



TRANSPORTATION ADVISORY COMMITTEE AGENDA

NOVEMBER 16, 2023

Date:	November 16, 2023
Time:	10 a.m.
Location:	Hybrid Meeting – Cochise College Benson Center and Zoom
Call-in No.	https://us02web.zoom.us/j/89986775285?pwd=K2wxbGdMTld2bUZhRedGRE1VNk5RUT09

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 September 21, 2023	Michael	3-5
4.	District Engineers' Report <ul style="list-style-type: none"> Status of State Highway Projects Quarterly Project Report 	Todd Emery or Brian Jervas	N/A
5.	STBG Ledger Report	Chris	6
7.	TIP Report <ul style="list-style-type: none"> Possible TIP Amendment(s) Possible Administrative Amendments 	Chris	7-9
8.	Santa Cruz County SMART Applications Discussion & Approval	Chris	10-33
9.	SEAGO Pavement Assessment Project Update	Chris	34-35
10.	SVMPO-SEAGO Regional Strategic Highway Safety Plan (Update)	Chris Karen	36-38
11.	ADOT Call for Traffic Count Data	Chris	39
12.	ADOT Call for OSB Projects	Chris	40-62
13.	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: January 18, 2024	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 SEPTEMBER 21, 2023

Date:	September 21, 2023		
Time:	10 a.m.		
Location:	Hybrid – Cochise college Benson Center & Zoom		
Voting TAC Members Present	Tom Palmer, Thatcher (Vice-Chair) Michael Bryce, (Chair) Graham County Mark Hoffman, ADOT Travis Fast, Cochise County Reed Larson, Greenlee County Terry Hinton, Duncan Matthew Gurney, Bisbee	Elise Moore, Douglas Leonard Fontes, Santa Cruz County Vernon Batty, Pima Lance Henrie, Safford	
Guests, Staff, and Other Attendees	Chris Vertrees, SEAGO John Merideth, SEAGO Todd Emery, ADOT Brad Simmons, Cochise County	Mark Henige, ADOT Sanja Katic-Jauhar, ADOT Lucas Murray, ADOT	

1. Call to Order and Introductions

Vice-Chair Tom Palmer called the meeting to order at 10:05 a.m. Vice-Chair Palmer conducted a roll call of members and guests that were participating in-person and via Zoom.

2. Call to the Public

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

3. Approval of July 20, 2023 Meeting Minutes

Vice-Chair Tom Palmer asked the TAC to review the minutes for needed corrections. Vice-Chair Tom Palmer asked for a motion to approve the July 20, 2023, Meeting Minutes.

- MOTION:** Leonard Fontes moved to approve
- SECOND:** Matthew Gurney
- ACTION:** APPROVED UNANIMOUSLY

4. ADOT Traffic Data Presentation

Sanja Katic-Jauhar and Lucas Murray from ADOT presented information about traffic counting needs and gaps, certified public mileage and how to make changes to road ownership.

5. District Engineer’s Report

Tom Emery provided the report for the Southeast District.

6. STBG Ledger Report

Chris Vertrees referred the TAC to the STBG Ledger located on page 16 of their packet. Chris advised the TAC that \$29,644 in OA. Chris advised he will hold on to the funds until March. If not needed, he will look to loan those funds to ADOT or another COG/MPO.

7. TIP Report

Chris advised the TAC that 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.

8. RTAC Project List Approval

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.

The call for applications ended on August 11, 2023. Chris advised that 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. Chris advised that the programming plan was on page 21 of their packet. Chris stated all applications met our scoring criteria and could be funded with our current allocation. Chris recommended that the RTAC Project List be approved as developed.

Vice-Chair Tom Palmer asked for a motion to approve the RTAC Project List as presented.

MOTION: Leonard Fontes moved to approve
SECOND: Matthew Gurney
ACTION: APPROVED UNANIMOUSLY

9. Town of Pima SMART Grant Application (Discussion and Approval)

Chris advised the TAC that 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".

Chris advised that 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. **Pima is requesting funding for design and engineering services in the amount of \$367,760.**

Vice-Chair Tom Palmer asked for a motion to approve the Pima's SMART Grant application.

MOTION: Travis Fast moved to approve
SECOND: Leonard Fontes
ACTION: APPROVED UNANIMOUSLY

10. SEAGO Pavement Assessment Project Update

Chris advised the TAC that SEAGO and Vaisala will be hosting a RoadAI User Group Meeting at the Cochise College Benson Center on October 5, 2023, from 10am to 3pm. The meeting will allow Vaisala users to exchange ideas and share new ways of addressing their road maintenance challenges. Chris advised that the agenda for the meeting is on page 52 of their packet. Chris advised that breakfast and lunch will be provided. Chris advised that an invitation will be coming out shortly and that people RSVP so we can get a headcount for lunch.

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

Chris referred the TAC to page 53 to 64 of the TAC packet. Chris advised that 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 were Chris' recommendations for the selection committee:

Santa Cruz County – Leonard Fontes

Cochise County – Jackie Watkins

Graham County – Michael Bryce

Greenlee County – Reed Larson

Chris asked to confirm the selection committee. Chris advised that scoring would be digital and a selection committee Zoom meeting would be made available to limit the time commitment to the project. Leonard, Michael, and Reed committed. Travis Fast of Cochise County indicated he would be scoring for SEAGO.

12. ADOT LPA Section Updates

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

13. Regional Program Reports

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

11. Items for General Discussion

Chris Vertrees stated that our TAC meeting in November will be kept short because we will be hosting the Safety Plan Kickoff meeting immediately following our TAC Meeting.

12. Next Meeting Date: November 16, 2023

15. Meeting adjourned at 11:55am

SEAGO
STBG Ledger 2024-2028
November 2023

Action	94.9% * OA Rate	Projected Fed Funds *		Cumulative Balance	
		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 (September 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: NOVEMBER 7, 2023
RE: SEAGO 2024-2028 TIP REPORT

The following administrative amendment was made to our FY24-28 TIP since our September meeting:

DGS 17-01 – City of Douglas (Chino Road Extension Phase 2) – Douglas was awarded a Congressionally Directed Spending Project in the amount of \$3,000,000. The project is currently programmed in the TIP for Design in FY24. Current design documents are over 7-years old and require updating. ***Douglas had an initial cost estimate of \$80,000 to update design. At that cost, Douglas was going to pay for design. However, design costs estimates have escalated to \$254,282. This has exceeded their capacity to pay for design in-house. They have chosen to use a portion of their CDS award to pay for design. Our TIP has been amended to reflect the following:***

Funding Type: CDS
Project Year: FY24
Total Project Cost: \$254,282
Federal Cost: \$238,912
Local Match: \$15,370

The construction phase of the TIP was adjusted from \$3,000,000 Federal to \$2,761,088 Federal to reflect the amendment for design.

SEAGO 2024-2028 TIP Amendment #2 is attached for your records.

SEAGO REGION
 2024- 2028 TIP (Administrative Amendment #2)
 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	CDS	\$238,912		\$15,370		\$254,282
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		\$30,484,516
		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	\$2,761,088		\$166,895		\$2,927,983
		LTAP							STP	\$10,000		\$0		\$10,000
		TOTAL FOR 2025								\$6,896,088		\$203,794	\$0	\$7,099,882
		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								\$13,537,634		\$553,383		\$39,523,199
		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 #2)
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: NOVEMBER 7, 2023
RE: AZ SMART FUND APPLICATIONS

Applicants may request AZ SMART Funds for the following activities:

- Reimburse up to 50% of grant development and submission costs of a federal grant application;
- Match for a federal grant;
- Reimbursement for design and other engineering services that meet federal standards for projects eligible for a federal grant.

SEAGO has received 2 AZ SMART Fund applications from Santa Cruz County.

Application 1

Project Name: I-19 Ruby Road and Rio Rico Drive

Federal Discretionary Grant: Santa Cruz County intends to apply for the Local and Regional Project Assistance (RAISE) during the FY25 grant cycle.

Project Limits: Ruby Road at I-19 including interchange ramp intersections, and east and west frontage road intersections including East Frontage Road from Kipper Street to Rio Rico Drive and West Frontage Road from Calle Calabasas to Rio Rico Drive.

Project Description: The project is located approximately eight miles north of the US-Mexico border and the City of Nogales in Santa Cruz County, Arizona, within ADOT's Southcentral District. The project includes the Ruby Road traffic interchange and the I-19 frontage roads from Ruby Road to Rio Rico Drive and is generally bounded by the west frontage road to the west and the Union Pacific Railroad (UPRR) to the east. Ruby Road is also designated as State Route (SR) 289 west of I-19. The purpose of this project is to finalize the design concept as presented in the Final Project Assessment dated March 2018. It also includes finalizing environmental, utility, and right-of-way clearances associated with the design concept. This project also includes final design of the design concept to develop construction ready bidding documents.

AZ SMART Fund Request: Santa Cruz County is requesting \$3,200,000 in funding for design and engineering services and \$50,000 in assistance for Grant development and Submission costs.

I have attached the Santa Cruz I-19 Ruby Road and Rio Rico Drive AZ SMART fund application for your review.

Application 2

Project Name: Ruby Road Bridge over Potrero Creek and the Union Pacific Railroad

Federal Discretionary Grant: Santa Cruz County has applied for the Reconnecting Communities Pilot Program in September 2023.

Project Limits: The bridge over Potrero Creek is located approximately 1/4 mile east of I-19 on Ruby Road. The project proposes to reconstruct 1,500' of Ruby Road westerly from the eastern edge of the I-19 Arizona Department of Transportation (ADOT) right-of-way.

