



TRANSPORTATION ADVISORY COMMITTEE AGENDA

Date:	November 19, 2020
Time:	10 a.m.
Location:	Zoom Meeting
Call-in No.	https://us02web.zoom.us/j/87173955049?pwd=ZUJRU3dmSVRwOEx0WDY1ajZaczQydz09 Meeting ID: 871 7395 5049 Password: 680970

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 Michelle Johnson – Benson Jesus Haro – Bisbee Rudy Perez – Clifton Jackie Watkins – Cochise County	Dave Swietanski – Douglas John Basteen – Duncan David Manuz–Greenlee Co. Juan Guerra – Nogales Sean Lewis – Pima Charles Russell – San Carlos Apache Tribe (SCAT) Leonard Fontes – Santa Cruz County	Tom Palmer - Thatcher (Vice Chair) William Teeters – Willcox Regina Duran - Tombstone Ronald Robinson –Patagonia Reed Larson - Greenlee
Guests, Staff, and Other Expected Attendees	Randy Heiss – SEAGO Jennifer Henderson – ADOT Mark Henige - ADOT Karen Lamberton – SVMPO		

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 17, 2020	Michael	3-6
4.	STBG Ledger Report and Discussion	Chris	7-9
5.	TIP Report <ul style="list-style-type: none"> • Possible TIP Amendment(s) • Possible Administrative Amendments 	Chris	10-12
6.	SEAGO STBG Project Programming Procedures Review and Revision	Chris	13-17
7.	Off System Bridge Program Call for Projects Reminder	Chris	18-30
8.	Sun Cloud Data Portal Update and Data Request	Chris	31-32
9.	ADOT LPA Section Updates	Jennifer Mark	N/A
10.	District Engineers' Report <ul style="list-style-type: none"> • Status of State Highway Projects • Quarterly Project Report 	TBD	N/A

11.	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
12.	Items for General Discussion	All	N/A
12.	Next Meeting Date: 11/19/20	Michael	N/A
13.	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 17, 2020

Date:	September 17, 2020		
Time:	10 a.m.		
Location:	Zoom Conference - SEAGO		
Voting TAC Members Present	Michael Bryce, Graham County (Chair) Michelle Johnson, Benson Reed Larson, Greenlee County Mark Hoffman, ADOT Jackie Watkins, Cochise County	Lance Henrie, Safford Jesus Haro, Bisbee Dave Swietanski, Douglas Juan Guerra, Nogales Jesus Valdez, Santa Cruz County	
Guests, Staff, and Other Attendees	Chris Vertrees, SEAGO Mark Henige, ADOT Jennifer Henderson, ADOT Valarie Fuller - Cochise County	Adam Langford, Works Consulting	

1. Call to Order and Introductions

Chair Michael Bryce called the meeting to order at 10:06 a.m. Chris Vertrees conducted a roll call of members and guests that were participating on Zoom and on the phone.

2. Call to the Public

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

3. Approval of July 16, 2020 Meeting Minutes

Chairman Bryce asked the TAC to review the minutes for needed corrections. Michael Bryce asked for a motion to approve the July 16, 2020 Meeting Minutes.

MOTION: Michelle Johnson moved to approve

SECOND: Jackie Watkins

ACTION: APPROVED UNANIMOUSLY

4. STBG Ledger Report

Chris Vertrees referred the TAC to the Ledger Report located on page 6 of their packet. Chris noted that SEAGO STBG is fully committed through FFY2024. If there are no significant changes in population data from the 2020 Census we should have \$433,199 in apportionments and \$380,421 in OA available for programming/loan in FY25.

Michael Bryce stated that since we have several new members on the TAC it would be very beneficial to have training on the Ledger. Chris stated that he would include the training on the agenda for our November meeting.

5. Project Reviews

Chris advised that at our last meeting, we discussed the status of 3 programmed projects. This included a discussion involving our two FY21 HSIP projects and our Douglas Chino Road project that is programmed for construction in FY25. At our last meeting, the sponsoring agencies requested additional time to review

the projects and to make determinations on whether they would proceed with the projects. Chris provided an update involving the projects under review:

Cochise County – CCH21-01 (Charleston, Double Adobe, Barataria Roads – Edge & Center Rumble Strips): The County has expressed concern that the chip seal surface and lack of shoulders impacts the viability of the project. The project is currently programmed for design in FY21 in the amount of \$264,000. It is programmed for construction in FY22 in the amount of \$383,940.

Chris stated that he had not yet heard back from Cochise County. Jackie Watkins indicated that they most likely would be dropping the project. She will be reaching out to the ADOT Traffic Safety Section to discuss.

Graham County – GGH 21-01 (Golf Course Road, Cottonwood Wash Road - Shoulders and Rumble Strips): Graham County advised that US-70 has had a significant increase in crashes. Graham County indicated a desire to pursue reallocating this funding to address the concerns involving US-70. The project is currently programmed for design in FY21 in the amount of \$225,454. It is programmed for construction in FY22 in the amount of \$2,111,866.

Chris stated he discussed the project with Michael Bryce and he has indicated that Graham County will be proceeding with the project. Michael Bryce confirmed that Graham County will be moving forward with the project.

