



TRANSPORTATION ADVISORY COMMITTEE AGENDA

SEPTEMBER 21, 2023

Date:	September 21, 2023
Time:	10 a.m.
Location:	Hybrid Meeting – Cochise College Benson Center and Zoom
Call-in No.	https://us02web.zoom.us/j/82633913217?pwd=Nmh2cXhoTWRVNZldz3dRNkE3OXZTUT09

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.

Voting TAC Members	Michael Bryce– Graham County (Chair) Lance Henrie – Safford Mark Hoffman – ADOT MPD Abbie King– Benson Matthew Gurney – Bisbee Rudy Perez – Clifton Jackie Watkins – Cochise County	Elise Moore– Douglas Terry Hinton – Duncan Reed Larson - Greenlee County Juan Guerra – Nogales Vernon Batty – Pima Barney Bigman – San Carlos Apache Tribe (SCAT) Leonard Fontes – Santa Cruz County	Tom Palmer - Thatcher (Vice Chair) William Teeters – Willcox Regina Duran - Tombstone Ronald Robinson –Patagonia
Guests, Staff, and Other Expected Attendees	Chris Vertrees, SEAGO John Merideth, SEAGO 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.	Approval of Minutes of July 20, 2023	Michael	3-5
4.	ADOT Traffic Data Collection Presentation	Sanja/Lucas	6-15
5.	District Engineers' Report <ul style="list-style-type: none"> Status of State Highway Projects Quarterly Project Report 	Todd Emery or Brian Jervas	N/A
6.	STBG Ledger Report	Chris	16
7.	TIP Report <ul style="list-style-type: none"> Possible TIP Amendment(s) Possible Administrative Amendments 	Chris	17-19
8.	RTAC Project List - Approval	Chris	20-22
9.	Town of Pima SMART Grant Application – Discussion & Approval	Chris	23-48
10.	SEAGO Pavement Assessment Project Update	Chris	49-52
10.	SVMPO-SEAGO Regional Strategic Highway Safety Plan (Update)	Chris Karen	53-64

11.	ADOT LPA Section Updates	Mark	N/A
12.	Regional Local Program Reports <ul style="list-style-type: none"> • Status of Local Projects <ul style="list-style-type: none"> ○ STP Projects ○ Update on Enhancement Projects ○ Update on HSIP Projects ○ Update on all Planning Studies 	Towns, Cities, Counties, & ADOT	N/A
13.	Items for General Discussion	All	N/A
14.	Next Meeting Date: November 16, 2023	Michael	N/A
15.	Adjourn	Michael	N/A

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



SEAGO TRANSPORTATION ADVISORY COMMITTEE

DRAFT MEETING MINUTES FOR JULY 20, 2023

Date:	July 20, 2023		
Time:	10 a.m.		
Location:	Zoom Conference		
Voting TAC Members Present	Michael Bryce (Chair) Graham County Mark Hoffman, ADOT Travis Fast, Cochise County Tom Palmer, Thatcher Abbie King, Benson Juan Guerra, Nogales Terry Hinton, Duncan	Elise Moore, Douglas Leonard Fontes, Santa Cruz County Vernon Batty, Pima Barney Bigman, SCAT Lance Henrie, Safford Ron Robinson, Patagonia	
Guests, Staff, and Other Attendees	Chris Vertrees, SEAGO John Merideth, SEAGO Brian Jervas, ADOT Travis Fast, Cochise County	Mark Henige, ADOT Sanja Katic-Jauhar, ADOT	

1. Call to Order and Introductions

Chair Michael Bryce called the meeting to order at 10:03 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 May 18, 2023 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 May 18, 2023, Meeting Minutes.

MOTION: Leonard Fontes moved to approve

SECOND: Mark Hoffman

ACTION: APPROVED UNANIMOUSLY

4. District Engineer's Report

Brian Jervas provided the report for the Southeast District.

5. STBG Ledger Report

Chris Vertrees referred the TAC to the STBG Ledger located on page 7 of their packet. Chris advised the TAC that \$31,595 in OA was returned to our ledger as a result of final voucher savings for our Clifton and Nogales sign projects. Chris advised the TAC that those funds have been loaned to ADOT for FY23. The funds will be returned for use in FY24. Chris indicated that our OA Balance is now zero.

6. TIP Report

Chris advised the TAC that we have no TIP requests for this meeting.

Chris updated the TAC on our FY24 TIP: The SEAGO Region 2024-2028 TIP was posted for a 45-day public comment period on April 1, 2023. The public comment period concluded on May 18, 2023. No public comments were received. Our FY24 TIP was finalized and submitted to ADOT on June 30, 2023.

The following administrative additions were made to our FY24 TIP prior to submission to ADOT:

- The SEAGO region projects approved in the State FY24 budget have been added to the TIP. Those projects can be found on page 8 of the attached RTAC State Budget Overview.
- **DGS17-01 – City of Douglas (Chino Road Extension Phase 2)** – SEAGO must ensure that the TIP is fiscally constrained over a consecutive 4-year period. This means that the funds used to pay for the improvements cannot exceed the amount of available funding per funding source. Programmed funding can only include funds that can be reasonably expected to be made available during the year the project is programmed. ***Chino Road is programmed for FY27. A review of our STBG Ledger indicates we will have approximately \$1.8 million available. This is the max we can program. To address this, funding was adjusted for \$1.8 million (Federal) in FY 27. The balance of the project (\$1,029,000) was moved to the Future Project Section of the TIP.***

Chris also updated the TAC on our FY23 TIP:

Since our TAC meeting in May, the following administrative amendments were made to the TIP:

- **BIS 23-03 – Commerce Street Bridge Replacement Project** – On February 17, 2023, the City of Bisbee was notified that their AZ SMART Fund request in the amount of \$208,500 was approved by the State Transportation Board. ADOT will administer the project. The project was added to the TIP so that Bisbee can proceed with a project initiation request.
- **The SEAGO Region FTA Section 5310 and FTA Section 5311 awards were added to the TIP.**

7. Call for Project (RTAC Project List)

Chris advised the TAC that last year, the Rural Transportation Advisory Council (RTAC) requested that Greater Arizona COGs and MPOs develop a list of regional priorities consisting of the top projects to be put forward by all of the COGs/MPOs in Greater Arizona to the State Legislature for funding. We were very successful in those efforts this past budget cycle. Our region secured over \$30 million in state legislative earmarks. RTAC is preparing for next year's budget cycle and has requested that Greater Arizona COG's /MPO's once again develop a project lists for earmark funding in next year's budget cycle. Chris stated that our allotment for SEAGO projects is about \$36 million. Chris stated a call for projects was made on June 21, 2023. To date, Chris has not received any applications. Chris asked the TAC if it would help if he extended the deadline from August 4th to August 11. The TAC agreed.

8. SVMPO/SEAGO Regional Strategic Highway Safety Plan (Update)

Chris referred the TAC to page 29-31 of the TAC packet. Chris thanked Karen Lamberton/SVMPO for including us in her efforts in her safety plan update. Karen updated the TAC on the progress of the plan. Chris advised that we are working on the consultant selection committee and that they wanted the TAC member from each of our Counties to be on the selection committee. Chris indicated that he would like to finalize that selection committee by our September 21st TAC meeting.

9. ADOT LPA Section Updates

Mark Henige provided updates to the TAC involving the ADOT LPA Section.

10. Regional Program Reports

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

11. Items for General Discussion

Chris Vertrees stated that items for our next TAC meeting include approval of the RTAC Project List, SHSP update, and finalizing the SHSP selection committee.

12. Next Meeting Date: September 21, 2023

15. *Meeting adjourned at 11:15 p.m.*

DRAFT

Arizona Statewide Traffic Count Data Collection

ADOT Traffic Data Coordination

Sanja Katic-Jauhar (ADOT)

Lucas Murray (ADOT)

Presented to:

SouthEastern Arizona Governments Organization

Transportation Advisory Committee

September 21, 2023



Traffic Data Coordination Summary

For
Information

1. Update on Statewide Traffic Count Management Program

- Annual report on Data Gaps **REVISED**
<https://arcg.is/GPCmO>

Data
Requested

2. SEAGO Traffic Counting Program Local Public Agency Traffic Counting Efforts

- Please share data through www.seago.ms2soft.com

Data
Requested





3. Continuous Count Station and Intersection Sensors Survey

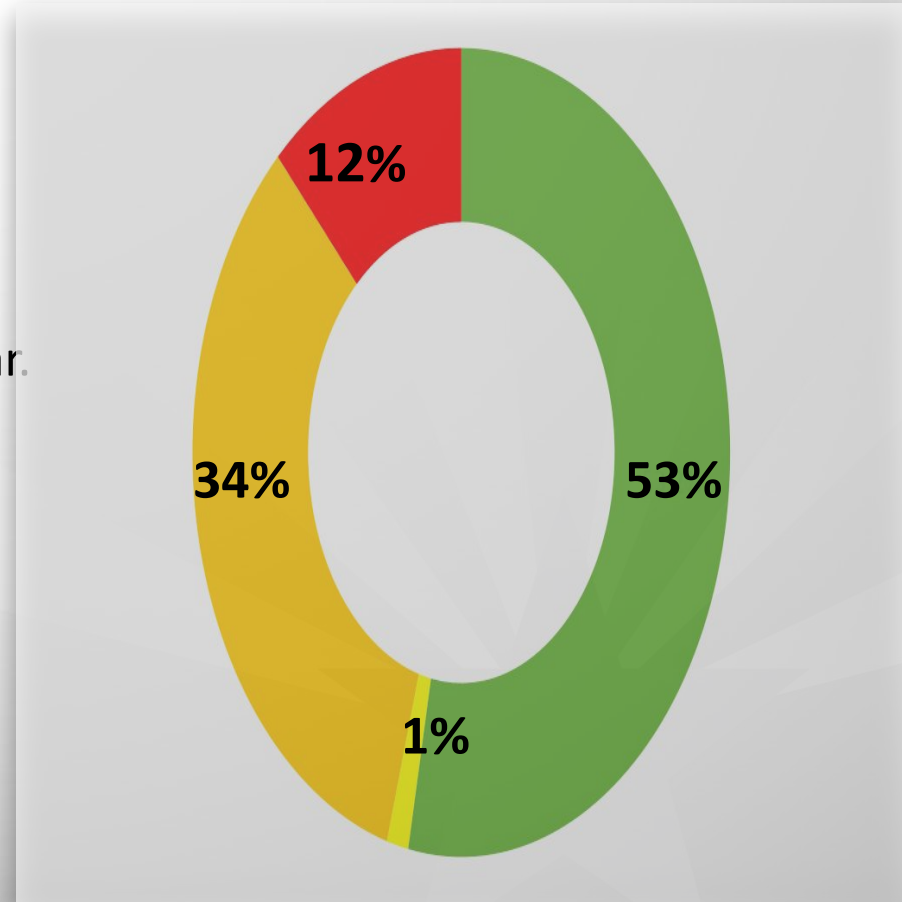
<https://forms.gle/zK7UQ654bqJr9Yer8>

For
Information

4. Annual Call for Traffic Counts **COMING UP**

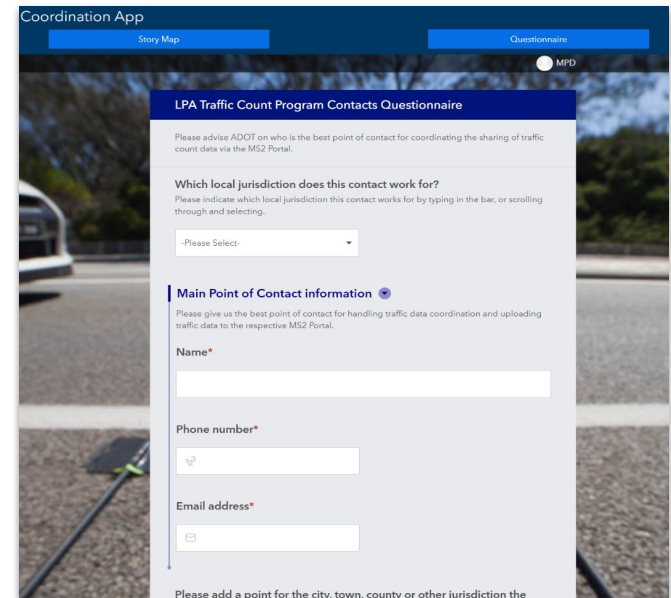
- Nov 1, counts will be due Feb 1, 2024.

