



Transportation Technical Advisory Committee

(TTAC) Meeting Agenda

DATE: May 12, 2022
TIME: 10:00 a.m.
LOCATION: ZOOM Webinar - <https://us02web.zoom.us/j/89480603256?pwd=NktMYlUvbUFIbzdJRV0lIbzdUdmkvUT09>

ID NO: 894 8060 3256
PASSWORD: 953268
CALL-IN #: 1 (877) 853-5257 (If no mic on device)

I. Call to Order – Chair Larry Halberstadt

II. Pledge of Allegiance

III. Roll Call

IV. Introductions & Title VI Notice

V. Approval of Minutes – (April 21, 2022)

P – F – T

VI. Call to the Public (Members of the public may speak on any item not listed on the agenda. Items presented during the Call to the Public portion of the Agenda cannot be acted on by the TTAC. Individual TTAC members may ask questions of the public but are prohibited by the Open Meeting Law from discussing or considering the item among themselves until the item is officially placed on the agenda. Individuals are limited to a two-minute presentation. For the sake of efficiency, the Chair may eliminate the Call to the Public portion of any agenda.)

VII. Standing Reports

A. Member Jurisdictions	All	Info.
B. Multi-Modal Planning Division, ADOT	Will Randolph	Info.
C. Local Public Agency, ADOT	LPA Staff	Info.
D. District, Engineers, ADOT	District Engineers	Info.
E. CAG Transportation Planning Update	Travis Ashbaugh	Info.

VIII. New Business

A. LTAP Funding Allocation in TIP	Travis Ashbaugh/Rebecca Mayher	Discussion
B. Transportation Improvement Program Amendment(s)	Travis Ashbaugh	P – F – T
C. STBGP Application – Revision/Process Proposal	Travis Ashbaugh	P – F – T
D. Round Table	All	Info.
E. Future Agenda Items	All	Discussion

IX. Scheduling of Next Meetings – Tentatively

Thursday, July 14, 2022 – 10:00 AM

Zoom Webinar

(Webinar info will be posted approximately one week prior to meeting date)

Thursday, August 11, 2022 – 10:00 AM

Zoom Webinar

(Webinar info will be posted approximately one week prior to meeting date)

X. Adjournment

Approved by
(Andrea Robles, CAG Executive Director)

DATE: April 21, 2022

TIME: 10:00 a.m.

LOCATION: Via ZOOM Webinar

MEMBERS PRESENT:

Larry Halberstadt - *Chair*
(Payson)

Rick Powers
(Globe)

Nina Arredondo
(Pinal County)

Micah Gaudet
(Miami)

Amanda Kenney
(Kearny)

Will Randolph
(ADOT - MPD)

MEMBERS ABSENT:

Tim Grier
(Star Valley)

Sandra Shade
(Ak-Chin Indian Community)

VACANT
(Hayden)

Tara Chief
(White Mountain Apache Tribe)

Sylvia Kerlock
(Winkelman)

Lana Clark
(Superior)

John Schempf
(Mammoth)

Thomas Goodman
(Gila County)

Barney Bigman
(San Carlos Apache Tribe)

GUESTS PRESENT:

Jothan Samuelson
(Works Consulting)

Sanja Katic-Juahar
(ADOT)

Lucas Murray
(ADOT)

Marissa Abeyta
(ADOT)

CAG Staff:

Travis Ashbaugh
(Transportation Planning Manager)

I. Call to Order

Chair Halberstadt called the meeting to order at 10:12 AM.

II. Pledge of Allegiance

Chair Halberstadt led the Committee in the Pledge of Allegiance.

III. Roll Call

Roll call was taken. Six (6) voting members were present, constituting a quorum as established by the CAG TTAC Bylaws.

IV. Introductions & Title VI Notice

Introductions were made individually on the Webinar. Mr. Ashbaugh read a statement of where and how to file a complaint regarding Title VI violations.

V. Approval Of Minutes – (March 17, 2022)

Ms. Arredondo made the motion to approve the March 17, 2022 minutes as presented. Mr. Powers seconded the motion. The motion passed unanimously.

VI. Call to the Public

No one answered the call to the public.

VII. Standing Reports

A. Member Jurisdictions

Gila County

Mr. Ashbaugh reported on behalf of Thomas Goodman via Email:

1. The “Golden Hill Road” construction (**Project # GIL 22-01C**) and the “Main Street” construction (**Project # GIL 09-01T**) is tentatively planned to be advertised for bid as one package together in mid-May 2022.

Globe

Mr. Powers reported on one (1) item:

2. The construction for the “Pinal Creek Bridge – Cottonwood Street (Structure #9711)” bridge project (**Project # GLB 22-1C**) will need to be moved to FY23.

Payson

Chair Halberstadt reported on one (1) item:

1. Town staff is currently completing the design plans for the “Granite Dells Road” project (**Project # PAY 19-01D**) since terminating the contract with the consultant the previous month due to unacceptable performance in completing the design.

