the Applicant provides in or with the application.
  - b. The PPAC meets monthly and will consider the application at its next regularly scheduled monthly meeting.
4. ARS §28-399.I. "If a recommendation is made, the Department shall notify the Chairperson of the Board that the application is ready for consideration and action by the Board."
5. ARS §28-399.J. "Once notified pursuant to subsection I of this section, the Chairperson of the Board shall place the application on an agenda for action within 45 days of the original receipt of the notification. The Board may give preference to Applicants that can demonstrate either or both of the following:
  1. The percentage of matching monies (US \$) provided by the Applicant;
  2. The extent that the Applicant will partner with other entities to deliver the project."
6. ARS §28-399.K. "The Board may approve, deny, modify or request more information on the application."
7. ARS §28-399.K. "If the Board approves and award, the Department shall execute an intergovernmental agreement with the Applicant regarding reimbursement and expenditures pursuant to subsection E (Eligible Uses) of this section."

**NOTES:** Board Policy #45, Section 4.e requires Applicants to execute any necessary intergovernmental agreements ("IGA") within the following timeframes to avoid AZ SMART Funds from being idle:

- a. 120 calendar days from the date of award by the Board for GDS and DOES awards; and
  - b. 120 days of the date of execution of a Federal Grant Agreement for Match awards.
8. If the STB does not award AZ SMART Funds:
  - a. Within two business days of the STB decision, ADOT will send an electronic notification to the contact person listed in the application indicating the application was not awarded and is null and void.

- b. The application shall become null and void and no data, information or documents will be retained by ADOT. The Applicant may submit another application for the Project in a future round.
    - c. Neither ADOT nor the STB shall bear any responsibility for any consequences arising from inaction on an application or decision not to award AZ SMART Funds.
9. If the STB awards an amount that differs from the amount the Applicant requested in the application:
  - a. Within two business days of the STB award, ADOT will send an electronic notification containing the amounts awarded by the STB to the contact person listed in the application.
  - b. The contact person is required to accept or decline the modified award within 5 business days by replying to the email from ADOT. If the Applicant does not reply within 5 business days, the award will be null and void and the monies will be returned to the AZ SMART Fund to be used for other applications.
  - c. If the Applicant accepts the modified award, the Applicant is responsible for all costs associated with the Project exceeding the amount awarded by the STB.
10. If the STB requests more information on the application:
  - a. Within two business days of the STB request, ADOT will send an electronic notification containing a list of additional information or documents requested by the STB to the contact person listed in the application.
  - b. The Applicant is required to provide the requested information or documentation within 5 business days by replying to the email from ADOT. If the Applicant does not reply within 5 business days, the application will be null and void.
  - c. Neither ADOT nor the STB shall bear any responsibility for delays arising from the request for, or consideration of, additional information.

#### Grant Development and Submission Awards

AZ SMART Fund awards for GDS will comply with the following:

1. Expenditures incurred prior to the Date of Approval for Grant Development and Submission are not eligible for reimbursement from the AZ SMART Fund.
2. The amount to be reimbursed to the Applicant for GDS will not exceed 50% of the actual and approved Eligible Costs incurred and paid by the Applicant.
3. If the Applicant is employing a consultant for GDS, the Applicant shall enter into a separate agreement with the consultant and shall be solely responsible to make payments directly to the consultant. ADOT does not provide grant development or writing assistance or services.
4. To request reimbursement from the AZ SMART Fund pursuant to an award for GDS:
  - a. At least quarterly and no more than monthly, the Applicant shall submit the following reimbursement documents to the AZ SMART Fund email box:
    - i. ADOT's Progress Payment Report Form, to be identified in the future IGA addressing GDS;

- ii. Copies of invoices received and paid by the Applicant for Eligible Costs related to GDS;
  - iii. Copies of checks or wire transfers evidencing payment by the Applicant of the invoices;
  - iv. Proof of submission of the application for the applicable Federal Grant. Acceptable sources include a copy of the acknowledgement of receipt or an email confirming receipt of the submitted grant from the applicable federal agency or grant submission website. Applicant is responsible for obtaining proof of submission.
  - v. Other documentation that may be required in the IGA.
- b. Upon confirming that the expenditures qualify for reimbursement, that the Applicant has fully paid and that the documents are valid and complete, ADOT will reimburse the Applicant within 30 days of approval of the reimbursement documents.
  - c. If there has been no reimbursement request related to an AZ SMART Fund award for GDS within 180 days of the Date of Approval for Grant Development and Submission, ADOT will de-obligate the AZ SMART Funds from the Project and make the monies available for other awards by the STB.
5. The IGA with ADOT for an AZ SMART Fund GDS award may contain additional terms and conditions.

#### Match Awards

AZ SMART Fund awards for Match will comply with the following:

1. By submitting an application for Match, the Applicant commits to also submit an application for the Project and the Federal Grant identified in the AZ SMART Fund application under the current NOFO/NOFA, even if the deadline in the NOFO/NOFA has passed before the STB approves an award for Match. The Applicant also acknowledges it may not receive an AZ SMART Fund award.
2. If the Applicant receives a Federal Grant award, a separate IGA will be required to be executed between the Applicant and ADOT after execution of the Federal Grant Agreement.
3. Expenditures incurred prior to the date of obligation of the Federal Grant are not eligible for reimbursement from an AZ SMART Fund award for Match. Funds will be obligated by ADOT or the applicable federal agency, depending on the entity administering the Project.
4. If the Applicant receives a Federal Grant award:
  - a. Direct recipients:
    - i. Within 15 business days of execution of the Federal Grant Agreement, the Applicant will submit the executed contract and a Project initiation packet to the ADOT Local Public Agency section. ADOT will use the information to develop the required IGA for the AZ SMART Fund Match award. The IGA must be executed within 120 calendar days of the execution of the Federal Grant Agreement, or the award may be terminated and be made available for

- other awards by the STB.
  - ii. The amount to be reimbursed to the Applicant for Match will not exceed the actual expenditures incurred and paid by the Applicant up to the amount awarded by the STB and obligated on the Project.
  - iii. Applicants shall enter into agreements with and make all payments directly to the required consultants and/or professional services for the Project.
  - iv. To request reimbursement from the AZ SMART Fund pursuant to an award for Match:
    - 1) At least quarterly and no more than monthly, the Applicant shall submit the following reimbursement documents to the AZ SMART Fund email box:
      - a. An invoice on ADOT's Progress Payment Report Form, to be identified in the future IGA addressing Match;
      - b. Copies of invoices received and paid by the Applicant for Eligible Costs related to Match;
      - c. Copies of checks or wire transfers evidencing payment of the invoices by the Applicant;
      - d. The Federal Grant Agreement, executed by all parties.
      - e. Other documentation that may be required in the IGA.
    - 2) Upon verification that the services provided qualify for reimbursement, that the Applicant has fully paid and that the documents are valid and complete, ADOT will reimburse the Applicant within 30 days of approval of the reimbursement documents.
  - v. If there has been no reimbursement request related to an AZ SMART Fund award for Match within 180 days of the Effective Date of Match Funds, ADOT reserves the right to de-obligate the AZ SMART funds from the Project and make the monies available for other awards by the STB.
  - vi. The IGA with ADOT for the AZ SMART Fund Match award will contain additional terms and conditions.
  - vii. The IGA with ADOT for an AZ SMART Fund Match award may contain additional terms and conditions.
- b. Sub-recipients:
  - i. Within 15 business days after the award of the Federal Grant, the Applicant will submit a Project initiation packet and other documentation requested by ADOT to the ADOT Local Public Agency section.
  - ii. ADOT will administer all phases of the Project to which the Match award applies unless the Applicant is a CA agency or self-administration is necessary to accomplish the purpose of the Project and is authorized by ADOT. Self-administration may require certification by ADOT under a separate process.
  - iii. The awarding federal agency will require the Applicant and/or ADOT to enter into a Federal Grant Agreement. If the Applicant is the sole party to the Federal Grant Agreement, Applicant agrees to:
    - 1) Provide the draft of the Federal Grant Agreement to ADOT for review as

