



# SEAGO TRANSPORTATION ADVISORY COMMITTEE

## AGENDA FOR SEAGO TAC

<b>Date:</b>	September 21, 2017
<b>Time:</b>	10 a.m.
<b>Location:</b>	Cochise College Benson Center, 1025 State Hwy. 90, Benson, Arizona
<b>Call-in No.</b>	Call Chris Vertrees (520-432-5301 ext. 209) ( <a href="mailto:cdvertrees@seago.org">cdvertrees@seago.org</a> ) 48 hrs. in advance of meeting date for call-in information.

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

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

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

**Shaded items are action items.**

ITEM	SUBJECT	PRESENTER	PAGE
1.	Call to Order and Introductions	Jesus	N/A
2.	Call to the Public	Jesus	N/A
3.	Approval of Minutes of July 20, 2017	Jesus	3-6
4.	Cochise County Road Design & Construction Standard Presentation	Karen/Allen	7
5.	STP/HSIP Ledger Reports	Chris	8-9
6.	TIP Reports – FY17 and FY18 ➤ Discussion and Possible Action on Current TIP • Administrative Changes • Proposed Amendments	Chris	10-13
7.	SHSP Update and Extension Request	Chris	14-16
8.	SEAGO Transportation Position Issues Statement	Randy	17-19
9.	LTAP Funding Discussion and Training Survey	Chris	20-21
10.	SEAGO Traffic Count Program Implementation Procedures	Chris	22-24
11.	ADOT-LPA Stakeholder Meeting Update	Karen	N/A
12.	District Engineers' Report ➤ Status of State Highway Projects Quarterly Project Report	TBD	N/A



# SEAGO TRANSPORTATION ADVISORY COMMITTEE

## AGENDA FOR SEAGO TAC

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13.	Regional Local Program Reports <ul style="list-style-type: none"><li>➤ Status of Local Projects<ul style="list-style-type: none"><li>• STP Projects</li><li>• Update on Enhancement Projects</li><li>• Update on HSIP Projects</li><li>• Update on all Planning Studies</li></ul></li></ul>	Towns, Cities, Counties, & ADOT	N/A
14.	Items for General Discussion	All	N/A
15.	Items for Next Meeting	All	N/A
16.	Next Meeting Date: September 21, 2017	Jesus	N/A
17.	<b>Adjourn</b>		

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



# SEAGO TRANSPORTATION ADVISORY COMMITTEE

## MEETING MINUTES FOR JULY 20, 2017

<b>Date:</b>	July 20, 2017		
<b>Time:</b>	10 a.m.		
<b>Location:</b>	Cochise College Benson Center, 1025 State Hwy. 90, Benson, Arizona		
<b>Voting TAC Members Present</b>	Karen Lamberton, Cochise Mark Hoffman, ADOT Jesus Valdez, Santa Cruz Juan Guerra, Nogales John Basteen, Duncan	Michelle Johnson, Benson Donna Driskell, Tombstone Heath Brown, Thatcher Michael Bryce, Graham Phil Ronnerud, Greenlee	Andy Haratyk, Bisbee Lynn Kartchner, Douglas
<b>Guests, Staff, and Other Attendees</b>	Chris Vertrees, SEAGO Brad Simmons, Cochise Leonard Fontes, Santa Cruz Tom Engel, ADOT		

### 1. Call to Order and Introductions

Chair Jesus Valdez called the meeting to order at 10:13 a.m. TAC members, guests and SEAGO staff introduced themselves.

### 2. Call to the Public

Chair Jesus Valdez made a Call to the Public and no one spoke.

### 3. Approval of Minutes of May 18, 2017

Chair Jesus Valdez asked for a motion to approve the May 18, 2017 Minutes.

**MOTION:** Karen Lamberton moved to approve the May 18, 2017 Minutes.

**SECOND:** Mark Hoffman

**ACTION: APPROVED UNANIMOUSLY**

### 4. STP/HSIP Ledger Reports

Chris Vertrees presented the STP/HSIP Ledger Reports that were included in the TAC packet on pages 7 and 8. During review of the STP Ledger, Andy Haratyk, asked the purpose of the \$10,000 STP programmed for LTAP. Chris Vertrees explained that it is programmed annually and it covers our agency membership costs and supports the statewide program. Andy expressed frustration at working with LTAP. He indicated that they are often reluctant to provide localized training and threaten that Bisbee will need to pay for the class if they did not meet minimum class size requirements (12-15 people). Phil Ronnerud provided information on the history of how STP was programmed to fund the program. He indicated that if LTAP was not responding to our needs, we need to stop funding for LTAP. Chris Vertrees stated that local training would be best scheduled through SEAGO because of our ability to provide a central location and conduct outreach to all member agencies to fill the class size mandates. Chris and Andy will meet to discuss his training program status and future needs.



# SEAGO TRANSPORTATION ADVISORY COMMITTEE

## MEETING MINUTES FOR JULY 20, 2017

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### 5. TIP Report

Chris Vertrees presented the 2017 and 2018 TIP Reports. Chris notified the TAC that no action was required involving the 2017 and/or the 2018 TIP at this meeting.

Chris advised the TAC that on July 12, 2017, the 2017-2021 TIP was administratively changed to reflect the FY18 FTA Section 5310 and 5311 Year 2 Grant Awards as identified in the ADOT Transit Section Award Tables available on pages 13 through 17 of the TAC Packet.

Chris Vertrees advised the TAC that the 2018-2022 TIP went through the public participation process from April 4 – May 18, 2017. No comments were received by SEAGO. The 2018 TIP was updated to reflect TIP amendments approved at our May TAC meeting. Our 2018-2022 TIP was submitted to ADOT on June 28, 2017.

The TAC discussed Chino Road Phase II. Lynn Kartchner will work with ADOT to determine if the project can go in FY18. Chris advised we are approximately \$800,000 short in STP funding to move the project forward. He will continue to work on securing loan commitments from other COGs and MPOs and report back to the TAC at the September meeting.

### 6. SHSP Update

Chris Vertrees referred the TAC to pages 21 to 29 of the TAC Packet. Chris reviewed the results of the emphasis area voting that occurred on May 18<sup>th</sup>. Chris indicated that he was directed to limit the total number of emphasis areas to 6. The following are the 6 emphasis areas as determined through the voting results:

1. Speeding and Aggressive Driving
2. Impaired Driving
3. Distracted Driving
4. Lane/Roadway Departure
5. Younger Drivers
6. Occupant Protection

Chris reviewed the vision statement developed by the TAC: **“Stay Alive, Focus on the Drive”**.