No other agencies present had updates.

B. Multi-Modal Planning Division, ADOT

Mr. Randolph reported on seven (7) items:

1. **ADOT FY23-FY27 Tentative Five-Year Transportation Facilities Construction Program:** ADOT has released its tentative FY23-FY27 Five-Year Transportation Facilities Construction Program for public review and comment that started on March 17, 2022 with the comment period ending June 2, 2022. The State Transportation Board will consider final formal action on the Five-Year Program at its June 18, 2022 board meeting. The Tentative FY23-FY27 Five-Year Transportation Facilities Construction Program can be viewed at <https://azdot.gov/planning/transportation-programming/tentative-five-year-rogram>

The public can provide comments on the tentative Five-Year Program in the following ways:

- Attend the virtual public hearings of the State Transportation Board on May 20, 2022 at 9:00 AM. Meeting information can be found at <http://aztransportationboard.gov>.
- Complete an online comment form at <https://www.surveymonkey.com/r/ADOTFiveYearSurvey>.
- Email: fiveyearconstructionprogram@azdot.gov.
- Call the bilingual phone line at 1-855-712-8530
- Mail ADOT at: Attn: Courtney King, c/o ADOT Communications, 1655 W. Jackson, Room 179, MD 126F, Phoenix, AZ 85007

2. **Call for project nominations for ADOT’s Planning to Programming (P2P):** Process for FY24-FY28 Five-Year Construction Program has opened and submissions are due by April 29, 2022.
 - Nominating a project does not guarantee project selection but ensures it will be considered in ADOT’s performance-based P2P process.

- If you have previously submitted a project nomination, you do not need to resubmit the same project again; It is still on the P2P list and will be reevaluated.
- 3. **The HSIP Call for Projects for FY25-FY26 Program Years:** The Call was released on February 28, 2022. There are changes in this year's application process. One is the mandatory review of all applications prior to final submission. The review is required for the final application to be accepted.
 - Draft applications are due for review May 31, 2022.
 - TSS/LPA/PMG consolidated comments sent to applicants June 30, 2022
 - Final applications due to ADOT TSS on August 2, 2022.
- 4. **If pursuing MEGA, INFRA, Rural, or the National Scenic Byways Program (NSBP):** Please visit azdot.gov/grant for guidance on any grant support. If a local agency requests a letter of support, they need to submit the online form with 30-day's notice. Doing so also coordinates grant applications with local interests as ADOT is working on its own applications.
 - MEGA, INFRA, and RURAL are due May 23, 2022
 - NSBP deadline has been extended until June 20, 2022
- 5. **Long Rang Transportation Plan:** The anticipated Notice to Proceed for the selected consultant should occur during early May 2022. Kickoff meeting for project is scheduled in May 2022.
- 6. **Statewide Rest Area Study:** Task 1 has been completed and documents distributed to the Project Team. The project is currently in Task 2: Data Collection and will resume through April 2022. ADOT is conducting additional data collection on select Rest Areas. The collection will capture actual vehicle and truck traffic on select Rest Areas. Lastly, ADOT will be reviewing the IJA to ensure the project prioritization addresses any potential funding and requirements.
- 7. **Electric Vehicle Infrastructure Plan:** ADOT staff is currently generating a stakeholder list, internal meetings are taking place, and acceptance of a consultant should be done by early May 2022.

C. Local Public Agency, ADOT
No updates were provided.

D. District, Engineers, ADOT
No updates were provided.

E. CAG Transportation Planning Update
Mr. Ashbaugh reported on four (4) items:

1. CAG was able to hire a Mobility Management Coordinator, Gabriel Gomez.
2. Completed the FY19-FY22 Traffic Count Program and currently working on drafting the next Request for Proposals (RF) for the CAG FY23-FY27 Traffic Count Program. The first year of the five-year contract will involve over 400 traffic counts, but CAG needs to compare "notes" with ADOT to determine which areas are being missed to have a complete list of counts.
3. HB2396 regarding the Rural Transportation Advocacy Council (RTAC) projects that CAG prioritized back in August 2021, appears to have new life to it. Kevin Adam with RTAC presented the status to this Committee last meeting stating that the Appropriations Chair did not support the bill due to the large number of local projects as she only wanted to support state facility projects. However, Senate President Senator Karen Fann's interest appears to be keeping the original bill as is due to the much lower price tag and the ideals behind it, therefore breathing new life to it once again.

4. The Town of Payson appears to be taking over the administration of the Beeline Bus transit program from the Payson Senior Center in the interim until a long-term solution is provided. Currently, a long-term solution being looked at is potentially formatting an Intergovernmental Public Transportation Authority (IPTA).