- soon as it is available.
- 2) Request in a timely manner any changes to the Federal Grant Agreement identified by ADOT.
  - 3) Provide the final executed Federal Grant Agreement to ADOT within 5 business days of execution.
  - 4) Provide any changes made in the Federal Grant Agreement to ADOT in timely manner, which may require an amendment to the IGA with ADOT or further approval by the STB if such changes impact the Project scope, schedule or budget.
- iv. ADOT will develop the required IGA for the AZ SMART Fund Match award based on the Federal Grant Agreement. The IGA will also contain additional terms and conditions.
  - v. The IGA with ADOT must be executed within 120 calendar days of the execution of the Federal Grant Agreement or the award may be terminated and be made available for other awards by the STB.
  - vi. A fully executed IGA does not guarantee funding or constitute permission to begin work. The Applicant must request and receive authorization and a Notice To Proceed from the ADOT Project Manager for each Project phase in advance of starting work.
- c. If the Applicant does not receive an award under the Federal Grant, the Applicant shall notify ADOT within 15 calendar days after the announcement of awards by the federal agency via email to the AZ SMART Fund program email box. If ADOT does not receive the notification from the Applicant within 15 calendar days, it will cancel the AZ SMART Fund award for Match and will make the monies available for other available for other awards by the STB.
  - d. The required IGA with ADOT for the AZ SMART Fund Match award may contain additional terms and conditions.

#### Design and Other Engineering Services Awards

AZ SMART Fund awards for DOES will comply with the following:

1. ADOT will administer the Project unless the Applicant is a CA Agency or self-administration is necessary to accomplish the purpose of the Project and is authorized by ADOT. Self-administration requires certification by ADOT under a separate process.
2. The Applicant shall submit a Project Initiation packet and other requested documentation to the ADOT Local Public Agency section within 15 business days after the award of AZ SMART Fund by the STB.
3. A separate IGA will be required for each Project which receives an AZ SMART Fund award for DOES. The IGA must be executed within 120 calendar days of the STB award, or the award will be terminated and be made available to other Applicants.
4. A fully executed IGA does not guarantee funding or constitute permission to begin work. The Applicant must request and receive authorization and a Notice To Proceed from the ADOT PM for each Project phase in advance of starting work.
5. CA agencies may request reimbursement from the AZ SMART Fund pursuant to an award

for DOES as follows:

- a. At least quarterly and no more than monthly, the Applicant shall submit the following reimbursement documents to the AZ SMART Fund email box:
  - i. An invoice on ADOT's Progress Payment Report Form, to be identified in the future IGA addressing Match;
  - ii. Copies of invoices received and paid by the Applicant for Eligible Costs related to Match;
  - iii. Copies of checks or wire transfers evidencing payment of the invoices by the Applicant;
  - iv. The Federal Grant Agreement, executed by all parties.
  - v. Other documentation that may be required in the IGA.
- b. Upon verification that the services provided qualify for reimbursement, that the Applicant has fully paid and that the documents are valid and complete, ADOT will reimburse the Applicant within 30 days of approval of the reimbursement documents.
- c. The required IGA with ADOT for the AZ SMART Fund DOES award may contain additional terms and conditions.

### Prepare Before Applying

Federal Grant application deadlines average about 45 days after the release of a NOFO/NOFA. To ensure a competitive application for the AZ SMART Fund and a timely submission for a Federal Grant, Applicants encouraged to take the following steps as soon as possible:

- Review the US DOT *Policy on using Bipartisan Infrastructure Law Resources to Build a Better America* and the federal statutes for the desired grant to understand the federal requirements and expectations related to federal applications. These documents are provided as a courtesy on the AZ SMART Fund webpage. Applicants are responsible for conducting their own grant research.
- A Project Cost Estimating Tool is available on the AZ SMART Fund webpage to assist in developing the estimate for a federally funded Project. This Tool is provided as a courtesy only and does not purport to cover all possible costs or scenarios. Applicants will be responsible for all costs which exceed the amount of an AZ SMART Fund or Federal Grant award, including cost increases due to inflation, underestimating, etc. As a result, Applicants are encouraged to ensure their project cost estimates are as comprehensive and up to date as possible and include appropriate contingencies.
- Ensure appropriate contracts are in place for GDS prior to applying for this Eligible Use.

*Arizona State Transportation Board Policy  
#45, Sec. 4.c:*

It is the policy of the Board to encourage Applicants to:

- Establish procurement policies and contracts to enable the rapid deployment and submission of strong and competitive federal grant applications.
- Generate well-developed cost estimates to minimize the financial impact to the Applicant.

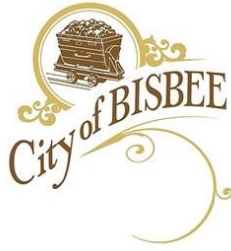
ADOT does not provide grant writing assistance or services, and ADOT's grant writing contracts are not available to other entities.

- Consult with the COG/MPO to determine the approval process for AZ SMART Fund applications.
- Consider if the Direct Recipient option is desirable. If offered in the NOFO/NOFA, those selecting this option must still execute an IGA with ADOT for the AZ SMART Funding. However, ADOT will generally not be further involved in the Project and therefore PDA fees are not expected to apply.<sup>5</sup> The administration and oversight of the Project will instead be handled directly by the applicable federal agency.

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<sup>5</sup> There may be circumstances in which ADOT may still be required to participate in project administration and oversight, even if the Applicant is a Direct Recipient. In these cases, PDA fees will apply.





RE: Smart Fund

Dear Grant Review Team at Arizona Department of Transportation,

The following cost calculation for construction of the Commerce Street Project was developed using cost per linear foot. After speaking with a local contractor to the region, we were provided a cost estimate of \$15,000 per linear foot. The project limitations are approximately 520' of Commerce Street to be demolished and replaced. At \$15,000 per ft x 520' the total estimated cost of the project construction comes out to \$7.8 million.

Design cost estimate has been requested of Zacatecas Engineering and has been calculated through the formula below.

| Engineer Type          | Hourly Rate | Months of Work | Weeks Worked per Month | Days Worked per Week | Hours Worked per Day | Total Hours Worked | Total Pay        |
|------------------------|-------------|----------------|------------------------|----------------------|----------------------|--------------------|------------------|
| Geotechnical           | \$350       | 1              | 1                      | 5                    | 8                    | 40                 | \$14,000         |
| CCTV                   | \$300       | 1              | 1                      | 5                    | 8                    | 40                 | \$12,000         |
| Survey                 | \$200       | 1              | 4                      | 2                    | 8                    | 64                 | \$12,800         |
| Utilities              | \$250       | 1              | 1                      | 5                    | 8                    | 40                 | \$10,000         |
| Principal Engineer     | \$110       | 2              | 4                      | 5                    | 4                    | 160                | \$17,600         |
| Project Engineer       | \$100       | 2              | 4                      | 5                    | 6                    | 240                | \$24,000         |
| Clerical               | \$65        | 2              | 4                      | 5                    | 1                    | 40                 | \$2,600          |
| Drafting               | \$85        | 2              | 4                      | 5                    | 5                    | 200                | \$17,000         |
| Printing               | LS          |                |                        |                      |                      |                    | \$2,500          |
| <b>Total Cost Est:</b> |             |                |                        |                      |                      |                    | <b>\$112,500</b> |

The estimated construction cost was provided by regional contractor KE&G.

| Construction Company | Construction Cost per linear foot | Approx. Project Limitations | Total Estimated Cost |
|----------------------|-----------------------------------|-----------------------------|----------------------|
| KE&G                 | \$15,000                          | 520'                        | \$7,800,000          |