Chris reviewed the goal statement developed by the TAC: **“Improve the Safety of Our Roads...Lets Reduce Fatalities and Severe Injuries in the Next 5 Years”**.

The TAC reviewed the signalized and un-signalized intersections rankings for both local agency intersections and ADOT intersections compiled by AMEC. The TAC identified several intersection ownership issues. Chris noted the corrections and will provide to AMEC to update.

Chris advised the TAC expects to have road segment screening data along with maps that identify the top-ranked locations by the week of July 24, 2017. As soon as it is received, he will distribute for review, comment, and prioritization.



## SEAGO TRANSPORTATION ADVISORY COMMITTEE

### MEETING MINUTES FOR JULY 20, 2017

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Chris advised the TAC that HSIP applications are due to ADOT by October 2, 2017. Chris stated that if after review of the intersection and corridor information you are considering an HSIP application this cycle, to let him know. AMEC will help develop the information needed to complete the ADOT HSIP application, including project descriptions, cost estimates, and benefit/cost ratios. We will review and rank any HSIP applications at our September TAC Meeting.

#### **7. SEAGO Planning Project Discussion**

Chris referred the TAC to his memo on page 30 and 31 of their TAC Packet. Chris advised the TAC that SEAGO has approximately \$150,000 in planning funds available to develop/administer a regional planning project. Chris stated that he is looking for ideas and a recommendation for a FY18 planning project. He advised that SEAGO has had internal discussions and was considering the following projects:

1. Fund and administer a PARA project not selected by ADOT during the FY18 application cycle. Two planning study applications were not select by ADOT. Those studies include the Benson/Cochise County Corridor Feasibility Study and the Greenlee County Ownership of Local Roads Study.
2. Conduct a Transportation Planning Study Integration Project.
3. Develop a Transit Fleet Management Plan.

Karen Lamberton recommended expanding the Cochise County Road Design and Construction Standards Update to the region as a whole. Michael Bryce recommended that SEAGO conduct a Regional Pavement Quality Study. The TAC had an extended discussion on the value of each project. The consensus of the TAC was for Chris to recommend to its Executive Board that the Greenlee County Ownership of Local Roads Study be the project funded.

#### **8. ADOT-LPA Stakeholder Meeting Update**

Karen Lamberton provided the TAC an update involving the Arizona Local Public Agency (AZLPA) Stakeholder Council meeting held on June 15, 2017. She advised the TAC that Lisa Danka and Patrick Stone presented information on the HURF Exchange program to the group. Karen recapped the information received and provided the TAC with a HURF Project Initiation Sample Letter for their records.

#### **9. Cochise Connection and Graham/Greenlee Transit Update**

Chris Vertrees emphasized two issues that will impact the region.

The Cochise Connection that will connect the public bus services of Douglas, Bisbee, Sierra Vista, and Benson will kick-off on August 7<sup>th</sup>. Chris referred the TAC to the Cochise Connection press release located on page 32 and 33 of their TAC Packet. He invited all to attend the ribbon cutting celebration on August 7<sup>th</sup>.

SEACAP ended their transportation program on June 30th. Easter Seals Blake Foundation (ESBF) has volunteered to step in and continue services in Graham and Greenlee Counties. SEAGO is working with ADOT and ESBF to make this a seamless transition. Chris advised that



## SEAGO TRANSPORTATION ADVISORY COMMITTEE

### MEETING MINUTES FOR JULY 20, 2017

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ESBF was awarded \$20,000 FTA Section 5310 operating funding for FY18. He also advised that SEAGO received a \$55,000 grant from the United Way to support the project and to update the Graham County Transit Feasibility Study. The goal is for ESBF to submit an FTA Section 5311 Grant application during the FY19 application cycle and transition to a 5311 Dial-A-Ride program effective October 2018.

#### **10. District Engineers' Report**

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

#### **11. Regional Local Program Reports**

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

#### **12. Items for General Discussion**

Chair Jesus Valdez asked if anyone had items for general discussion. No one spoke.

#### **13. Items for Next Meeting**

Chris Vertrees advised the TAC that we should have the Draft Strategic Highway Safety Plan should be ready in time for our September meeting. If it is, a majority of the meeting will be dedicated to review and comment of the SHSP. Chris noted that if any HSIP applications will be submitted for the October call for projects, we will need to review and rank those projects. Chris also noted that Chino Road Phase II will need to be reviewed for a go or no-go at our September meeting.

#### **14. Next Meeting Date: September 21, 2017 at the Cochise College Benson Center.**

**MEETING ADJOURNED AT 13:35 PM**



# TAC PACKET

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**TO: SEAGO TAC**  
**FROM: CHRIS VERTREES, SEAGO TRANSPORTATION PLANNER**  
**DATE: SEPTEMBER 10, 2017**  
**RE: COCHISE COUNTY ROAD DESIGN & CONSTRUCTION STANDARD UPDATE**

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Karen Lamberton has briefed the TAC on several occasions concerning Cochise County's efforts to update their road design & construction standards. Her updates have generated a great deal of discussion and questions. In addition, some agencies have expressed interest in adopting the updates. Allen Hathcock, the Project Manager for the Cochise County Design Standard update will be at our meeting to provide a brief overview of the development process and the updated standards. We will also have a brief question and answer period following his presentation.