VIII. New Business

A. Transportation Improvement Program Amendments(s)

Mr. Ashbaugh stated that the Town of Payson is requesting to move the construction funds in FY22 for the **“Granite Dells Road”** project (**Project # PAY 21-01C**) to FY23. He stated that there is an expected credit from the Design phase that was already reprogrammed towards the construction, however, the credit has not hit the ledger and most likely won't until the FY23 ledger. He stated that the funds to be moved from FY22 to FY23 would be the original funding for construction and then once the credit from Design hits the ledger the TIP would be adjusted, since action already took place to move credited Design funds to construction.

Mr. Gaudet recommended approve of moving the construction funding for the **“Granite Dells Road”** project (**Project # PAY 21-01C**) from FY22 to FY23. Ms. Arredondo seconded the motion. The motion carried unanimously.

Mr. Ashbaugh also restated that the **“Pinal Creek Bridge – Cottonwood Street (Structure #9711)”** bridge project (**Project # GLB 22-1C**) will need to be moved to FY23 and can be done administratively.

Mr. Ashbaugh provided news that there may be a need to adjust the TIP as the COGs and MPOs were recently notified that the Obligation Authority (OA) amount will increase in the coming years. The OA portion of the funds are typically factored in before projects are programmed and since the CAG TIP is usually programmed to the penny, there will be adjustments that will need to be made. He stated he will provide more information regarding the new OA rates once he receives more information.

B. Title VI Plan – 2022 Update

Mr. Ashbaugh stated that the Title VI Plan is required to be updated annually in coordination of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) requirements. The plan lays out processes for what CAG must do to assure discrimination is not present, as well as processes of how one could file a complaint should an individual feel they have been discriminated against within a CAG led transportation meeting program, and/or activity based on the individual's race, color, or national origin. He stated that the primary updates involved the socioeconomic demographic data within the tables throughout the plan. The updated figures come from the updated 5-year American Community Survey (ACS) data from the Census Bureau.

Mr. Powers made the motion to recommend approval of the 2022 CAG Title VI Non-Discrimination and Implementation Plan update as presented. Mr. Gaudet seconded the motion. The motion passed unanimously.

C. Election of Vice-Chair

Nominations were opened for Vice-Chair for the remainder of 2022. Mr. Gaudet volunteered himself as a nomination. No other nominations were presented. Ms. Arredondo made a motion to close nominations. Chair Halberstadt seconded the motion. The motion passed unanimously. Ms. Arredondo made a motion to

appoint Micah Gaudet as the Vice-Chair for the remainder of 2022. Mr. Powers seconded the motion. The motion passed unanimously.

D. Federal Reporting Update on Traffic Data Coordination & Certified Public Mileage Application

Ms. Katic-Juahar provided an overview presentation of the Highway Performance Monitoring System (HPMS) Data Coordination efforts on behalf of ADOT. The PowerPoint presentation provided for this meeting is available upon request. Within the presentation, topics of discussion included:

1. Supporting Roles for the HPMS Traffic Data Coordination
2. Traffic Program Coordination for Calendar Year 2022
3. Guidance & Support on Locating Required HPMS Traffic Count Gaps Using the ADOT Data Analytics Site
4. ADOT LPA Traffic Count Coordination App

Mr. Murray provided an overview presentation of Certified Public Mileage Application. The PowerPoint presentation provided for this meeting is available upon request. Within the presentation, topics of discussion included:

1. Validation of Road Ownership and Certified Public Mileage (CPM)
2. AZGEO Tool to Allow Agencies to See CPM by Agency and Edit Ownership/Maintainership Information
3. Statewide CPM changes from 2020 to 2021
4. Demonstration of the www.azgeo.az.gov/adot/WeLoveYourInput.aspx Tool to Validate/Edit Ownership/Maintainership Information

E. STBGP Application – Revision/Process Proposal

Mr. Ashbaugh stated that time ran out to run through the suggested changes of the Surface Transportation Block Grant Program (STBGP) application and brought it back to discuss said changes. He stated the participants of the last workshop that were present was Sharon Jakubowski Wolz with the Town of Kearny, and Rick Powers representing the City of Globe. He proceeded to run through each change that occurred within that last workshop to complete and/or fulfill the questions the TTAC had in the February 2022 meeting when discussing the application changes at that time.

Chair Halberstadt and Mr. Powers suggested on the “Cost Estimate & Project Programming” page, that the “Local Match (STBGP = 5.7%)” to be changed to “Minimum Required Local Match (STBGP = 5.7%)” to allow for over matches if a local agency wanted include additional match. No other suggestions were provided on the application as presented.