Thank you for your consideration of this project,

Logan Dodd  
 Operations Manager of Public Works  
 Office: 520-432-6004 | Cell: 520-255-4436  
 76 Erie St, Bisbee, AZ 85603

• 76 Erie St. • BISBEE, AZ 85603-4601  
 (520)432-6000 • FAX (520) 432-6069 • WWW.BISBEEAZ.GOV

# ESTIMATE



## ZACATECAS ENGINEERING, PLLC

48 Main Street, Suite 15  
PO Box 274  
Bisbee, AZ 85603

### BILL TO

Logan Dodd  
Operations Manager  
City of Bisbee  
76 Erie Street  
Bisbee, AZ 85603

### ESTIMATE #

2023-01

### ESTIMATE DATE

01/08/2023

| DESCRIPTION  | AMOUNT    |
|--|-----------|
| Subsurface Investigation<br>Subcontracted Geotechnical Firm<br>Evaluate Soil and Underground Hydraulic Conditions - Generate Report and Recommendations<br>40 hours @ \$350/hour   | 14,000.00 |
| Drainage System Investigation<br>Subcontracted CCTV Inspection Firm<br>Camera Mapping and Evaluation of Underground Drainage System to Determine if Repair or Replacement is Required<br>40 Hours @ \$300/hour                             | 12,000.00 |
| Survey<br>Subcontracted Surveying Firm<br>Survey Existing Conditions, Elevations and Location of Existing Structures.<br>64 hours @ \$200/hour   | 12,800.00 |
| Utilities<br>Subcontracted Utility Location and Assessment Firm<br>Evaluation of Existing Utilities to Determine if Upgrading or Replacement is Required Prior to Construction.<br>40 hours @ \$250/hour                                   | 10,000.00 |
| Design<br>Prepare Scope, Plans, Specifications, Bid Documents and As-Builts<br>Principal Engineer - 160 hours @ \$110/hour = \$17,600<br>Project Engineer - 240 hours @ \$100/hour = \$24,000<br>Clerical - 40 hours @ \$65/hour = \$2,600 | 44,200.00 |
| Drafting Services<br>Plan, Profile and Detail Drawings for Utilities, Drainage, and Street Construction utilizing Autodesk AutoCAD 2022 Software<br>200 hours @ \$85/hour  | 17,000.00 |

|                                     |                     |
|-------------------------------------|---------------------|
| Printing Services                   | 2,500.00            |
| Subcontracted Printing Company      |                     |
| Printing of Plans and Bid Documents |                     |
| Lump Sum @ \$2,500                  |                     |
| <b>TOTAL</b>                        | <b>\$112,500.00</b> |

# Arizona State Match Advantage for Rural Transportation (AZ SMART) Fund Application

Each application may address only one Project and one Federal Grant. Additional Projects and/or Federal Grants require a separate application. See the Application Guidelines for important information and detailed instructions for completing this Application. To ensure the Application is Administratively Complete and will be presented to the State Transportation Board, please respond to all questions and submit all requested documents.

**Document Checklist:** the following documents required to be uploaded to complete this application (PDFs required for all uploaded documents):

1. Documentation evidencing the COG/MPO approval to apply to the AZ SMART Fund
2. Map showing Project location (for infrastructure projects and studies).
3. Documentation showing the Project cost estimates (scoping document, cost estimation form, etc.). **NOTE:** Careful attention should be given to developing the cost estimate as the Applicant is responsible for all costs exceeding the amount awarded from the AZ SMART Fund and/or a Federal Grant.

\*Required

## Applicant Information

Please answer all the questions below.

1. 1. Name of Applicant City, Town or County\*  
**City of Bisbee**

2. 2. Name of Contact Person for Applicant\*  
**Stephen Pauken, City Manager**

- 3. 3. By checking the box below, the Contact Person for the Applicant certifies they have read and agree to the **Program Guidelines and Application Instructions** for the AZ SMART Fund Program. \*

**X – Certified.**

- I have read and agree to the **Program Guidelines and Application Instructions** for the AZ SMART Fund Program.

- 4. 4. Contact's Title \*

**City Manager**

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- 5. 5. Contact's Full Mailing Address \*

**76 Erie St, Bisbee, AZ 85603**

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- 6. 6. Contact's Office Phone # \*

[\(520\) 432-6000](tel:5204326000)

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- 7. 7. Contact's Cell Phone# (if applicable)

N/A

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- 8. 8. Contact's Email Address \*

[spauken@bisbeeaz.gov](mailto:spauken@bisbeeaz.gov)

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## 9. 9. Select the Applicant's COG/MPO. \*

*Mark only one oval.*

- C) Central Arizona Governments (CAG)
- C) Central Yavapai Metropolitan Planning Organization (CYMPO)
- C) Flagstaff Metropolitan Planning Organization (MetroPlan)
- C) Lake Havasu Metropolitan Planning Organization (LHMPO)
- C) Maricopa Association of Governments (MAG)
- C) Northern Arizona Council of Governments (NACOG)
- C) Pima Association of Governments (PAG)
- C) Sierra Vista Metropolitan Planning Organization (SVMPO)
- X Southeastern Arizona Governments Organization (SEAGO)**
- C) Sun Corridor Metropolitan Planning Organization (SCMPO)
- C) Western Arizona Council of Governments (WACOG)
- C) Yuma Metropolitan Planning Organization (YMPO)

### Project Information

Please answer all the questions below.

**NOTE regarding ADOT project design administration (PDA) fees:** If requesting ADOT administration of the Project, ADOT PDA fees will apply. These fees are eligible for AZ SMART Funding only when included in an Application for Design and Other Engineering Services or for Match on a federal grant application which will include design. The PDA fees shown below are initial estimates only and may be more or less, depending on the Project. By submitting this application, the Applicant understands that ADOT may bill additional PDA fees and agrees to pay such fees. Any fees not required for the Project will be refunded to the Applicant upon approval of the Project final voucher.

- Certification Accepted (CA) agencies - \$10,000 initial fee
- Non-CA agencies - \$30,000 initial fee

10. 10. Select the Project Type. \*

*Check all that apply.*

Road

- Bridge

- Transit

- Rail

- Other: \_\_\_\_\_

11. 11. Project Name - enter a brief, intuitive name. \*

**Commerce Street Design and Development**

\_\_\_\_\_

12. 12. Enter the Project limits as applicable. If an infrastructure Project is infrastructure, provide the name of the road and "From" and "To" Mileposts or Cross Streets. If a non-infrastructure project, enter the geographic area to which the plan or study will relate. \*

**The project limits for the Commerce Street surface start behind #52 Main Street and end approximately 60' east of #6 Main Street in Bisbee, Arizona.**

\_\_\_\_\_

13. 13. Enter the Project's TIP number, if applicable. If the Project is not in the TIP, enter "NA". \*

N/A

\_\_\_\_\_

14. 14. Submit written documentation evidencing the COG/MPO approval to submit the Project to the AZ SMART Fund program (PDF format only). \*

**TO BE COMPLETED BY SEAGO (COG).**

15. 15. Project Description - Provide a concise, specific description of the Project, including the type of work to be performed and benefits to be realized. \*

**The City of Bisbee is a disadvantaged rural community founded in 1880, much of the original infrastructure is still in use today. One of the highest areas of concern for health and human safety is the commerce street bridge. The bridge runs over the Mule gulch channel and is approximately 2100' in length. Starting behind #72 Main Street and ending below the Queen Mine Parking lot into the Lavender pit. The area of concern (project limitations) is approximately 520' of Commerce Street which runs behind many of Bisbee's Historical buildings. Starting at #54 and ending approximately 60' east of #6 Main Street. The bottom decking of the bridge is comprised of railroad ties that span across the channel supporting Commerce Street. Almost all the 520' has some sort of moisture damage or wood rot. Small sections (<20') of railroad ties have already been replaced with wide flange steel beams With the Mule gulch channel as a major drainage way recognized by FEMA; should Commerce Street collapse, not only would there be multiple utilities damaged, but a block in the channel would also cause flooding and property damages estimated at \$50 million for the section of town within the Main Street area alone.**

16. 16. For infrastructure projects, please upload a map showing the Project location (PDF format only).