SEAGO STP Ledger 2018-2022  
Revised: September 2017

New OA rate from ADOT effective FFY 2017		94.9% *		Projected Fed Funds *		Cumulative Balance	
Action	OA Rate	Apportionment	OA	Apportionment	OA	Apportionment	OA
STP Carry Forward FY17 (Joe Carlson SRTS Bid Savings)	94.9%	\$20,567	\$19,498	\$20,567	\$19,498		
FY 2018 Allocation	94.9%	\$1,001,206	\$950,144	\$1,021,773	\$969,642		
<b>ADOT Loan Repayment In</b>		\$525,430	\$525,430	\$1,547,203	\$1,495,072		
<b>Douglas: Chino Road Extension Phase 2 (Tenative)</b>		-\$2,357,500	-\$2,357,500	-\$810,297	-\$862,428		
<b>Cochise County: Davis Road ROW</b>		-\$250,920	-\$250,920	-\$1,061,217	-\$1,113,348		
<b>Repay SVMPO for FY16 Loan #2</b>		-\$69,870	-\$69,870	-\$1,131,087	-\$1,183,218		
<b>Tech Transfer (LTAP)</b>		-\$10,000	-\$10,000	-\$1,141,087	-\$1,253,088		
FY 2018 Balance				<b>-\$1,141,087</b>	<b>-\$1,253,088</b>		
FY 2019 Allocation	94.9%	\$1,001,206	\$950,144	-\$139,881	-\$302,943		
<b>Tech Transfer (LTAP)</b>		-\$10,000	-\$10,000	-\$149,881	-\$312,943		
FY 2019 Balance				<b>-\$149,881</b>	<b>-\$312,943</b>		
FY 2020 Allocation	94.9%	\$1,001,206	\$950,144	\$851,325	\$637,201		
<b>20th Ave, Phase II (Construction) Safford</b>		-\$2,000,000	-\$2,000,000	-\$1,148,675	-\$1,362,799		
<b>Tech Transfer (LTAP)</b>		-\$10,000	-\$10,000	-\$1,158,675	-\$1,372,799		
FY 2020 Balance				<b>-\$1,158,675</b>	<b>-\$1,372,799</b>		
FY2021 Allocation	94.9%	\$1,001,206	\$950,144	-\$157,469	-\$422,655		
<b>Tech Transfer (LTAP)</b>		-\$10,000	-\$10,000	-\$167,469	-\$432,655		
FY 2021 Balance				<b>-\$177,469</b>	<b>-\$442,655</b>		
FY2022 Allocation	94.9%	\$1,001,206	\$950,144	\$823,737	\$507,490		
<b>Thatcher: Church Street</b>		-\$3,017,600	-\$3,017,600	-\$2,193,863	-\$2,510,110		
<b>Tech Transfer (LTAP)</b>		-\$10,000	-\$10,000	-\$2,203,863	-\$2,520,110		
FY 2022 Balance				<b>-\$2,203,863</b>	<b>-\$2,520,110</b>		

- \* Notes: 1. Updated: September 2017  
2. OA Rate is at 94.9% is subject to change  
3. STP Apportionments are ADOT estimates and subject to change.

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

OA = Obligated Authority. This is the amount of money that can actually be obligated to SEAGO based upon the OA %.  
STP = Surface Transportation Program funds. This amount is allocated to SEAGO based upon the 2010 population  
Balance carry-over is no longer allowed. Excess funds must be utilized or loaned to another COG or to the State.

SEAGO HSIP Ledger 2018-2019  
Revised: September 2017

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

- \* Notes: 1. Updated: September 2017  
2. Reflects ADOT assigned OA Rate of 94.9%  
3. HSIP Apportionments are ADOT estimates and subject to change.

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

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



# TAC PACKET

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**TO: SEAGO TAC**  
**FROM: CHRIS VERTREES, SEAGO TRANSPORTATION PLANNER**  
**DATE: SEPTEMBER 12, 2017**  
**RE: SEAGO 2018-2022 TIP REPORT**

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At our last meeting, we discussed the status of Chino Road Phase II which is programmed for this year. The TAC had concerns about funding and the readiness of the project to proceed this year. The following is an update on the project's status:

The ADOT project manager met with the consultant for this project to determine what needs to be done (and the associated costs) to finish up design, as well as how much money will be needed for construction. The following is a summary of what they concluded:

Remaining design (consultant) and PMDR fees:

\$ 75,440	Federal funds (94.3%)
\$ 4,560	City of Douglas match (5.7%)
\$ 80,000	TOTAL

Construction:

\$ 2,829,000	Federal funds (94.3%)
\$ 171,000	City of Douglas match (5.7%)
\$ 3,000,000	TOTAL

We currently have the following programmed for this project:

Construction:

\$ 2,357,500	Federal funds (94.3%)
\$ 142,500	City of Douglas match (5.7%)
\$ 2,500,000	TOTAL

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

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

In terms of funding, we currently have \$1,216,413 available in STP. Including the obligation authority we have available through our un-programmed HSIP funds and potential loan commitments from other COGs, we have close to \$2.1 million available. If the project costs stay close to those currently programmed, we are in positive position to fund this project. Any increase in costs will force a reprogramming decision.

Before any programming decisions are made and any loan agreements are signed, we need an updated cost estimate that considers the variables noted above. Therefore, I recommend the following action:

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

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

The SEAGO 2018-2022 TIP is attached for your records.