-  **On Track:** Within HPMS count cycle
-  **At Risk:** Currently within HPMS count cycle but due to expire next year.
-  **Overdue:** Count expired
-  **Vehicle Volume Missing:** No counts on record



Summary of Recommendations/Requests

1. Continue to collect your regular traffic counts. Reference the [gap map](#) to inform your count program.
2. Share counts to the MS2 TCDS for HPMS annual reporting. aztrafficdata@azdot.gov
3. Continue to communicate with ADOT about your traffic count program and where you may need support.
4. Give us information on your traffic counting services efforts, and best contact for your agency <https://experience.arcgis.com/experience/0ae2cf9bf6114261b2e20e88e91bd3aa>



The image shows a screenshot of a mobile application interface titled "Coordination App". At the top, there are two tabs: "Story Map" and "Questionnaire". The "Questionnaire" tab is active, and a location indicator shows "MPD". Below the tabs is a header for the "LPA Traffic Count Program Contacts Questionnaire". The form contains the following sections:

- Introduction:** "Please advise ADOT on who is the best point of contact for coordinating the sharing of traffic count data via the MS2 Portal."
- Local Jurisdiction:** "Which local jurisdiction does this contact work for? Please indicate which local jurisdiction this contact works for by typing in the bar, or scrolling through and selecting." Below this is a dropdown menu with the text "-Please Select-".
- Main Point of Contact information:** "Please give us the best point of contact for handling traffic data coordination and uploading traffic data to the respective MS2 Portal." This section includes three required fields:
 - Name***: A text input field.
 - Phone number***: A text input field with a phone icon.
 - Email address***: A text input field with an email icon.
- Footer:** "Please add a point for the city, town, county or other jurisdiction the"

Certified Public Mileage (CPM)

The total mileage of all public roads in the state that are:

- ✓ Publicly accessible
- ✓ Passable with a standard passenger car
- ✓ Not restricted by gates or other barriers
- ✓ Not Administrative roads

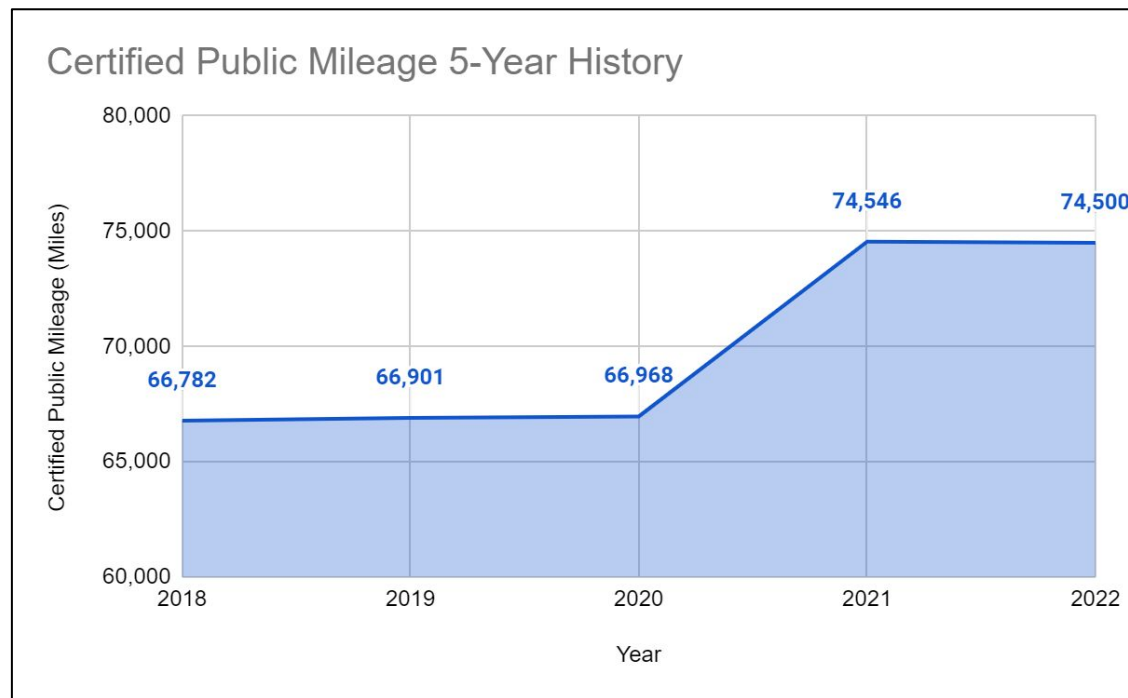
Includes BIA and some private roads that are publicly accessible

CPM influences federal funding



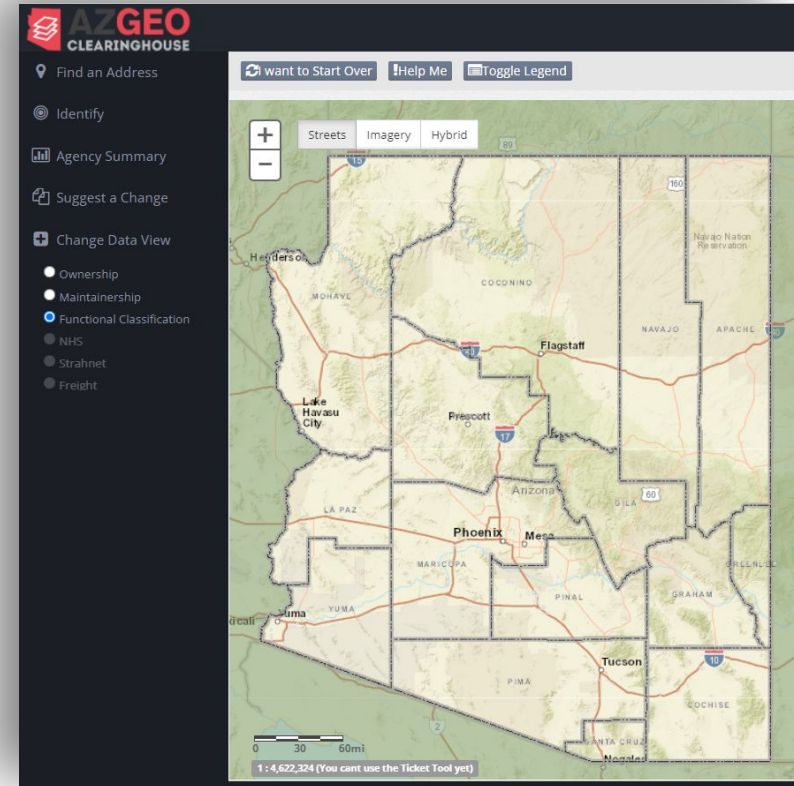
CPM will increase for 2021

- CPM increased significantly for 2021 (7,758 mile increase)
 - Primarily due to improvements to our centerline data (ARNOLD)
 - Decreases in CPM do not affect local funding



AZGeo We Love Your Input

- [AZGeo We Love Your Input](#) available online
 - View and approve your agency's CPM
 - Notify ADOT and other stakeholders of changes in:
 - CPM
 - Ownership
 - Maintainership
- Instructions and login information available on the [CPM Validation Tool Storymap](#)



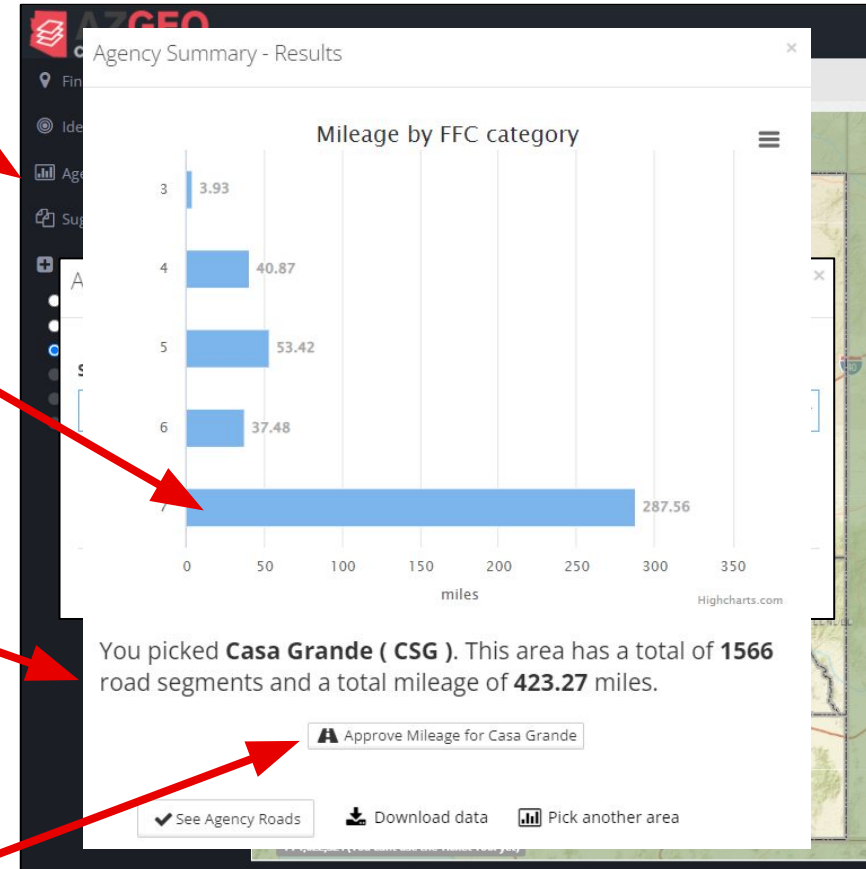
Demo: Validate Your CPM

1. Click on Agency Summary

2. Select your Agency and click Load Agency Streets

3. View chart or download detailed data table

4. If CPM appears accurate, click Approve Mileage



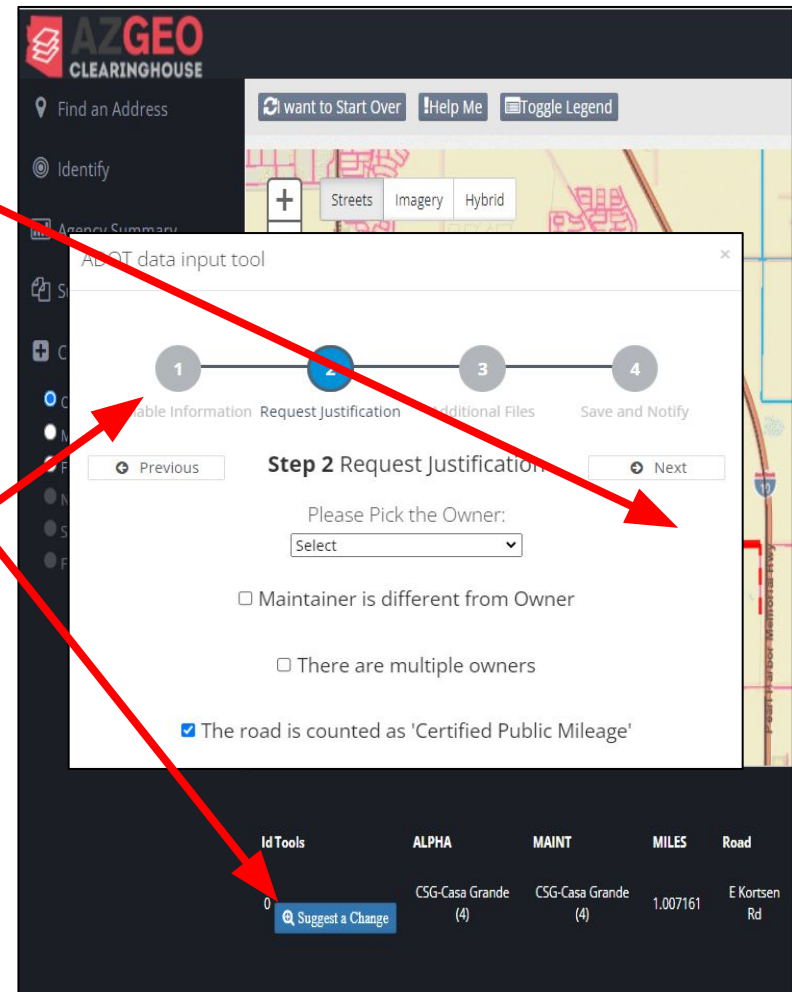
Demo: Suggest Changes to CPM or Ownership