**Please see attached.**

17. 17. Is the Project entirely in the Applicant's Right of Way? For non-infrastructure projects, check "Not applicable." \*

**YES – X**

NO

NOT APPLICABLE

18. 18. If Project involves ADOT Right of Way, has the Applicant discussed the Project and obtained the consent of the applicable ADOT District office to proceed with this grant application? If no ADOT Right of Way or a non-infrastructure project, check "Not applicable." \*

***N/A – Bisbee maintains full control of the site, unless in the instance of needing to lower materials via crane from the highway. If this becomes the case, Bisbee will consult ADOT.***



19. 19. If Project involves another jurisdiction's Right of Way, has the Applicant discussed the Project with applicable jurisdiction and obtained its consent to proceed with this grant application? If no other Right of Way or non-infrastructure project, check "Not applicable." \*

YES

NO

NOT APPLICABLE - X

20. 20. Project Schedule - check the boxes to show the State Fiscal Years in which each phase is scheduled to begin. Check only ONE box in each row. Non-infrastructure projects - check the boxes under Not Applicable for each row. **NOTE:** the State Fiscal Year runs from July 1 through June 30. \*

*Check all that apply.*

|  | 2023                     | 2024                     | 2025                     | 2026                     | Not Applicable           |
|--|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| <b>Design</b>                                  | X                        | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <b>Construction</b>                            | <input type="checkbox"/> | X                        | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <b>Other (for non-infrastructure projects)</b> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X                        |

21. 21. Project Status - check the boxes to indicate the status of each phase. Check only ONE box in each row. Non-infrastructure projects - check the boxes under Not Applicable for each row. \*

*Check all that apply.*

|  | Not started                         | In progress                         | Completed                           | Not Applicable                      |
|--|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| <b>Scoping/Pr Design</b>                       | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| <b>Design</b>                                  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| <b>Right of Way Acquisition</b>                | <input type="checkbox"/>            | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <b>Environmental</b>                           | <input type="checkbox"/>            | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <b>Utilities</b>                               | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input type="checkbox"/>            |
| <b>Construction</b>                            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input type="checkbox"/>            |
| <b>Other (for non-infrastructure projects)</b> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

22. 22. Design Status - for each Stage, check one box to indicate the Project's Design Status. Non-infrastructure projects - check the boxes under Not Applicable for each row.

*Check all that apply.*

|                            | Not started                         | In progress              | Completed                           | Not Applicable           |
|----------------------------|-------------------------------------|--------------------------|-------------------------------------|--------------------------|
| <b>Stage 1, 15% design</b> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <b>Stage 2. 30% design</b> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| <b>Stage 3. 60% design</b> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| <b>Stage 4. 95% design</b> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| <b>Stage 5, 100%</b>       | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |

23. 23. Cost Estimate for Scoping/Pre-design - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

0

---

24. 24. Enter the date of the Scoping/Pre-design estimate. Enter "NA" if not applicable. \*

0

---

25. 25. Cost Estimate for Design - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

---

\$112,500

26. 26. Enter the date of the Design estimate. Enter "NA" if not applicable. \*

---

1/4/2023

27. 27. Cost Estimate for Right of Way - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

0

---

28. 28. Enter the date of the Right of Way estimate. Enter "NA" if not applicable. \*

---

N/A

29. 29. Cost Estimate for Utilities - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

0

---

30. 30. Enter the date of the Utilities estimate. Enter "NA" if not applicable. \*

\_\_\_\_\_  
N/A

31. 31. Cost Estimate for Construction - enter in whole dollars (for example, 250,000). Enter "O" if not applicable. \*

\$7,800,000  
\_\_\_\_\_

32. 32. Enter the date of the Construction estimate. Enter "NA" if not applicable. \*

1/4/2023  
\_\_\_\_\_

33. 33. Cost Estimate for Other - enter in whole dollars (for example, 250,000) Enter "O" if not applicable. \*

0  
\_\_\_\_\_

34. 34. Enter the date of the Other estimate. Enter "NA" if not applicable. \*

N/A  
\_\_\_\_\_

35. 35. Do the estimates provided reflect costs on a Year of Expenditure basis? Note: \*  
Year of Expenditure basis means the costs have been inflated in later years.

Yes.

36. 36. Please indicate the source of the Project Cost Estimates entered above. \*

*Check all that apply.*

**Developed by the Applicant**

**Developed by an engineering consultant**

Other: \_\_\_\_\_

- 37. 37. Please upload documentation (PDF format only) showing the Project cost estimates (scoping document, cost estimation form, etc.). \*

**AZ  
SMART  
Fund  
Request**

Please answer all the questions below.

**NOTE: Careful attention should be paid to developing a thorough and complete cost estimate on a year of expenditure basis.** The Applicant will be responsible for all costs which exceed the amount of an AZ SMART Fund or federal grant award. ADOT has developed a Project Cost Estimating Tool which is available on the AZ SMART Fund webpage under Application Materials. This tool is provided as a courtesy only and does not purport to cover all possible costs or scenarios. Applicants are ultimately responsible for determining the Project cost estimate.

Unless the NOFO/NOFA includes the option to be a direct recipient, both CA and non-CA agencies should include initial project development fees for road/bridge/rail projects. For transit projects, an administration fee of 10% of the total project cost will apply.

- 38. 38. County Applicants with population of 100,000 or less and municipalities with population of 10,000 or less **ONLY**: Enter the amount requested for Reimbursement of up to 50% of the costs associated with developing and submitting an application for the Federal Grant identified below. **The amount entered below should be no more than 50% of the total estimated costs of developing and submitting the grant** - enter in whole dollars (for example, 250,000).

0  
\_\_\_\_\_

- 39. 39. Enter the amount requested from the AZ SMART Fund for Match for the Federal Grant identified in this application - enter in whole dollars (for example, 250,000). If not requesting Match, skip this question.

\$56,250

---

- 40. 40. Enter the dollar amount of Matching cash funds to be committed by the Applicant for the Project in the Federal Grant identified in this application. If not requesting Match, skip this question.

\$56,250

---

- 41. 41. Enter the percent to the second decimal place (for example, 15.05%) of Matching cash funds which will be provided by the Applicant in the Federal Grant application - see Application Guidelines for directions to calculate the percentage. If not requesting Match, skip this question.

50%

---

- 42. 42. Enter the amount requested from the AZ SMART Fund for reimbursement of design and other engineering services expenditures that meet federal design standards for Projects eligible for the Federal Grant identified in this application. Enter in whole dollars (for example, 250,000). If not requesting design funds, skip this question.

\$56,250

---

43. 43. Provide the names of any other entities the Applicant will partner with to deliver the Project. Identify and quantify the contribution of each partner(s) (dollar amount of cash match, type of in-kind services, etc.). If none, enter "NA."

The City of Bisbee will administered and deliver the proposed Commerce Street Project, and will subcontract Design and Other Engineering Service (DOES) through a competitive bid among qualified vendors and businesses.

**Federal Grant**

Please answer all the questions below. NOTE: Federal grants eligible under the SMART Fund are federal discretionary grant programs administered by any federal agency for SURFACE TRANSPORTATION PURPOSES.

44. 44. How does the Applicant intend to submit the federal grant application? \*

**Note:** If requesting ADOT to submit, the following time frames apply:

A. At least thirty (30) day prior to the application deadline in the NOFO for the applicable federal discretionary grant, the Applicant is required to submit the ADOT Grant Coordination Support Request Form at <https://apps.azdot.gov/files/mvd/mvd-forms-lib/42-0103.pdf>.

B. At least seven (7) days before the NOFO/NOFA deadline, the completed application materials must be provided to the ADOT Grant office for submission.