City of Douglas – DGS 17-01 (Chino Road Extension Phase 2) - This project was pushed back several times due to inaction involving design updates to cost estimates and required clearances. The project is currently being held as a placeholder in FY25 in the amount of \$80,000 for design and \$3,000,000 in construction.

Chris stated that he has had conversations with Douglas' new Deputy Director Public Works Dave Swietanski. They have discussed the history and the issues that stalled this project. Dave has indicated that Douglas is committed to moving this project forward and on schedule. For the near future, the project will remain on the TIP as a FY2025 placeholder.

6. TIP Report

Chris advised the TAC SEAGO did not receive any requests to amend our 2020-2024 TIP this period. However, SEAGO did administratively amend the TIP on August 14, 2020 to reflect the following:

GGH-BR-02 - Graham County - Ft. Thomas River Structure No. 8131: This is an OSB project that is programmed for design in FY20 for \$328,290 Federal, ROW in FY21 for \$69,699 (Federal) and construction in FY22 for \$602,011 (Federal). ROW acquisition was not required. The IGA was amended removing ROW. The programmed ROW funding was moved to design in the updated IGA. The TIP has been administratively amended so that the TIP and IGA match. The following were the changes made to the FY20 TIP:

FY2020: ADOT PDA Fees; Federal - \$28,290; Local - \$1,710; Total- \$30,000

FY2020: Design; Federal - \$369,699; Local - \$22,347; Total - \$392,046

FY2022: Construction; Federal - \$602,011; Local - \$36,389; Total - \$638,400

CLF 21-01 - Town of Clifton - Chase Creek Bridge #1 Replacement: This project has been added to the TIP. The Town of Clifton applied for OSB funding in the State FY2021 OSB Program Call for applications. On August 10, 2020, Clifton was notified that it was eligible for OSB funding. The project was added to the TIP based upon the following cost estimates provided by ADOT in Clifton's eligibility letter:

FY2020; Design/PDA Fees; Federal - \$273, 179; Local - \$16,512; Total - \$289,691
FY2022; Construction; Federal - \$726,821; Local - \$43,933; Total - \$770,754

Chris stated that the SEAGO 2021-2025 TIP was also amended to reflect the above changes/additions.

7. STBG Programming Procedures Discussion

Chris advised the TAC that in February, members of the SEAGO Executive Board and Administrative Council met to update SEAGO's Strategic Plan. One of the strategic goals they set was to revise the STBG programming process to make it more equitable for smaller jurisdictions. The committee made the following recommendations:

1. Cap on STBG project requests;
2. Eliminate Right-of-Way acquisition as an eligible activity for use of local STBG funds;
3. Establish a rotation of STBG funds by County.

Chris referred the TAC to page 14 of the packet. Chris stated to facilitate discussion and to draft an update our Federal Fund Programming Procedures a survey was sent to each of our TAC members. We had 11 responses. Some of the survey results provided clear direction while other response data was less definitive. Chris stated that:

A cap on STBG funding requests was highly supported. However no consensus cap number could be determined by the data.

A consensus on eliminating ROW acquisition as an eligible funding activity was not established. There was consensus that if it continues to be allowed it should be capped. However, no clear determination could be made as to the cap number.

The responses for and against a by county STBG rotation were close with 6 no responses and 5 yes responses. There was clear consensus on not including additional criteria if a by county rotation was established.

There was no clear direction on how to address our future project list in any revised project programming procedures.

After review of the survey, Chris was provided direction from the TAC on items discussed. Chris will incorporate their direction into a procedure for review and discussion at our November meeting.

8. LPA Section Updates

Mark Henige provided updates for the LPA section. Chris and Mark discussed the How To Do A Planning Level Estimate conducted in place of the LPA Stakeholders meeting last week. Chris polled the TAC on receiving the training at the TAC level. There was strong support for the training. Chris will attempt to schedule for our November meeting.

9. District Engineer's Report

There was no staff present from the Southeast and Southcentral Districts to provide project updates.

10. Regional Program Reports

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

11. Items for General Discussion

Chris Vertrees stated that we will be reviewing our STBG project programming procedures at our next meeting. We will be doing a brief training involving our STBG ledger. Chris stated that training in planning level estimating and a traffic count update by Works consulting may also be on the agenda.

12. Next Meeting Date: January 21, 2021.

Meeting adjourned at 12:10 p.m.

DRAFT



TAC PACKET

TO: SEAGO TAC
FROM: CHRIS VERTREES, TRANSPORTATION PROGRAM ADMINISTRATOR
DATE: NOVEMBER 10, 2020
RE: SEAGO STBG LEDGER DEVELOPMENT & PURPOSE

At our last meeting, our Chair (Michael Bryce) stated that since we have several new TAC members a brief training on the ledger would be very beneficial. The following are some basic informational items about our Ledger.

Fiscal Constraint: The SEAGO TIP and STBG program must be fiscally constrained, meaning that all projects in the TIP must identify the funding source that is paying for the improvements. STBG funds used to pay for the improvements cannot exceed the amount of available funding. Programmed funding can only include funds that can be reasonably expected to be made available during the year the project is programmed.