1. Click on a road

2. Click on Suggest a Change

3. Follow prompts to suggest changes

4. Submitted changes are sent to ADOT and stakeholders for review and approval



Project Contact Information



Sanja Katic-Jauhar
MPD Local Gov't Liaison
aztrafficdata@azdot.gov
Work: 602-712-7720

Lucas Murray
HPMS/GIS Analyst
LMurray@azdot.gov
Phone: 602.342.6152

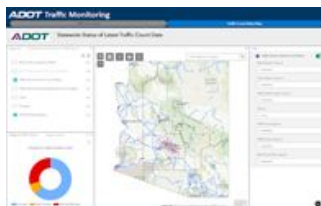
Sage Donaldson
HPMS Management
SDonaldson@azdot.gov
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Learn more at <https://azdot.gov/planning/data-and-information/data-analytics> or open one of the websites below to learn more about a specific topic.



Traffic Count Status Map



MS2 Guide



How Traffic is Reported



Overview of HPMS

SEAGO
STBG Ledger 2024-2028
September 2023

Action	94.9% *	Projected Fed Funds *		Cumulative Balance		
		OA Rate	Apportionment	OA	Apportionment	OA
STBGP Carry Forward FY 2023	94.9%		\$0	\$0	\$0	\$0
FY 2024 Allocation*	94.9%		\$907,800	\$861,502	\$907,800	\$861,502
Partial Repayment Safford 20th Ave. Loan (OUT)			-\$847,078	-\$847,078	\$60,722	\$14,424
ADOT Loan Repayment (IN)			\$31,595	\$31,595	\$92,317	\$46,019
SEAGO SPR OA Adjustment			\$0	-\$6,375	\$92,317	\$39,644
Tech Transfer (LTAP)			-\$10,000	-\$10,000	\$82,317	\$29,644
FY 2024 Balance					\$82,317	\$29,644
FY 2025 Allocation	94.9%		\$907,800	\$861,502	\$907,800	\$861,502
Final Repayment Safford 20th Ave. Loan (OUT)			-\$529,435	-\$529,435	\$378,365	\$332,067
Projected Carry Forward from FY24 through a Loan Agreement			\$82,317	\$29,644	\$460,682	\$361,711
SVMPO Loan Repayment			-\$89,534	-\$89,534	\$371,148	\$272,177
City of Douglas - Chino Road - Design			-\$75,440	-\$75,440	\$295,708	\$196,737
Tech Transfer (LTAP)			-\$10,000	-\$10,000	\$285,708	\$186,737
FY 2025 Balance					\$285,708	\$186,737
FY 2026 Allocation	94.9%		\$907,800	\$861,502	\$907,800	\$861,502
Projected Carry Forward from FY25 through a Loan Agreement			\$285,708	\$186,737	\$1,193,508	\$1,048,240
Tech Transfer (LTAP)			-\$10,000	-\$10,000	\$1,183,508	\$1,038,240
FY 2026 Balance					\$1,183,508	\$1,038,240
FY 2027 Allocation	94.9%		\$907,800	\$861,502	\$907,800	\$861,502
Projected Carry Forward from FY26 through a Loan Agreement			\$1,183,508	\$1,038,240	\$2,091,308	\$1,899,742
Tech Transfer (LTAP)			-\$10,000	-\$10,000	\$2,081,308	\$1,889,742
FY 2026 Balance					\$2,081,308	\$1,889,742
FY2028 Allocation	94.9%		\$907,800	\$861,502	\$907,800	\$861,502
Projected Carry Forward from FY27 through a Loan Agreement			\$2,081,308	\$1,889,742	\$2,989,108	\$2,751,244
Tech Transfer (LTAP)			-\$10,000	-\$10,000	\$2,979,108	\$2,741,244
FY 2026 Balance					\$2,979,108	\$2,741,244

- * 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 (August 2023)

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



TAC PACKET

TO: SEAGO TAC
FROM: CHRIS VERTREES, TRANSPORTATION PROGRAM ADMINISTRATOR
DATE: SEPTEMBER 13, 2023
RE: SEAGO REGION TIP REPORT

SEAGO REGION FY24-28 TIP

Since our TAC meeting in July, the following administrative amendment was made to the TIP:

CCH 23-01 – Cochise County (Davis Road Rehabilitation, MP 5 & 13) – Cochise County was awarded a Congressionally Directed Spending Project in the amount of \$2,893,000. The project is currently programmed in the TIP for Construction in FY24. Current design documents are over 7-years old and require updating. ***Cochise County will use local funds in the estimated amount of \$100,000 to update required design documents. Design in the amount of \$100,000 in local funds has been added to the TIP.***

Attachments: SEAGO FY2024-2028 TIP (Administrative Amendment #1)

SEAGO REGION
 2024- 2028 TIP (Administrative Amendment #1)
 Approved By: 3/16/23 Administrative Committee- 3/30/23 Executive Committee - 3/30/23

TIP YEAR Project ID	PROJECT SPONSOR	PROJECT NAME	PROJECT LOCATION	LENGTH	TYPE OF IMP - WK - STRU	Functional Classifications	LANES BEFORE	LANES AFTER	FED AID TYPE	FEDERAL FUNDS	HURF EXCHANGE	LOCAL MATCH	OTHER FUNDS	TOTAL COST
DGS17-01	City of Douglas	Chino Road Extension Phase 2	Chino Road: 9th Street to SR90	.85 miles	Design	Urban Minor Arterial	2	2	N/A				\$80,000	\$80,000
BIS-24-01	City of Bisbee	Moon Canyon Bridge Rehabilitation	Moon Canyon at Tombstone Canyon Road	.10mile	Design/Admin Costs	Local	2	2	OSB	\$530,000		\$0		\$530,000
CCH 23-01	Cochise County	Davis Road Rehabilitation, MP 5 & 13	Davis Road MP 5 & 13	1.61 miles	Construction	Rural Major Collector	2	2	CDS	\$2,893,000		\$174,869		\$3,067,869
CCH 23-01	Cochise County	Davis Road Rehabilitation, MP 5 & 13	Davis Road MP 5 & 13	1.61 miles	Design	Rural Major Collector	2	2	N/A	\$0		\$0	\$100,000	\$100,000
GEH-BR-07	Greenlee County	Soapbox Canyon Bridge (Structure 8149) Replacement	Soapbox Canyon Bridge (Structure 8149)	.10 miles	Bridge Replacement	Local	2	2	CDS	\$288,000				\$288,000
DGS 24-01	City of Douglas	Commercial Port of Entry Connector Road	City of Douglas from new Commercial POE to SR80	1.5 miles	Construction	N/A	0	2	N/A				\$8,170,000	\$8,170,000
PAT 24-01	Town of Patagonia	McKeown Ave Reconstruction	McKeown Ave between 4th Street West to SR82	2,540 feet	Construction	Rural Major Collector	2	2	N/A				\$1,500,000	\$1,500,000
GGH 24-01	Graham County	Norton Road & Reay Lane Intersection Reconstruction	Graham County - Norton Road & Reay Lane Intersection	300 feet	Construction	Rural Major Collector	2	2	N/A				\$500,000	\$500,000
GGH 24-02	Graham County	Talley Creek Crossing Improvements	Graham County - Safford Bryce Road at Talley Creek Crossing	400 feet	Construction	Rural Major Collector	2	2	N/A				\$1,781,500	\$1,781,500
THR 24-01	Town of Thatcher	8th Street Improvements	8th Street between 1st Avenue and 20th Avenue		Construction	Rural Major Collector	2	2	N/A				\$4,526,400	\$4,526,400
SCC 24-01	Santa Cruz County	I-19 Interchange Improvements at Rio Rico Drive & Ruby Road	Santa Cruz County at Rio Rico Drive and Ruby Road	.93 miles	Construction	Rural Major Collector	2	2	N/A				\$8,600,000	\$8,600,000
NOG 21-01	City of Nogales	Multise Pathway along Patagonia Highway (SR82) LTAP	Patagonia Highway (SR82) from Morley Avenue to Royal Road	1.4 miles	Construction	N/A	N/A	N/A	CMAQ STP	\$1,090,546 \$10,000		\$65,919		\$1,156,465 \$10,000
		TOTAL FOR 2024								\$4,811,546		\$240,788		\$30,310,234
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
BIS-24-01	City of Bisbee	Moon Canyon Bridge Rehabilitation	Moon Canyon at Tombstone Canyon Road	.10mile	Construction	Local	2	2	OSB	\$750,000		\$0		\$750,000
DGS17-01	City of Douglas	Chino Road Extension Phase 2	Chino Road: 9th Street to SR90	.85 miles	Construction	Urban Minor Arterial	2	2	CDS	\$3,000,000		\$181,336		\$3,181,336
		LTAP							STP	\$10,000		\$0		\$10,000
		TOTAL FOR 2025								\$7,135,000		\$218,235	\$0	\$7,353,235
2026														
		LTAP							STP	\$10,000		\$0		\$10,000
		TOTAL FOR 2026								\$10,000		\$0		\$10,000
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	\$1,800,000		\$108,802		\$1,908,802
		LTAP							STP	\$10,000		\$0		\$10,000
		TOTAL FOR 2027								\$1,810,000		\$108,802		\$1,918,802
2028														
		LTAP							STP	\$10,000		\$0		\$10,000
		TOTAL FOR 2028								\$10,000		\$0		\$10,000
		5-YEAR TOTALS								\$13,776,546		\$567,824		\$39,602,270
		FUNDING OBLIGATED IN 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
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	STBG	\$149,151		\$9,015		\$158,166
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		\$7,556	\$216,347	\$348,903
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

SEAGO REGION
2024- 2028 TIP (Administrative Amendment #1)
Approved By: TAC - 3/16/23 Administrative Committee- 3/30/23 Executive Board - 3/30/23