Project Description: Ruby Road is a vital connection between emergency services, mining, and residential areas east of the UPRR and a key Interstate 19 (I-19) access to business and industrial areas west of the UPRR. Ruby Road also provides primary access to tourist areas such as Coronado National Forest, Patagonia Lake State Park, the Town of Patagonia, and the Wine Country of Sonoita and Elgin. The existing bridge, constructed almost 50 years ago to local street standards, is nearing the end of its design service life and needs significant scour maintenance annually. The aging infrastructure, at-grade crossing of the UPRR, lack of bike lanes, and sidewalks present multiple hazards and barriers to multi-modal connectivity and social equity. ADOT has completed a Project Assessment for the I-19 at Ruby Road TI, and the project team has worked closely with ADOT to ensure that the Ruby Road project enhances both the proposed ADOT improvements and the future interconnectivity. The County has advanced the project to the point where construction could be advertised within twelve months of receiving funding and has secured approximately \$6M in funding for the project, about 50% of the funding needed for construction.

AZ SMART Fund Request: Santa Cruz County is requesting \$3,300,000 for match assistance from the AZ SMART fund.

I have attached the Santa Cruz Ruby Road Bridge over Potrero Creek and the Union Pacific Railroad AZ 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.

Email *

jfontesjr@santacruzcountyaz.gov

Applicant Information

Please answer all the questions below.

1. Name of Applicant City, Town or County *

Santa Cruz County

2. Name of Contact Person for Applicant *

J. Leonard Fontes, Jr., RLS

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. *

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

4. Contact's Title *

Public Works Director

5. Contact's Full Mailing Address *

2150 N Congress Drive, Suite 116, Nogales, AZ 85621

6. Contact's Office Phone # *

(520) 375-7830

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

5209070152

8. Contact's Business Email Address *

jfontesjr@santacruzcountyaz.gov

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

Southeastern Arizona Governments Organization (SEAGO)

Project Information

Please answer all the questions below.

NOTE regarding ADOT project design administration (PDA) fees: If requesting ADOT administration of the Project, initial ADOT PDA fees of \$30,000 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 initial PDA fees are an estimate 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.

10. Select the Project Type. *

Road

Bridge

Transit

Rail

Other:

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

Ruby Road Bridge over Potrero Creek and the Union Pacific Railroad

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 bridge over Potrero Creek is located approximately 1/4 mile east of I-19 on Ruby Road. The project proposes to reconstruct 1,500' of Ruby Road westerly from the eastern edge of the I-19 Arizona Department of Transportation (ADOT) right-of-way.

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

SEAGO TIP SCC 22-01

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

Submitted files



Santa Cruz-Ruby Road Bridge over the Potrero Creek and UPRR-TIP Verification - Vanessa Martinez.pdf

15. Project Description - Provide a concise, specific description of the Project, including the type of work to be performed and benefits to be realized (3,000 character maximum, including spaces and punctuation). *

The Ruby Road project, located in rural Santa Cruz County (the County), is in an area of persistent poverty, is within a Historically Disadvantaged Community, and has multiple physical barriers that impact connectivity. The project is in the southern part of unincorporated Rio Rico, a census designated place. Rio Rico is the fastest growing community in the County. The new bridge would be the only bridge in the County that would span both the floodplain and the Union Pacific Railroad (UPRR), providing a resilient and reliable east-west connection for all traveling public, including bicyclists, pedestrians, emergency services, businesses, tourists, and underserved residents. The County has begun to identify funding opportunities for transit to serve this area and Ruby Road would be a key transit hub. Ruby Road is a vital connection between emergency services, mining, and residential areas east of the UPRR and a key Interstate 19 (I-19) access to business and industrial areas west of the UPRR. Ruby Road also provides primary access to tourist areas such as Coronado National Forest, Patagonia Lake State Park, the Town of Patagonia, and the Wine Country of Sonoita and Elgin. The existing bridge, constructed almost 50 years ago to local street standards, is nearing the end of its design service life and needs significant scour maintenance annually. The aging infrastructure, at-grade crossing of the UPRR, lack of bike lanes, and sidewalks present multiple hazards and barriers to multi-modal connectivity and social equity. This project is consistent with the County's Comprehensive Plan (the Plan) and is proposed as a candidate for a scenic road. The plan calls for this area to be a future economic growth area in the County. Developments include moderate and high-density residential, large retail, offices, warehousing, and destination entertainment and cultural activities. The considerations in the Plan were identified through research and an extensive public participation plan involving many community partners, including ADOT, school districts, businesses, and residents. A significant transportation improvement called for in the Plan is a new interconnect between Nogales International Airport and I-19 at the Ruby Road Traffic Interchange (TI). Another improvement discussed in the Plan is the ADOT planned improvement of the I-19, Ruby Road TI. ADOT has completed a Project Assessment for this TI, and the project team has worked closely with ADOT to ensure that the Ruby Road project enhances both the proposed ADOT improvements and the future interconnect. The County has advanced the project to the point where construction could be advertised within twelve months of receiving funding and has secured approximately \$6M in funding for the project, about 50% of the funding needed for construction. This project is so vital to the County and this area, that the \$6M in funding represents 50% of the County's transportation CIP non-maintenance budget.

16. Please upload a map showing the Project location or study area (PDF format only).

Submitted files

 SCC Ruby Road Bridge_Project Location - Vanessa Martinez.pdf

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

Yes

No

Not applicable

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

Yes

No

Not Applicable

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

Yes

No

Not applicable

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. *

2023 2024 2025 2026 Not Applicable

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

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. *

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

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.

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

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

0

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

NA

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

\$940,000 (FY24)

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

*

08/23/2023

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

\$20,000 (FY24)

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

*

08/23/2023

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

0

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

*

NA

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

\$13,330,000 (FY25)

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

08/23/2023

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

\$2,200,000 (Contingency)

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

*

08/23/2023

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

No

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


Developed by the Applicant

Developed by an engineering consultant

Other:

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

Submitted files

 adot-cost-estimate-form-082323 - Vanessa Martinez.pdf

AZ SMART Fund Request

Please answer all the questions below.

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

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

38. County Applicants with population of 100,000 or less and municipalities with population of 10,000 or less **ONLY**: Enter the amount requested for Reimbursement of up to 50% of the costs associated with developing and submitting an application for the Federal Grant identified below.

The amount entered below should be no more than 50% of the total estimated costs of developing and submitting the grant - enter in whole dollars (for example, 250,000).

0

39. 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.

\$3,300,000

40. Beyond the amount requested from the AZ SMART Fund, 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.

\$6,000,000

41. Enter the percent to the second decimal place (for example, 15.05%) of Matching cash funds which will be provided by just the Applicant in the Federal Grant application - do not include the amount requested from the AZ SMART Fund. See Application Guidelines for directions to calculate the percentage. If not requesting Match, skip this question.

50.00

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.

43. Are ADOT Project Development Fees included in the amount requested for design and other engineering expenditures? If not, requesting design funding, skip this question.

Yes

No

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."

NA

Federal Grant

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

44. 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.

*



Applicant or consultant will submit directly

Applicant requests ADOT to submit

Other:

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

Be a direct recipient if allowed in the NOFO



Request ADOT administration (Project development administration fees will apply)

Other:

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. *

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

Other:

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. *

FY23

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

Design

Right of Way Acquisition

Construction

Other:

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.

Email *

jvaldez@santacruzcountyaz.gov

Applicant Information

Please answer all the questions below.

1. Name of Applicant City, Town or County *

Santa Cruz County

2. Name of Contact Person for Applicant *

Jesus J. Valdez P.E.

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. *

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

4. Contact's Title *

County Manager

5. Contact's Full Mailing Address *

2150 N. Congress Drive Nogales, AZ 85621

6. Contact's Office Phone # *

520-3757635

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

5209759861

8. Contact's Business Email Address *

JValdez@santacruzcountyaz.gov

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

Southeastern Arizona Governments Organization (SEAGO)

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. Select the Project Type. *

Road

Bridge

Transit

Rail

Other:

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

I-19 Ruby Road and Rio Rico Drive

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. *

Ruby Road at I-19 including interchange ramp intersections, and east and west frontage road intersections. East Frontage Road from Kipper Street to Rio Rico Drive. West Frontage Road from Calle Calabasas to Rio Rico Drive.