SEAGO also ensures that the STBG program is fiscally constrained in the current fiscal year and over a consecutive 4-year period. ***SEAGO's STBG Ledger is the planning document that tracks fiscal constraint of the current program year and over the 4-year TIP period.***

ADOT Reconciliation: On a monthly basis, the ADOT Program/Project Funding Administrator provides each COG with a regional MPO/COG ledger. The ADOT Ledger provides data on apportionments and obligation authority that is used to guide COGs TIP development and provides additional fiscal constraint controls. The ledger also provides information on the funding and closeout status of current and past projects.

Prior to producing an updated SEAGO STBG Ledger, our ledger is reconciled with the ADOT Ledger to ensure our data tracks with theirs.

Federal Funds: Our Ledger only tracks our federal fund commitment. It does not track total project costs (Federal plus Local Match).

STGB Apportionments: Is the distribution of STBG funds to COGs as prescribed by formula. This is the baseline for budgeting. In FY2021, SEAGO was apportioned \$909,856 STBG funds. Current funding is allocated to SEAGO based upon the 2010 Census. The 2020 Census will reset our STBG apportionment.

STBG Obligation Authority (OA): OA is a federal budgetary mechanism to control Federal spending. OA is a percentage of our apportionment and is the actual amount of federal funding we can spend/program. This year our apportionment had an obligation rate

(percentage) of 94.9%, making \$857,078 in obligation authority (OA) available for programming. The OA rate is continually subject to change.

Tech Transfer (line item): SEAGO sets aside \$10,000 annually to cover the costs of membership fees for the Local Technical Assistance Program (LTAP). The LTAP program provides technical training for our membership free of charge. Members also have access to the equipment loan program and professional technical assistance program at no cost.

Loans and Transfers: Our STBG funding is subject to “use or lose” on an annual basis. This means if we do not use our funding during the year it is apportioned it is lost. ADOT has developed a loan/transfer program that allows COGs and MPOs to loan funding between each other to protect current funding and to save for larger projects. ADOT is also open to loans directly with ADOT. However, it is on a first-come basis. The deadline for ADOT loan requests is March 31st of each year, the earlier the request the better. This is why we track project progress at certain review points through-out the year.

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

Attached is our November Ledger.

SEAGO
STBGP Ledger 2021-2025
November 12, 2020

Action	94.9% * OA Rate	Projected Fed Funds *		Cumulative Balance	
		Apportionment	OA	Apportionment	OA
STBGP Carry Forward FY 2020	94.9%	\$0	\$0	\$0	\$0
FY 2021 Allocation*	94.9%	\$909,856	\$857,078	\$909,856	\$857,078
STBG ADOT Loan Repayments (IN)		\$183,599	\$183,599	\$1,093,455	\$1,040,677
Loan Funds from ADOT for Safford 20th Ave. (IN)		\$2,800,000	\$2,800,000	\$3,893,455	\$3,840,677
Safford: 20th Avenue		-\$3,653,581	-\$3,653,581	\$239,874	\$187,096
STBG Loan Out (?)		-\$177,096	-\$177,096	\$62,778	\$10,000
Tech Transfer (LTAP)		-\$10,000	-\$10,000	\$52,778	\$0
FY 2021 Balance				\$52,778	\$0
FY 2022 Allocation	94.9%	\$909,856	\$857,078	\$909,856	\$857,078
STBG Loan In (?)		\$177,096	\$177,096	\$1,086,952	\$1,034,174
Partial repayment Safford 20th Ave. Loan (OUT)		-\$971,396	-\$971,396	\$115,556	\$62,778
Tech Transfer (LTAP)		-\$10,000	-\$10,000	\$105,556	\$52,778
STBG Loan Out (?) - Repay in FY2022		-\$52,778	-\$52,778	\$52,778	\$0
FY 2022 Balance				\$52,778	\$0
FY 2023 Allocation	94.9%	\$909,856	\$857,078	\$909,856	\$857,078
Repay SVMPO Loan (OUT) for Thatcher Part 2		-\$395,617	-\$395,617	\$514,239	\$461,461
Partial Repayment Safford 20th Ave. Loan (OUT)		-\$451,461	-\$451,461	\$62,778	\$10,000
Tech Transfer (LTAP)		-\$10,000	-\$10,000	\$52,778	\$0
FY 2023 Balance				\$52,778	\$0
FY 2024 Allocation	94.9%	\$909,856	\$857,078	\$909,856	\$857,078
Partial repayment Safford 20th Ave. Loan (OUT)		-\$847,078	-\$847,078	\$62,778	\$10,000
FY 2022 Loan In - ?		\$52,778	\$52,778	\$115,556	\$62,778
Tech Transfer (LTAP)		-\$10,000	-\$10,000	\$105,556	\$52,778
Loan Out?		-\$52,778	-\$52,778	\$52,778	\$0
FY 2024 Balance				\$52,778	\$0
FY2025 Allocation	94.9%	\$909,856	\$857,078	\$909,856	\$857,078
Final repayment Safford 20th Ave. Loan (OUT)		-\$529,435	-\$529,435	\$380,421	\$327,643
FY 2024 Loan In - ?		\$52,778	\$52,778	\$433,199	\$380,421
Tech Transfer (LTAP)		-\$10,000	-\$10,000	\$423,199	\$370,421
FY 2024 Balance				\$423,199	\$370,421

- * 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 2010 population
 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. STBGP Apportionments are SEAGO estimates and subject to change.
 6. Reflects loss of \$86,326 from SVMPO boundary expansion
 7. Balance carry forward is no longer allowed. Excess funds must be utilized or loaned to another COG or to the State.