DUN 23-01	Town of Duncan	Town of Duncan Systemwide Improvement Project	Town of Duncan Multiple Roads	2,477 linear feet	Design/Engineering Services	Various	Various	Various	AZ Smart Fund				\$595,000	\$595,000
BIS 23-03	City of Bisbee	Commerce Street Bridge Replacement	Commerce Street (Adjacent to Main Street)	520 feet	Design/Engineering Services	Local	1	1	AZ Smart Fund				\$208,500	\$208,500
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.	Baffert Drive to Country Club Drive. Intersects with Grand Avenue path on south side of Frank Reed Road to Nogales High	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
WLX 23-01	City of Willcox	Vehicle Security Fencing	Willcox	N/A	Capital	N/A	N/A	N/A	FTA Section 5339	\$51,732		\$12,933		\$64,665
WLX 23-02	City of Willcox	Metal Parking Structure	Willcox	N/A	Capital	N/A	N/A	N/A	FTA Section 5339	\$68,004		\$17,001		\$85,005
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
		TOTAL FOR 2023								\$5,146,774	\$0	\$327,257	\$1,019,847	\$6,493,878
		Future Construction Projects												
CCH12-10	Cochise County	Davis Rd. Improvements	Davis Road MP 13	1 mile	Construction of Safety & Drainage Improvements	Rural Major Collector	2	2	TBD	\$924,560		\$55,885		\$980,445
CCH 23-02	Cochise County	Charging and Fueling Infrastructure (CFI) Grant	Various (Bisbee/Douglas/Sierra Vista/Elfrida/Willcox/Bowie)	N/A	Design/Purchase & Installation	N/A	N/A	N/A	TBD	\$500,000		\$125,000		\$625,000
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	TBD		\$4,500,000	TBD	\$13,631,315
WLX 23-01	Willcox	Capital - Minin-Van with Lift	Willcox/Pearce/Bowie	N/A	Capital	N/A	N/A	N/A	TBD	\$65,000		\$13,000		\$78,000
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
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	\$1,029,000		\$62,198		\$1,091,198
DGS 23-01	Douglas	Bicycle and Pedestrian Shared Use Path	City of Douglas	N/A	Feasibility/Design	N/A	N/A	N?A	TBD	\$1,000,000		\$60,445		\$1,060,445
SCC 23-01	Santa Cruz County	West Frontage Road at Camino Ramanote Roudabout	Santa Cruz County-West Frontage Road at Camino Ramanote Roudabout	.25 miles	Construction	Rural Arterial/Rural Major Collector	2	2	TBD	\$1,200,000		\$72,534		\$1,272,534
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	TBD	\$1,045,000		\$63,165		\$1,108,165



TAC PACKET

TO: SEAGO TAC
FROM: CHRIS VERTREES, TRANSPORTATION PROGRAM ADMINISTRATOR
DATE: SEPTEMBER 12, 2023
RE: DEVELOPMENT OF RTAC REGIONAL PROJECT LIST

As discussed at our July TAC meeting:

Last year, the Rural Transportation Advisory Council (RTAC) requested that Greater Arizona COGs and MPOs develop a list of regional priorities consisting of the top projects to be put forward by all of the COGs/MPOs in Greater Arizona to the State Legislature for funding. The SEAGO Region was very successful during last year's budget cycle. We secured almost \$30 million in projects. RTAC recommended that each Greater Arizona COG/MPO once again develop a list of Regional Transportation Priority Projects. Under the proposal, SEAGO's was allotted \$36,102,142 for the development of our project list.

Unfunded projects from FY23 and FY24 have been carried forward with updated cost estimates. We received 7 applications. 10 agencies participated in the application scoring process. All applications met our scoring criteria and have been programmed. Attached are the results of the process and our project programming plan. Please remember that there will be little weight placed on our programming priorities by state legislatures. It is incumbent on each applicant to reach out to your state legislatures and get their support for your project.



**2025 RTAC PRIORITY TRANSPORTATION PROJECTS FOR THE SEAGO REGION
PROJECT RANKINGS**

Project Score	Project Rank	Project Sponsor	Project Name	Total Cost	Local Contribution	Recommended Funding
Carry Over FY23	1	City of Nogales	Industrial Park Drive Reconstruction Project	\$3,116,949	\$188,405	\$2,928,544
Carry Over FY23	2	San Carlos Apache Tribe	Peridot Siding Road (BIA Route 103) Pavement Overlay Project	\$3,143,000	\$189,980	\$2,953,020
Carry Over FY24	3	Santa Cruz County	West Frontage Road at Camino Ramanote Roundabout	\$1,170,000	\$70,021	\$1,099,979
Carry Over FY24	4	City of Nogales	Frank Reed Road Paving Project	\$1,688,302	\$102,050	\$1,586,252
986	5	City of Douglas	Douglas Downtown Revitalization Streetscape Project	\$7,549,804	\$456,351	\$7,093,453
948	6	Graham County	Reay Lane Improvements	\$3,955,058	\$300,000	\$3,655,058
913	7	Cochise County	Davis Rd- MP 5 & 13 Improvements	\$6,000,000	\$2,890,460	\$3,109,540
901	8	Town of Duncan	High Street Improvements	\$1,810,263	\$109,422	\$1,700,841
868	9	Cochise County	Davis Rd – Central Hwy to US-191	\$7,555,013	\$456,351	\$7,093,453
826	10	City of Nogales	La Quinta Road and Mariposa Ranch Road Reconstruction	\$1,923,849	\$108,127	\$1,815,722
Yes	11	City of Willcox	Expansion Transit Vehicle	\$65,000	\$3,929	\$61,071
N/A	12	Cochise County	Moson Rd – Transfer to SVMPO	\$3,000,000	\$0	\$3,000,000
Totals				\$40,977,238	\$4,875,096	\$36,102,142



Notes:

- *These are recommendations to RTAC to pursue State budget appropriations during the FY25 legislative session. There is no commitment to funding.*
- *SEAGO received 6 applications and we had 4 carryover projects.*
- *SEAGO received 10 scoring forms.*
- *Project Score reflects the total score for each application.*
- *Local contribution was 5.7% unless additional commitment was noted in the application.*
- *This will direct funding if awarded. I removed ADOT review fees from application budgets.*
- *To ensure consistency, contingency line items were capped at 15% of construction estimates.*
- *To ensure consistency, administration costs were capped at 10% of construction estimates*



TAC PACKET

TO: SEAGO TAC
FROM: CHRIS VERTREES, TRANSPORTATION PROGRAM ADMINISTRATOR
DATE: SEPTEMBER 15, 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 application from the Town of Pima.

The Town of Pima intends to apply for the Rural Surface Transportation Grant Program for improvements to Main Street in the next grant cycle. Eligible projects under the program includes “a project on a publicly-owned highway that provides or increases access to an agricultural, commercial, energy, or intermodal facility that supports the economy of a rural area”.

Pima has indicated in its application that Main Street is the primary rural arterial street that connects the Town of Pima’s downtown and commercial area with its residential outskirts and its schools and community facilities. The 2-way road has no shoulder, no sidewalk, and no turn lanes, while being used for high-volume traffic to-and-from town, school, our commercial and downtown area, and residential. This poses considerable safety issues where families occupy an entire single lane for pick-ups and drop-offs at Pima Elementary, also causing major congestion. As a rural area near the mining operations of Freeport McMoRan and major agricultural producers, the limitations of Main Street are subsequently limiting the development of the Town of Pima as an area prime for growth. With building costs escalated in nearby municipalities with limited housing supply and limited infrastructure for growth, the Town of Pima has the ability to realize development and economic growth through this central corridor. ***Pima is requesting funding for design and engineering services in the amount of \$367,760.***

I have attached Pima’s SMART fund application for your review.

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 Pima

2. 2. Name of Contact Person for Applicant*

Vernon Batty

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

5. 5. Contact's Full Mailing Address *

110 W. Center Pima, AZ 85543

6. 6. Contact's Office Phone # *

(928) 485-2611

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

(928) 322-3108

8. 8. Contact's Email Address *

vernon.batty@pimatown.az.gov

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. *

Town of Pima - South Main Street Planning and Design

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 Town of Pima – South Main Street Planning and Design Project involves a 1.46 mile stretch of Main Street with the Northern Boundary of Hwy-70 and 1200 S. This is a single-road project. An aerial photo of the project limits with highlighted areas.

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

N/A – Pending TAC Approval

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

Pending TAC Approval

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 Pima submits this application for its *South Main Street Planning and Design*. Main Street, just off of Highway 70, is the primary rural arterial street that connects the Town of Pima's downtown and commercial area with its residential outskirts and its schools and central community facilities. As it stands, this 2-way road has no shoulder, no sidewalk, and no turn lanes, while being used for high-volume traffic to-and-from town, school, our commercial and downtown area, and residential. This poses considerable safety issues where families occupy an entire single lane for pick-ups and drop-offs at Pima Elementary, also causing major congestion. Children may walk or bike to-and-from school utilizing Main Street, with no bike lane, sidewalk or shoulder to speak of. As a rural area near the mining operations of Freeport McMoRan and major agricultural producers, the limitations of Main Street are subsequently limiting the development of the Town of Pima as an area prime for growth. With building costs escalated in nearby municipalities with limited housing supply and limited infrastructure for growth, the Town of Pima has the ability to realize development and economic growth through this central corridor. The Town of Pima wishes to create a "complete street" and requires Design and Other Engineering Services (DOES) support to widen Main Street, adding a turn lane, bike lanes and sidewalks.

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

Attached.

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

YES

NO - X

NOT APPLICABLE

3. 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." *

Not applicable.

- 4. 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 – X

NO

NOT APPLICABLE

- 5. 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
Design	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Construction	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (for non-infrastructure projects)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

6. 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
Scoping/Pr Design	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Right of Way Acquisition	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environmental	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Utilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Construction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (for non-infrastructure projects)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

7. 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
Stage 1, 15% design	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stage 2. 30% design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stage 3. 60% design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stage 4. 95% design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stage 5, 100%	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

0

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

0

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

\$337,760

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

8/11/2023

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

0

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

N/A

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

0

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

N/A

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

\$6,110,352

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

8/10/2023

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

0

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

N/A

20. 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.

21. 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: _____

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

Attached.

**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.

- 23. 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

- 24. 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.

N/A – Town of Pima intends to apply for Match for the Federal Grant identified at a later date once design work is complete and construction estimates are finalized.

- 25. 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.
-

- 26. 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.
-

- 27. 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.

\$367,760

- 28. 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 Pima will defer to ADOT for administration requirements, but stands prepared to administer the project if granted the ability to do so, 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.

- 29. 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: _____

30. 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: _____

31. 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

D Other: _____

32. 47. In what Federal Fiscal Year does the Applicant intend to submit an application ^{*} 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.
 FY2024 or FY2025

33. 48. Which phase of the Project will be submitted in the Federal Grant application? ^{*}

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

This content is neither created nor endorsed by Google.





August 9, 2023

Vernon Batty
Town Manager
Town of Pima
136 W Center St
Pima, AZ 85543
(928) 322-3108
vernon.batty@pimatown.az.gov

Re: Town of Pima Main Street Improvements (the "Project")
Proposal No. 2023-107

Dear Mr. Batty:

Bowman is pleased to submit this proposal to provide engineering design services for the above-mentioned project. The purpose of the proposal is to develop engineered civil design for roadway widening and improvements for South Main Street. Main Street begins at Highway 70 and goes south approximately 1.5 miles where it intersects 1200 South.

The existing 2 lane roadway consists of asphaltic concrete on an unknown base, with no curb and gutter. There are sidewalks that span a portion of the roadway. Currently, stormwater drains directly off the road onto the shoulder where it ponds or flows into a storm drain/irrigation system. The roadway crosses the Arizona Eastern Railway as well as the Smithville Canal.

The purpose of this project is to design and produce construction plans for the improvement of Main Street.

The improvements will be as follows.

Beginning at Highway 70 to 1200 South.

1. Roadway Widening
 - a. The road improvements will include a wider pavement width curb and gutter and/or ribbon curb. Sidewalks, bike lanes, turn lanes, and parking will be included where possible.
 - b. The existing pavement will be milled and repaved where necessary.
 - c. Improvement plans will include center line and curb and gutter profiles for the entire length of the project.
2. Drainage Improvements
 - a. Curb and gutter, valley gutters, catch basins and storm drains will be implemented to improve drainage. Existing drainage infrastructure will be utilized to drain stormwater into nearby drainage ways as in historical conditions.
3. Arizona Eastern Railway Crossing
 - a. The construction plans will include roadway improvements at the intersection of the railway including a sidewalk ADA crossing, grading improvements to improve site distance visibility, and drainage improvements.