Mr. Ashbaugh proceeded to present the “CAG STBGP Application Process Recommendations” that were discussed in the last workshop. The most notable recommendations are:

1. Go back to a 5-Year TIP.
2. Keep the same competitive process.
3. Utilize next available funding to fund Pre-Scoping Studies for a project in each local agency.
4. Applicant cannot rank their own projects.
5. If all projects submitted cannot be funded within a given Call-for-Projects notice, those not awarded would have to reapply in the future.
6. Presentation Criteria

Chair Halberstadt asked if going back to a 5-year TIP, would the projects already within the TIP beyond the fifth year be kicked off the TIP. Mr. Ashbaugh responded that they would not. He stated that a Call-for-Projects would not occur until all current projects within the current TIP is within a 5-year span and once the fifth year opens, then a Call-for-Projects notice would occur.

Mr. Ashbaugh also stated that the COGs and MPOs were waiting to see if any of the additional funds that ADOT will be receiving through the Infrastructure Investment and Jobs Act (IIJA) over the next five years would trickle down into the Regional TIPs. He stated that recent news has been handed down that ADOT would not expanding the funding allocations for the TIPs. To his understanding, Mr. Ashbaugh stated that much of the additional funds are allocated to specific programs in which ADOT controls the planning efforts. He believes that there is approximately \$200 million in additional funds coming to Arizona a year, but only about \$12-20 million would be available to program were needed. This scenario produces the unlikelihood of expanding the Regional TIP allocations since ADOT will use the funds towards their projects where needed. Mr. Ashbaugh stated that there are much more detailed conversations occurring now of the funding allocations and that he will bring back any new development.

Mr. Ashbaugh stated that there are a few members who typically attend the meetings that are not present in today's meeting. He stated he would like to provide another opportunity for those members to voice any concerns with the proposed application and process. He stated since there is no rush in approving the proposed changes, tabling the item would allow one more opportunity for the absent members.

Ms. Kenney made the motion to table the STBGP Application and Process Recommendation Memo to then next meeting for a final vote. Chair Halberstadt seconded the motion. The motion passed unanimously.

F. Round Table

No discussion took place.

G. Future Agenda Items

Mr. Ashbaugh currently stated the items, in addition to the standing updates, would be the STBGP Application and Process approvals, possible TIP adjustment discussions and adjustments, and potential reevaluation of the cost estimates of current projects in the TIP for future years.

IX. Scheduling of Next Meetings

Chair Halberstadt stated the next scheduled meeting is for May 12, 2022. He also stated that there will be no June 2022 meeting.

X. Adjournment

Chair Halberstadt adjourned the meeting at 11:46 AM.



TRANSPORTATION IMPROVEMENT PROGRAM - (TIP)