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

SCC 24-01

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

Submitted files



Santa Cruz County_ TIP Verification 10-4-23 - Jesus Valdez.pdf


15. Project Description - Provide a concise, specific description of the Project, including the type of work to be performed and benefits to be realized (25,000 character maximum, including spaces and punctuation). *

The project is located approximately eight miles north of the US-Mexico border and the City of Nogales in Santa Cruz County, Arizona, within ADOT's Southcentral District. The project includes the Ruby Road traffic interchange and the I-19 frontage roads from Ruby Road to Rio Rico Drive and is generally bounded by the west frontage road to the west and the Union Pacific Railroad (UPRR) to the east. Ruby Road is also designated as State Route (SR) 289 west of I-19. The intersection of the east frontage road and Ruby Road experiences high levels of congestion in peak travel periods. An industrial park east of the east frontage road (Rio Rico South Industrial Park) and a Pilot Truck Stop at the northeast corner of Ruby Road and the east frontage road attract a high volume of truck traffic. The left-turn lanes are end-to-end in the center lane of Ruby Road and the queues of left-turning vehicles destined for northbound or southbound I-19 can exceed the available storage space, leading to traffic congestion and delay. Furthermore, the close proximity of the signalized intersections on Ruby Road between the northbound ramps and the east frontage road does not provide space for left-turning queues in peak periods. As such, trucks exiting I-19 in both the northbound and southbound directions can back up on the exit ramps, sometimes extending onto the mainline. On the west side of I-19, a two-way frontage road exists from Ruby Road approximately 2.3 miles north to its termination at Calle Calabasas. An indirect paved connection from the west frontage road to Rio Rico Drive is provided by local streets (Calle Calabasas, Paseo Venado, and Camino Caralampi). The west frontage road is continuous for over four miles north of Rio Rico Drive and over five miles south of Calle Calabasas. The purpose of this project is to finalize the design concept as presented in the Final Project Assessment dated March 2018. It also includes finalizing environmental, utility, and right-of-way clearances associated with the design concept. This project also includes final design of the design concept to develop construction ready bidding documents. A major project element recommended in the Final Project Assessment was to reconstruct the I 19 / Ruby Road traffic interchange to a diverging diamond interchange configuration. This reconfiguration would provide a better level of service with low traffic delay, all existing turning movements would be provided, agency stakeholders and the public are generally supportive, and the estimated construction and right-of-way costs were lower than other interchange configurations considered. Another project element is extending the two-way east frontage road from Kipper Street to Rio Rico Drive. The east frontage road would be disconnected

from the northbound I-19 exit ramp, converted to two-way traffic, and realigned to intersect Rio Rico Drive approximately 400 feet east of the existing combined ramp/frontage road intersection. The northbound I-19 ramp intersection would remain in its current location. This concept would reduce traffic congestion at the east frontage road / Ruby Road intersection by providing additional access to the industrial park from the Rio Rico Drive traffic interchange. Currently all east frontage road industrial park traffic must access the industrial park from the Ruby Road traffic interchange due to the one-way east frontage road. This project element also improves incident management during I-19 congestion or crashes, as well as emergency services access. The final project element would extend the west frontage as a two-way frontage road from Calle Calabasas to Rio Rico Drive. The west frontage road would intersect Rio Rico Drive at the existing intersection with the west frontage road north of Rio Rico Drive. The southbound I-19 ramp intersection would remain in its current location. This concept would reduce traffic congestion by extending the west frontage road from Calle Calabasas to Rio Rico Drive. The west frontage road is continuous for over four miles north of Rio Rico Drive and for over five miles south of Calle Calabasas. This project element is particularly important due to a fire station nearby and their ability to quickly access incidents.

16. Please upload a map showing the Project location or study area (PDF format only).

Submitted files

 Maps - Jesus Valdez.pdf

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

Yes

No

Not applicable

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

*

Yes

No

Not Applicable

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

*

Yes

No

Not applicable

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. *

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

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. *

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

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.

	Not started	In progress	Completed	Not Applicable
Stage 1, 15% design		<input checked="" type="checkbox"/>		

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

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

Alt A - \$212,100 Alt D - \$512,400 Alt E - \$252,500 TOTAL - \$977,000

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

May 2023

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

Alt A - \$565,800 Alt D - \$1,366,600 Alt E - \$673,200 TOTAL - \$2,605,600

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

*

May 2023

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

Alt A - \$2,905,096 Alt D - \$2,385,828 Alt E - \$5,139,055 TOTAL - \$10,429,979

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

*

May 2023

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

Alt A - \$507,900 Alt D - \$1,226,900 Alt E - \$604,400 TOTAL - \$2,339,200

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

*

May 2023

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

Alt A - \$8,827,000 Alt D - \$21,321,900 Alt E - \$10,504,800 TOTAL - \$40,653,700

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

May 2023

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

0

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

*

NA

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

No

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

Developed by the Applicant

Developed by an engineering consultant

Other: ADOT

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

Submitted files

 Project Cost Estimates - Jesus Valdez.pdf

AZ SMART Fund Request

Please answer all the questions below.

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

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

38. 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).

50,000

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.

40. Beyond the amount requested from the AZ SMART Fund, 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.

41. Enter the percent to the second decimal place (for example, 15.05%) of Matching cash funds which will be provided by just the Applicant in the Federal Grant application - do not include the amount requested from the AZ SMART Fund. See Application Guidelines for directions to calculate the percentage. If not requesting Match, skip this question.

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.

3,200,000

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."

NA

Federal Grant

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

44. 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.

*

Applicant or consultant will submit directly

Applicant requests ADOT to submit

Other:

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

Be a direct recipient if allowed in the NOFO

Request ADOT administration (Project development administration fees will apply)

Other:

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. *

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

Other:

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. *

FY25

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

Design

Right of Way Acquisition

Construction

n

Other:



TAC PACKET

TO: SEAGO TAC
FROM: CHRIS VERTREES, TRANSPORTATION PROGRAM ADMINISTRATOR
DATE: NOVEMBER 7, 2023
RE: REGIONAL ROAD PAVEMENT ASSESSMENT PROJECT - UPDATE

The following is an update involving our Regional Road Pavement Assessment Project:

Miles Collected:

Attached is a collection report that shows mileage collected and pavement condition status for each member agency. As of November 3, 2023, we have completed 56.7% of the paved miles in our region.

RoadAI North America User Group Workshop:

Vaisala and SEAGO hosted the first RoadAI North America User Group Workshop on October 5, 2023. The session was attended by 41 people from over 25 agencies. The workshop provided an opportunity for users in the United States and Canada to share how they are using the data collected, their successes, and provide feedback to Vaisala where they would like to see the RoadAI program go next. In addition, we had their head of Product Design share the RoadAI Road Map and provided feature development updates. One feature that Vaisala expects to go live in December is pavement treatment recommendations.

If you were unable to attend, or would like to revisit the session, please find the recorded sessions below:

[Roadmap Development Update: RoadAI North America User Group Meeting 2023](#)

[User Presentations: RoadAI North America User Group Meeting 2023](#)

Vaisala Contract:

Our contract with Vaisala is scheduled to end on May 1, 2023. We do have an option in our contract to extend it an additional 2 years. I will be seeking direction from the TAC at this meeting as to extending this contract. If the direction is to proceed, I will begin discussions with Vaisala on the extension and bring it back to the TAC at our January meeting.

SEAGO Road Pavement Assessment Project

Report Date: **Nov-6-2023**

Agency	1	2	3	4	5	Total to Date	Paved	% Complete
BEN	6.89	2.43	3.51	5.83	15.88	34.55	54.32	63.6%
BIS	1.94	1.34	2.46	5.59	24.53	35.87	40.98	87.5%
CCH	2.55	2.74	7.55	27.64	400.18	440.67	991.74	44.4%
CLF	0.01	0.04	0.07	0.08	0.22	0.42	9.60	4.4%
DGS	8.36	4.37	8.46	17.42	40.33	78.93	83.99	94.0%
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	3.63	1.68	3.89	10.38	74.98	94.56	129.93	72.8%
NOG	7.73	2.73	4.30	7.19	25.16	47.11	79.91	59.0%
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	2.54	1.59	2.87	6.28	24.71	38.00	50.32	75.5%
SRG	30.77	4.45	6.27	13.74	30.44	85.67	92.24	92.9%
SSC	29.12	8.96	11.08	15.52	57.50	122.18	227.52	53.7%
THR	0.45	0.52	1.17	3.48	21.16	26.78	29.68	90.2%
TMB	1.85	0.79	1.30	1.95	9.60	15.49	30.60	50.6%
WLX	3.40	1.28	2.32	3.90	14.79	25.69	28.78	89.3%
PCC Totals	103.56	35.16	58.47	125.96	765.36	1088.53	1919.89	56.7%

Data collection dates: 04/28/2022 to 11/03/2023

Section Length: 20 ft

Score Type: PCC

Scoring Method: Calculated Average

Surface Types: Pavement, Gravel, Concrete

Miles with no PCC: 44.0

Chris Vertrees

Subject: FW: Invitation to SEAGO/SVMPO Strategic Safety Plan Kick-Off Meeting!
Attachments: Safety Plan Meeting Map.pdf; Executive Summary pdf.pdf;
Strategic_Safety_Plan_InKindMatch-Form.xlsx

From: Karen Lambertson [mailto:Karen.Lamberton@SIERRAVISTAAZ.GOV]
Sent: Friday, October 27, 2023 6:23 PM
To: Angela Dixon-Maher; Blake Fisher; Chanel Kirkpatrick; Irene Zuniga; jgomes; Jeff Faglie; Jennifer Henderson; jmoore3; jhalterman@huachucacityaz.gov; Jim Johnson; Mark Hoffman (Mhoffman@azdot.gov); Matt McLachlan; Sharon Flissar; Simmons, Bradley A; Travis Fast; Watkins, Jackie
Cc: Chris Vertrees (cdvertrees@seago.org); Dennis L. Donovan; Crowther, Brent; Joannes, Chris; Larry Talley; Mona Aglan-Swick; Carolyn Umphrey; Suzanne Harvey (sharvey@huachucacityaz.gov)
Subject: Invitation to SEAGO/SVMPO Strategic Safety Plan Kick-Off Meeting!

SEAGO/SVMPO Joint Strategic Transportation Safety Action Plan Kick-Off Meeting

November 16, 2023

Lunch: 11:30 a.m. to 12:00 noon.

Kick-Off Meeting: 12 Noon to 2:00 p.m.