4. Smithville Canal Crossing
 - a. The construction plans will include improvements to widen the Smithville Canal concrete box culvert to accommodate the new road width and sidewalks.
5. Alignment Improvements
 - a. The construction plans will include roadway alignment improvements between 500 South and 800 South.
6. Utility Coordination
 - a. The construction plans will be coordinated with local utility companies for any relocation or alteration of utilities.
7. Multiuse Paved Path
 - a. A multiuse paved path will be explored in locations where sidewalk and bike lanes are not feasible.

Standard of Care - Services provided by Bowman under this proposal will be performed in a manner consistent with the degree of care and skill ordinarily exercised by members of the same profession practicing under similar circumstances, including standard of care at the time the services were provided.

Quality Control - A portion of the stated compensation is set-aside for Quality Control/Quality Assurance, which is part of the Bowman Quality Control Policy.

SCOPE OF SERVICES AND FEES

The scope of services (the "Scope") and associated fees shall be as follows:

1. Road Master Plan Development

Bowman will meet up to two times with the Town of Pima and stakeholders such as Pima Unified Schools, Irrigation District, and the Arizona Eastern Railroad as the first step to creating a Road Master Plan. The Road Master Plan will show the project area and the proposed improvements such as the following:

- Proposed Road Width
- Curb, Gutter, & Sidewalks
- Railroad Crossing
- Canal Crossing
- Drainage Culverts and Basins
- Existing Utilities

FEE: Lump Sum of \$ 6,700

2. **Community Outreach:**

Once the Road Master Plan has been created, Bowman will prepare for and conduct one community outreach meetings. This meeting is intended to present the Road Master Plan to the public to gain community project feedback. Bowman will review and compile the information received from the participates and prepare a short memorandum to document the meeting process and outcome.

Bowman will provide the meeting presentation, displays, and survey. It is anticipated the Town of Pima will provide a venue for the outreach meeting. Bowman will format content for a mailer and/or meeting flyer. The Town will be responsible for the distribution of mailers and/or flyers.

FEE: Lump Sum of \$ 5,200

3. **Meetings & Coordination:**

Bowman will attend five meetings to discuss the project and gain feedback and insight from Town of Pima. The proposed meetings include:

- Community Outreach debrief meeting
- Project site meeting
- Project preliminary plan review meeting
- Intermediate plan review meeting
- Project final review meeting

FEE: Lump Sum of \$ 4,900

4. **Utility, Irrigation and Railway Coordination:**

Bowman will coordinate with local utility companies that include the Town of Pima, Graham County Electric Co-op, Southwest Gas, Century Link, and Sparklight for any utility relocations or alterations. Coordination will also include the Arizona Eastern Railway Company, and the Gila Valley Irrigation District for any proposed changes impacting the railway and canal.

FEE: Lump Sum of \$ 13,900

5. **Topographic & Feature Survey:**

Bowman will conduct a topographic and feature survey of the project alignment. The survey will obtain existing road cross sections, fences, and other vertical features, marked utility locations, sewer and storm sewer inverts, Smithville Canal and bridge profile and features. Survey data will then be used to design the road improvements.

FEE: Lump Sum of \$ 22,960

6. **Right of Way Survey:**

Bowman will conduct a survey and perform research of publicly available information to establish the current Right of Way along the project alignment. The Right of Way survey data will then be used to design the road improvements. If additional Right of Way is necessary for this project, Bowman can assist in preparation of legal descriptions.

**FEE: Lump Sum of \$ 10,800 (Excludes Legal Description Preparation)
Unit Price per Legal Description (if needed): \$1,000**

7. **Geotechnical Investigation:**

Bowman will subcontract with Speedie and Associates to conduct a geotechnical investigation of the Main St subgrade. The investigation will include six 10' deep borings and associated tests. From the results of the geotechnical report a pavement section will be designed.

FEE: Lump Sum of \$ 8,200

8. **Traffic Impact Study:**

Bowman will conduct a traffic impact study for the project area. Since the Town of Pima and Graham County do not have a procedure in place for traffic impact studies the study will follow Maricopa County's traffic impact study requirements.

FEE: Lump Sum of \$ 30,000

9. **Phase I Environmental Site Assessment**

Bowman will hire a subcontractor to conduct a Phase I Environmental Site Assessment for the proposal improvement area.

FEE: Lump Sum of \$ 7,000

10. **30% Construction Plans**

Utilizing the Road Master Development Plan and Topographic survey data, Bowman will create 30% Construction Plans which will show the road cross section and width, driveway locations and known right of way boundaries. The 30% Construction Plans will include the following:

- Existing pavement extent
- Proposed improved road width
- Curb, gutter, & sidewalk locations
- Smithville Canal improved width
- Preliminary drainage paths
- Preliminary Railroad crossing layout
- Preliminary 300 South intersection layout

FEE: Lump Sum of \$ 38,800

11. **Preliminary Drainage Report:**

Bowman will prepare a preliminary drainage report to accompany the 30% Construction Plan submittal. The preliminary drainage report will outline existing and proposed drainage patterns. In addition, the preliminary report will include preliminary runoff numbers.

FEE: Lump Sum of \$ 4,600

12. Percolation Testing:

If stormwater retention/detention ponds are necessary, Bowman will perform percolation tests to determine the infiltration rate. Bowman assumes a total of 4 tests will be performed at a cost of \$1,000/test. In addition, the testing cost assumes the Town of Pima will perform any required excavation and traffic control.

FEE: Lump Sum of \$ 4000

13. 60% Construction Plans:

Bowman will integrate the Town's comments on the 30% Construction Plans and the preliminary drainage report and continue the design to produce 60% Construction Plans. The 60% Construction Plans will include the following plan sheets:

- Cover
- Notes
- Index
- Road Plan & Profile
- Details
- Smithville Canal crossing
- 300 South Intersection
- Railroad crossing
- Signage & Striping

FEE: Lump Sum of \$ 47,800

14. Final Drainage Report:

Bowman will prepare a Final Drainage Report to accompany the Final Construction Plans. The Final Drainage Report will include final drainage calculations, runoff volumes, and narrative. The Final Drainage Report will be sealed and signed by an Arizona Registered Professional Engineer.

FEE: Lump Sum of \$ 6,500

15. Final Construction Plans:

Bowman will finalize the 60% Construction Plans while incorporating any comments from the Town of Pima. The Final Construction Plans will include the necessary information for construction based on industry standards. The Final Construction Plans will be sealed and signed by an Arizona Registered Professional Engineer.

FEE: Lump Sum of \$ 62,500

16. Railroad Crossing Design:

Bowman will subcontract with a railroad design firm for railroad improvements at the railroad crossing. Railroad improvements would include an increased crossing width, an ADA sidewalk crossing and required upgrades to the gate arms.

FEE: Lump Sum of \$ 58,000

17. Construction Cost Estimate:

Bowman will prepare a construction cost estimate based on the Final Construction Plans.

FEE: Lump Sum of \$ 5,900

FEE SUMMARY

Task	Description	Lump Sum Fee
1	Road Master Plan Development	6,700
2	Community Outreach	5,200
3	Meetings & Coordination	4,900
4	Utility, Irrigation and Railway Coordination	13,900
5	Topographic & Feature Survey	22,960
6	Right of Way Survey	10,800
7	Geotechnical Investigation	8,200
8	Traffic Impact Study	30,000
9	Phase I Environmental Site Assessment	7,000
10	30% Construction Plans	38,800
11	Preliminary Drainage Report	4,600
12	Percolation Testing	4,000
13	60% Construction Plans	47,800
14	Final Drainage Report	6,500
15	Final Construction Plans	62,500
16	Railroad Design	58,000
17	Construction Cost Estimate	5,900
Total Lump Sum Fee		\$337,760

EXCLUSIONS

The following services are specifically excluded from the scope of this agreement and may be performed as contract addendums upon request:

- Easement Verification
- Boundary Surveys
- Utility Locating
- ADOT Submittals & Permitting
- Archeological Services
- Floodplain delineations
- Items not specifically delineated in the Scope.

CLIENT RESPONSIBILITIES

The Client shall be responsible for obtaining permission for Bowman, its employees, agents, and subcontractors to enter onto the subject property and any properties in the vicinity as reasonably necessary for Bowman to perform the services described herein. By either countersigning this Proposal or verbally authorizing Bowman to proceed, the Client warrants and represents that it has obtained such permission.

OTHER TERMS

This proposal is based on the scope of services indicated herein and the information available at the time of the proposal preparation. If any additional services are required due to unforeseen circumstances and/or conditions, Client or regulatory requested revisions, additional meetings, regulatory changes, etc., Bowman will notify the Client that additional scope of work and fees are required and will obtain the Client's written approval prior to proceeding with any additional work.

BCG's Standard Terms and Conditions and Hourly Rate Schedule are attached hereto and incorporated into this Proposal by reference. Once started, projects which are put on hold by the client for longer than 60 days will be subject to a project startup fee.

We look forward to working with the Town of Pima on this project. Please let me know if you have any questions, or if you would like to discuss this proposal.

Sincerely,



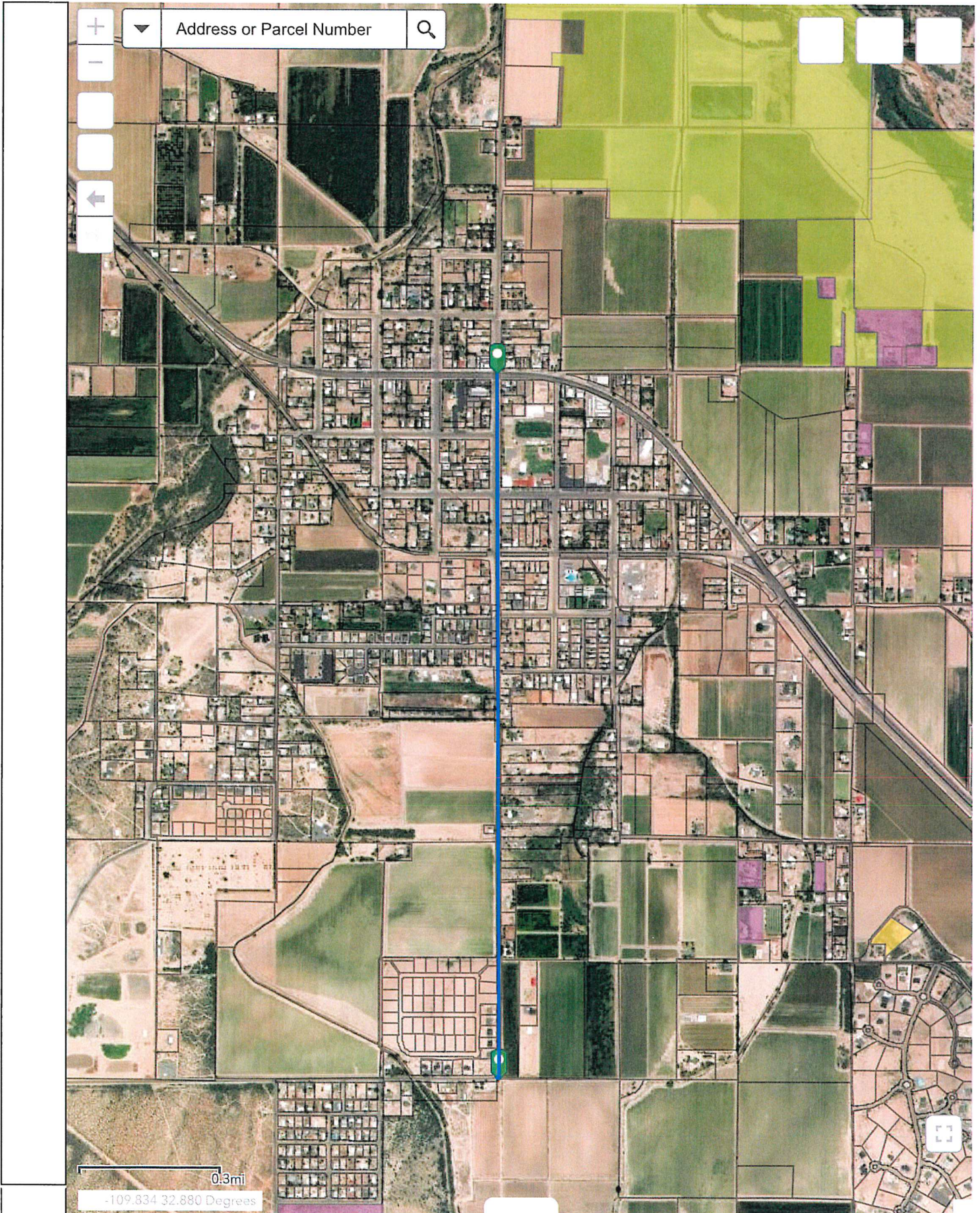
Chad M. Crockett, PE
Principal – Branch Manager