Last Approved by Regional Council on April 27, 2022

Project #	TRACS #	Sponsor	Project Type	Project Name	From	To	Length (Miles)	Lanes Before	Lanes After	Functional Classification	Federal Aid Type	Federal Funds	HURF Funds Needed	HURF Rate Cost	Local Match	Total Project Funds	Remaining Funds
FY 2017																	
GIL 18-01D	T009001D	GILA COUNTY	DESIGN	GOLDEN HILL RD - (NEW SIDEWALK)	US 60	MAIN ST INTERSECTION	1.00	N/A	N/A	URBAN COLLECTOR / URBAN MINOR ARTERIAL	STBGP	\$125,000.00	N/A	N/A	\$7,555.67	\$132,555.67	(\$125,000.00)
FY 2019																	
PAY 19-01D	T0211 01D	PAYSON	DESIGN	GRANITE DELLS RD - (GEOMETRIC CORRECTIONS, PAVEMENT LIFT & MARKINGS, BICYCLE LANES)	HWY 260	MUD SPRINGS RD	0.50	2	2	MAJOR COLLECTOR / MINOR ARTERIAL	STBGP	\$0.00	\$180,000.00	\$200,000.00	\$0.00	\$380,000.00	(\$200,000.00)
FY 2021																	
GIL 18-01D	T009001D	GILA COUNTY	DESIGN	GOLDEN HILL RD - (NEW SIDEWALK) - ADDITIONAL FUNDS - (SEE FY17)	US 60	MAIN ST INTERSECTION	1.00	N/A	N/A	URBAN COLLECTOR / URBAN MINOR ARTERIAL	STBGP	\$10,260.35	N/A	N/A	\$620.19	\$10,880.54	(\$10,260.35)
												\$20,260.35	\$0.00	\$0.00	\$1,224.64	\$21,484.99	\$0.00
FY 2022																	
FY 2022 APPORTIONMENT											STBGP						\$506,526.00
FY 2022 OBLIGATION AUTHORITY AMOUNT - ESTIMATE											STBGP						(\$32,207.15)
REPAYMENT OUT - (CAG TO ADOT) - (GOLDEN HILL ROAD) - In FY21)											STBGP						(\$300,000.00)
LOAN IN from FY21 - (CAG TO ADOT) - (GRANITE DELLS RD)											STBGP						\$417,160.00
LOAN IN - to FY21 (ADOT TO CAG) - (REPROGRAMMED TO CAG 22-03P)											STBGP						\$30,497.13
LOAN IN - to FY21 (ADOT TO CAG) - (GOLDEN HILL RD GIL 22-01C)											STBGP						\$1,036,292.22
LOAN IN - to FY21 (ADOT TO CAG) - (MAIN ST GIL 09-01T)											STBGP						\$137,788.00
LOAN OUT - (CAG TO ADOT) - (IN PROCESSING) - Regional Traffic Counts for FY 2023											STBGP						(\$50,000.00)
LOAN OUT - (CAG TO ADOT) - (IN PROCESSING) - To cover FY 2023 Projects											STBGP						(\$13,943.15)
LOAN OUT - (CAG TO ADOT) - (IN PROCESSING) - Granite Dells Rd (PAY 21-01C) in FY23											STBGP						(\$417,160.00)
LOAN OUT - (CAG TO ADOT) - (IN PROCESSING) - To cover FY 2024 Projects											STBGP						(\$100,375.70)
CAG 22-02P		CAG	N/A	TECHNOLOGY TRANSFER	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$10,000.00	N/A	N/A	\$604.45	\$10,604.45	(\$10,000.00)
PAY 21-01G		PAYSON	CONSTRUCTION	GRANITE DELLS RD - (GEOMETRIC CORRECTIONS, PAVEMENT LIFT & MARKINGS, BICYCLE LANES)	HWY 260	MUD SPRINGS RD	0.50	2	2	MAJOR COLLECTOR /- MINOR ARTERIAL	STBGP	\$0.00	\$375,444.00	\$417,160.00	\$0.00	\$417,160.00	\$417,160.00
CAG 22-03P		CAG	N/A	CAG/ADOT FY22 WORK PROGRAM SUPPLEMENT	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$30,497.13	N/A	N/A	\$1,843.41	\$32,340.54	(\$30,497.13)
GIL 09-01T	SL692	GILA COUNTY / GLOBE	CONSTRUCTION	MAIN ST - (NEW PEDESTRIAN SIDEWALKS) - ADDITIONAL FUNDS - (See "Transportation Enhancement Program" Section)	US 60	GOLDEN HILL RD	FY 17					\$137,788.00	N/A	N/A	\$8,328.65	\$146,116.65	(\$137,788.00)
GIL 22-01C	T009001C	GILA COUNTY	CONSTRUCTION	GOLDEN HILL RD - (NEW SIDEWALK)	US 60	MAIN ST INTERSECTION				URBAN MINOR ARTERIAL/COLLECTOR	STBGP	\$1,036,292.22	N/A	N/A	\$89,038.88	\$1,125,331.10	(\$1,036,292.22)
												\$1,214,577.35	\$375,444.00	\$417,160.00	\$99,815.39	\$1,731,552.74	\$0.00