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



TAC PACKET

TO: SEAGO TAC

FROM: CHRIS VERTREES, TRANSPORTATION PROGRAM ADMINISTRATOR

DATE: NOVEMBER 12, 2020

RE: SEAGO 2021-2025 TIP REPORT

SEAGO did not receive any requests to amend our 2021-2025 TIP this period.

Our SEAGO 2021-2025 TIP is attached for your records.

SEAGO REGION
2021- 2025 TIP (Updated 11/3/20)
Approved By: TAC - 3/19/20 Administrative Committee- 4/2/20 Executive Committee - 4/2/20

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
2021														
SAF12-02	City of Safford	20th Ave, Phase II	Relation St to Golf Course Rd to 4.8 miles south of Tombstone;	.63 Miles	Construction	Urban Minor Arterial	3	5	STP	\$3,653,581		\$220,842		\$3,874,423
CCH 21-01	Cochise County	Charleston, Double Adobe, Barataria Rds - E & C Rumble Strips	Double Adobe Road from SR 80 to Frontier Road; Barataria Boulevard from Moson Road to	10.7 miles	Design	Major Collector	2	2	HSIP	\$264,000		\$0		\$264,000
SCC 21-01	Santa Cruz County	Pendleton Drive - Roadway Dip Elimination	Pendleton Drive Dip at Sonoita Creek Wash	.25 miles	Design/PDA	Minor Arterial	2	2	HSIP	\$241,408		\$14,592		\$256,000
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	Design/PDA	Rural Local	2	2	Off System Bridge	\$273,179		\$16,512		\$289,691
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	Design	Major Collector	2	2	HSIP	\$212,603		\$12,397		\$225,000
	LTAP								STP	\$10,000				\$10,000
	TOTAL FOR 2021										\$4,654,771	\$264,344		\$4,919,115
2022														
CCH 21-01	Cochise County	Charleston, Double Adobe, Barataria Rds - E & C Rumble Strips	Charleston Road from Tombstone to 4.8 miles south of Tombstone; Double Adobe Road from SR 80 to Frontier Road; Barataria Boulevard from Moson Road to Ranch Road.	10.7 miles	Construction	Major Collector	2	2	HSIP	\$383,940		\$0		\$383,940
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
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
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	\$1,991,490		\$113,715		\$2,105,205
GGH-BR-02	Graham County	Ft. Thomas River Structure No. 8131 Phase 3	Ft. Thomas River Road @ Gila River		Construction	Minor Collector	2	2	Off System Bridge	\$602,011		\$36,389		\$638,400
	LTAP								STP	\$10,000				\$10,000
	TOTAL FOR 2022										\$4,138,612	\$219,687		\$4,358,299
2023														
NOG 20-02	City of Nogales	Pathway Project, Baffert Dr to Nogales High School	East side of Grand Avenue from Baffert Drive to Country Club Drive. Intersects with Grand Avenue path on south side of Frank Reed Road to Nogales High School	3 miles	Construction	N/A	N/A	N/A	CMAQ	\$891,135		\$53,865		\$945,000
	LTAP								STP	\$10,000				\$10,000
	TOTAL FOR 2023										\$10,000	\$0		\$10,000
2024														
	LTAP								STP	\$10,000				\$10,000
	TOTAL FOR 2024										\$10,000	\$0	\$0	\$10,000
2025														
DGS17-01	City of Douglas	Chino Road Extension Phase 2	Chino Road: 9th Street to SR90	.85 miles	Design	Urban Minor Arterial	2	2	STP	\$75,440		\$4,560		\$80,000
DGS17-01	City of Douglas	Chino Road Extension Phase 2	Chino Road: 9th Street to SR90	.85 miles	Construction	Urban Minor Arterial	2	2	STP	\$2,829,000		\$171,000		\$3,000,000
	LTAP								STP	\$10,000				\$10,000
	TOTAL FOR 2025										\$2,914,440	\$175,560		\$3,090,000

FUNDING OBLIGATED IN 2020														
NOG 20-02	City of Nogales	Pathway Project, Baffert Dr to Nogales High School	East side of Grand Avenue from Baffert Drive to Country Club Drive. Intersects with Grand Avenue path on south side of Frank Reed Road to Nogales High School	3 miles	Design	N/A	N/A	N/A	CMAQ	\$358,340		\$21,660		\$380,000
SCC 20-01	Santa Cruz County	Santa Cruz County Chip Seal Road Improvement Project	10.39 miles of 27 unpaved road segments in unincorporated Santa Cruz County.	10.39 miles	PMDR Fee	Rural Local	2	2	CMAQ	\$28,290		\$1,710		\$30,000
SCC20-01	Santa Cruz County	Santa Cruz County Chip Seal Road Improvement Project	10.39 miles of 27 unpaved road segments in unincorporated Santa Cruz County.	10.39 miles	Construction	Rural Local	2	2	CMAQ	\$719,917		\$43,516		\$763,433

SEAGO REGION
2021- 2025 TIP (11/3/20)
Approved By: TAC - 3/19/20 Administrative Committee- 4/2/20 Executive Board - 4/2/20