SEAGO REGION  
2018-2022 TIP

Approved By: TAC - 3/16/17 Administrative Council- N/A Executive Board - 3/30/17

TIP YEAR Project ID	PROJECT SPONSOR	PROJECT NAME	PROJECT LOCATION	LENGTH	TYPE OF IMP - WK - STRU	Functional Classifications	LANES BEFORE	LANES AFTER	FED AID TYPE	FEDERAL FUNDS	LOCAL MATCH	OTHER FUNDS	TOTAL COST
<b>2018</b>													
DGS17-01	City of Douglas	Chino Road Extension Phase 2	Chino Road: 9th Street to SR90	.85 miles	Construction	Urban Minor Arterial	2	2	STP	\$2,357,500	\$142,500		\$2,500,000
CCH18-01	Cochise County	Davis Road Project Assessment and DCR	Davis Road from Hwy 191 to N. Central Highway	1.6 miles	ROW	Rural Major Collector	2	2	STP	\$250,920	\$16,143		\$267,063
NOG 19-01	City of Nogales	Valle Verde/Paseo Verde Paving Project	Valle Verde Dr. and Paseo Verde Drive between Grand Ave. and W. Mesa Verde Dr.	1150 Feet	Design	Urban Local	2	2	CMAQ	\$80,593	\$4,871		\$85,464
NOG 19-01	City of Nogales	Valle Verde/Paseo Verde Paving Project	Valle Verde Dr. and Paseo Verde Drive between Grand Ave. and W. Mesa Verde Dr.	1150 Feet	Design (PMDR Fee)	Urban Local	2	2	CMAQ	\$28,290	\$1,710		\$30,000
SCC12-12	Santa Cruz County	River Road and Pendleton Drive Safety Improvements	River Road and Pendleton Drive	Varies	Construction	Rural Major Collector	2	2	HRRRP	\$2,664,700	\$159,865		\$2,824,565
SCC12-03	Santa Cruz County	Drive Intersection Improvements	Intersection		Design	Rural Major Collector			HSIP	\$70,725	\$4,275		\$75,000
SCC12-03	Santa Cruz County	Rio Rico and Pendleton Drive Intersection Improvements	Intersection		ROW	Rural Major Collector			HSIP	\$188,600	\$11,400		\$200,000
CLF16-01	Town of Clifton	Zorilla Street Bridge Rehabilitation, Structure #9633	Zorilla Street between US 191 and Park, Avenue, Clifton, AZ	216 Feet	Construction	Rural Local	2	2	Off-System Bridge	\$729,896	\$44,118		\$774,014
		LTAP							STP	\$10,000			\$10,000
<b>TOTAL FOR 2017</b>										<b>\$6,381,224</b>	<b>\$384,882</b>		<b>\$6,766,106</b>
<b>2019</b>													
GGH12-04	Graham County	8th Ave & Airport Rd Intersection	Intersection		Construction	Rural Major Collector	2	2	HPP	\$996,375	\$60,226		\$1,056,601
GGH12-04	Graham County	8th Ave & Airport Rd Intersection	Intersection		Construction	Rural Major Collector	2	2	HRRRP	\$2,300,000			\$2,300,000
NOG 19-01	City of Nogales	Valle Verde/Paseo Verde Paving Project	Valle Verde Dr. and Paseo Verde Drive between Grand Ave. and W. Mesa Verde Dr.	1150 Feet	Construction	Urban Local	2	2	CMAQ	\$409,942	\$24,779		\$434,721
SCC 18-01	Santa Cruz County	I-19/Ruby Road TI-Improvements	I-19/Ruby Road TI		Design	Rural Major Collector	2	2	CMAQ	\$984,256	\$59,494		\$1,043,750
		LTAP							STP	\$10,000			\$10,000
<b>TOTAL FOR 2018</b>										<b>\$14,745,718</b>	<b>\$749,039</b>		<b>\$15,494,757</b>
<b>2020</b>													
SAF12-02	City of Safford	20th Ave, Phase II	Relation St to Golf Course Rd	.63 Miles	Construction	Urban Minor Arterial	3	5	STP	\$2,000,000	\$120,891		\$2,120,891
SCC12-03	Santa Cruz County	Rio Rico and Pendleton Drive Intersection Improvements	Intersection		Construction	Rural Major Collector			HRRRP	\$984,555	\$50,445		\$1,035,000
		LTAP							STP	\$10,000			\$10,000
<b>TOTAL FOR 2019</b>										<b>\$2,994,555</b>	<b>\$171,336</b>	<b>\$0</b>	<b>\$3,165,891</b>
<b>2021</b>													
		LTAP							STP	\$10,000			\$10,000
<b>TOTAL FOR 2019</b>										<b>\$10,000</b>	<b>\$0</b>		<b>\$10,000</b>
<b>2022</b>													
THR12-13	Town of Thatcher	Church Street Widening	US 70 to Stadium Avenue	5,400 feet	Construction	Urban Major Collector	2	3	STP	\$3,017,600	\$182,400		\$3,200,000
		LTAP							STP	\$10,000			\$10,000
<b>TOTAL FOR 2020</b>										<b>\$3,027,600</b>	<b>\$182,400</b>	<b>\$0</b>	<b>\$3,210,000</b>
<b>BRIDGE PROJECTS</b>													
GGH-BR-02	Graham County	Ft. Thomas River Structure No. 8131	Ft. Thomas River	1000 feet	Scoping, Design, Environmental ROW, and Construction	Rural Local	2	2	Off System Bridge	\$1,000,000	\$60,445		\$1,060,445
GEH-BR-07	Greenlee County	Soap Box Canyon Bridge Replacement Structure 8149: Phase 2	Wards Canyon Road, 3.39 miles E Jct US 191	31 feet	Replacement	Rural Local	2	2	Off System Bridge	\$424,350	\$25,650		\$450,000
<b>TOTAL BRIDGE PROJECTS</b>										<b>\$1,424,350</b>	<b>\$86,095</b>		<b>\$1,510,445</b>
<b>TOTAL FOR FIVE YEAR PROGRAM</b>										<b>\$28,583,447</b>	<b>\$1,573,753</b>		<b>\$30,157,200</b>
<b>FUNDING OBLIGATED IN 2017</b>													
DGS13-05	City of Douglas	Joe Carlson Safe Routes to School	Douglas		Construction	Sidewalks, Crosswalks, Striping & ADA Ramps			SRTS	\$250,000			\$250,000

**SEAGO REGION**  
**2018 - 2022 TIP Amendment**  
**Approved By: TAC - 3/16/17 Administrative Council - N/A Executive Board- 3/30/17**

DGS13-05	City of Douglas	Joe Carlson Safe Routes to School	Douglas		Construction Sidewalks, Crosswalks, Striping & ADA Ramps				STP	\$66,010	\$3,990	\$70,000
ST-TE-15	State	Sidewalks: Hwy 92: MP353-353.4, Naco Hwy: Naco Hwy-Collins Rd, Bisbee	Hwy 92:MP353-353.4, Naco Hwy: Naco Hwy-Collins Rd, Bisbee		Construction/Sidewalks				TE18	\$706,987	\$42,734	\$749,721
GEH-BR-08	Greenlee County	Campbell Blue Bridge Replacement	Blue River Road (FR 281), 8.8 South of E Jct US 180	61 feet	Design	Rural Local	2	2	STP	\$200,000	\$12,089	\$212,089
GGH12-03	Graham County	Reay Lane/Safford Bryce Road	Intersection		Construction	Rural Major Collector	2	2	HRRRP	\$424,350	\$25,650	\$450,000
GGH12-03	Graham County	Reay Lane/Safford Bryce Road	Intersection		Construction	Rural Major Collector	2	2	HSIP	\$66,010	\$3,990	\$70,000
SEA15-02	SEAGO/SVMPO Region	Regional Strategic Highway Safety Plan	Various Locations	N/A	Planning Study	Varies	N/A	N/A	HSIP	\$50,000	\$3,022	\$53,022
SCC12-12	Santa Cruz County	River Road and Pendleton Drive Safety Improvements	River Road and Pendleton Drive	Varies	Design	Rural Major Collector	2	2	HSIP	\$56,580	\$3,420	\$60,000
ST-TE-21	State	Town of Pima US 70 Pedestrian Bridge Extension	US 70, Town of Pima		Construction: Pedestrian Bridge				TE17	\$561,792	\$33,958	\$595,750
GGH12-04	Graham County	8th Ave & Airport Rd Intersection	Intersection		Design	Rural Major Collector	2	2	HPP	\$700,000		\$700,000
GGH-13-04	Graham County	Reay Lane Irrigation Canal Ditch Relocation	Reay Lane Between US70 & Safford Bryce Road in Safford	.2 miles	ROW	Rural Minor Collector	2	2	HRRRP	\$68,000	\$4,110	\$72,110
GGH-13-04	Graham County	Reay Lane Irrigation Canal Ditch Relocation	Reay Lane Between US70 & Safford Bryce Road in Safford	.2 miles	Construction	Rural Minor Collector	2	2	HRRRP	\$184,200	\$11,134	\$195,334
		LTAP							STP	\$10,000		\$10,000
		<b>TOTAL FOR 2016</b>								<b>\$3,343,929</b>	<b>\$144,098</b>	<b>\$3,488,027</b>