Project #	TRACS #	Sponsor	Project Type	Project Name	From	To	Length (Miles)	Lanes Before	Lanes After	Functional Classification	Federal Aid Type	Federal Funds	HURF Funds Needed	HURF Rate Cost	Local Match	Total Project Funds	Remaining Funds
FY 2023																	
				FY 2023 APPORTIONMENT							STBGP						\$506,526.00
				FY 2023 OBLIGATION AUTHORITY AMOUNT - ESTIMATE							STBGP						(\$32,207.15)
				EXPECTED CREDIT - (FROM GRANITE DELLS RD DESIGN - PAY 19-01D) - Apply to Construction (PAY 21-01C)							STBGP						\$111,111.11
				REPAYMENT IN - (ADOT TO CAG) - (IN PROCESSING) -Granite Dells Rd (PAY 21-01C) from FY22							STBGP	\$0.00	\$375,444.00	\$417,160.00	\$0.00		\$417,160.00
				REPAYMENT IN - (ADOT TO CAG) - (IN PROCESSING) - Regional Traffic Counts from FY 2022							STBGP						\$50,000.00
				LOAN OUT - (CAG TO ADOT) - (LONGHORN & MCLANE ROUNDABOUT RECONSTRUCTION (TO FY 2024) - (NOT YET PROCESSED)							STBGP						(\$424,463.86)
				REPAYMENT IN - (ADOT TO CAG) - From FY 2021							STBGP						\$39,440.71
				REPAYMENT IN - (ADOT TO CAG) - (IN PROCESSING) - From FY 2022							STBGP						\$13,943.15
CAG 23-01P		CAG	N/A	REGIONAL TRAFFIC COUNTING - (FY23-27 Contract) (NOT YET EXECUTED)	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$100,000.00	N/A	N/A	\$6,044.54	\$106,044.54	(\$100,000.00)
CAG 23-02P		CAG	N/A	TECHNOLOGY TRANSFER	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$10,000.00	N/A	N/A	\$604.45	\$10,604.45	(\$10,000.00)
PAY 21-01C		PAYSON	CONSTRUCTION	GRANITE DELLS RD - (GEOMETRIC CORRECTIONS, PAVEMENT LIFT & MARKINGS, BICYCLE LANES) - (Includes the Expected Credit Above)	HWY 260	MUD SPRINGS RD	0.50	2	2	MAJOR COLLECTOR / MINOR ARTERIAL	STBGP	\$0.00	\$475,444.00	\$528,271.11	\$0.00	\$528,271.11	(\$528,271.11)
PAY 23-01R		PAYSON	ROW	INTERSECTION: W. LONGHORN & S. MCLANE RD - (ROUNDABOUT) - ROW ACQUISITION	N/A	N/A	N/A	N/A	N/A	MINOR ARTERIAL	STBGP	\$42,435.00	N/A	N/A	\$2,565.00	\$45,000.00	(\$42,435.00)
												\$152,435.00	\$475,444.00	\$528,271.11	\$9,213.99	\$689,920.10	\$803.85
FY 2024																	
				FY 2024 APPORTIONMENT							STBGP						\$506,526.00
				FY 2024 OBLIGATION AUTHORITY AMOUNT - ESTIMATE							STBGP						(\$32,207.15)
				REPAYMENT IN - (ADOT TO CAG) - (LONGHORN & MCLANE ROUNDABOUT (FROM FY 2023) - (NOT YET PROCESSED)							STBGP						\$424,463.86
				REPAYMENT IN - (ADOT TO CAG) - (IN PROCESSING) - From FY 2022							STBGP						\$100,375.70
				LOAN OUT - (CAG TO ADOT) - (NOT YET PROCESSED) - To cover FY 2025 shortage							STBGP						(\$21,304.58)
CAG 24-02P		CAG	N/A	TECHNOLOGY TRANSFER	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$10,000.00	N/A	N/A	\$604.45	\$10,604.45	(\$10,000.00)
PAY 24-01C		PAYSON	CONSTRUCTION	INTERSECTION: W. LONGHORN & S. MCLANE RD - (ROUNDABOUT)	N/A	N/A	N/A	N/A	N/A	MINOR ARTERIAL	STBGP	\$966,246.13	N/A	N/A	\$58,405.12	\$1,024,651.25	(\$966,246.13)
												\$976,246.13	\$0.00	\$0.00	\$59,009.58	\$1,035,255.71	\$1,607.70
FY 2025																	
				FY 2025 APPORTIONMENT							STBGP						\$506,526.00
				FY 2025 OBLIGATION AUTHORITY AMOUNT - ESTIMATE							STBGP						(\$32,207.15)
				REPAYMENT OUT - (CAG TO ADOT) - (GOLDEN HILL ROAD) - In FY21)							STBGP						(\$340,244.00)
				REPAYMENT OUT - (CAG TO ADOT) - (MAIN STREET) - In FY21)							STBGP						(\$137,788.00)
				REPAYMENT IN - (ADOT TO CAG) - (NOT YET PROCESSED) - From FY 2024							STBGP						\$21,304.58
				LOAN IN - (ADOT TO CAG) - (NOT YET PROCESSED) - From FY 2026							STBGP						\$159,890.09
CAG 25-02P		CAG	N/A	TECHNOLOGY TRANSFER	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$10,000.00	N/A	N/A	\$604.45	\$10,604.45	(\$10,000.00)
PAY 26-01D		PAYSON	DESIGN	S. GOODNOW RD	SR 260	E. BONITA ST	0.27	2	2	MINOR ARTERIAL	HURF	N/A	\$150,000.00	\$16,666.67	\$0.00	\$166,666.67	(\$166,666.67)
												\$10,000.00	\$150,000.00	\$16,666.67	\$604.45	\$177,271.12	\$814.85