*Check all that apply.*

**Applicant or consultant will submit directly**

- Applicant requests ADOT to submit

- Other: \_\_\_\_\_

45. 45. How does the Applicant intend to administer the Project if awarded a federal grant? \*

*Check all that apply.*

**Be a direct recipient if allowed in the NOFO**

Request ADOT administration (Project development administration fees will apply)

Other: \_\_\_\_\_



46. 46. Select the Federal Grant for which the Applicant intends to submit the Project \*  
 - select one grant only. If the desired grant is not listed, select Other and provide the name of the grant and the applicable federal agency. **NOTE:** This list does not include all federal discretionary grants and may contain grants that are not currently available or funded. Applicants are responsible for conducting their own research to identify an appropriate federal grant for their Project.

*Check all that apply.*

Active Transportation Infrastructure Investment Program

Bridge Investment Program

Defense Community Infrastructure Pilot

Grants for Charging and Fueling Infrastructure

**- Local and Regional Project Assistance (RAISE)**

Multi State Freight Corridor Planning

National Culvert Removal, Replacement and Restoration Grant Program

National Infrastructure Project Assistance (MEGA)

Nationally Significant Freight and Highway Projects (INFRA)

PROTECT Grant Program

Reconnecting Communities Pilot Program

Rural Surface Transportation Grant Program

Safe Streets and Roads for All Program (SS4A)

Strategic Innovation for Revenue Collection

Strengthening Mobility and Revolutionizing Transportation Grant Program

Wildlife Crossing Safety

Rail - Consolidated Rail Infrastructure and Safety Improvements Grants

Rail - Fixed Guideway Capital Investment Grants

Rail - Restoration and Enhancement Grants

Rail - Railroad Crossing Elimination Program

Transit - All Stations Accessibility

Transit - Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants Program

Transit - Buses and Bus Facilities Program

Transit - Develop Interoperable Standards for Bus Exportable Power Systems (BEPS)

Transit - Innovative Coordinated Access and Mobility (ICAM) Pilot Program

Transit - Low-No Emission Vehicle Program

Transit - Public Transportation Innovation Program

Transit - State of Good Repair Grants Program

Transit - Technical Assistance, Standards Development, and Workforce Development Programs

47. 47. In what Federal Fiscal Year does the Applicant intend to submit an application <sup>\*</sup> for the Federal Grant? **NOTE:** the Federal Fiscal Year runs from October 1 through September 30. Applications must be submitted prior to the expiration of the Infrastructure Investment and Jobs Act, currently expiring on September 30, 2026.  
 FY2023

---

48. 48. Which phase of the Project will be submitted in the Federal Grant application? <sup>\*</sup>

*Check all that apply.*

**Design**

Right of Way Acquisition

Construction

Other: \_\_\_\_\_

**For State  
Purposes only**

Adopted at STB meeting on \_\_\_\_\_

Action taken:

Approved

Denied

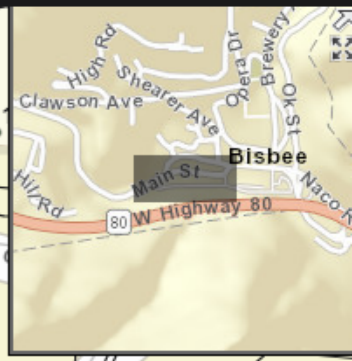
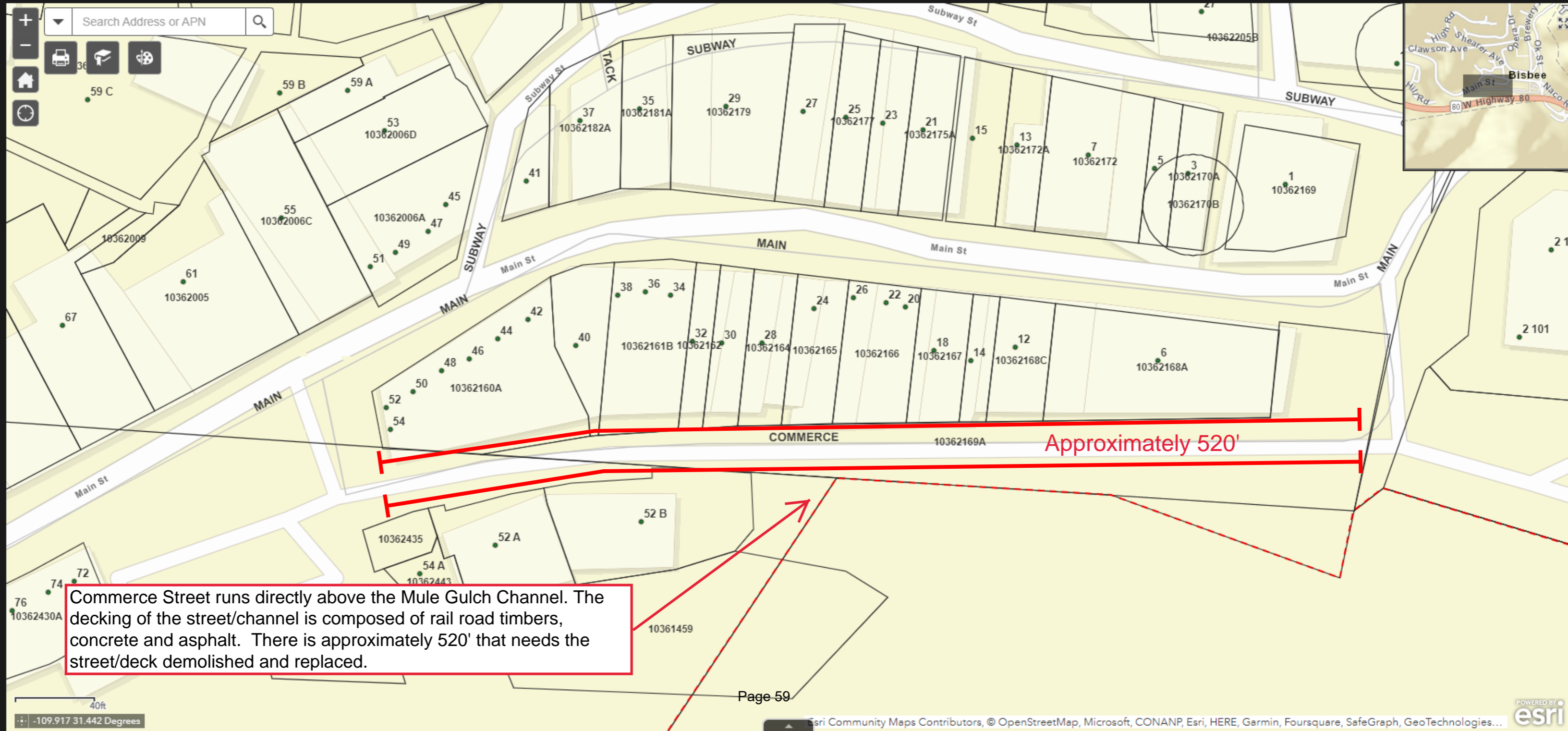
Modified as shown in the attached document

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Search Address or APN



Commerce Street runs directly above the Mule Gulch Channel. The decking of the street/channel is composed of rail road timbers, concrete and asphalt. There is approximately 520' that needs the street/deck demolished and replaced.

Approximately 520'



## TOWN OF DUNCAN

1/9/2023

To whom it may concern at Arizona Department of Transportation/AZ SMART Fund,

The cost estimation for the Design and Other Engineering Services (DOES, Phase I) of Town of Duncan's Systemwide Resurfacing and New Surfacing Project is estimated at \$1,000,000. This is based on our understanding of the large scope of our project, which involves all surface streets throughout the Town's limits. Since this is a large amount, Town of Duncan will need to formally go out to bid for a qualified contractor and engineer. However, we believe this number is close to the final amount for rendered DOES work for our project.