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



# TAC PACKET

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**TO: SEAGO TAC**  
**FROM: CHRIS VERTREES, SEAGO TRANSPORTATION PLANNER**  
**DATE: SEPTEMBER 13, 2017**  
**RE: SEAGO/SVMPO JOINT REGIONALSHSP UPDATE**

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In early August, I sent out AMEC's preliminary list of potential HSIP project locations for you to review. I also sent out a google earth file showing all of the potential corridors, along with additional information about each corridor. AMEC selected the corridors with the highest number of fatal crashes, with the number of serious injury crashes as the secondary factor. This is based on ADOT's HSIP process which uses only fatal and serious injury crashes in determining the benefit/cost (B/C) ratio, which is the value used in determining HSIP eligibility. Although they may not have been the "least safe" locations, they are the locations that have the best chance of receiving HSIP funding.

AMEC excluded interstates from the selection process. They also concentrated on selecting non-ADOT facilities. However, most of the locations incorporate state and US routes, since these are the locations with high number of fatal and serious injury crashes. Several of these state routes also serve as "main streets" in urban areas. I requested feedback on whether we should consider dropping the ADOT facilities. My concern was that if we dropped the ADOT facilities, we may not be able to reach the required 1.5 B/C ratio. The counter argument was that to pursue the corridor safety improvements we would need to partner with ADOT. Our priorities might not necessarily be ADOT's. I heard back from 9 TAC members and all concurred with keeping the ADOT facilities in our planning process.

In mid-August, I sent out a ranking sheet to prioritize those corridors. I received feedback from 12 TAC members plus ADOT. The attached table reflects the results of the voting. The corridors will be listed in our plan as they were prioritized. However, our contract with AMEC allows for the project development of eight corridors (2 per County). The development process involves the base information needed to complete the ADOT HSIP application, including project descriptions, cost estimates, identification of counter measures, and benefit/cost ratios. The corridors highlighted in green are the current projects that will be further developed.

Also in mid-August, I asked if any agency wished to pursue an HSIP application during the current application call for projects. I received no feedback. I notified AMEC that our region would not be pursuing an application, but would support SVMPO/City of Sierra Vista application efforts. SVMPO/Sierra Vista will be submitting two applications that address signal and corridor priorities identified during this planning process.

Michael Blankenship and Scott Kelley have left Amec Foster Wheeler to open their own consulting firm. However, they are under sub-contract with AMEC finish the development of the SEAGO/SVMPO SHSP. Mike's new contact information is:

Phone: 623-308-6523

Email: [mikeb@greenlightte.com](mailto:mikeb@greenlightte.com)

This development along with developing the two HSIP projects for SVMPO/Sierra Vista has delayed the delivery of our draft SHSP. The draft plan can be ready for delivery by early-October. This would require a SHSP TAC meeting no later than the 3<sup>rd</sup> work of October so that it can be presented to our Administrative Council and Executive Board in November.

As a second alternative Mike has proposed a no-cost time extension to obtain and analyze the new crash data (2016) and incorporate it into the network screening. In addition, data gaps discovered through direct contacts with local law enforcement agencies have not been fully updated in the ADOT crash database.

I support this recommendation for the following reason:

- Currently almost all of our corridors require a partnership with ADOT as the lead applicant. This data could change the make-up of our corridors, allowing for increased internal options.
- HSIP applications submitted in 2018 will require an update including the inclusion of 2016 crash data. Submitting agencies may need to reevaluate counter measures, amend cost estimates, and recalculate the B/C ratio. An extension will eliminate these issues.
- We will still have AMEC under contract during the January HSIP call for applications, making them available to provide technical assistance.
- Data mmendments to our plan will not need to occur until January 2019.

If approved, the following is the amended approval timeline:

January 8, 2018 - Draft Plan to SEAGO for agency review

January 18, 2018 – SHSP TAC meeting to approve plan

February 2018 – SEAGO AC and EB approvals

SEAGO HSIP Corridor Ranking Sheet		Crashes 2011-2015		Corridor	Average
Region	Potential HSIP Corridor	Serious	Fatal	Ranking	Ranking
SVMPO	Coronado/Martin Luther King Pkwy/Charleston Rd from Baywood Ln to about 4 miles north of Brunckow Rd	8	5	N/A	N/A
SVMPO	SR 90/SR 92, Pine St to Andalusian Way	31	9	N/A	N/A
Graham County	US 70/US 191 South, Reay Ln to south of Armory Rd	15	6	1	2
Graham County	US 70/US 191 Northeast, Barney Ln to Old Safford Rd	9	5	2	2.69
Graham County	US 70 thru San Carlos Apache Tribe boundaries	0	7	3	4.92
Santa Cruz County	Business 19/SR 82, Gold Hill Rd to E Ranch Grande	5	4	4	5
Cochise County	SR 80, Lee Station Rd to NM Border	4	5	5	6
Greenlee County	SR 78 near New Mexico Border	5	2	6	6.38
Greenlee County	US 191 Clifton area	4	2	7	6.85
Greenlee County	SR 75/Main St/North Ave/US 70, Virden Hwy to Escamillas Ln	1	2	8	6.92
Cochise County	Naco Highway/SR 92/SR 80, to Kings Highway	3	3	9	7.31
Santa Cruz County	Calle Toruno/Camino Ramanote/West Frontage, from Circulo Sopori to Camino Vencejo	1	2	10	8.08
Cochise County	SR 90 out of Benson, Barrel Cactus Ridge to Kartchner Trail	0	2	11	9.85