Project #	TRACS #	Sponsor	Project Type	Project Name	From	To	Length (Miles)	Lanes Before	Lanes After	Functional Classification	Federal Aid Type	Federal Funds	HURF Funds Needed	HURF Rate Cost	Local Match	Total Project Funds	Remaining Funds
FY 2026																	
FY 2026 APPORTIONMENT												STBGP					\$506,526.00
FY 2026 OBLIGATION AUTHORITY AMOUNT - ESTIMATE												STBGP					(\$32,207.15)
REPAYMENT OUT - (CAG TO ADOT) - (NOT YET PROCESSED) - For FY 2025												STBGP					(\$159,890.09)
LOAN IN - (ADOT TO CAG) - (NOT YET PROCESSED) - From FY 2027												STBGP					\$296,375.09
CAG 26-02P		CAG	N/A	TECHNOLOGY TRANSFER	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$10,000.00	N/A	N/A	\$604.45	\$10,604.45	(\$10,000.00)
PAY 28-01C		PAYSON	CONSTRUCTION	S. GOODNOW RD	SR 260	E. BONITA ST	0.27	2	2	MINOR ARTERIAL	HURF	N/A	\$540,000.00	\$60,000.00	\$0.00	\$600,000.00	(\$600,000.00)
												\$10,000.00	\$540,000.00	\$60,000.00	\$604.45	\$610,604.45	\$803.85
FY 2027																	
FY 2027 APPORTIONMENT												STBGP					\$506,526.00
FY 2027 OBLIGATION AUTHORITY AMOUNT - ESTIMATE												STBGP					(\$32,207.15)
REPAYMENT OUT - (CAG TO ADOT) - (NOT YET PROCESSED) - For FY 2026												STBGP					(\$296,375.09)
LOAN OUT - (CAG TO ADOT) - (NOT YET PROCESSED) - To cover FY 2029 Projects												STBGP					(\$37,139.91)
CAG 27-02P		CAG	N/A	TECHNOLOGY TRANSFER	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$10,000.00	N/A	N/A	\$604.45	\$10,604.45	(\$10,000.00)
SCA 28-01D		SAN CARLOS	DESIGN	BIA 170 - (New Sidewalk)			0.35	1	1	MAJOR COLLECTOR	STBGP	\$122,590.00	N/A	N/A	\$7,410.00	\$130,000.00	(\$130,000.00)
												\$132,590.00	\$0.00	\$0.00	\$8,014.45	\$140,604.45	\$803.85
FY 2028																	
FY 2028 APPORTIONMENT												STBGP					\$506,526.00
FY 2028 OBLIGATION AUTHORITY AMOUNT - ESTIMATE												STBGP					(\$32,207.15)
LOAN OUT - (CAG TO ADOT) - (NOT YET PROCESSED) - To cover FY 2029 Projects												STBGP					(\$227,959.44)
CAG 28-02P		CAG	N/A	TECHNOLOGY TRANSFER	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$10,000.00	N/A	N/A	\$604.45	\$10,604.45	(\$10,000.00)
PAY 28-01D		PAYSON	DESIGN	W. FOREST DR - (MULTI-USE PATH / SIDEWALK)	N. MCLANE RD	SR 87	0.41	2	2	MAJOR COLLECTOR	HURF	\$0.00	\$95,000.00	\$10,555.56	\$0.00	\$105,555.56	(\$105,555.56)
												\$10,000.00	\$95,000.00	\$10,555.56	\$604.45	\$116,160.01	\$130,803.85
FY 2029																	
FY 2029 APPORTIONMENT												STBGP					\$506,526.00
FY 2029 OBLIGATION AUTHORITY AMOUNT - ESTIMATE												STBGP					(\$32,207.15)
REPAYMENT IN - (ADOT TO CAG) - (NOT YET PROCESSED) - From FY 2027												STBGP					\$37,139.91
REPAYMENT IN - (ADOT TO CAG) - (NOT YET PROCESSED) - From FY 2028												STBGP					\$227,959.44
LOAN IN - (ADOT TO CAG) - (NOT YET PROCESSED) - From FY 2030												STBGP					\$83,590.29
CAG 29-01P		CAG	N/A	REGIONAL TRAFFIC COUNTING - (FY29-34 Contract) (NOT YET EXECUTED)	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$100,000.00	N/A	N/A	\$6,044.54	\$106,044.54	(\$100,000.00)
CAG 29-02P		CAG	N/A	TECHNOLOGY TRANSFER	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$10,000.00	N/A	N/A	\$604.45	\$10,604.45	(\$10,000.00)
PAY 29-01C		PAYSON	CONSTRUCTION	W. FOREST DR - (MULTI-USE PATH / SIDEWALK)	N. MCLANE RD	SR 87	0.41	2	2	MAJOR COLLECTOR	HURF	\$0.00	\$416,520.00	\$46,280.00	\$0.00	\$462,800.00	(\$462,800.00)
SCA 30-01C		SAN CARLOS	CONSTRUCTION	BIA 170 - (New Sidewalk)			0.35	1	1	MAJOR COLLECTOR	STBGP	\$249,404.64	N/A	N/A	\$15,075.36	\$264,480.00	(\$249,404.64)
												\$359,404.64	\$416,520.00	\$46,280.00	\$21,724.35	\$843,928.99	\$803.85