Sincerely,

Terry Hinton, Town Manager  
Town of Duncan  
[thinton@townofduncan.org](mailto:thinton@townofduncan.org)

# Arizona State Match Advantage for Rural Transportation (AZ SMART) Fund Application

Each application may address only one Project and one Federal Grant. Additional Projects and/or Federal Grants require a separate application. See the Application Guidelines for important information and detailed instructions for completing this Application. To ensure the Application is Administratively Complete and will be presented to the State Transportation Board, please respond to all questions and submit all requested documents.

**Document Checklist:** the following documents required to be uploaded to complete this application (PDFs required for all uploaded documents):

1. Documentation evidencing the COG/MPO approval to apply to the AZ SMART Fund
2. Map showing Project location (for infrastructure projects and studies).
3. Documentation showing the Project cost estimates (scoping document, cost estimation form, etc.). **NOTE:** Careful attention should be given to developing the cost estimate as the Applicant is responsible for all costs exceeding the amount awarded from the AZ SMART Fund and/or a Federal Grant.

\*Required

## Applicant Information

Please answer all the questions below.

1. 1. Name of Applicant City, Town or County\*  
Town of Duncan

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2. 2. Name of Contact Person for Applicant\*

Terry Hinton, Town Manager

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- 3. 3. By checking the box below, the Contact Person for the Applicant certifies they have read and agree to the **Program Guidelines and Application Instructions** for the AZ SMART Fund Program. \*

*X – Certified.*

- I have read and agree to the Program Guidelines and Application Instructions for the AZ SMART Fund Program.

- 4. 4. Contact's Title \*

Town Manager

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- 5. 5. Contact's Full Mailing Address \*

506 SE Old West Hwy Duncan, AZ 85334

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- 6. 6. Contact's Office Phone # \*

(928) 359-2791

---

- 7. 7. Contact's Cell Phone# (if applicable)

N/A

---

- 8. 8. Contact's Email Address \*

thinton@townofduncan.org

---

## 9. 9. Select the Applicant's COG/MPO. \*

*Mark only one oval.*

- Central Arizona Governments (CAG)
- Central Yavapai Metropolitan Planning Organization (CYMPO)
- Flagstaff Metropolitan Planning Organization (MetroPlan)
- Lake Havasu Metropolitan Planning Organization (LHMPO)
- Maricopa Association of Governments (MAG)
- Northern Arizona Council of Governments (NACOG)
- Pima Association of Governments (PAG)
- Southeastern Arizona Governments Organization (SEAGO)**
- Sun Corridor Metropolitan Planning Organization (SCMPO)
- Western Arizona Council of Governments (WACOG)
- Yuma Metropolitan Planning Organization (YMPO)

### Project Information

Please answer all the questions below.

**NOTE regarding ADOT project design administration (PDA) fees:** If requesting ADOT administration of the Project, ADOT PDA fees will apply. These fees are eligible for AZ SMART Funding only when included in an Application for Design and Other Engineering Services or for Match on a federal grant application which will include design. The PDA fees shown below are initial estimates only and may be more or less, depending on the Project. By submitting this application, the Applicant understands that ADOT may bill additional PDA fees and agrees to pay such fees. Any fees not required for the Project will be refunded to the Applicant upon approval of the Project final voucher.

- Certification Accepted (CA) agencies - \$10,000 initial fee
- Non-CA agencies - \$30,000 initial fee

10. 10. Select the Project Type. \*

Check all that apply.

Road

Bridge

Transit

Rail

Other: \_\_\_\_\_

11. 11. Project Name - enter a brief, intuitive name. \*

Town of Duncan System-Wide Resurfacing and New Surfacing

\_\_\_\_\_

12. 12. Enter the Project limits as applicable. If an infrastructure Project is infrastructure, provide the name of the road and "From" and "To" Mileposts or Cross Streets. If a non-infrastructure project, enter the geographic area to which the plan or study will relate. \*

The project limits include the Northern boundary of Mesquite St & Campbell St, the Eastern boundary of Carlisle Rd, the Southern boundary of 4<sup>th</sup> St and Skyline Dr and the Western boundary of Ott loop in Duncan, Arizona 85534.

\_\_\_\_\_

13. 13. Enter the Project's TIP number, if applicable. If the Project is not in the TIP, enter "NA". \*

N/A

\_\_\_\_\_

14. 14. Submit written documentation evidencing the COG/MPO approval to submit the Project to the AZ SMART Fund program (PDF format only). \*

*TO BE COMPLETED BY SEAGO (COG).*



15. 15. Project Description - Provide a concise, specific description of the Project, including the type of work to be performed and benefits to be realized. \*

The Town of Duncan requires a system-wide resurfacing of existing streets, and new surfacing of the numerous dirt roads within its town limits. The last new pavement in the town was in 1978, roughly 45 years ago, and no additional surfacing projects have taken place since that time. A substantial number of dirt roads also exist throughout the town, demonstrating the lack of development that is stifling the greater development of the Town of Duncan. This project is for Phase I of the resurfacing and new surfacing of the Town of Duncan, delivering the Design and Other Engineering Services (DOES) of an eventual system-wide approach, creating an informed and cost-accurate assessment of the project in Phase II and Phase III, while delivering a project timeline and guided approach. Because of the segmented and disparate nature of the town's limits, where there is a northern and southern section of town that is connected by Main Street/Highway 75, the town must proceed with the project in a way that does not disrupt or negatively impact its essential facilities. The proposed DOES project will inform the resurfacing of the 2,477 linear feet of town streets that comprise Duncan, while outlining a strategic approach to the Phase II and Phase III construction in a way that allows that town to continue to facilitate its normal operations, events, and business and employ a cost-effective approach.

16. 16. For infrastructure projects, please upload a map showing the Project location (PDF format only).

Please see attached Map. Red lines demarcate the targeted streets for surfacing/resurfacing within town limits.

17. 17. Is the Project entirely in the Applicant's Right of Way? For non-infrastructure projects, check "Not applicable." \*

YES – X

NO

NOT APPLICABLE

18. 18. If Project involves ADOT Right of Way, has the Applicant discussed the Project and obtained the consent of the applicable ADOT District office to proceed with this grant application? If no ADOT Right of Way or a non-infrastructure project, check "Not applicable." \*

YES

NO – X – This project has been discussed with ADOT District Engineer Todd Emery, who has signaled his approval to support our project and begin this process, but no formal consent has been obtained to date.

NOT APPLICABLE

- 19. 19. If Project involves another jurisdiction's Right of Way, has the Applicant discussed the Project with applicable jurisdiction and obtained its consent to proceed with this grant application? If no other Right of Way or non-infrastructure project, check "Not applicable." \*

YES

NO

NOT APPLICABLE - X

- 20. 20. Project Schedule - check the boxes to show the State Fiscal Years in which each phase is scheduled to begin. Check only ONE box in each row. Non-infrastructure projects - check the boxes under Not Applicable for each row. **NOTE:** the State Fiscal Year runs from July 1 through June 30. \*

*Check all that apply.*

|  | 2023                     | 2024                     | 2025                     | 2026                     | Not Applicable           |
|--|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| <b>Design</b>                                  | X                        | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <b>Construction</b>                            | <input type="checkbox"/> | X                        | X                        | X                        | <input type="checkbox"/> |
| <b>Other (for non-infrastructure projects)</b> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X                        |

21. 21. Project Status - check the boxes to indicate the status of each phase. Check only ONE box in each row. Non-infrastructure projects - check the boxes under Not Applicable for each row. \*

*Check all that apply.*

|  | Not started                         | In progress                         | Completed                | Not Applicable                      |
|--|-------------------------------------|-------------------------------------|--------------------------|-------------------------------------|
| <b>Scoping/Pr Design</b>                       | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| <b>Design</b>                                  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/>            |
| <b>Right of Way Acquisition</b>                | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/>            |
| <b>Environmental</b>                           | <input type="checkbox"/>            | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <b>Utilities</b>                               | <input type="checkbox"/>            | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <b>Construction</b>                            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/>            |
| <b>Other (for non-infrastructure projects)</b> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

22. 22. Design Status - for each Stage, check one box to indicate the Project's Design Status. Non-infrastructure projects - check the boxes under Not Applicable for each row.