Cochise Community College Campus
1025 AZ-90 - Benson, AZ

SVMPO TAC & ADOT Traffic Safety/TSMO Division:

We are pleased to welcome the SEAGO TAC to this Joint Kick-Off Meeting: this initial effort will tag onto the standing SEAGO TAC meeting being held the same day. SEAGO extends their welcome, and an invitation, to any of the SVMPO TAC members that would like to join them earlier for their October TAC Meeting, beginning at 10 a.m. The lunch period will allow time for everyone to arrive and settle in: we expect to begin with a working lunch as we launch the Strategic Safety Plan effort for the SEAGO/SVMPO regions.

We are also pleased to announce the award of the Strategic Transportation Safety Action Plan to Kimley-Horn and Associates. Most of you are familiar with this firm, and their Project Leads: Brent Crowther and Chris Joannes. They took lead with the last Arizona Strategic Safety Plan and have a toolbox of safety strategies ready to apply to our planning efforts here.

- Please block this meeting time out: It is approximately a 30-minute drive from the Sierra Vista area to the College.
- Please forward this invite to others both in your agency and external stakeholders that have expertise or an interest in this topic, including your emergency services staff.
- There will be a virtual option; however, we encourage you to attend in person and ensure that someone from your jurisdiction is represented at this initial kick-off meeting.

REQUESTED TAC ACTIONS

TAC actions to prepare for our Safety Plan kick-off meeting:

- Identify key stakeholders and compile their contact information for the consultant team. These would include your local jurisdiction police and sheriff depts.; emergency services, alternative mode staff/advocates.
- Bring your PIO contact information to our meeting for the consultant team. Consider what capacity you have in-house for broadcasting educational information, and what format you are interested in using.
- Review the FHWA safety mitigation strategies/countermeasures and be prepared to discuss your preferences, as well as those techniques that will not work, or be implemented, in your jurisdiction.
 - <https://highways.dot.gov/safety/proven-safety-countermeasures>
- Set aside some time in the next month to browse through safety websites and safety plans to familiarize yourself with the topic; identify best practices you would like studied for your specific situation.
 - <https://azdot.gov/about/transportation-safety>
 - <https://azdot.gov/about/transportation-safety/arizona-strategic-traffic-safety-plan-stsp>
 - <https://highways.dot.gov/safety>
 - <https://www.svmopo.org/2023/08/four-county-strategic-safety-plan-update/>

SAFETY VISION AND GOAL STATEMENT

And how many of you remember our vision statement from 2018? Use it all the time? Put it out in your public outreach materials??? Did we succeed with our goals in the last five years?

Stay Alive – Focus on the Drive

Improve the Safety of our Roads...

Let's reduce Fatalities and Severe Injuries in the Next Five years.

From 2011 to 2016 we reported **173 fatalities** and **459 serious injuries** in our four County region. Between 2018 to 2022 we reported **197 fatalities** and **372 serious injuries**, with a sharp increase in both categories noted in 2022 as the lower VMT pandemic years gave way to an unfortunate rise in crashes across all four Counties. The effort we are undertaking now will consider why this is occurring and what we might collectively do to address those underlying issues.

We have provided funding support for six potential HSIP applications: one in each County, one in the SEAGO region and one in the SVMPO region. There is also the potential of scoping safety project for a selected set of prioritized projects. As you are all aware, both Federal and State grants place an emphasis on the crash analysis and prioritize projects that will help improve safety throughout our State. This effort has been scoped to help us with clear analysis of our crash data and prioritizing transportation needs.

Thank you in advance for your support of this Strategic Safety Planning effort. Safe journeys to you and yours as our winter holiday season approaches.

Karen L. Lamberton, AICP
SVMPO Director
401 Giulio Cesare Ave.
Sierra Vista, AZ 85635
520-515-8525 (Direct Office Phone)

Executive Summary

The 2018 Strategic Highway Safety Plan (SHSP) was developed for the SouthEastern Association of Governments (SEAGO) and Sierra Vista Metropolitan Planning Organization (SVMPO) to address fatal and serious injury traffic crashes occurring in the region. This safety plan was developed based on:

- Crash data analysis
- Stakeholder and public input

Vision and Goal: The SHSP vision is “Stay Alive, Focus on the Drive” with a goal to “Improve the Safety of Our Roads...Let’s Reduce Fatalities and Severe Injuries in the Next 5 Years”.

Crashes: 13,919 crashes occurred in the region from 2011-2016, with 173 fatal and 459 serious injury crashes. Single vehicle crashes accounted for 39% of all crashes, 57% of fatal crashes, and 47% of serious injury crashes.

Emphasis Areas: SEAGO selected six emphasis areas to concentrate their safety efforts on; SVMPO added a seventh emphasis area targeted for the Sierra Vista region (pedestrians):

- Lane Departure
- Occupant Protection
- Speeding
- Impaired Driving
- Young Driver Under 25
- Distracted Driving
- Pedestrian (SVMPO)

Safety Strategies were developed for the emphasis areas using the Four E’s of traffic safety: engineering, enforcement, education, and emergency services.

Priority Intersections were identified based on crash data; the top 10 locations are below (note that the Campus Dr/Colombo Ave intersection was recently signalized):

Signalized Intersections	Owner	Unsignalized Intersections	Owner
Fry Blvd & Carmichael Ave	Sierra Vista	Avenida Del Sol & Desert Shadows Dr	Sierra Vista
Martin Luther King Jr Pkwy & Coronado Dr	Sierra Vista	Campus Dr & Colombo Ave	Sierra Vista
Fry Blvd & 7th St	Sierra Vista	Coronado Dr & Tacoma St	Sierra Vista
Coronado Dr & Fry Blvd	Sierra Vista	Lenzner Ave & Busby Dr	Sierra Vista
Charleston Rd & Colombo Ave	Sierra Vista	9th St & A Ave	Douglas
Lenzner Ave & Fry Blvd	Sierra Vista	Maley St & Arizona Ave	Willcox
Calle Portal & Fry Blvd	Sierra Vista	Tacoma St & 7th St	Cochise County
Avenida Cochise & Coronado Dr	Sierra Vista	Wilcox Dr & Carmichael Ave	Sierra Vista
Buffalo Soldier Trail & Fry Blvd	Sierra Vista	8th St & 10th Ave	Safford
Fry Blvd & Avenida Escuela	Sierra Vista	8th Ave & Airport Rd	Graham County

Safety Projects: SHSP findings resulted in the following project applications for ADOT’s Highway Safety Improvement Program (HSIP) funds:

Agency	Road	Location	Countermeasures
Cochise County	Charleston Rd	Sierra Vista to Tombstone	Rumble strips
	Double Adobe Rd	SR 80 to US 191	Rumble strips
	Barataria Blvd	Moson Rd to Ranch Rd	Rumble strips
Santa Cruz County	Pendleton Dr	0.35 miles west of Kent Ave	Box culverts
Graham County	Cottonwood Wash Rd	1200 South to Cottonwood Wash Loop	Rumble strips, paved shoulders
	Golf Course Rd	Hoopes Ave to 20 th St	Rumble strips, paved shoulders
Greenlee County/ Duncan/ADOT	SR 75 in Duncan	Old Virden/Fairgrounds Rd to Family Dollar Store	Sidewalk both sides, high visibility crosswalk at Old Virden, lighting

Chris Vertrees

From: skatic-jauhar@azdot.gov on behalf of AZTrafficData - ADOT <aztrafficdata@azdot.gov>
Sent: Monday, November 06, 2023 2:12 PM
To: Chris Vertrees
Cc: Jothan Samuelson; Jason James; Sage Donaldson; Lucas Murray; Marissa Abeyta; James Meyer; Mark Hoffman
Subject: SEAGO 2023 Call for Traffic Counts

Dear Chris

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

- ADOT is respectfully requesting **all 2023 traffic count data** collected by your agency. Where possible, data should be **imported to the MS2 TCDS web portal (<https://seago.ms2soft.com>)**. Other data formats may be accepted, where agencies are not sufficiently familiar with the MS2 TCDS.
- To be included in the 2023 HPMS report, the latest traffic counts should be loaded by **February 1, 2024. Please reply** (or request individual jurisdictions reply) indicating where the latest count data are available and whether those data have been shared.

The [ADOT Traffic Reporting Dashboard](#) contains a statewide "Status Map" that clarifies where and how often traffic counts are needed on each functionally classified road for federal HPMS reporting. ADOT encourages local public agencies to utilize these tools to inform and plan local traffic count programs. [Tutorial Story Maps](#) on uploading traffic data are available on the [ADOT Data Analytics website](#). For questions, please contact MPD Traffic Monitoring Local Government Liaison, Sanja Katic-Jauhar (aztrafficdata@azdot.gov) or ADOT's consultant, Jothan Samuelson (jsamuelson@worksconsulting.com) for support.