Preliminary

Engineer's Construction Cost Estimate					
Main Street Improvements - Highway 70 to 1200 S					
Town of Pima					
August 10, 2023					
No.	Item	Quantity	Unit	Unit Cost	Total
Grading, Roadway and Drainage Work					
1	Mobilization	1.00	L.S.	\$ 200,000.00	\$ 200,000
2	Traffic Control	1.00	L.S.	\$ 50,000.00	\$ 50,000
3	Construction Staking	1.00	L.S.	\$ 90,000.00	\$ 90,000
4	Sawcut Pavement	560.00	L.F.	\$ 25.00	\$ 14,000
5	Rough Grade	39,432.00	S.Y.	\$ 2.50	\$ 98,580
6	Fine Grade	39,432.00	S.Y.	\$ 3.50	\$ 138,012
7	Asphalt Milling	24,955.00	S.Y.	\$ 10.00	\$ 249,550
8	3" Asphaltic Concrete Pavement	39,432.00	S.Y.	\$ 26.00	\$ 1,025,232
9	6" Aggregate Base Course	39,432.00	S.Y.	\$ 12.00	\$ 473,184
10	Fog Seal, per MAG Spec. Section 333, Purchase & Place	17.35	Tons	\$ 2,000.00	\$ 34,700
11	Catch Basin	10.00	EA.	\$ 4,500.00	\$ 45,000
12	Furnish & Install 24" Dia. CMP Irrigation Pipe, – Complete in Place	2,007.00	L.F.	\$ 130.00	\$ 260,910
13	Furnish & Place 5' Curb Transition	18.00	EA.	\$ 1,000.00	\$ 18,000
14	Furnish & Place 6" Vertical Curb and Gutter per MAG Std. Det. 220-1, Type A	15,420.00	L.F.	\$ 45.00	\$ 693,900
15	Furnish & Place 5' wide Sidewalk per MAG Std. Det. 230	14,476.00	S.F.	\$ 15.00	\$ 217,140
16	Furnish & Place 6' Valley Gutter per MAG Std. Det. 240	3,120.00	S.F.	\$ 16.00	\$ 49,920
17	Adjust Manhole Cover per MAG Spec. 345.5 & Det. 422-1	11.00	EA.	\$ 1,200.00	\$ 13,200
18	Adjust Valve Box & Cover per MAG Spec. 345.4 & Det. 391-1	10.00	EA.	\$ 500.00	\$ 5,000
19	Furnish & Construct 20' W x 26'-11-1/2" L Box Culvert w/Foundation and Wingwalls per Sheet 15	1.00	EA.	\$ 150,000.00	\$ 150,000
20	Striping, 6" Double Line, Yellow	10,643.00	L.F.	\$ 3.00	\$ 31,929
21	Striping, 4" White	14,683.00	L.F.	\$ 1.50	\$ 22,025
22	Furnish & Install R2-1 (SPEED LIMIT 25) Sign	6.00	EA.	\$ 750.00	\$ 4,500
23	Furnish & Install OM3-L Sign	2	EA.	\$ 500.00	\$ 1,000
24	Furnish & Install OM3-R Sign	2	EA.	\$ 500.00	\$ 1,000
25	Furnish & Install Flexstake Delineator Post	10	EA.	\$ 150.00	\$ 1,500
26	Rail Road Improvements	1	L.S.	\$ 1,000,000.00	\$ 1,000,000
Grading, Roadway and Drainage Subtotal					\$ 4,888,282
Sub Total					\$ 4,888,282
Contingencies @ 25%					\$ 1,222,070
Grand Total					\$ 6,110,352

L.SUM = Lump Sum; CU.YD. = In-Place Cubic Yard; SQ.FT. = Square Foot; L.FT.=Linear Feet, SQ.YD. = Square Yard



From: Jennifer from Vaisala Xweather [mailto:jennifer.holmquist@vaisala.com]
Sent: Tuesday, August 01, 2023 9:12 AM
To: cdvertrees@seago.org
Subject: REMINDER: You're invited to the RoadAI User Group Meeting October 5th



**You're invited to the first
RoadAI User Group Meeting in
North America!**

RoadAI User Group Meeting in Benson, AZ

Thursday October 5th, 2023 | 10 AM - 3 PM PT | Benson, AZ & Livestream

[Save your spot!](#)

Thank you for being a valued member of the RoadAI community!

We invite you to share your RoadAI experience with a community of like-minded road asset management professionals in our **first user group meeting in North America!**

During the event, RoadAI users will exchange ideas and share new ways of addressing their road maintenance challenges. Our mission is simple – to make sure RoadAI provides each of its users with the most advanced tools and features for road asset management.

So mark the date in your calendar and **join in-person or online for free on Thursday, October 5th, 10 AM – 3 PM PT.** The in-person event will be held at

Benson Center (Benson, AZ) and live-streamed to all registrants.

We encourage you to register as soon as you can – due to the collaborative nature of event, the number of attendees is limited.

Event agenda and other details will be sent to registrants as the event approaches.

Meet with other RoadAI users

Join in-person or online on Thursday, October 5th, 10 AM – 3 PM PT.

[Register now](#)

This email was sent from our database to cdvertrees@seago.org.

Please read our [Privacy Policy](#) for more information.

[Manage your Preferences](#) | [Unsubscribe](#).

www.vaisala.com

ROADAI NORTH AMERICA USER GROUP MEETING

Location: Benson Center - Benson, Arizona

Date: 10/5/2023

Time: 10 am – 3 pm PT

10:00 - Welcome

Ben Brown, Head of RoadAI + Nicole Bubnoski, Sales Manager, RoadAI

Welcome from RoadAI members and overview of the history of the product and who are our clients globally.

10:30 – Customer Presentations

John Merideth, GIS Analyst – Southeastern Arizona Governments Organization (SEAGO)

How SEAGO is utilizing RoadAI: the driver user experience, User Interface best practices with heatmaps, and exporting PCI scores for each City/County.

Alastair Duncan, Infrastructure Analyst – Region of Waterloo, Ontario, Canada

How Region of Waterloo is using RoadAI for their crack sealing program.

11:30 – Value and Development Workshop

Collaboration workshop between participants to answer questions on how RoadAI has provided value and where participants see an opportunity for RoadAI to provide even more value in the future. Discuss in groups then present to your peers!

12:30 – Lunch

Catered Lunch

1:30 – Roadmap Development Updates

Tuomas Keranen, Product Manager, RoadAI

Hear directly from the RoadAI Product Team about new features that are in testing and what we are looking to implement in the next year.

Agency	1	2	3	4	5	Total to Date	Paved	% Complete
BEN	4.87	1.90	2.88	4.96	15.15	29.76	54.32	54.8%
BIS	1.94	1.34	2.46	5.59	24.53	35.87	40.98	87.5%
CCH	2.46	2.65	7.31	26.77	399.12	438.31	991.74	44.2%
CLF	0.01	0.04	0.07	0.08	0.22	0.42	9.60	4.4%
DGS	8.37	4.40	8.57	17.51	39.84	78.70	83.99	93.7%
DUN	0.29	0.17	0.21	0.26	2.13	3.07	6.42	47.8%
GGE	1.73	1.32	1.87	4.47	16.60	25.99	35.48	73.3%
GGH	2.76	1.20	2.13	7.41	70.42	83.91	129.93	64.6%
NOG	6.85	2.05	3.06	4.58	22.09	38.62	79.91	48.3%
PAT	0.06	0.02	0.10	0.28	4.90	5.37	8.14	65.9%
PIM	2.25	0.73	1.05	1.93	2.23	8.18	20.25	40.4%
SAF	1.03	0.56	1.20	2.62	12.00	17.41	50.32	34.6%
SRG	30.77	4.45	6.27	13.74	30.44	85.67	92.24	92.9%
SSC	10.06	3.82	5.54	9.48	43.31	72.22	227.52	31.7%
THR	0.10	0.15	0.36	1.14	12.66	14.42	29.68	48.6%
TMB	1.85	0.79	1.30	1.95	9.60	15.49	30.60	50.6%
WLX	2.38	0.79	1.38	2.24	11.63	18.42	28.78	64.0%

PCC Totals 77.78 26.38 45.76 105.03 716.88 971.82 1919.89 50.6%

Data collection dates: 04/28/2022 to 08/23/2023

Section Length: 20 ft

Score Type: Pavement Condition Class

Scoring Method: calculated average

Surface Types: asphalt, concrete, gravel

Miles with no PCC: 41.0



TAC PACKET

TO: SEAGO TAC
FROM: CHRIS VERTREES, TRANSPORTATION PROGRAM ADMINISTRATOR
DATE: SEPTEMBER 13, 2023
RE: SEAGO/SVMPO JOINT REGIONAL STRATEGIC TRANSPORTATION SAFETY PLAN

As discussed at our July meeting, SEAGO is partnering with SVMPO to update the SEAGO /SVMPO Joint Regional Strategic Transportation Safety Action Plan. SVMPO has issued a call for consultants. The procurement process will close on October 4, 2023. We would like to have a review/selection committee meeting on October 14, 2023. We would like to have one representative from each SEAGO county. The following are my recommendations for the selection committee:

Santa Cruz County – Leonard Fontes

Cochise County – Jackie Watkins

Graham County – Michael Bryce

Greenlee County – Reed Larson

At our TAC meeting, I would like to confirm the selection committee. We can arrange digital scoring and a zoom meeting to limit the time commitment to the project.

I have attached the Scope of Work for your review.

July 14, 2023

COST PROPOSAL REQUEST: SEAGO/SVMPO PRELIMINARY FRAMEWORK FOR REGIONAL STRATEGIC TRANSPORTATION SAFETY ACTION PLAN

Background:

Sierra Vista Metropolitan Planning Organization (SVMPO) is seeking cost proposals from qualified professional planning consultants to complete a SEAGO /SVMPO Joint Regional Strategic Transportation Safety Action Plan. This is an update to the Joint Regional Strategic Highway Safety Plan completed in August of 2018. This Strategic Transportation Safety Action Plan (STSAP) update will develop strategies and projects for meeting the State and Regional goals of reducing fatalities and serious injuries on the transportation network.