# SouthEastern Arizona Governments Organization

*Serving our member governments and their constituents since 1972*

## SEAGO Member Entities

*Cochise County*  
*Benson*  
*Bisbee*  
*Douglas*  
*Huachuca City*  
*Sierra Vista*  
*Tombstone*  
*Willcox*  
*Graham County*  
*Pima*  
*Safford*  
*San Carlos*  
*Apache Tribe*  
*Thatcher*  
*Greenlee County*  
*Clifton*  
*Duncan*  
*Santa Cruz County*  
*Nogales*  
*Patagonia*

### SEAGO Main Office

**Administration**  
**CDBG**  
**Economic Dev.**  
**Housing**  
**Transportation**

1403 W. Hwy 92  
Bisbee, AZ 85603  
520-432-5301  
520-432-5858 Fax

### Area Agency on Aging Office

300 Collins Road  
Bisbee, AZ 85603  
520-432-2528  
520-432-9168 Fax

[www.seago.org](http://www.seago.org)

## 1. END THE DIVERSION OF DEDICATED TRANSPORTATION FUNDING

### Background

Approximately \$112 million in funding dedicated to transportation purposes was diverted to fund other government programs in the current fiscal year, and more than \$2 billion has been diverted since 2001. At their November 17, 2017 meeting, the SEAGO Executive Board adopted Resolution No. 2017-03, urging the Arizona Legislature and Governor to end the diversion of HURF and other dedicated transportation revenues to the State General Fund, and direct transportation funding sources to their intended uses. The Resolution cites facts such as how these diversions are negatively impacting highway safety, increasing vehicle maintenance and repair costs for both the general public and businesses, and limiting the State's ability to develop and maintain the quality infrastructure needed to support jobs and economic growth, enhance Arizona's global competitiveness in interstate and international trade, and maintain the quality of life Arizona residents expect.

**Position Statement: Urge the Governor and Legislature to direct dedicated transportation funding to its intended uses as requested in Resolution No. 2017-03.**

## 2. REJECT EFFORTS TO LOWER THE TITLE 34 LIMITATION ON USE OF LOCAL FORCES

### Background

Arizona Revised Statutes Title 34 Section 201 Subsection D prohibits cities, counties and other public agencies from constructing any street, road, bridge, water or sewer project using their regularly employed personnel unless the total cost of the work is less than one hundred fifty thousand dollars adjusted by the annual percentage change in the GDP price deflator. This amounts to approximately \$220,000 in today's dollars and severely limits local governments' use of their own forces to construct transportation and other infrastructure improvements. As an example, for a road project, the earthwork and drainage improvements alone can cost up to \$250,000 per mile. The impact of this limitation to rural local governments is compounded by the fact that many contractors are not interested in bidding small projects in rural areas, and when they do, bids frequently come in higher than budgeted because of mobilization costs. It would greatly assist rural local governments in improving their transportation infrastructure, and provide for more cost effective use of rural Arizona taxpayer's dollars if the statutory limitation in A.R.S. § 34-201, Subsection D were reset to \$500,000 and/or the cost of materials were excluded from the calculation of project costs.

Unfortunately, the Arizona Association of General Contractors sees this issue in the opposite view. They feel cities, towns and counties have been circumventing the Title 34 limitation by breaking projects up into phases and repaving streets under the auspices of 'maintenance activities' which AAGC considers to be construction

projects that should be put out to bid. In response, it is highly likely that legislation will be reintroduced in the next Legislative session that would propose to lower Title 34 limitation threshold and/or specifically include construction, reconstruction, maintenance work, and the cost of equipment purchases in the activities that would be required to be outsourced.

**Position Statement:** *Urge the Governor and Legislature to reject any legislation, in the next Legislative session or in the future, that would lower the Title 34 limitation on use of local forces to construct street, road, bridge, water or sewer projects, or include specific types of maintenance activities and equipment purchases that cannot be performed without advertising for bids, and instead, consider raising the statutory limit to \$500,000, exclude the cost of materials from the calculation of project costs, and/or establish a population threshold to limit the existing statute's applicability to counties with populations of 250,000 or more.*

### 3. PROTECT EXISTING FEDERAL HIGHWAY AND TRANSIT PROGRAMS

#### Background

It is widely known that the President's proposed \$1 trillion infrastructure investment package will include \$200 billion in new federal funding over the next ten years that intends to leverage an additional \$800 billion in private investment in the form of public private partnerships to address America's deteriorating roads, bridges, tunnels, airports, schools, and hospitals. What isn't as well known is that the plan proposes to require additional investment on the part of state and local governments, and that the \$200 billion in new federal funding would be offset by reductions to the existing highway and transit programs. Essentially, the President's plan would decrease the amount of funding for highway and transit programs to the same level as collections of federal gas tax that feed into the Highway Trust Fund. This would result in a \$95 billion reduction over the next ten years in lieu of continuing to make one-time appropriations from the general fund or taking steps to increase the federal gas tax to meet the Nation's transportation needs. While new grant or loan programs to improve our Nation's infrastructure are certainly needed and welcomed, these should not come at the expense of adequate funding for existing transportation infrastructure programs.

**Position Statement:** *Urge Congress to protect and fully fund existing highway and transit programs as the first priority to meet the Nation's transportation infrastructure needs.*

### 4. EXPAND TRANSPORTATION INFRASTRUCTURE FUNDING MECHANISMS

#### Background:

Transportation funding sources at both the State and Federal levels are inadequate to meet system needs. While Arizona has not adjusted the gas tax for inflation in over 23 years, many other states have been far more proactive by increasing their gas tax, implementing automatic adjustments based on gas prices and inflation, or are considering alternative funding measures such as dedicated sales taxes or moving to vehicle miles travelled fee structures. Arizona is currently ranked 44th in the nation for fuel tax rates; meanwhile, pavement conditions on the state highway system continue to deteriorate, badly needed expansion projects are limited to roughly one major project per year, and ADOT's infrastructure investment program in Greater Arizona moves closer to being limited to maintenance only activities.

Similarly, the federal gasoline tax has not been increased since 1993, and the Highway Trust Fund (HTF), into which the revenue flows, has suffered because the tax has not kept pace with inflation. In addition, improvements in vehicle fuel economy and increased use of alternative fuel vehicles have reduced consumption, thereby reducing gasoline tax collections. The federal gasoline tax currently generates

approximately 2/3 of the funds going into the HTF, and with the passage of the FAST Act, the remaining 1/3 of the funds come from the Federal Reserve's "surplus" funds, selling oil from the Strategic Petroleum Reserve, and a number of other sources. With the national economy improving, the Federal Reserve is now set to begin reducing its Treasury holdings, which is projected to reduce the amount of its surplus funds by \$50 to \$75 billion a year, thus dramatically impacting a key source of funding provided for the HTF in the FAST Act. This, combined with Congress' continued aversion to raising the gas tax or implementing an alternative transportation funding mechanism, will exacerbate the HTF funding gap which was already assured to increase over the next three years when the FAST Act expires.