GGH-BR-02	Graham County	Ft. Thomas River Structure No. 8131 Phase 1	Ft. Thomas River Road @ Gila River		PDA Fees	Minor Collector	2	2	Off System Bridge	\$28,290		\$1,710		\$30,000
GGH-BR-02	Graham County	Ft. Thomas River Structure No. 8131 Phase 1	Ft. Thomas River Road @ Gila River		Scoping, Design, Environmental	Minor Collector	2	2	Off System Bridge	\$369,699		\$22,347		\$392,046
SCC12-03	Santa Cruz County	Rio Rico and Pendleton Drive Intersection Improvements	Intersection		Construction	Rural Major Collector			HRRRP	\$984,555		\$59,512		\$1,044,067
		LTAP							STP	\$10,000				\$10,000
		TOTAL FOR 2020								\$2,499,091	\$0	\$150,454	\$0	\$2,649,545

Future Construction Projects														
CCH12-10	Cochise County	Davis Rd. Improvements	Davis Road MP 13	1 mile	Construction of Safety & Drainage Improvements	Rural Major Collector	2	2	STP	\$924,560		\$55,885		\$980,445
CCH15-01	Cochise County	Davis Rd. Improvements	Davis Road MP 5	0.61 miles	Construction of Safety & Drainage Improvements	Rural Major Collector	2	2	STP	\$1,045,000		\$63,165		\$1,108,165
TBD	City of Willcox	Bisbee Ave	729 N. Bisbee Ave to 165 S. Bisbee Ave	0.57 miles	Design	Rural Major Collector	2	2	STP	\$4,715		\$285		\$5,000
TBD	City of Willcox	Bisbee Ave	729 N. Bisbee Ave to 165 S. Bisbee Ave	0.57 miles	Construction	Rural Major Collector	2	2	STP	\$730,526		\$44,157		\$774,683
TBD	City of Safford	14th Avenue Improvement	14th Ave from Relation Street to 8th Street	1 mile	Construction	Rural Major Collector	2	3	TBD	\$11,771,300		\$711,521		\$12,482,821



**Surface Transportation Block Grant
(STBG)**

Project Programming Policy

Phase 1

Project Programming Outline

1.0 Introduction

The SouthEastern Arizona Governments Organization (SEAGO), acting in its role as a Council of Governments (COG), is responsible for programming future Surface Transportation Block Grant (STBG) funding that will come to the SEAGO region. STBG funds are reimbursable federal aid funds, subject to the requirements of Title 23, United States code. Eligible costs include preliminary engineering, right-of-way acquisition, and constructions costs associated with an eligible activity. This policy outlines the standards, criteria, and procedures for managing SEAGO's STBG programming process.

2.0 Purpose

The purpose of this procedure is to ensure that the SEAGO region utilizes all STBG funds allocated to our region. Federal obligation authority (OA) is the total amount of federal funds that may be obligated in a given fiscal year. It expires at the end of each federal fiscal year. It is SEAGO's goal to utilize all OA made available to the region to avoid loss of federal funding and to ensure the competitiveness of the region in obtaining funding from statewide sources. To do this, jurisdictions must consistently report on progress to ensure that OA is fully used.

3.0 Program Administration

Responsibility – The SEAGO Transportation Program Administrator is responsible for the development and maintenance of the Regional Transportation Improvement Program (TIP), development and maintenance of the SEAGO STBG Ledger, scheduling Transit Advisory Committee Meetings, development of TAC Meeting agendas and minutes, facilitating Call for Projects process, and making programming recommendations to the TAC.

The Technical Advisory Committee is responsible for monitoring the STBG program funding attributable to SEAGO and making project recommendations to the SEAGO Advisory Council and Executive Board.

Project Review Meetings – Project review meetings will be held each September, January, and March to monitor the status of programmed projects. Project sponsors or their representative are required to attend.

Project Initiation– Sponsors must submit a Project Initiation Request to the ADOT LPA Section by May of each year for projects that are scheduled in the next federal fiscal year. Failure to submit may result in the project being delayed into a future TIP year.

Future Projects – In order to protect our limited STBG funding a future project list by phase shall be maintained on the TIP. Future projects shall be reviewed each March and July for progression into a programming year.

STBG Fund Management – STBG funds are subject to ADOT "use or lose" policy. If a fund balance remains at the March Project Review meeting one or more of several options will be

pursued to avoid a loss of funds. These options include but are not limited to moving a future project up as needed, swapping programmed TIP projects, and/or a trade/transfer of funds with ADOT or another COG/MPO.

If a shortfall in of funds is a concern, projects may be switched or split into additional phases for needed to progress the project or the sponsor may need to take on an additional financial commitment to their local contribution.

SEAGO receives sub-allocated funds at the discretion of ADOT. If ADOT's current funding policy changes in regards to amount of funds sub-allocated or the elimination of a funding program, SEAGO assumes no liability in funding projects that have been affected by these changes.

4.0 STBG Eligible Projects

23 U.S. Code § 133 (Surface Transportation Block Grant Program) **section 104(b)(2)** identifies the construction projects eligible for STBG funding.

5.0 Location of Projects

A surface transportation block grant project may not be undertaken on a road functionally classified as a local road or a rural minor collector with the exception of supporting an Off-system Bridge (OSB) project or a Highway Safety Project (HSIP) approved by ADOT and primarily funded by the OSB or HSIP program.