The Southeastern Arizona Governments Organization (SEAGO) coordinates regional transportation planning efforts for the counties of Cochise, Graham, Greenlee, and Santa Cruz, the cities of Benson, Bisbee, Clifton, Douglas, Duncan, Nogales, Patagonia, Pima, Safford, Thatcher, Tombstone and Willcox, and the portion of the San Carlos Apache Tribe located in Graham County. The SVMPO is the designated Metropolitan Planning Organization (MPO) for transportation planning for City of Sierra Vista, Town of Huachuca City and a portion of Cochise County that lies within its urbanized boundary. Both SEAGO and SVMPO are governed by an Executive Board/Board of Directors made up of elected officials from each member entity, and one member from the ADOT State Transportation Board.

The first Safety Plan was a joint study effort among all four of the SEAGO Counties and the SVMPO during 2016-2017. It was approved on August 17, 2018. Four potential HSIP projects were developed and submitted for HSIP funding: two projects would be implemented from that effort. This STSAP update will review the prioritized safety projects from the 2018 plan within the context of updated crash data. The STSAP update will identify potential strategies to reduce fatalities and the occurrence and severity of serious injuries to all transportation users. SEAGO, SVMPO, and our member agencies, seek to develop a customized regional safety plan that addresses the issues and needs of our regions, jurisdictions, and our transportation users.

*STAY ALIVE, FOCUS ON THE DRIVE
IMPROVE THE SAFETY OF OUR ROADS...
LET'S REDUCE FATALITIES AND SEVERE INJURIES IN THE NEXT FIVE YEARS.
2018 SAFETY PLAN VISION & GOAL*

Proposals responding to this Request for Cost Proposals must be submitted for consideration on or before *Wednesday, September 20, 2023* by 1:00 p.m.

Scope of Services:

This is a region-wide coordinated plan that provides a framework for reducing fatalities and serious injuries on the regional transportation network. The consultant is expected to be familiar with Arizona's Strategic Traffic Safety Plan, adopted in October of 2019.

The Phase One Scope of Work is expected to include the following tasks and deliverables:

Task 1 - Project Management

Work with the Project Manager(s) to develop a Project Management Plan which includes a detailed Scope of Work, Proposed Schedule and Budget Plan.

- Project Management Plan
 - Detailed Scope of Services
 - Initial Schedule
 - Incorporates final NTP approved Budget
 - Escalation Chart for resolution of any issues that arise during the project
 - Pre-Kick-Off Meeting with the SEAGO/SVMPO Project Manager(s)
- Proactive and continual communication with SEAGO and SVMPO
 - Status Report updated throughout project and submitted with all invoices

Task 2 – Kick-Off Meeting

Develop and present to the SEAGO & SVMPO TAC(s) the major activities, schedule, key tasks for TAC members. This Kick-Off meeting would be the first outreach discussion in terms of identifying the key concerns from the TAC(s) related to safety issues and potential strategies and recommendations. It is desired that this meeting will have in-person presenters; although some team members may join virtually to reduce the travel burden for the entire team.

- Kick-Off meeting draft meeting memo
- Preparation and documentation of an interactive discussion with both TAC's targeting the results from the last Study, the issues in subsequent implementation of recommendations.
- Engage the TAC in a discussion on the effectiveness, and subsequent implementation, of the section in the current SHSP on pages 60 and 61 "Implementing an effective SHSP".
- Solicitation from the TAC of completed strategies and/or projects from the 2018 SHSP.

Task 3 – Review Previous Safety Plan and Update of Baseline Safety Data

Baseline safety data for the update would be undertaken and data results communicated in a five-year system performance trend working paper with narrative, graphs, tables and maps.

It is not expected that all graphs, tables and maps in the current plan would be updated. Data is desired that is the most informative to the understanding of the safety issues in the region and targeted to the criteria in the HSIP applications.

The consultant should plan to take advantage of the SunCloud Portal which has data layers for all the SEAGO and SVMPO regions related to fatalities and severe injury crashes (and predictive modeling). This new data source will help to leverage other safety data sources as well as provide Title VI, Environmental Justice and Justice40 data layers.

It may be necessary to coordinate with individual jurisdictions if gaps in data entry have occurred. It is not expected that the consultant will track and obtain this data: notification of the issue, along with the contact information for follow-up to the appropriate ADOT department, is expected to be provided to the jurisdiction TAC member for action.

- **STSAP Data Mapped:** Provide illustrative maps of key crash data as a Safety Data Map Atlas
- Notification to jurisdiction TAC members of crash data entry gaps; provide the process and contract information for reporting crashes.
- Equity analysis is a desired mapping layer for analysis of potential Title VI/Environmental Justice implications of clustered crash sites.

Task 4 – Evaluate and Update System Safety Performance Trends

Review, assess and analyze transportation safety in the SEAGO and SVMPO regions including (but not limited to): safety performance of regional roadway network, regional trends in crashes that involve fatalities and injuries, and possible contributing factors.

- **STASP Safety Emphasis Areas:** Consistent with the Arizona State SHSP, develop regional safety emphasis areas for the SEAGO/SVMPO TAC consideration and adoption. These may remain the same as developed for the previous plan or modified to reflect new strategies or identified trends of concern.
- **STSAP 4 “E’s” of Traffic Safety:** Outline strategies, actions, or countermeasures addressing the 4 “E’s” of traffic safety: Engineering; Enforcement; Education; Emergency Medical Services
- **STSAP Performance Measures:** Identify the current state and regional safety performance measures and develop specific strategies to reach those goals.

Task 5: Identify and Convene Key Stakeholder Groups

Identify the key stakeholders in each of the four Counties (Cochise, Graham, Greenlee and Santa Cruz), along with other experts in this field, including emergency services personnel, to assist in providing information, guidance, review and approvals of the final SHSP Update.

- Contact names, titles, addresses, phone and e-mail contacts should be identified for the SHSP effort and provided as an internal working document to SEAGO & SVMPO staff for future reference.
- Engage each of the 19-member jurisdiction’s directly to assess participation and understanding of providing crash data to the State databases; contact their emergency service personnel for feedback and recommendations.

- Hold up to four (4) key stakeholder group seminars/workshops: one (1) in each County.
 - Identify real-time safety concerns
 - Identify shared vision and goals for transportation safety
 - Share the highlights from the AZ State and the SEAGO/SVMPO SHSP
 - Seek ideas for safety related strategies, seek support for collaborative partnerships to accomplish shared goals

Task 6 – Public Outreach

This Update falls within the “**CONSULT**” level of public impact as stated in the adopted SVMPO Public Participation Plan and the SEAGO Title VI Plan Public Participation element. As such, public outreach will be focused on obtaining feedback on analysis, alternative and/or recommendations made. Major graphic work may be requested e.g. flow charts or other illustrative graphics for handouts/presentations, highly likely to be materials already in production for the STSAP update but needed in presentation formats.

The previous SHSP, as well as the State 2019 SHSP, identify a critical need for public education on issues surrounding safe travel choices. Driver Behavior is consistently found to be a major factor in the number of crashes, leading to fatalities and serious injuries. This topic has been well noted in previous studies. This effort will therefore go beyond simply seeking information on that issue and undertake a modest level of safety education during the course of this study.

The SEAGO.org and SVMPO.org websites could be used as platforms for notifying the public of this update.

- Develop a targeted and detailed STSAP Public Participation Task List
 - SEAGO/SVMPO knows what Public Participation is: this task list is not a recap of general public outreach strategies or a plan. This is a very **specific** checklist of what exactly will be accomplished during this study, who is responsible for doing it, and how public feedback will be tracked and responded to.
 - Meeting locations, contacts for those locations, tentative timeframes will be included
 - Specific outreach strategies will be identified
 - Identification of outreach to address Title VI and Justice40 criteria will be made.
 - Limited translation of some outreach materials into Spanish and German are expected.
 - Reliance solely on virtual outreach will not be adequate.
 - Expectation of high-quality educational outreach meeting the dual goals of obtaining feedback but also of educating the public of good safety practices.
- Develop and Conduct four (4) Safety Stakeholder Seminars
- Provide early and often opportunities for public outreach, framed to include a strong safety educational component.

- Develop and Provide a Press Release template that can go out under each jurisdiction's PIO that provides a strong safety educational component, along with key findings of this study.
- Develop six (6) public education pieces in a tri-fold, or alternate format, for mailing or handouts for each of the four jurisdictions, SEAGO, and for the SVMPO areas.
 - These are envisioned to be a very similar template, consistent messaging, but data reported tailored to the targeted County or region.
 - 100 hard-copies of each outreach piece - color, folded, are requested.
- Three (3) Power Point Presentations for the SEAGO and SVMPO TAC's and Board of Directors. Slight modifications would be done in coordination with SEAGO and the SVMPO to shift each presentation from the more detailed TAC presentations to the summary Board presentations.
 - Introduction to Study Goals, Purpose and Schedule, emphasizing planned public outreach timeframes
 - Draft Study results and discussion of recommended strategies
 - Final Report presentation
- Develop and maintain a website project page that can be a launch point for virtual outreach. This site will be coordinated with both SEAGO and SVMPO with virtual links to this one single coordinated project webpage.

Task 7 – Financial Plan and Funding Resources

A review of current funding resources available for transportation safety planning and implementation. Identify the HSIP funding criteria and thresholds for potentially successful applications for this competitive funding source. The SVMPO has approximately \$290,000 in available HSIP funds to apply to an eligible project.

- **STSAP Financial Resources:** White paper setting out potential funding opportunities for safety projects, HSIP criteria for applications.
- It is anticipated that prioritized safety projects may be eligible for other grant sources than HSIP funding. Support in identifying these opportunities would be considered a value-added feature of this task.

Task 8 – Prioritize HSIP Eligible Project Recommendations

The consultant team will rank and prioritize for TAC review and approval a selected set of project recommendations based upon:

- The available data;
- The predicative analysis of higher likelihood of crashes and other traffic safety incidents that may occur;
- The best match to selected safety emphasis areas;
- Best supports identified safety strategies; and,
- Is an eligible HSIP project candidate

A Final Report, documenting the top priority projects, will be developed, reviewed by the TAC, and then finalized. This final report will document:

- Overarching summary of findings [maps/data may be appendices, as appropriate]
- Regional strategies to address safety concerns in the region
- Intersections in need of improvements
- Roadway segments in need of improvements
- Priority rank potential HSIP eligible projects
- Identify, where appropriate, phased action steps to achieve gradual implementation of prioritized recommendations.

The Phase Two (Implementation) Scope of Work is expected to include the following tasks and deliverables:

Task 9 – Develop HSIP applications

After consultation with the member jurisdiction(s) of the top ranked projects, and based on the findings of the STSAP, the consultant team will develop HSIP applications for up to six (6) eligible projects: one in each County, one selected by SEAGO and/or the SVMPO. A modified scoping effort may be identified for subsequent application development that includes only the provision of a data in a table, a map and a B/C ratio calculation for future use by a member jurisdiction.

Member jurisdictions may request additional scoped projects; however, it is anticipated that no more than six HSIP applications would be identified for this effort.

- Prepare up to six (6) HSIP applications upon selection by the SEAGO/SVMPO TAC's, concurrence by the member jurisdiction and direction to proceed by SEAGO/SVMPO Project Managers

Task 10 – Meet Project Objectives

The tasks noted within the above scope of work reflect the minimum tasks expected for work to meet the project objectives. The consultant team, in coordination with the SVMPO and SEAGO Project Managers, may identify additional tasks needed to fully meet the desired outcome.

Scope of Services Additional Guidance

All of the tasks in this project are intended to meet the federal and state requirements, guidance, and best practices for developing regional Strategic Highway Safety Plans. The selected contractor should be familiar with the AZ State SHSP and with these federal and state safety countermeasures, such as provided by the FHWA Proven Safety Countermeasures detailed in the SVMPO Long-Range Transportation Plan.