During the 2017 legislative session, a task force was formed to study the inadequacy of Arizona revenue sources and devise recommendations to the Governor and Legislature for consideration. The Task Force submitted its final report and revenue structure recommendations to the Governor and Legislature on December 31, 2016, but unfortunately, none of them made it through the process of becoming law.

**Position Statement: *Urge the Governor, and Legislature to carefully consider and implement the recommendations of the 2017 Transportation Revenue Task Force, whether through legislation or referral of a ballot measures to the voters, and urge Congress to implement a long term solution to bring the Highway Trust Fund into balance.***

## 5. EXPLORE ALTERNATIVE FUNDING FOR IMPROVEMENTS TO INTERSTATE 15

### Background:

A 29-mile segment of Interstate 15 crosses through the northwestern corner of Arizona, and provides a vital link between the states of California, Nevada, and Utah. While I-15 is a critical commercial trade route used by more than 1.4 million trucks annually, it provides very minimal congestion mitigation, Interstate mobility or economic benefits to the citizens of Arizona. Regardless, ADOT remains obligated to maintain and repair I-15 which includes the replacement of several major bridges, the magnitude of which could overwhelm the funding traditionally allocated to Greater Arizona through the Casa Grande Accords.

ADOT has determined, and the Auditor General has confirmed that there is a \$63 billion funding gap between statewide transportation needs and anticipated revenues, and the limited funding available for Greater Arizona is insufficient to address system expansion needs and adequately maintain all of the existing roadways. When available funds are allocated to costly I-15 improvements, including a substantial level of bridge replacement and repair work, the gap between available funds and funding needs for Greater Arizona is widened considerably.

It is within the purview of ADOT to seek alternative funding sources for I-15 roadway improvements such as TIGER, FASTLANE Grants and tolling of bridges. Given the substantial cost of the improvements needed on I-15, its minimal benefits to the State of Arizona, and the significant drain on funds needed elsewhere on Greater Arizona's highway system, it is necessary to explore alternative funding mechanisms to meet ADOT's obligation to the federal government to repair and maintain the segment of I-15 within Arizona.

**Position Statement: *Urge the Arizona Department of Transportation, the Federal Highway Administration, the State Transportation Board, Arizona's Congressional Delegation, the Arizona Legislature, and other public and private stakeholders to explore additional funding alternatives, creative financing, to include tolling of bridges and additional statutory flexibility in order to finance I-15 transportation improvements in the ADOT Five-Year Transportation Facilities Construction Program and minimize the negative impact to the availability of funding allocated to the remainder of Greater Arizona.***



# TAC PACKET

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**TO: SEAGO TAC**  
**FROM: CHRIS VERTREES, SEAGO TRANSPORTATION PLANNER**  
**DATE: SEPTEMBER 10, 2017**  
**RE: LTAP FUNDING DISCUSSION AND TRAINING SURVEY**

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At our last TAC meeting we had a very lively discussion involving the Local Technical Assistance Program (LTAP). SEAGO annually programs \$10,000 in STP funding to LTAP. The \$10,000 covers the membership costs for all of our member agencies. If we did not fund the program, the cost to each agency would be \$100 per transportation employee. An agency with 12 employees dedicated to transportation would pay \$1,200 per year to be a member of LTAP. As a member we have access to the following services:

- No fee access to any LTAP training provided at any location in the State.
- The ability to request localized on-demand training for any course offered by LTAP.
- No fee access to their equipment loan program (retroreflectometer and turning movement counters).
- No-fee access to their technical assistance program. Upon request, LTAP will provide a subject matter expert to assist local agencies with road construction, maintenance, and administrative issues.

Although a vote was not taking, it appeared that the consensus of the group was that LTAP local training requests be scheduled through SEAGO. This is because of our ability to provide a central training location and conduct outreach to all member agencies to fill the class size mandates. In general, LTAP offers two certificate programs:

**Level I Road Scholar:** Training courses are targeted for entry-level transportation employees, or those with no or limited experience (i.e., up to five years experience in the transportation field).

**Level II Road Scholar:** Training courses are targeted for employees working within transportation industry, motivated to advance their knowledge, skills and abilities to excel their career. Level II training is in the beginning supervisory level and management course work. (Up to 10 years field experience).

Unless directed otherwise by the TAC, SEAGO led training will focus on Level I course work during the first year. The City of Bisbee has progressed through many of the Level I courses, therefore some Level II courses will be scheduled to allow Bisbee to continue to progress. Attached you will find the Level I certificate requirements and Level I course descriptions. You will also find a survey that will guide SEAGO's training decisions.

# SEAGO Regional Training Needs Survey

Name: \_\_\_\_\_

Agency: \_\_\_\_\_

Should we continue to use STP to fund LTAP membership/training? Yes \_\_\_\_\_ No \_\_\_\_\_

Would your agency participate in a regional roadway maintenance and safety training program? Yes \_\_\_\_\_ No \_\_\_\_\_

If you are interested in participating, would you be willing to send staff to a central training location such as Benson? Yes \_\_\_\_\_ No \_\_\_\_\_

If you are interested in participating, how many staff would you anticipate sending to a training workshop? \_\_\_\_\_

In the table below, please prioritize the best months for training from highest (1) to lowest (12):

Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec

Please prioritize the following curriculum topics by marking an "X" in one box per topic.