*Check all that apply.*

|                            | Not started                         | In progress              | Completed                | Not Applicable           |
|----------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| <b>Stage 1, 15% design</b> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <b>Stage 2. 30% design</b> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <b>Stage 3. 60% design</b> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <b>Stage 4. 95% design</b> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <b>Stage 5, 100%</b>       | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

23. 23. Cost Estimate for Scoping/Pre-design - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

0

---

24. 24. Enter the date of the Scoping/Pre-design estimate. Enter "NA" if not applicable. \*

0

---

25. 25. Cost Estimate for Design - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

---

\$1,000,000

26. 26. Enter the date of the Design estimate. Enter "NA" if not applicable. \*

---

1/11/2023

27. 27. Cost Estimate for Right of Way - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

0

---

28. 28. Enter the date of the Right of Way estimate. Enter "NA" if not applicable. \*

---

N/A

29. 29. Cost Estimate for Utilities - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

0

---

30. 30. Enter the date of the Utilities estimate. Enter "NA" if not applicable. \*

\_\_\_\_\_  
N/A

31. 31. Cost Estimate for Construction - enter in whole dollars (for example, 250,000). Enter "O" if not applicable. \*

\$14,000,0000  
\_\_\_\_\_

32. 32. Enter the date of the Construction estimate. Enter "NA" if not applicable. \*

1/11/2023  
\_\_\_\_\_

33. 33. Cost Estimate for Other - enter in whole dollars (for example, 250,000) Enter "O" if not applicable. \*

0  
\_\_\_\_\_

34. 34. Enter the date of the Other estimate. Enter "NA" if not applicable. \*

N/A  
\_\_\_\_\_

35. 35. Do the estimates provided reflect costs on a Year of Expenditure basis? Note: \*  
Year of Expenditure basis means the costs have been inflated in later years.

Yes.

36. 36. Please indicate the source of the Project Cost Estimates entered above. \*

*Check all that apply.*

**Developed by the Applicant**

- Developed by an engineering consultant

Other: \_\_\_\_\_

- 37. 37. Please upload documentation (PDF format only) showing the Project cost estimates (scoping document, cost estimation form, etc.). \*

**AZ  
SMART  
Fund  
Request**

Please answer all the questions below.

**NOTE: Careful attention should be paid to developing a thorough and complete cost estimate on a year of expenditure basis.** The Applicant will be responsible for all costs which exceed the amount of an AZ SMART Fund or federal grant award. ADOT has developed a Project Cost Estimating Tool which is available on the AZ SMART Fund webpage under Application Materials. This tool is provided as a courtesy only and does not purport to cover all possible costs or scenarios. Applicants are ultimately responsible for determining the Project cost estimate.

Unless the NOFO/NOFA includes the option to be a direct recipient, both CA and non-CA agencies should include initial project development fees for road/bridge/rail projects. For transit projects, an administration fee of 10% of the total project cost will apply.

- 38. 38. County Applicants with population of 100,000 or less and municipalities with population of 10,000 or less **ONLY**: Enter the amount requested for Reimbursement of up to 50% of the costs associated with developing and submitting an application for the Federal Grant identified below. **The amount entered below should be no more than 50% of the total estimated costs of developing and submitting the grant** - enter in whole dollars (for example, 250,000).

0  
\_\_\_\_\_

- 39. 39. Enter the amount requested from the AZ SMART Fund for Match for the Federal Grant identified in this application - enter in whole dollars (for example, 250,000). If not requesting Match, skip this question.

\$500,000

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- 40. 40. Enter the dollar amount of Matching cash funds to be committed by the Applicant for the Project in the Federal Grant identified in this application. If not requesting Match, skip this question.

\$500,000

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- 41. 41. Enter the percent to the second decimal place (for example, 15.05%) of Matching cash funds which will be provided by the Applicant in the Federal Grant application - see Application Guidelines for directions to calculate the percentage. If not requesting Match, skip this question.

50%

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- 42. 42. Enter the amount requested from the AZ SMART Fund for reimbursement of design and other engineering services expenditures that meet federal design standards for Projects eligible for the Federal Grant identified in this application. Enter in whole dollars (for example, 250,000). If not requesting design funds, skip this question.

\$500,000

---

43. 43. Provide the names of any other entities the Applicant will partner with to deliver the Project. Identify and quantify the contribution of each partner(s) (dollar amount of cash match, type of in-kind services, etc.). If none, enter "NA."

The Town of Duncan will administer and deliver the proposed System-Wide Resurfacing and New Surfacing project and will subcontract Design and Other Engineering Service (DOES) through a competitive bid among qualified vendors and businesses.

### Federal Grant

Please answer all the questions below. NOTE: Federal grants eligible under the SMART Fund are federal discretionary grant programs administered by any federal agency for SURFACE TRANSPORTATION PURPOSES.

44. 44. How does the Applicant intend to submit the federal grant application? \*

**Note:** If requesting ADOT to submit, the following time frames apply:

A. At least thirty (30) day prior to the application deadline in the NOFO for the applicable federal discretionary grant, the Applicant is required to submit the ADOT Grant Coordination Support Request Form at <https://apps.azdot.gov/files/mvd/mvd-forms-lib/42-0103.pdf>.

B. At least seven (7) days before the NOFO/NOFA deadline, the completed application materials must be provided to the ADOT Grant office for submission.

*Check all that apply.*

**Applicant or consultant will submit directly**

- Applicant requests ADOT to submit

- Other: \_\_\_\_\_



45. 45. How does the Applicant intend to administer the Project if awarded a federal grant? \*

*Check all that apply.*

**Be a direct recipient if allowed in the NOFO**

Request ADOT administration (Project development administration fees will apply)

Other: \_\_\_\_\_

46. 46. Select the Federal Grant for which the Applicant intends to submit the Project \*  
 - select one grant only. If the desired grant is not listed, select Other and provide the name of the grant and the applicable federal agency. **NOTE:** This list does not include all federal discretionary grants and may contain grants that are not currently available or funded. Applicants are responsible for conducting their own research to identify an appropriate federal grant for their Project.

*Check all that apply.*

- Active Transportation Infrastructure Investment Program
- Bridge Investment Program
- Defense Community Infrastructure Pilot
- Grants for Charging and Fueling Infrastructure
- Local and Regional Project Assistance (RAISE)
- Multi State Freight Corridor Planning
- National Culvert Removal, Replacement and Restoration Grant Program
- National Infrastructure Project Assistance (MEGA)
- Nationally Significant Freight and Highway Projects (INFRA)
- PROTECT Grant Program
- Reconnecting Communities Pilot Program
- Rural Surface Transportation Grant Program**
- Safe Streets and Roads for All Program (SS4A)
- Strategic Innovation for Revenue Collection
- Strengthening Mobility and Revolutionizing Transportation Grant Program
- Wildlife Crossing Safety
- Rail - Consolidated Rail Infrastructure and Safety Improvements Grants
- Rail - Fixed Guideway Capital Investment Grants
- Rail - Restoration and Enhancement Grants
- Rail - Railroad Crossing Elimination Program
- Transit - All Stations Accessibility
- Transit - Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants Program
- Transit - Buses and Bus Facilities Program
- Transit - Develop Interoperable Standards for Bus Exportable Power Systems (BEPS)
- Transit - Innovative Coordinated Access and Mobility (ICAM) Pilot Program
- Transit - Low-No Emission Vehicle Program
- Transit - Public Transportation Innovation Program
- Transit - State of Good Repair Grants Program
- Transit - Technical Assistance, Standards Development, and Workforce Development Programs