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

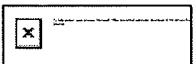
Thank you

Sanja Katic-Jauhar

MPD Traffic Monitoring Local Government Liaison

21 S. 20th Street, MD 310B

(602) 712-7720, aztrafficdata@azdot.gov



Chris Vertrees

From: Chris Vertrees <cdvertrees@seago.org>
Sent: Friday, October 27, 2023 11:59 AM
To: 'Brad Simmons'; 'Jackie Watkins'; 'Jesus J. Valdez'; 'Juan Guerra'; 'Leonard Fontes'; 'Michael Bryce'; 'Rudy Perez'; 'Tom Palmer'; 'lhenrie@saffordaz.gov'; 'Reed Larson'; 'wteeters@willcox.az.gov'; 'John Merideth'; 'Barney Bigman'; 'mgurney@bisbeeaz.gov'; 'vernon.batty@pimatown.az.gov'; 'Luis Pedroza'; 'Terry Hinton'; 'aking@bensoaz.gov'; 'elise.moore@douglasaz.gov'; 'Manager@patagonia-az.gov'
Subject: FW: FY2025 Call For Projects - ADOT Off System Bridge Program
Attachments: LPA OSB Application 2025.docx; OSB Scoring Criteria 2025.pdf; OSB Guidelines.pdf

Good Afternoon All,

ADOT has issued a call for off-system bridge projects. Please see the email below for details. ADOT will be available at our November 16th TAC meeting to answer questions regarding potential project applications. **SEAGO must review and prioritize OSB applications prior to the December 30th submission deadline. OSB applications will be due to SEAGO by the COB on 12/15/23.**

ADOT has identified 3 bridges in our region that are in poor condition. ADOT is requesting applications for these bridges. These bridges will be a SEAGO priority for this application cycle. Those bridges are:

- **White Water Draw Bridge (Cochise County)**
- **Curtis Road Bridge (Graham County)**
- **Babocomari Creek Bridge (Santa Cruz County)**

Please feel free to call or write if you have any questions or need assistance.

Thanks,
Chris

From: Mark Henige [mailto:mhenige@azdot.gov]
Sent: Wednesday, October 25, 2023 4:45 AM
To: Roland Hulse; Jennifer O'Connor; Travis Ashbaugh; Chris Vertrees; Jason Bottjen; Patrick Stone; David Wessel; Justin Hembree; Karen Lamberton; Carolyn Laurie; Rick Ellis; Mark Hoffman; Myrna Bondoc; William Randolph; Jason James; Steven Latoski; Michael Bryce; Duane Eitel; Francisco Sanchez; Vincent Gallegos; Norm Davis; Randy Everett; Brenden Foley; Ed Wilson; Anthony Brozich; Roderick Lane; Todd Emery; Bruce Fenske; cfigueroa@ympo.org; David.wostenberg@yumaaz.gov; fcrosby@apachecountyaz.gov; Watkins, Jackie; Benjamin Navarro; jlfontesjr@santacruzcountyaz.gov; stevechrisc@yahoo.com
Cc: Bret Anderson; Jennifer Hobert; Dylan Renner; Chandra McMillan; David Benton; Paul Patane; Steve Boschen; Audra Merrick; Steve O'Brien; Lisa Danka
Subject: FY2025 Call For Projects - ADOT Off System Bridge Program

Please share this information with your staff, local agency, and tribal government partners (Project Sponsors).

To All COG/MPO Partners:

The Arizona Department of Transportation (ADOT) Local Public Agency (LPA) Section is issuing a formal call for projects for the Off-System Bridge (OSB) Program for State Fiscal Year (SFY) 2025. Please distribute this message to your member agencies.

The Purpose of the Off-System Bridge Program is to fund the Design and/or Construction for replacement, rehabilitation, preservation and protection of roadway bridges over waterways, other topographical barriers, other roadways, railroads, canals, ferry landings, etc. on bridges that are not on the Federal-aid highway system (local roads or rural minor collectors).

There are **two** separate funding programs available for use on Off-System Bridge Projects. The program type and eligibility for each program are described below:

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG)

Eligible for Replacement, Rehabilitation and/or Strengthening:

The bridge must be classified as either “Poor” or “Fair” or having a load capacity rating that requires the bridge to be posted for weight restrictions based on the National Bridge Inspection Standards (NBIS).

Eligible for Preservation/Preventative Maintenance and Protection:

All bridges regardless of condition are eligible for Preservation/Preventative Maintenance or Protection measures.

BRIDGE FORMULA PROGRAM (BFP)

Eligible for Replacement, Rehabilitation and/or Strengthening:

The bridge must be classified as either “Poor” or “Fair” or having a load capacity rating that requires the bridge to be posted for weight restrictions based on the National Bridge Inspection Standards (NBIS).

Eligible for Preservation/Preventative Maintenance and Protection:

Protection activities as described above are also eligible to be funded under this program given that one of the above conditions or load capacity items are met.

Project Application:

- The application shall identify the requested Program Funding (STBG or BFP) the project sponsor wishes to apply for in the application form.
- Applications will require a description of work that includes purpose and need, scope of work, justification (system prioritization), schedule, and detailed cost estimates for Design and Construction phases. Entities submitting multiple applications will need to regionally prioritize projects and submit justification for the selected projects.

Funding:

- Under the STBG Program, eligible project costs will be funded at 94.3% federal share with a 5.7% local match.
- Under the Bridge Formula Program (BFP), eligible project costs will be funded with 100% federal share and no local match is required.

Timeline:

- OSB applications are due back to the ADOT LPA Section no later than **December 30, 2023**.
- ADOT Selection Committee will review and prioritize all projects based on submitted applications and established scoring criteria **January 2024**.
- Eligibility determination letters will be sent to applicants (with a copy to the Regional COG/MPO) **February 2024**.
- Project Sponsors with projects selected can start working with their Regional COG/MPO to program the project into the Regional TIP as soon as program eligibility determination letter is received.
- Project Sponsors with selected projects may start working with ADOT LPA Section to initiate the project and start the IGA process as soon as the project has been programmed in the Regional TIP.

- Funding for Development Activities such as consultant selection, Environmental, ROW, and Utility and Railroad consultations will not be available until after **June 2024**.

Attached are the Off-System Bridge Guidelines, application, and scoring criteria. Ensure that all OSB applications submitted to ADOT are on the attached application form.

All Off-System Bridge applications must be submitted through the Regional COG/MPO or the application will not be considered. This will ensure that each project will appropriately be considered for regional prioritization at the COG/MPO level before submission to ADOT.

More information about the OSB Program can be found on the ADOT LPA Section website at <https://azdot.gov/business/programs-and-partnerships/local-public-agency/federal-aid-highway-programs-lpa>.

If you have questions or need further information please contact Mark Henige, ADOT LPA Program Manager at (602) 712-7132.

Thank you,

Mark Henige

Program Manager

Local Public Agency Section

205 South 17th Avenue, Room 291

Phoenix, AZ 85007

Office: (602) 712-7132

Cell: (480) 486-4216

mhenige@azdot.gov



OFF-SYSTEM BRIDGE (OSB) PROGRAM APPLICATION

OSB Funding is a federal-aid program and must follow all federal-aid requirements

GENERAL PROJECT INFORMATION

SPONSORING AGENCY: (AGENCY NAME & ADDRESS)		DATE SUBMITTED:	
CONTACT NAME:		TITLE:	
EMAIL ADDRESS:		PHONE #:	
OSB PROGRAM: (Check one)	<input type="checkbox"/> STBG Program (94.3%/5.7%)	<input type="checkbox"/> Bridge Formula Program (BFP) (100%)	
PROJECT LOCATION	Bridge Name:		
	Bridge Structure #:		
	Road Name:		
	County:		
	COG/MPO/TMA:		
	ADOT District:		
	Starting Location:		
	Ending Location:		
Length (to the 0.1 of a mile):			
# of Lanes (Before & After):	Before:		After:
TYPE OF WORK	<input type="checkbox"/> Rehabilitation/Strengthening	Bridge Structure Condition	
	<input type="checkbox"/> Replacement	<input type="checkbox"/> Good	<input type="checkbox"/> Fair
	<input type="checkbox"/> Preservation/Preventative Maintenance/Protection	<input type="checkbox"/> Poor	<input type="checkbox"/> Weight Restricted
PROJECT INCLUDED IN LOCAL CAPITAL IMPROVEMENT PLAN (CIP)		<input type="checkbox"/> Yes	<input type="checkbox"/> No
FEDERAL FUNCTIONAL CLASSIFICATION – (LINK: FEDERAL FUNCTIONAL CLASSIFICATION MAPS):			
AVERAGE ANNUAL DAILY TRAFFIC (AADT) COUNT (LINK: AADT COUNTS):		DATE OF AADT COUNT:	
Crash Data (5 Years):			

Any application without the required attachment(s) will not be considered for funding

- ATTACH** a detailed scoping document that includes an alternative analysis, project background, scope of work, justification, 15% level plans, schedule identifying critical milestones, and detailed cost estimates for Design and Construction phases. (Not required if submitting for Scoping Only).
- ATTACH** a Project Vicinity/Project Location Map
- ATTACH** a copy of the FHWA Functional Classification Map
- ATTACH** photographs

Samples are available on the [ADOT LPA Section Website](#) (LINK), including the ADOT Cost Estimate Tool, Project Scoping Document Guidelines, and Sample Scoping Document based on the ADOT Pre-Design Section format.