Curriculum Topic	A Top Priority	Somewhat of a Priority	Not a Priority Right Now	Drop This Topic
<i>Basic Materials</i>				
<i>Basic Work Zone Traffic Control / Flagger</i>				
<i>Construction Maintenance Safety</i>				
<i>Introduction to Survey and Grade Checking</i>				
<i>Maintenance Math</i>				
<i>Safety in the Workplace</i>				
<i>Signing and Striping I</i>				
<i>Two-Way Radio and Effective Communication</i>				

Are there any other topics that you feel should be included in a curriculum that are not in the above list of training topics? Yes \_\_\_\_\_ No \_\_\_\_\_

If YES, please list them here: \_\_\_\_\_  
\_\_\_\_\_



# TAC PACKET

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**TO: SEAGO TAC**  
**FROM: CHRIS VERTREES, SEAGO TRANSPORTATION PLANNER**  
**DATE: SEPTEMBER 10, 2017**  
**RE: SEAGO TRAFFIC COUNT PROGRAM IMPLEMENTATION PROCEDURES**

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The SEAGO Five-Year Strategic Plan (2017-2022) identified the development of an internal traffic count program as the top priority for the SEAGO Transportation Program. The strategic planning committee felt that building this capacity internally will eliminate the costs associated with contracting with a consulting firm to gather this data, and would reduce agency data collection costs during the annual Highway Performance Monitoring System (HPMS) reporting period. The purpose of the SEAGO Traffic Count Program is to:

- Assist local member agencies through the collection of traffic count data to support transportation plans, traffic studies/analyses, grant applications, and road maintenance programs.
- Support local roadway functional classification requests.
- Provide fee-based services to non-member public and private entities to support economic development activities.
- Ensure local HPMS sample road sections are counted within the 3-year reporting window.

Attached is the implementation plan/procedure provided for your review, discussion, and approval.



## **TRAFFIC COUNT PROGRAM IMPLEMENTATION PROCEDURES**

### **Purpose**

The SEAGO Five-Year Strategic Plan (2017-2022) identified the development of an internal traffic count program as the top priority for the SEAGO Transportation Program. The strategic planning committee felt that building this capacity internally will eliminate the costs associated with contracting with a consulting firm to gather this data, and would reduce agency data collection costs during the annual Highway Performance Monitoring System (HPMS) reporting period. The purpose of the SEAGO Traffic Count Program is to:

- Assist local member agencies through the collection of traffic count data to support transportation plans, traffic studies/analyses, grant applications, and road maintenance programs.
- Support local roadway functional classification requests.
- Provide fee-based services to non-member public and private entities to support economic development activities.
- Ensure local HPMS sample road sections are counted within the 3-year reporting window.

### **Definitions**

- **Highway Performance Monitoring System (HPMS):** The HPMS is a national level highway information system that includes data on the extent, condition, performance, use and operating characteristics of the nation's highways.
- **Traffic Data Management System (TDMS):** TDMS is the central repository for local traffic counts within the SEAGO region. The system combines interactive GIS mapping with historical data collection to create custom reports to manage and analyze transportation data.
- **Traffic Volume Count:** Traffic volume is the number of vehicles that pass a specific point during a specific time period.
- **Average Daily Traffic Counts (ADT):** These counts provide a close approximation to the actual number of vehicles passing through a given location on an average weekday.
- **Functional Classification:** Functional classification is the process by which streets and highways are grouped into classes according to the character of service they are intended to provide. Functional classification defines a process by defining the role that any particular road or street should play in serving the flow of traffic through a road network. There are three main functional classes as defined by the United States Federal Highway Administration: arterial, collector, and local.

### **Program Phasing**

The program will be implemented in three phases. **Phase 1** will include the purchase of traffic counting equipment. Train SEAGO staff in counter installation and safety procedures. Train staff in data collection and upload to TDMS system. During Phase 1, SEAGO will only conduct ADT and directional traffic volume counts. As staff become competent with counter installation and traffic volume data collection, the program will proceed to **Phase 2**. In this phase SEAGO will move into the collection of vehicle classification data. SEAGO will also identify, purchase and train staff on hand-held intersection counting equipment. **Phase 3** will include the collection of turning movement and speed data.

### **Program Costs**

Each member agency will receive four (4) free counts each year. Additional counts may be subject to the fee schedule located below:



## **TRAFFIC COUNT PROGRAM IMPLEMENTATION PROCEDURES**

<b>Count Type</b>	<b>SEAGO Member Agency Cost*</b>	<b>Non-Member Agency Cost</b>
48-Hour ADT Mechanical Tube Count	\$50	\$175
48-Hour Directional Volume Count	\$60	\$200
48-Hour Directional & Hourly Volume Count	\$75	\$225
48-Hour Directional & Hourly + Classification Count	\$100	\$250
48-Hour Directional & Hourly + Classification + Speed Count	\$125	\$275
2-Hour Turning Movement Count	\$125	\$275

\* SEAGO member agencies will only be charged if our annual count program budget is exceeded.

### **Responsibilities**

The following are requesting agency responsibilities:

- Select count locations. Counts must be on locally owned roads. SEAGO will not conduct counts on state highways. Count locations shall be at least approximately 100 feet from any intersections and shall not be located on a curve.
- Complete and submit Traffic Count Request Form.
- Complete a payment agreement (if needed).
- Secure any locally required clearances/permits.
- Notify appropriate road maintenance staff of equipment installation and use.

The following are the responsibilities of SEAGO:

- Procure and maintain counting equipment.
- Properly train SEAGO staff on equipment installation and use.
- Develop safety procedures and safety checklist.
- Ensure staff are properly trained in those safety procedures.
- Develop a Tools and Equipment Checklist
- Quality test equipment and installation methods.
- Notify requesting agency when on site.
- Install and collect counting equipment.
- Upload data collection results into the SEAGO TDMS within 72 hours of count completion.
- Notify requesting agency when data is available in the SEAGO TDMS.
- Update these procedures as SEAGO moves through the project development phases.

### **Points of Contact**

**Chris Vertrees, SEAGO Transportation Program Manager**

Phone: 520-432-5301

Email: [cdvertrees@seago.org](mailto:cdvertrees@seago.org)

**John Merideth, SEAGO Grants & Title VI Coordinator**

Phone: 520-432-5301

Email: [jmerideth@seago.org](mailto:jmerideth@seago.org)



## TRAFFIC COUNT REQUEST FORM

Agency Name: \_\_\_\_\_

Contact Person: \_\_\_\_\_ Title: \_\_\_\_\_

Phone Number / Email Address: \_\_\_\_\_

Count Location: \_\_\_\_\_

Oriented:  North of  South of  East of  West of

Street/Landmark /Reference Point: \_\_\_\_\_

Count Type:  Directional Volume  ADT

Count Duration:  48 hour  Other (explain below) \_\_\_\_\_

### Description of Request

Please include any related information, problems/concerns at location, ideal dates and times when counting should or should not occur, priority number, etc.)

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Signature (Department Head only): \_\_\_\_\_

Date: \_\_\_\_\_

Under SEAGO's current policy, each community is eligible to receive up to four free traffic counts per calendar year. Please email count requests to Chris Vertrees at [cdvertrees@seago.org](mailto:cdvertrees@seago.org).