6.0 Available Funds

In FY2021, SEAGO was apportioned \$909,856 STBG funds. The apportionment had an obligation rate of 94.9%, making \$857,078 in obligation authority (OA) available for programming. Current funding is allocated to SEAGO based upon the 2010 Census. The 2020 Census will reset our STBG apportionment. The obligation rate is subject to change.

7.0 Financial Constraint

The TIP must always be fiscally constrained, meaning that all projects in the TIP must identify the funding source that is paying for the improvements. The funds used to pay for the improvements cannot exceed the amount of available funding per funding source. Programmed funding can only include funds that can be reasonably expected to be made available during the year the project is programmed.

SEAGO also ensures that the TIP is fiscally constrained over a consecutive 4-year period, referred to in this document as **TIP period**. SEAGO's STBG Ledger is the planning document that tracks fiscal constraint of the current program year and over the TIP period.

8.0 Federal Participation

The maximum federal share for projects under the STBG program is 94.3% of the total eligible project costs. **Federal funds are capped at the approved amount shown in the current TIP.**

9.0 Local Participation

The minimum local share is 5.7% of total eligible project costs. The local share for STBG projects is required to be in cash from local or other non-federal sources. These projects are not eligible for soft-match credit, or 100% Federal funding participation, regardless of Federal or state eligibility.

10.0 STBG Funding Cap

To ensure programming flexibility and equitable distribution of our limited STBG funds, a funding cap has been established based upon jurisdiction population. STBG projects have a combined design/preliminary engineering, right-of-way, and construction cap in **federal funds** as indicated in the table below:

Population	Single Sponsor	Joint Sponsor with County
1,500 or Less	\$450,000	\$900,000
1,501 to 5,000	\$750,000	\$1,000,000
5,001 to 10,000	\$900,000	\$1,500,000
10,001 +	\$1,500,000	N/A

Local Responsibility - Any cost above the amount listed is the responsibility of the local sponsor.

Joint Sponsor - Cities and Towns may partner with their County to increase funding capacity. However, the sponsoring County will be ineligible to compete for STBG funding until the project has been completed or a new TIP period has been started.

11.0 County Limitations

Only one (1) active project per County (regardless of sponsor) may be programmed during a TIP period.

12.0 Project Phasing

TIP projects must be phased to ensure fiscal constraint. A project or phase of a project may only be programmed if full funding can reasonably be anticipated for the time period contemplated to complete the project. STBG funding may be used to fund the Preliminary Engineering (Design), Right of Way (ROW), and Construction phases of a project. The following table is the expected phasing programming schedule for TAC approved projects:

Project Year	Phase
Year 1	Preliminary Engineering
Year 2	ROW (if requested)
Year 3	Construction

13.0 Contiguous Phasing

Project sponsors that have contiguous phases, such as a phase one and two, may combine their phases if supported by the project schedule and after the original approval for funding by the SEAGO TAC and Executive Board. Combining of phases is subject to the availability of funds and approval by the SEAGO TAC and Executive Board. SEAGO funding for the combined phases is not to exceed the sum of the individual project caps that were originally approved for funding.

14.0 Right of Way Funding Cap

To ensure programming flexibility and equitable distribution of our limited STBG funds, Right of Way acquisition shall be capped at \$150,000. Additional ROW funding may be considered by the TAC as long as project costs do not exceed the total project cap.

15.0 Policy Phasing

Existing Projects in the future projects section of the TIP shall only be grandfathered and have funding priority if federal funds have been spent on the project. Identification of projects will begin in SFY 2023 (July 2022).

16.0 Project Selection

Project selection shall be competitive. SEAGO will issue a call for projects on a 2-year cycle. The call shall be issued in July with application review and ranking in November.

(The Project Selection Process, Ranking Criteria, and Application and Project Review/Tracking Procedures will be determined in Phase 2 of the policy development in January.)

Chris Vertrees

From: Chris Vertrees <cdvertrees@seago.org>
Sent: Tuesday, November 03, 2020 9:27 AM
To: 'Brad Hamilton'; 'Charles Russell'; 'Heath Brown'; 'Jackie Watkins'; 'Jesus Haro'; 'Jesus J. Valdez'; 'John Basteen'; 'Juan Guerra'; 'Leonard Fontes'; 'Marvin Mull'; 'mbryce@graham.az.gov'; 'Michelle Johnson'; 'Ronald Robinson'; 'Rudy Perez'; 'Sean Lewis'; 'Dave Swietanski'; 'Tom Palmer'; 'lhenrie@saffordaz.gov'; 'Mark Hoffman'; 'Reed Larson'; 'wteeters@willcox.az.gov'
Subject: FW: Off System Bridge Program (OSB) Call for projects (FY22)
Attachments: FY22 LPA OSB Application.docx; FY22 LPA OSB Scoring Criteria.pdf

Good Morning All,

Please see the email below concerning ADOT's call for Off System Bridge Program (Call for Projects). All OSB projects need to be submitted through SEAGO prior to the ADOT due date for TAC review and regional prioritization. **Our next TAC meeting before the due date is January 21, 2020. Applications will need to be received no later than January 14, 2020 to be included in the packet for that meeting.** Please feel free to call or write if you have any questions.