COST ESTIMATE & PROJECT PROGRAMMING

		Total Project Estimated Cost (Include ADOT PDA Fee, Scoping, Design, ROW, & Construction):	\$
<input type="checkbox"/>	ADOT PROJECT DELIVERY ADMINISTRATION (PDA) FEE	Bridge Formula Program: Federal Share (100%)	\$
		STBG Program Federal Share (94.3%) (Complete if using federal STBG funds for PDA Fee)	\$
		STBG Local Match (5.7%): (Complete if using federal STBG funds for PDA Fee)	\$
		Additional/100% Local Funding: (Complete if using only local funds for PDA Fee):	\$
		Total ADOT Project Delivery Administration (PDA) Fee (\$30,000 Non-CA/\$10,000 CA):	\$
<input type="checkbox"/>	SCOPING	FY Program Year:	
		Bridge Formula Program: Federal Share (100%)	\$
		STGB Program: Federal Share (94.3%)	\$
		Local Match (5.7%):	\$
		Additional/100% Local Funding:	\$
		Total Cost for Scoping	\$
<input type="checkbox"/>	DESIGN	FY Program Year:	
		Bridge Formula Program: Federal Share (100%)	\$
		STGB Program: Federal Share (94.3%)	\$
		Local Match (5.7%):	\$
		Additional/100% Local Funding:	\$
		Total Cost for Project Development	\$
<input type="checkbox"/>	ROW	FY Program Year:	
		Bridge Formula Program: Federal Share (100%)	\$
		STGB Program: Federal Share (94.3%)	\$
		Local Match (5.7%):	\$
		Additional/100% Local Funding:	\$
		Total Cost for ROW	\$
<input type="checkbox"/>	CONSTRUCTION	FY Program Year:	
		Bridge Formula Program: Federal Share (100%)	\$
		STGB Program: Federal Share (94.3%)	\$
		Local Match (5.7%):	\$
		Additional/100% Local Funding:	\$
		Total Cost for Construction (including CE, CC, PDS)	\$

PROJECT WORK DESCRIPTION

Describe the purpose and need of the project. What work is proposed for this project? How will the project improve the condition and/ or extend the service life of the bridge?

AGENCY PRIORITIZATION

Describe the agencies top (up to three) priorities of off-system bridges in your inventory. Provide justification as to why the bridge project in this application is the top priority. (Refer to section of Priority Ranking of Candidate Bridges in the Off-System Bridge Program Guidelines.)

OPERATIONAL IMPROVEMENT

How will this bridge project improve the agency's operations?

Are there other operational improvements? If so, what are they and how will this project improve them?

Topics to consider addressing in application:

- Effect on lifecycle
- Maintenance and Repair tasks and frequency
- Annual maintenance and repair costs

COMMUNITY IMPACTS

How important is this bridge crossing and access to the community?

Topics to consider addressing in this application:

- *Emergency Access*
- *Local Business and Industry Access*
- *Educational Access*
- *Other areas important to the community*

OTHER

This is an opportunity to add project-specific items or unique issues that are not addressed in another category.

DEVELOPMENT CONSIDERATIONS

Projects that have identified challenges and risks to delivery will encounter fewer hurdles and allow for a project to have fewer complications and provide the best opportunity for a project to be delivered on time and within budget.

<p>CHALLENGES/RISKS TO DELIVERY AND CONSTRUCTION OF PROJECT</p>	<p>Please describe any challenges that may impact the scope, schedule, budget and/or delivery of this project.</p>	
<p>ENVIRONMENTAL</p>	<p>Are there any potential environmental impacts or challenges of the project that you can foresee?</p> <p><i>(e.g. endangered species, cultural resources, hazardous materials sites, Section 4(f) properties, Title VI populations, significant community opposition, wetlands that would be affected, etc.)</i></p>	
<p>RIGHT-OF-WAY (ROW)</p>	<p>Please describe any ROW items associated with this project.</p> <p><i>(e.g. Will ROW be required? How much ROW? Is the State Land Department involved? Consider Right of Way requirements associated with Traffic Control/Detour Requirements; Access, Construction Area Needs and on-going Maintenance Requirements.</i></p>	
<p>UTILITIES & RAILROAD</p>	<p>Please describe any Utilities and/or Railroad items associated with this project.</p> <p><i>(e.g. Will the project include/require any utility relocation(s) by the project sponsor? What utilities may be impacted? Are there prior rights? If Yes, please explain.)</i></p>	

OSB RANKING CRITERIA

CATEGORY	CRITERIA	DEFINITIONS	POSSIBLE POINTS	SCORE
PROJECT WORK DESCRIPTION	Purpose and Need	Does the purpose and need address the bridge deficiencies? How will the project improve the overall condition and/or extend the service life of the bridge?	15	
BRIDGE/CULVERT CONDITIONS & CRITERIA	Bridge Component Condition Ratings	Deck Condition Rating (NBI #58) ≤ 4 (25pts) Deck Condition Rating (NBI #58) = 5 (15pts) Deck Condition Rating (NBI #58) = 6 (5pts)	25	
		Superstructure Condition Rating (NBI #59) ≤ 4 (25pts) Superstructure Condition Rating (NBI #59) = 5 (15pts) Superstructure Condition Rating (NBI #59) = 6 (5pts)	25	
		Substructure Condition Rating (NBI #60) ≤ 4 (25pts) Substructure Condition Rating (NBI #60) = 5 (15pts) Substructure Condition Rating (NBI #60) = 6 (5pts)	25	
	Culvert Condition Only (if applicable)	Culvert Condition Rating (NBI #62) ≤ 4 (60pts) Culvert Condition Rating (NBI #60) = 5 (30pts) Culvert Condition Rating (NBI #60) = 6 (15pts)	60	
	Other Bridge Criteria	Bridge Posted for Loads Less than Legal (NBI #70 ≤ 4) (15pts)	15	
		Scour Critical Rating (NBI #113) ≤ 3 (10pts) Scour Critical Rating (NBI #113) ≥ 4 (0pts)	10	
Minimum Vertical Clearance (NBI #54) Less Than 14ft over Roadway = 5 pts Less Than 20ft over Railroad = 5pts		5		
Detour Length (NBI #09) > 10mi (10pts) Detour Length (NBI #09) ≤ 10mi (5pts) Detour Length (NBI #09) ≤ 5mi (0pts)		10		
AGENCY PRIORITIZATION	Priority Ranking	Agency has provided clear prioritization and justification for its priority rankings. Agency provided justification (5pts) Prioritization is supported by data (5pts)	10	
OPERATIONAL IMPROVEMENT	How will this bridge project improve the agency's operations?	Effect on lifecycle (5pts) Maintenance and Repair tasks and frequency (5pts) Annual maintenance and repair costs (5pts)	15	
COMMUNITY IMPACTS	Community Transportation Benefits	Emergency Access (5pt) Local Business and Industry Access (5pts) Educational Access (5pts) Access to other areas important to the community (i.e. major shopping areas, community centers, etc.) (5pts) NONE (0pts)	20	
OTHER	Project Specific Unique Issues	This is an opportunity to add project-specific items or unique issues that are not addressed in another category.	5	
DEVELOPMENT CONSIDERATIONS	Delivery Risks	Projects that have identified challenges and risks to delivery will encounter fewer hurdles and allow for a project to have fewer complications and provide the best opportunity for a project to be delivered on time and within budget. Identifies requirements and impacts for the following: Environmental (5pts) Right of Way (5pts) Utilities & Railroad (5pts)	15	
COST ESTIMATE	Cost Considerations	Design complete/ready for construction (5pts) Local contributions exceeding a minimum of 10% over local match (5pts) Cost Estimates appear to be reasonable based on all provided information for the project. (5pts)	15	
TOTAL SCORE:				



OFF-SYSTEM BRIDGE PROGRAM



Guidelines

PURPOSE	Page 3
CALL FOR PROJECTS APPLICATION PROCESS.....	Page 3
FUNDING PROGRAMS.....	Page 4-5
SURFACE TRANSPORTATION BLOCK GRANT (STBG) PROGRAM.....	Page 4
BRIDGE FORMULA PROGRAM (INFRASTRUCTURE INVESTMENT & JOBS ACT).....	Page 4-5
ELIGIBILITY	Pages 6-9
ELIGIBLE ACTIVITIES.....	Pages 6-7
DETERMINING BRIDGE STRUCTURE ELIGIBILITY.....	Pages 7-8
FUNCTIONAL CLASSIFICATIONS.....	Pages 8-9
PROJECT SELECTION.....	Pages 10-11
SELECTION COMMITTEE PRIORITIZATION.....	Page 10
EVALUATION OF CANDIDATE BRIDGES	Page 10
PRIORITY RANKING OF CANDIDATE BRIDGES.....	Pages 10-11
PROJECT SELECTION FOR EMERGENCY SITUATIONS.....	Page 11
PROGRAMMING	Page 11
PROJECT DEVELOPMENT PROCESS.....	Pages 12-13
PROJECT ASSESSMENT.....	Page 12
PLANNING & PROGRAMMING.....	Page 12
PROJECT INITIATION.....	Page 12
INTERGOVERNMENTAL AGREEMENT.....	Page 12
PROJECT DEVELOPMENT ADMINISTRATION FEES.....	Page 12
STRUCTURE SELECTION REPORT.....	Page 12
ENVIRONMENTAL ANALYSIS.....	Page 12
DESIGN MEMORANDUM.....	Page 12
STAGE SUBMITTALS.....	Page 12
RIGHT OF WAY CLEARANCE.....	Page 12
FINAL PLANS PACKAGE.....	Page 13
CONSTRUCTION MATCHING FUNDS.....	Page 13
PROJECT BID ADVERTISEMENT AND AWARD.....	Page 13
PROJECT CONSTRUCTION, POST DESIGN SERVICES.....	Page 13
FINAL PROJECT COST ACCOUNTING.....	Page 13

PURPOSE

These Guidelines were developed in order to assist Local Agencies and Tribal Governments (Project Sponsors) with the ADOT process for federal funding of Off-System Bridge structures.

The Off-System Bridge Subprogram guidelines describe the basis of eligibility and project selection, which will follow a performance-based approach to project programming. Each project will be rated by the ADOT Bridge Group and a Selection Committee based on criteria and a prioritization method that are described within this document. Programming of selected projects will follow established ADOT policy and procedures.

The Purpose of the Off-System Bridge Program is to fund the Design and/or Construction for replacement, rehabilitation, preservation and protection of roadway bridges over waterways, other topographical barriers, other roadways, railroads, canals, ferry landings, etc. on bridges that are not on the Federal-aid highway system (local roads or rural minor collectors).