The State is expecting to undertake an update to their 2019 Strategic Traffic Safety Plan concurrently with this SEAGO/SVMPO update. The consultant will be expected to coordinate

efforts with the State Safety Plan update, to share data, tables, maps with the State and, ideally, to complete this region-wide update in advance of the State's final report to facilitate the incorporation of the most recent data and recommended strategies for the southeastern part of the State into the Arizona update.

The existing August 2018 SHSP Final Report is available to the selected consultant in a PDF format.

The selected consultant team will have access recently completed work efforts that include safety data, strategies, and projects in the SEAGO/SVMPO regions to inform this update effort. These studies (*available on the SVMPO website at www.svmppo.org*) include:

- Public Transportation Agency Safety Plan, completed December 2021
- SVMPO Long-Range Transportation Plan, completed August 2021
- SEAGO/SVMPO Strategic Highway Safety Plan, completed August 2018

STRATEGIC HIGHWAY SAFETY PLAN UPDATE:

Deliverables and Approvals

The end product will be a final report that will meet the requirements for a strategic safety plan. From that prioritized list, a selection of safety projects will be identified for scoping or full draft HSIP applications. Six (6) public outreach pieces (tri-fold or alternate format) will provide County and Region-specific data summary and targeted safety messages. The consultant team is responsible for providing quality control review of all documents and excellence in presentation of all final reports and public outreach materials is expected.

Project deliverables are expected to include:

1. Project Management Plan (Finalized Scope of Services, Schedule, Budget)
2. TAC & Board presentations and handouts (Kick-Off & Final Report Presentations)
3. Crash Data Tables and Maps
4. Stakeholder Meetings
5. Public Participation Task List (Checklist)
6. Press Release Templates
7. Public Educational Pieces
8. Financial Plan/White Paper
9. Prioritized eligible HSIP Project List
10. Draft and Final Report
11. Safety Project Scoping (Phase 2)
12. HSIP Draft Applications (Phase 2)

The STSAP document will be formatted to follow the SVMPO document template, modified to incorporate SEAGO logo and other style/color choices.

All final deliverables will be provided to the SVMPO and SEAGO in both hard copy and electronic, in an electronic format accessible to the SVMPO and SEAGO, unless otherwise agreed upon. The final Safety Plan Update will be provided in both an editable and PDF version after approval by both the SEAGO/SVMPO Boards of Directors.

- All study files will be transmitted at the end of the projects via jump-drive: two (2) are required.

Submittal Deadline

If you are interested in submitting a Cost Proposal, we are requesting your firm respond by **Wednesday, September 20, 2023, no later than 1:00 p.m.**

EMAIL SUBMITTAL: Your Cost Proposal should be e-mailed to the Sierra Vista Procurement office to Helen.Lee@SierraVistaAzgov with a cc to Karen.Lamberton@SierraVistaAz.gov by the deadline of September 20, 2023 by 1 p.m. The subject line should read: SEAGO/SVMPO STSAP Cost Proposal – *insert your firm's name*. Electronic confirmation will be provided to you upon receipt of your Cost Proposal. It is your responsibility to follow up to ensure receipt of your Proposal if you do not receive such a confirmation from the City's Procurement office within a reasonable amount of time (e.g. several hours).

Cost Proposal Format

It is required that your Cost Proposal include the following items in the same order as they are listed below. Brief and concise submittals targeted to this specific task are encouraged. The total number of pages should not exceed 20 pages (10 double-sided pages or less preferred, but double-sided sheets are not required) entirely on letter size (8.5 x 11 inches), excluding cover letter, required forms or examples of work product. Blank pages are not included in the total page count. Font size should be 12 point or greater. Graphics may use a smaller font as long as it is legible.

A simple format, similar to this Request for Professional Services, is desired. (i.e. targeted to this specific task). The selection committee will have access to your previously submitted RFP for the SVMPO On-Call Proposal and your staff resumes provided therein. Please provide the following:

1. **Cover Letter.** A cover letter or equivalent which includes the following information:
 - a. Proposer's name and business address;
 - b. The name, title, mailing address, telephone and fax numbers and email address of the Proposer's primary contact;
 - c. The date you are available to begin work on this effort and your proposed completion date for the Joint SEAGO/SVMPO Strategic Transportation Safety Action Plan.
 - d. Your total cost estimate for this Scope of Work; and
 - e. Signature from a representative or officer authorized to bind the Consultant.

2. A **brief background** of your company and experience with this type of project;
3. Your understanding of the **scope of work**;
4. Describe your proposed **approach to developing processes, procedures or policies** that are needed to meet the requirements of a Strategic Safety Plan;
5. Describe your proposed **approach to a safety educational outreach** and your vision for stakeholder workshops;
6. Describe the **availability and qualifications of key staff** you plan to assign to this project;
7. Provide your **proposed schedule** with appropriate assumptions for your proposed timeline;
8. Provide a detailed **fee schedule/cost proposal**.

Availability & Qualifications of Staff

Please provide information about the availability to commit to this project. We are not seeking a full resume but qualifications of key staff that are specific to this particular scope of work.

It is strongly recommended that the professional services team include a graphic artist.

Identify any sub-consultants and their assignments for the proposed scope of services.

Tentative Timeline/Schedule

Please provide an estimated schedule for your proposed scope of services. Provide appropriate assumptions for your proposed schedule.

Unique timeline constraints may include unexpected pandemic related emergency declarations restricting travel or contact or impact agency or staff availability; a heavy conference level in the Fall of 2023; holiday schedule impacts on limiting staff availability for both the jurisdictions and for the selected consultant team.

As such, the timeline may necessitate built-in flexibility related to reviews and final project close-out but with a goal of steady progress towards completion. A 10-to-14-month schedule is anticipated for completion of the STSAP Final Report. Completion of HSIP applications may extend that time.

Provide an estimate of how much time may be needed for scoping and drafting HSIP application(s).

At the time of transmittal of this Cost Proposal, it is desired to have presentations of the final report to both the SEAGO and SVMPO TAC's and Board of Directors.

Cost Proposal/Fee Schedule

Please provide your cost proposal for undertaking the tasks necessary to complete this scope of work. Please include anticipated number of hours your firm proposes to commit for this effort.

Please provide a Direct Expense line item for copies, presentation boards, meeting supplies.

Please provide a Force Account (a specific line item identified under Phase 2 activities) for scoping and drafting HSIP applications. Please identify unit costs for scoping one (1) HSIP eligible project.

Please also identify unit costs for drafting one (1) complete HSIP application. Total line item would be for scoping six (6) potential projects and drafting six (6) HSIP applications. There is no guarantee of any specific number of HSIP applications being requested.

Please provide a Force Account (a specific line item) for any software purchases or access to online programs that you might propose for outreach activities.

Please provide a Travel line item adequate for necessary travel to the SEAGO/SVMPO jurisdictions to accomplish this scope of work. Anticipate several in-person trips to each of the four Counties; anticipate several in-person trips to attend the SEAGO (in Benson) and SVMPO (in Sierra Vista) TAC meetings, anticipate in-person trips to one SEAGO (location varies) and SVMPO (in Sierra Vista) Board meetings.

Travel Reimbursements

Travel reimbursements must comply with Arizona's State travel policies for mileage and meals in place at the time that the travel expenses are incurred as described in the January 9, 2023, ADOA GAO Topic 50 Section 25 or subsequently issued updates.

Evaluation criteria. Selection will be based on:

- A. **30%** Proposed time schedule, reasonable estimates of task hours and understanding of critical path of specific tasks towards completing the identified task elements and demonstrated ability to successfully accomplish the project's scope of work.
- B. **30%** Understanding of the purpose and scope of services of this Cost Proposal; previous experience with this type of project; expertise of firm's personnel, in particular, identified project manager(s) for task elements, including subcontractors, when applicable.
- C. **20%** Reasonableness and completeness of proposed cost estimates.
- D. **10%** Experience and knowledge of best practices for communicating safety data; understanding of safety strategies and countermeasures; understanding of SEAGO & SVMPO safety concerns.
- E. **10%** Experience and ability to produce user friendly graphics, develop user friendly forms, interactive forms, electronic forms and other tools for ease of collecting and reporting data. Experience and ability to communicate effectively to engage a variety of stakeholders, including elected officials, emergency service personal, jurisdiction staff and the public. Innovation in effective outreach to Title VI population groups.

Non-Mandatory Pre-Proposal Virtual Meeting: September 4, 2023, from 10:00 to 11:00 A.M.

A non-mandatory Pre-Proposal virtual meeting has been scheduled for **Monday, September 4, 2023, between 10:00 to 11:00 A.M.**, Arizona Local Prevailing Time. Attendance at the Pre-Proposal virtual meeting is voluntary for Consultant(s) responding to this Cost Proposal.

During the Pre-Proposal conference, the general Scope of Work will be described, and consultant teams will have an opportunity to ask questions about the proposed STSAP Update. Nothing

stated or discussed at the conference shall modify, alter or change the requirements of this Cost Proposal unless formally incorporated into an addendum.

The TEAMS meeting connection is as follows:

Microsoft Teams meeting

[Click here to join the meeting](#)

Meeting ID: 276 902 722 485

Passcode: LBrBk5

[Download Teams](#) | [Join on the web](#)

Or call in (audio only)

[+1 602-704-1809,,752814522#](#) United States, Phoenix

Phone Conference ID: 752 814 522#

Questions on this Scope of Work and Cost Proposal Request

Any questions regarding this RFP should be submitted in writing to Helen Lee, by email at Helen.Lee@SierraVistaAz.gov with a cc to Karen.Lamberton@SierraVistaAz.gov **no later than September 11, 2023 by 10:00 A.M.**, Arizona Local Prevailing Time.

Responses to all questions submitted or discussed at the non-mandatory Pre-Proposal Virtual Meeting will be e-mailed to all potentially submitted consultant teams by close of business on Monday, September 11, 2023. Additional information regarding SEAGO activities and programs may be found on the SEAGO website at: <https://www.seago.org/> Additional information regarding SVMPO activities and programs may be found on the SVMPO Web site <https://www.svmppo.org>.

Contact with SVMPO or SVMPO Member Agency Employees

Except for submissions and interviews provided herein, all firms interested in this RFP (including the firm's employees, representatives, agents, lobbyists, attorneys, and subconsultants) will refrain, under penalty of disqualification, from direct or indirect contact for the purpose of influencing the selection or creating bias in the selection process with any person who may play a part in the selection process. This policy is intended to create a level playing field for all potential firms, and to protect the integrity of the selection process. All questions on this selection process should be addressed to the authorized representative of the SVMPO.

Contracting and Payment

A selection will be made by early October 2023 and a Purchase Order and a Notice to Proceed issued in October 2023.

Professional Services will be contracted for the Sierra Vista MPO, through the City of Sierra Vista as SVMPO's Fiscal Agent. Additional forms, certifications or assurances may be required from sub-consultants or the consultant in advance of a Notice to Proceed.

Invoices will be processed through the SVMPO, for payment as per the issued Purchase Order.

Notice to Proceed will be issued immediately upon final selection of awarded consultant and completion of a Purchase Order, anticipated in late October 2023. **No work should be undertaken by the selected consultant team until receipt of a formal Notice to Proceed from the SVMPO.**

Completion of a preliminary kick-off meeting and Task 1 (Develop a Project Management Plan with a detailed Scope of Work, Project Schedule and Budget) is expected to be completed by mid-November 2023.

As per federal guidance for the anticipated cost of this project a minimum of three Cost Proposals will be solicited from qualified consulting firms on the SVMPO On-Call List. The SVMPO reserves the right to contact firms for clarification of their Cost Proposal prior to making a final determination of award. Top-ranked consultant firms may also be contacted for a telephone interview in early October prior to making a final award; however, the SVMPO reserve the right to make this award for a Task Order from the selection committee's rankings, based on submitted proposals without formal interviews.