Thanks,
Chris Vertrees
520-432-5301 ext 209

From: Mark Henige [mailto:mhenige@azdot.gov]
Sent: Thursday, October 29, 2020 2:28 PM
To: arobles@cagaz.org; Travis Ashbaugh; Christopher Bridges; Daniel.Harmonick@yavapai.us; David Wessel; MInce@flagstaffaz.gov; Vinny Gallegos; EAnderson@azmag.gov; Tim Strow; Chris Fetzer; Farhad Moghimi; Karen Lambertson; Randy Heiss; Irene Higgs; Jason Hafner; Justin Hembree; Paul Ward; Charles Gutierrez; Nathan Barrett; Paul Casertano; Cc: David Eberhart; David Benton; Pe-Shen Yang; Reed Henry; Mark Hoffman; Clemenc Ligocki; Bret Anderson; Korina Lopez; Steve O'Brien; John Eckhardt III; Vicki Bever; Audra Merrick; Alvin Stump; Matt Moul; Bill Harmon; Roderick F. Lane; Paul Patane; Lisa Pounds; Jennifer Henderson; John Wennes; Randy Everett; Paul O'Brien; Charla Glendening A; Ermalinda Gene; Iqbal Hossain; Todd A. Emery; Steve Boschen; Barry Crockett; Jeff Meilbeck; Mandia Gonzales; Katie Rodriguez; pstone@azmag.gov; David Do; Chris Vertrees
Subject: Off System Bridge Program (OSB) Call for projects (FY22)

Please share this information with your staff, local, 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) 2022. 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 or rehabilitation of roadway bridge structures over waterways, other topographical barriers, other roadways, railroads, canals, ferry landings, etc. on bridge structures that are not on the Federal-aid Highway System (local roads or rural minor collectors) when those bridge structures have been determined deficient because of structural deficiencies, physical deterioration, or functional obsolescence.

Eligible activities include, but are not limited to:

- Replacement (including replacement with fill material)
- Rehabilitation
- 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

Project Selection:

- The Selection Committee consists of ADOT Bridge Group Administration, Bridge Design, Bridge Hydraulics, Bridge Geotechnical Services and representatives from the ADOT Technical Groups and Districts as appropriate.
- Applications will require a description of work that includes 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:

- All eligible project costs will be paid for with federal Surface Transportation Block Grant Program (STBGP) funds and must follow the Federal-aid process.
- Eligible bridge project costs are funded at 94.3% federal share with a 5.7% local match, up to a maximum federal amount of \$1,000,000 per project.

Timeline:

- OSB applications are due back to the ADOT LPA Section no later than **February 19, 2021**.
- ADOT Selection Committee will review and prioritize all projects based on submitted applications and established scoring criteria **March 2021**.
- Eligibility determination letters will be sent to applicants (with a copy to the Regional COG/MPO) **April 2021**.
- Project Sponsors with projects selected can start working with their Regional COG/MPO to program the project into the Regional TIP as soon as the 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 **July 1, 2021**.

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/node/15880>.

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 set-aside of the Surface Transportation Block Grant (STBG) Program and must follow all federal-aid requirements

GENERAL PROJECT INFORMATION						
SPONSORING AGENCY: (AGENCY NAME & ADDRESS)			DATE SUBMITTED:			
CONTACT NAME:			TITLE:			
EMAIL ADDRESS:			PHONE #:			
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:	
BRIDGE IMPROVEMENT	<input type="checkbox"/> Rehabilitation	Bridge Sufficiency Rating				
	<input type="checkbox"/> Replacement	Structurally Deficient?	<input type="checkbox"/> Yes	<input type="checkbox"/> No		
		Functionally Obsolete?	<input type="checkbox"/> Yes	<input type="checkbox"/> No		
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):						
PROJECT WORK DESCRIPTION						
Provide a brief work description that describes the work to be performed, existing and/or proposed conditions, its benefits and overall cost estimate.						
PROJECT WORK DESCRIPTION:						

COST ESTIMATE & PROJECT PROGRAMMING

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

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 (system prioritization), schedule identifying critical milestones, and detailed cost estimates for Design and Construction phases. *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.*
- **ATTACH** a Project Vicinity/Project Location Map
- **ATTACH** a copy of the FHWA Functional Classification Map
- **ATTACH** photographs

BRIDGE PARAMETERS

Provide the following bridge information:

- Overall Condition of the bridge (include items described in the bridge inspection report)
- Vertical Clearance
- Bridge Geometry (lanes, shoulders, clear roadway and other features)
- Load Carrying Capacity
- Age of Bridge
- Weight Restriction (if any)
- Detours if restrictions or service is impacted