CALL FOR PROJECTS APPLICATION PROCESS

Project selection will be competitive and done through a “Call for Projects” application process based on the State Fiscal Year (July 1st-June 30th).

The “Call for Projects” notice will be sent by the ADOT LPA Section through the Council of Governments (COG) and Metropolitan Planning Organizations (MPO). Entities submitting multiple applications will need to regionally prioritize projects and submit justification for the selected bridges

Types of applications include:

Scoping Preliminary Engineering (STBG Only): If applying for scoping, the application must be for scoping only and include an anticipated plan to complete the project. Only STBG funding can be used for scoping only requests. If it is determined that the project will move forward with Design and Construction, a new application will need to be submitted and compete in a future “Call for Projects”.

Design and Construction: Applications for Design and Construction phases will require a minimum 15% level design plans and a scoping document that includes a detailed description of work that includes scope of work, justification (system prioritization), schedule, and detailed itemized cost estimates for both design costs and construction costs.

Construction: If the application is for the Construction phase only, applications shall include preliminary or final design plans that are at or beyond 95% (Stage IV) and include an itemized construction costs estimate.

All applications will require a cost estimate. Cost estimates should include a year of expenditure and show a fully funded project including all local funding amounts. This includes the ADOT Development Administration (PDA) fees to complete compliance reviews, obtain clearances, and finalize bid packages as part of the ADOT Development Process.

FUNDING PROGRAMS

There are two separate funding programs available for use on Off-System Bridge Projects. The application shall identify the requested Program Funding (STBG or BFP) the project sponsor wishes to apply for in the application form.

All projects selected must be obligated for construction within 3 years of selection. Application must include a fiscally constrained program year for each phase of work.

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM

On December 4, 2015, the President signed the FAST Act into law (Pub. L. 114-94). The FAST Act amended the Surface Transportation Program (STP) contained in 23 U.S.C. 133, and changed the program name to the Surface Transportation Block Grant Program (STBG). As part of the STBG program, a special set-aside was designated for the funding of the Off-System Bridge Program.

As a result of updates to the STBG program under the Infrastructure Investment and Jobs Act (IIJA), the amount is to be not less than 20% of the State's FY 2009 Highway Bridge Program apportionment. The funding set aside in ADOT's construction program for each FY is currently \$3,900,000.

Under the STBG Program, eligible project costs will be funded at 94.3% federal share with a 5.7% local match.

BRIDGE FORMULA PROGRAM (INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA))

On November 15, 2021 the President signed into law the Infrastructure Investment and Jobs Act (IIJA) (Bipartisan Infrastructure Law), Public Law (Pub. L.) 117-58, which appropriated funding for Highway Infrastructure Programs (HIP) for FY 2022 thru FY 2026. A minimum amount of \$6,750,000 will be set aside for the next five years beginning in ADOT's FY 2023 program year for bridge replacement, rehabilitation, preservation, protection, and construction program (hereafter, Bridge Formula Program (BFP)), for off-system bridges within the State of Arizona.

Under the Bridge Formula Program (BFP), eligible project costs will be funded with 100% federal share and no local match is required.

The following information is an excerpt from FHWA Memo HIF-1 dated January 14, 2022 providing guidance on the Bridge Formula Program, detailing when funding of the program will expire:

Period of Availability for Obligation and Expenditure

BFP funds remain available for obligation and expenditure as follows:

Fiscal Year of BFP Funds	Period of Availability for	
	Obligation and Expenditure	Expenditure ⁶
2022	Lapse on September 30, 2025	Cancel on September 30, 2030
2023	Lapse on September 30, 2026	Cancel on September 30, 2031
2024	Lapse on September 30, 2027	Cancel on September 30, 2032
2025	Lapse on September 30, 2028	Cancel on September 30, 2033
2026	Lapse on September 30, 2029	Cancel on September 30, 2034

Any such amounts not obligated within the period of availability for obligation shall lapse. Once the period of availability for obligation has expired, BFP funds will only remain available for adjusting and liquidating obligations as authorized in accordance with 31 U.S.C. 1553.

Obligated BFP balances are available for expenses properly charged to the account and incurred until the cancellation of the funds, which occurs five years after lapse as shown in the table above. After the dates of availability for expenditure, any unexpended balances of obligated BFP funds shall be de-obligated. Any such funds that have not been expended are then cancelled and returned to the U.S. Treasury in accordance with 31 U.S.C. 1552 and shall no longer be available for obligation or expenditure.

⁶ During this period, there is also limited availability for upward adjustments to existing obligations of BFP funds. Obligations of General Fund appropriations, such as those for the BFP, that have expired can be made only for costs associated with timely obligations related to legitimate cost overruns within the scope of work and purpose associated with the original obligation.

ELIGIBILITY

Bridges are defined as any highway structure with an opening measured along the centerline of roadway of more than 20 feet (6.1 m) between under copings of abutments and spring lines of arches, or extreme ends of the openings of multiple boxes; it may include multiple pipes where the clear distance between openings is less than half of the smaller contiguous opening. Eligible bridges shall be inventoried as a National Bridge Inventory (NBI) structure with an assigned structure number in the National Bridge Inventory Database and be owned by a local public agency or federally recognized Tribe

ELIGIBLE ACTIVITIES

- Replacement (including replacement with fill material)
- Rehabilitation and/or strengthening
- Preservation/Preventative Maintenance (As identified under FHWA's Bridge Preservation Guide)
- Protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events)
- Real Property Interest Rights for required access and permits or other uses as needed as part of the Right of Way requirements needed for the project

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM

Eligible for Replacement, Rehabilitation and/or Strengthening:

The bridge must be classified as either "Poor" or "Fair" or having a load capacity rating that requires the bridge to be posted for weight restrictions based on the National Bridge Inspection Standards (NBIS).

Eligible for Preservation/Preventative Maintenance and Protection:

All bridges regardless of condition are eligible for Preservation/Preventative Maintenance or Protection measures.

BRIDGE FORMULA PROGRAM (IIJA)

Eligible for Replacement, Rehabilitation and/or Strengthening:

The bridge must be classified as either "Poor" or "Fair" or having a load capacity rating that requires the bridge to be posted for weight restrictions based on the National Bridge Inspection Standards (NBIS).

Eligible for Preservation/Preventative Maintenance and Protection:

Protection activities as described above are also eligible to be funded under this program given that one of the above conditions or load capacity items are met.

ADDITIONAL ITEMS UNDER BOTH PROGRAMS

Reasonable touchdown points for bridge projects are recommended in order to keep the total length of approach work at less than 1,200 feet, not to exceed 15% of the total project cost. However, if the local agency determines that the required approach work total would exceed 1,200 feet, but all elements of the project were designed to the operating speed of the roadway (not exceeding the posted or statutory speed), a waiver request can be submitted, through the Department. Requests should be initiated through the ADOT LPA Section, and directed to the Bridge Group within ADOT.

Long approach fills, connecting roadways, interchanges, ramps, and other extensive structures, when constructed beyond the attainable touchdown point are, in general, ineligible for program participation in the Off-System Bridge program.

An exception can be accepted to use program funds for more roadway work if FHWA representatives concur that the bridge replacement or rehabilitation project is an isolated project without any roadway improvement proposed in the vicinity of the project area. In order to satisfy AASHTO Design Criteria to current design standards for roadway and bridge requirements, the proposed roadway and bridge work may be paid fully by program funds.

DETERMINING BRIDGE STRUCTURE ELIGIBILITY

The ADOT Bridge Group maintains a bridge inventory list of local agencies on its website www.azdot.gov/business/engineering-and-construction/bridge. Coding based on the NBIS inspection that defines a bridge as Good, Fair and Poor and if they are on or off the federal-aid-system are provided in the list for reference.

A “Poor” bridge is defined as having one or more main bridge elements of the deck, superstructure, substructure or culvert with a condition rating of 4 or less based on the rating criteria defined in the National Bridge Inspection Standards (NBIS).

A “Fair” bridge is defined as having one or more main bridge elements of the deck, superstructure, substructure or culvert with a condition rating of 5 or 6, with no other of these elements with a rating of 4 or less, based on the rating criteria defined in the National Bridge Inspection Standards (NBIS).

Under both funding programs the decision to rehabilitate versus replace should be based on a study of alternatives considering cost, safety, service life, and level of service. Rehabilitation alternatives are necessary only when considered feasible. All deficiencies must be corrected including safety features; for example, bridge rail, approach rail, and transitions. (This requirement does not apply to projects which include only Preservation/Preventative Maintenance or Protection activities such as scour countermeasures, seismic retrofit, or structural steel painting, although FHWA recommends safety defects be corrected, if possible.)

The standards by which deficiencies are determined depend on the system.

- National Highway System (NHS) - State Standards (Meets or exceeds the American Association of State Highway and Transportation Officials (AASHTO) Standards)
- Other State Highways - State Standards (Meets or exceeds AASHTO)

- Local Agency Roads - AASHTO or ADOT approved Local Standards

Geometric and structural features must meet current standards for replacement or rehabilitation, or deviations must be documented for variance of current standards using performance based practical design methods. Whenever a bridge is replaced or alleviated by a new bridge, the existing bridge shall either be dismantled or demolished, or its use limited to the type and volume of traffic the structure can safely service over its remaining life.

FUNCTIONAL CLASSIFICATIONS

Bridges are classified as "On" and "Off" the Federal-aid system by their functional classification. Local roads (National Bridge Inspection code 09 or 19) and rural minor collectors (NBI code 08) are "Off-System".