47. 47. In what Federal Fiscal Year does the Applicant intend to submit an application <sup>\*</sup> for the Federal Grant? **NOTE:** the Federal Fiscal Year runs from October 1 through September 30. Applications must be submitted prior to the expiration of the Infrastructure Investment and Jobs Act, currently expiring on September 30, 2026.  
 FY2023

---

48. 48. Which phase of the Project will be submitted in the Federal Grant application? <sup>\*</sup>

*Check all that apply.*

**Design**

Right of Way Acquisition

Construction

Other: \_\_\_\_\_

**For State  
Purposes only**

Adopted at STB meeting on \_\_\_\_\_

Action taken:

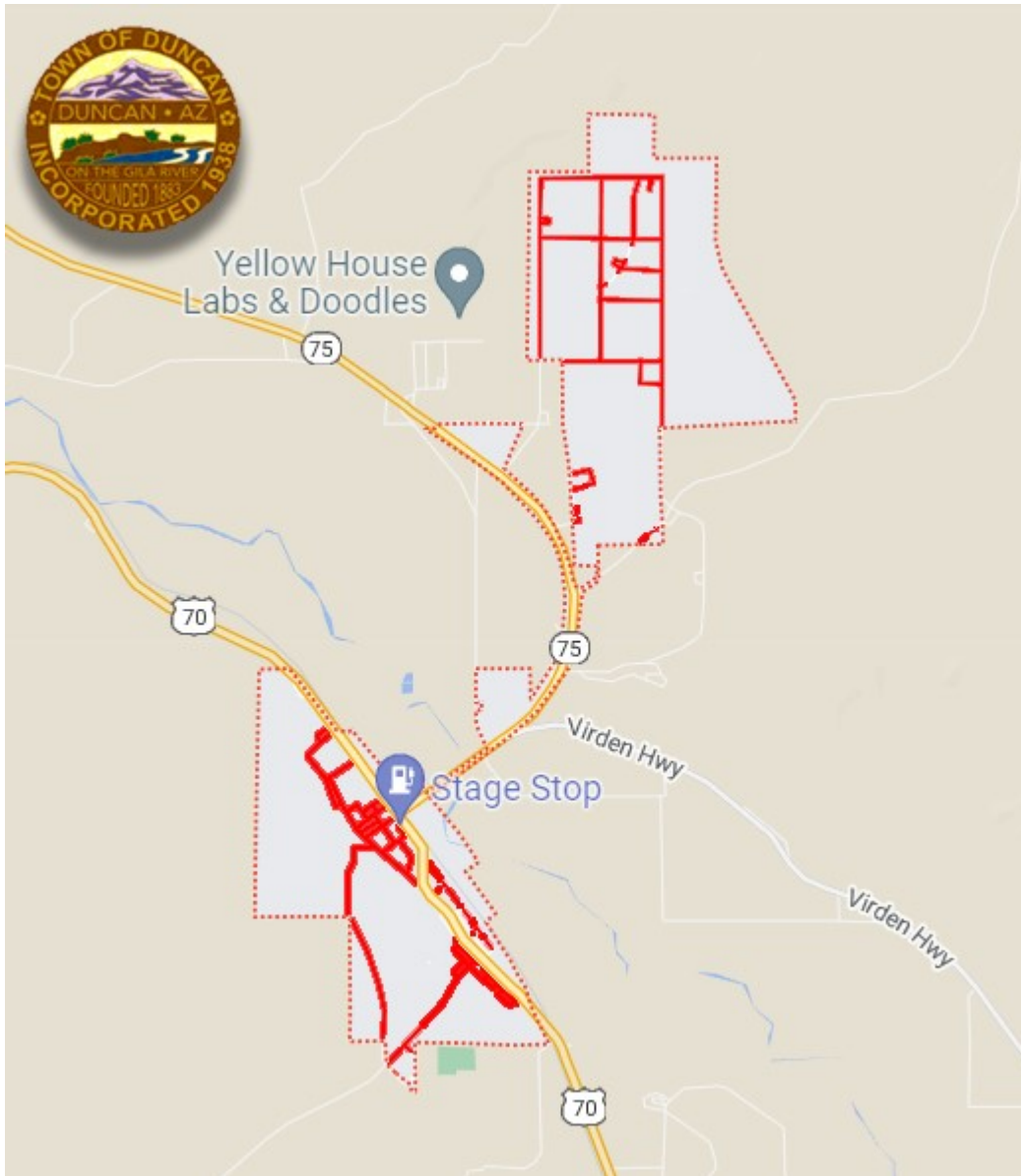
Approved

Denied

Modified as shown in the attached document

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Google Forms





# TAC PACKET

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**TO:** SEAGO TAC  
**FROM:** CHRIS VERTREES, TRANSPORTATION PROGRAM ADMINISTRATOR  
**DATE:** JANUARY 11, 2023  
**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:** Michael Bryce – Graham County

**Vice Chairperson:** Tom Palmer – Town of Thatcher

***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.***

During the election of officer discussion last January, the TAC voted to keep the current set of officers in place (Michael Bryce-Chair and Tom Palmer–Vice Chair).

During previous election discussions, recommendations have been made that a rotation should be established in which the Vice-chair be elevated to the Chair position and a new Vice-chair be elected. There appeared to be support for this idea. However, no action was taken on this recommendation. However, this is a process that may want to be considered by the TAC.

## Chris Vertrees

---

**From:** Sage Donaldson <sdonaldson@azdot.gov>  
**Sent:** Wednesday, November 09, 2022 9:21 AM  
**To:** Chris Vertrees; jmerideth@seago.org  
**Cc:** Sanja Katic-jauhar; Mark Hoffman; AZTrafficData - ADOT; Jothan Samuelson; Lucas Murray; Jason James  
**Subject:** 2022 Call for Traffic Count Data

Dear local and regional agency partners,  
Each year, traffic count data collected by local and regional agencies is requested to help the state to comply with the Federal Highway Administration's Highway Performance Monitoring System (HPMS) requirements, which in turn, enables Arizona to receive federal aid funds for eligible roads.

- ADOT is respectfully requesting **all 2022 traffic count data** collected by your agency. Where possible, data should be **imported to the MS2 TCDS web portal** (<https://seago.ms2soft.com>). Other data formats may be accepted where agencies are not sufficiently familiar with the MS2 TCDS.
- To be included in the 2022 HPMS report, 2022 traffic counts should be loaded by **February 1, 2023**. **Please reply** (or request individual jurisdictions reply) indicating where 2022 count data is available and whether that data has been shared.
- Technical assistance and training may be provided to agencies that need support in the data import process. Tutorial Story Maps on uploading traffic data is available on the ADOT Data Analytics website, here. Please reach out to me, by email or phone ([aztrafficdata@azdot.gov](mailto:aztrafficdata@azdot.gov), 602.712.7870), for support.



As part of ADOT's recent Statewide Traffic Data Management Program, a statewide [traffic count status dashboard](#) has been produced to allow local agencies to view where traffic counting efforts are needed. ADOT is encouraging local public agencies to use this dashboard as a tool to plan their yearly traffic count programs in accordance with ADOT federal reporting requirements. Visit the ADOT Data Analytics website to view this, or the link here: <https://arcg.is/eLjPD>

For any questions or technical assistance, please contact ADOT's Traffic Data Liaison Sanja Katic Jauhar ([aztrafficdata@azdot.gov](mailto:aztrafficdata@azdot.gov)) or ADOT's consultant, Jothan Samuelson ([jameson@worksconsulting.com](mailto:jameson@worksconsulting.com), 480.648.5007).

ADOT appreciates your continued partnership in coordinating HPMS related transportation data.

--

**Sage Donaldson**  
**Data Analytics Section Manager**  
**HPMS Program Manager**  
1611 W Jackson St. Building 1004A  
Phoenix, AZ 85007  
Work: 480.261.8220  
Cell: 480.204.9836  
[ADOT Data Analytics Site](#)