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	Scoping Document	Does the recommendation address the bridge deficiencies?	5	
		Is the recommendation supported by an alternative analysis or clearly justified if no alternative analysis is available?	5	
BRIDGE PARAMETERS	Sufficiency Rating	SR 30 and below (25pts) SR 40 -30.1 (20pts) SR 50-40.1 (15pts) SR 60-50.1 (10pts) SR 70-60.1 (5pts) SR 80-70.1 (2pts)	25	
		Age of Bridge	75 years or greater (5pts) Less than 75 years but greater than 50 years (3pts) Less than 50 years (0pts)	5
	Bridge Condition Ratings	Deck Condition Rating (NBI #58) ≤ 4 (10pts) Deck Condition Rating (NBI #58) = 5 (5pts) Deck Condition Rating (NBI #58) ≥ 6 (0pts)	10	
		Superstructure Condition Rating (NBI #59) ≤ 4 (10pts) Superstructure Condition Rating (NBI #59) = 5 (5pts) Superstructure Condition Rating (NBI #59) ≥ 6 (0pts)	10	
		Substructure Condition Rating (NBI #60) ≤ 4 (10pts) Substructure Condition Rating (NBI #60) = 5 (5pts) Substructure Condition Rating (NBI #60) ≥ 6 (0pts)	10	
Other Bridge Criteria	Structural Deficient (SD) due to Load Carrying Capacity (NBI #67 Table 1 ≤ 2) (5pts) Scour Critical Rating (NBI #113) ≤ 3 (5pts) Scour Critical Rating (NBI #113) ≥ 4 (0pts) Bridge Geometry (5pts) Vertical Clearance (5pts) Weight Restriction (5pts) Detour plan if restrictions or service is impacted (5pts)	30		
AGENCY PRIORITIZATION	Priority Ranking	Agency has provided clear prioritization and justification for its priority rankings. <ul style="list-style-type: none"> 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	

OSB RANKING CRITERIA (CONT)

CATEGORY	CRITERIA	DEFINITIONS	POSSIBLE POINTS	SCORE
DEVELOPMENT CONSIDERATIONS	Delivery Risks	<p>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> <p>Identifies requirements and impacts for the following:</p> <ul style="list-style-type: none"> • Environmental (5pts) • Right of Way (5pts) • Utilities & Railroad (5pts) 	15	
COST ESTIMATE	Cost Considerations	<p>Design complete/ready for construction (5pts)</p> <p>Local contributions over local match (5pts)</p> <p>Cost Estimates appear to be reasonable based on all provided information for the project. (5pts)</p>	15	
TOTAL SCORE:			180	

Chris Vertrees

From: Chris Vertrees <cdvertrees@seago.org>
Sent: Friday, November 13, 2020 9:35 AM
To: 'cblaschke@willcox.az.gov'; 'dawn.prince@douglasaz.gov'; 'Charissa Presti'; 'Jennifer St. John'; 'jkissinger@nogalesaz.gov'; 'Ronald Robinson'; 'Theresa Coleman'; 'Vicki Vivian'
Cc: 'jhoward@azmag.gov'; Randy Heiss; 'John Merideth'
Subject: Sun Cloud Data Portal - Data Requests
Attachments: In Kind Form - Sun Cloud Data Portal.pdf; Copy of SEAGO_Region_Contacts - Sun Cloud Data Collection.xlsx

Good Morning All,

The Arizona Department of Transportation (ADOT) and the Maricopa Association of Governments (MAG), Pima Association of Governments (PAG), Sun Cloud MPO (SCMPO) and the Sierra Vista MPO (SVMPO) have been awarded a grant by the Center for Accelerating Innovation under the Federal Highway Administration (FHWA). SEAGO is supporting the above agencies in their development of the Sun Cloud data portal. The Sun Cloud data portal will share transportation, socioeconomic and IT data and serve as a common data platform. The portal will strengthen regional alignment and planning for smart infrastructure investments to help improve mobility and safety in the fast-growing Sun Corridor megaregion that extends from Phoenix to the Mexico border.

The goal of the project initiated under this grant is the development and implementation of Sun Cloud , a data portal serving the transportation planning needs of the five counties (Cochise, Maricopa, Pima, Pinal and Santa Cruz) within the Sun Corridor of Arizona. Sun Cloud is intended to improve the accessibility, usability, and quality of data and analytical tools that are vital to transportation planning. Successful implementation of Sun Cloud will result in facilitated sharing and coordination of data, a better understanding of the big picture transportation needs in the Sun Corridor, greater alignment of policies, and more strategic investments in transportation projects.

This email is to inform you that Howard Ward from TerraSystems Southwest (cc'd on this email) will be reaching out to your agency to obtain socioeconomic data. The initial data request includes the following:

Parcel Attributes	Hotels
Buildings/Improvements	Bikeways
City boundaries	Open Space
School districts	City council districts
General plans	Foreign trade zones
Developments	Transit Centers
Subdivisions (Assessor)	Bus routes and bus stops
Redevelopment projects	Existing land use
Group quarters	Residential Completions
Post-Secondary Education	Construction Permits

Any data you can provide Howard will be helpful in making the Sun Cloud data portal something that is useful not only to our region, but to the entire Sun Corridor megaregion.

SEAGO has developed a tentative list of potential agency contacts (attached). If any additions or deletions are needed please let me know so that the most reliable contact information is available to Howard.

This project is being funded with Federal money and therefore we are relying on in-kind for the matching contribution. Please use the attached sheet to track any time you or your staff spends speaking with Howard, compiling and transferring data sets, or internal discussions concerning the project..

Chris Vertrees
Transportation Program Administrator
SouthEastern Arizona Governments Organization
1403 West Highway 92
Bisbee, Arizona 85603
(520) 432-5301 Extension 209
(520) 432-5858 Fax
(520) 508-2509 Cell