The functional classification of a road is the class or group of roads to which the road belongs. There are three main functional classes as defined by the United States Federal Highway Administration: arterial, collector, and local.

Arterial:

Arterial roads generally provide the fastest method of travel and typically have low accessibility from neighboring roads. They are usually designed with long-distance travel in mind and are not as common as the other two functional classes of roads.

Codes and Definitions:

- 01 Rural-Principal Arterial, Interstate
- 02 Rural-Principal Arterial, Other Freeways & Expressways
- 06 Rural-Minor Arterial
- 11 Principal Arterial, Interstate
- 12 Principal Arterial, Other Freeways or Expressways
- 14 Other Principal Arterial
- 16 Minor Arterial

Collector:

Collector roads are the second most common and are used as a connection between local roads and arterial roads. They provide a balance between access and mobility.

Codes and Definitions:

- 07 Rural-Major Collector
- 08 Rural-Minor Collector
- 17 Urban-Collector

Local:

Local roads are the most common roads by far, but are also the slowest for travel. They are designed specifically to have high accessibility and to connect to collector and arterial roads, and are typically not used for through traffic.

Codes and Definitions:

- 09 Local Rural
- 19 Local Urban

FUNCTIONAL CLASSIFICATION TABLES

Classification Code:	01	02	06	07	08	09	11	12	14	16	17	19
On-System:	X	X	X	X			X	X	X	X	X	
Off-System:					X	X						X

If an applicant has a dispute over the identified functional classification of a bridge within their jurisdiction, please refer to <https://azdot.gov/maps> and contact the ADOT LPA Section or ADOT Bridge Group for further guidance or clarification.

PROJECT SELECTION

SELECTION COMMITTEE PRIORITIZATION

The Selection Committee will review and prioritize all Off-System Bridge projects based on the submitted applications and recommend projects based on scoring of each project application according to the rating factors that are described below. Projects are programmed according to rankings given to them by the Selection Committee, and available funding with the year identified in the application. Based on funding availability, certain phases of a project may have to move between fiscal years. If additional funding becomes available within the current programming cycle, the next project on the priority list may be programmed. Projects may be selected out of order to deplete the balance of the subprogram in the event that the cost of the next project on the list would exceed the amount of available funding. Project Sponsors will be notified whether or not their project is selected for funding. Projects that are not selected must be resubmitted to the Selection Committee in the next selection cycle in order to be considered.

Projects will be prioritized (ranked) statewide by ADOT Bridge Group based on:

- Overall condition of the bridge (bridge inspection reports)
- Amount of traffic
- Accident rates
- Vertical clearance
- Bridge geometry
- Load carrying capacity
- Age of bridge
- Weight restriction

EVALUATION OF CANDIDATE BRIDGES

The ADOT Bridge Group performs an initial review of the bridge data and ratings, the project prospectus and the preliminary estimate to resolve any insufficient and inconsistent data. The Selection Committee will perform a preliminary ranking and review, and may perform an on-site review of selected bridges as necessary. The review consists of evaluating the project scoping document which identifies the replacement or rehabilitation needs of the project and recommended action. The Selection Committee consists of bridge engineers from ADOT Bridge Group Administration, Bridge Design, Preservation, and Geotechnical services, and any others as appropriate.

PRIORITY RANKING OF CANDIDATE BRIDGES

For local agencies, the bridge projects to be included in the annual program are to be selected in accordance with FHWA's "Guidelines for Administration of Local Government Federal Aid Improvement Programs". The program consists of the following selection process and criteria:

- Concurrently with updates to the five-year Federal Aid Program, each COG/MPO should notify its local jurisdictions of the current bridge listing and request which bridge(s) a project sponsor intends to nominate and submit an application. The listing will reflect ADOT file data by each summer with eligibility subject to cooperative confirmation by the FHWA

- A Project Sponsor submitting candidate projects to a COG/MPO for program inclusion will need to select from one of the two funding programs available (STBG or BFG) for Off System Bridge Projects.

Bridge needs are determined by program objectives; these objectives, in turn, form the basis of a priority ranking system. If objectives are not specifically stated, they are implied by the factors and methods used in determining needs and priorities.

These actions could be:

- Evaluating bridge problems
- Selecting bridge improvement projects
- Programming and initiating projects
- Inventorying and inspecting bridges
- Evaluating priorities
- Selecting and programming projects
- Improving bridges

PROJECT SELECTION FOR EMERGENCY SITUATIONS

In the event a bridge has been destroyed or substantially damaged, causing an emergency situation, and no other state or federal funds are available for its replacement or restoration; the agency may apply to have the bridge replaced or restored with program funds.

The ADOT Bridge Group will conduct an on-site inspection of the Bridge and determine:

- That no reasonable alternate detours are available
- That the structure had a valid inspection in the last two years
- That the structure failed or received a three-ton or less load rating causing closure and barricading

Emergency structures will take priority over other projects. If the emergency request is approved, another project may have to be delayed.

PROGRAMMING

If a project is selected for program funding, an eligibility letter will be sent to the Project Sponsor, COG/MPO, and ADOT Technical Groups letting them know that the project has been selected for funding.

Once a project has been selected as a candidate bridge through the ADOT “Call for Projects” process, the Project Sponsor will need to work with their Regional COG/MPO to have the project programmed into a fiscally constrained program year in the Regional TIP.

Once the Regional TIP has been amended and submitted through ADOT and FHWA for approval, the Project Sponsor should work with the ADOT Local Public Agency Section to initiate the project and start the ADOT Development Process.

PROJECT DEVELOPMENT PROCESS

Once a project has been submitted and selected for OSB funding and programmed in the Regional COG/MPO TIP, Project Sponsors will need to follow the ADOT Project Development Process for federal-aid programs as outlined in the ADOT LPA Manual. You can find the ADOT LPA Manual, along with other OSB resources on the ADOT LPA Section's webpage <https://azdot.gov/node/5434>.

For more information about the BFP and other federal-aid programs included in the IIJA Bill, please visit the FHWA Website <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/bridges.cfm>.

Throughout the Project Delivery Process, Project Sponsors will need to have the below items completed:

SCOPING DOCUMENT: A scoping document that includes scope of work, justification, schedule, and detailed cost estimates for Design and Construction phases are required as part of the documentation needed for the project review and selection process. Guidance on preparing appropriate scoping documents for ADOT administered projects can be found on Roadway Engineering Group's Predesign webpage <https://azdot.gov/node/5369>

PROJECT INITIATION: Project Sponsor will prepare and submit a Project Initiation request to the ADOT LPA Section to request an ADOT Project and Federal ID numbers. Project Initiation request forms and supporting documentation forms can be found on the ADOT LPA Section's webpage <https://azdot.gov/node/14142>.

INTERGOVERNMENTAL AGREEMENT (IGA): Execute Intergovernmental Agreement. ADOT will prepare an Intergovernmental Agreement which outlines the funding for the project based on the final cost estimate.

PROJECT DEVELOPMENT ADMINISTRATION (PDA) FEES: All local governments will have an executed IGA with ADOT that outlines procedures for ADOT to recover the design review and bid package preparation costs by ADOT to administer the development and advertisement for bid of local construction projects.

ENVIRONMENTAL ANALYSIS: An Environmental Determination will be made by ADOT regarding the type of Environmental Analysis required for the project. All federal-aid projects require an environmental analysis and an environmental clearance certification.

DESIGN MEMORANDUM: A Design Memorandum letter will be prepared and submitted by the Project Sponsor to the ADOT Project Manager after Environmental Clearance has been given for the project. After the Design Memorandum has been signed, final design work on the project can begin.

STAGE SUBMITTALS: Submit 30%, 60%, and 95%, Plans, Specifications, and Estimate: If the Project Sponsor is designing the project, requirements for the 30%, 60%, and 95% projects submittals are described in ADOT's Project Development Process.

RIGHT OF WAY (ROW) CLEARANCE: The Local Public Agency will provide the ADOT ROW Group with a Real Property Interest Certification upon completion for environmental clearance and completion of 95% plan submittal. All federal-aid projects regardless of new rights of way or not require a ROW clearance.

FINAL PLANS PACKAGE: Special Provisions shall be prepared in accordance with ADOT format and be submitted electronically. The ADOT Contracts and Specifications Section will prepare a PS&E package. Environmental Clearance, Right of Way Clearance and Utility Clearance letters should be submitted as part of the final plan package to ensure that the approval process will not delay bid advertisement.

CONSTRUCTION MATCHING FUNDS: The matching funds required for a local government project will be the amount shown on the project estimate recapitulation sheet provided by Contracts and Specifications Section in the project PS&E bid package plus a surcharge amount (for change order use).

PROJECT BID ADVERTISEMENT AND AWARD: Projects will be advertised for bid when Environmental Clearance, Right of Way and Utility Clearances are approved, PS&E package is approved and matching funds have been provided. Project is advertised, bid open, bids reviewed and certified and the project awarded by the State Transportation Board. This process requires a minimum of 2 months.

PROJECT CONSTRUCTION, POST DESIGN SERVICES: A local jurisdiction who has hired a consultant engineering firm to prepare plans, specifications, and estimate for their federal-aid highway construction project must retain the firm for post design work that may be required during the construction phase of the project.

FINAL PROJECT COST ACCOUNTING: At the conclusion of the construction phase of the project, a final accounting of project costs will be made. The local agency will be informed by the letter from ADOT Accounts Receivable Section, of the final construction costs for the project.