Project #	TRACS #	Sponsor	Project Type	Project Name	From	To	Length (Miles)	Lanes Before	Lanes After	Functional Classification	Federal Aid Type	Federal Funds	HURF Funds Needed	HURF Rate Cost	Local Match	Total Project Funds	Remaining Funds
FY 2030																	
FY 2030 APPORTIONMENT												STBGP					\$506,526.00
FY 2030 OBLIGATION AUTHORITY AMOUNT - ESTIMATE												STBGP					(\$32,207.15)
REPAYMENT OUT - (CAG TO ADOT) - (NOT YET PROCESSED) - For FY 2029												STBGP					(\$83,590.29)
CAG 29-02P		CAG	N/A	TECHNOLOGY TRANSFER	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$10,000.00	N/A	N/A	\$604.45	\$10,604.45	(\$10,000.00)
												\$10,000.00	\$0.00	\$0.00	\$604.45	\$10,604.45	\$380,728.56
FY 2031																	
FY 2031 APPORTIONMENT												STBGP					\$506,526.00
FY 2031 OBLIGATION AUTHORITY AMOUNT - ESTIMATE												STBGP					(\$32,207.15)
CAG 29-02P		CAG	N/A	TECHNOLOGY TRANSFER	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$10,000.00	N/A	N/A	\$604.45	\$10,604.45	(\$10,000.00)
												\$10,000.00	\$0.00	\$0.00	\$604.45	\$10,604.45	\$464,318.85
FY 2032																	
FY 2031 APPORTIONMENT												STBGP					\$506,526.00
FY 2031 OBLIGATION AUTHORITY AMOUNT - ESTIMATE												STBGP					(\$32,207.15)
CAG 29-02P		CAG	N/A	TECHNOLOGY TRANSFER	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$10,000.00	N/A	N/A	\$604.45	\$10,604.45	(\$10,000.00)
												\$10,000.00	\$0.00	\$0.00	\$604.45	\$10,604.45	\$464,318.85
HIGHWAY SAFETY IMPROVEMENT PROJECTS																	
SCA 21-01D	T031301D	SAN CARLOS	DESIGN	WHITE MOUNTAIN ROAD (BIA 10) & AIRPORT ROAD - STREET LIGHT PROJECT							HSIP - FY21	\$300,000.00				\$300,000.00	
SCA 22-01C	T031301C	SAN CARLOS	CONSTRUCTION	WHITE MOUNTAIN ROAD (BIA 10) & AIRPORT ROAD - STREET LIGHT PROJECT							HSIP - FY23	\$678,611.38				\$678,611.38	
GIL 23-02D		GILA COUNTY	DESIGN	HOUSTON MESA ROAD - (PAVED SHOULDERS W/ EL & CL RUMBLE STRIPS)	SR 87	0.4 MILES SOUTH OF NF-198	4.50				HSIP - FY23	\$178,227.00			\$10,773.00	\$189,000.00	
GIL 23-03D		GILA COUNTY	DESIGN	CONTROL ROAD - SEGMENT 1 - (PAVED RD/SHOULDERS W/ RUMBLE STRIPS)	SR 260	0.35 MILES EAST OF ROBERTS MESA RD	1.75				HSIP - FY23	\$178,227.00			\$10,773.00	\$189,000.00	
GIL 24-01C		GILA COUNTY	CONSTRUCTION	HOUSTON MESA ROAD - (PAVED SHOULDERS W/ EL & CL RUMBLE STRIPS)	SR 87	0.4 MILES SOUTH OF NF-198	4.50				HSIP - FY24	\$4,002,615.35			\$229,252.15	\$4,231,867.50	
GIL 24-03C		GILA COUNTY	CONSTRUCTION	CONTROL ROAD - SEGMENT 1 - (PAVED RD/SHOULDERS W/ RUMBLE STRIPS)	SR 260	0.35 MILES EAST OF ROBERTS MESA RD	1.75				HSIP - FY24	\$4,338,150.36			\$255,022.14	\$4,593,172.50	
												\$9,675,831.09	\$0.00	\$0.00	\$505,820.29	\$10,181,651.38	\$0.00
BRIDGE REPLACEMENT PROGRAM																	
GLB 21-01D		GLOBE	DESIGN	PINAL CREEK BRIDGE - COTTONWOOD STREET (STRUCTURE #9711) - (FY21)	BROAD ST	COTTONWOOD ST	0.10	2	2	LOCAL	OSB	\$330,050.00	N/A	N/A	\$19,950.00	\$350,000.00	
GLB 22-01C		GLOBE	CONSTRUCTION	PINAL CREEK BRIDGE - COTTONWOOD STREET (STRUCTURE #9711) - (FY23)	BROAD ST	COTTONWOOD ST	0.10	2	2	LOCAL	OSB	\$669,950.00	N/A	N/A	\$480,050.00	\$1,150,000.00	
												\$1,000,000.00	\$0.00	\$0.00	\$500,000.00	\$1,500,000.00	\$0.00
BUILD GRANTS																	
GIL 22-02C		GILA COUNTY	CONSTRUCTION	TONTO CREEK BRIDGE & ROADWAY IMPROVEMENTS - (FY22) - BUILD GRANT	SR 188/ OLD HWY 188 INTERSECTION	GREENBACK VALLEY RD - (EAST OF TONTO CREEK)	1.17	1	1	R - MAJOR COLLECTOR	BUILD GRANT	\$21,095,564.00	N/A	N/A	\$2,825,000.00	\$23,920,564.00	
												\$21,095,564.00	\$0.00	\$0.00	\$2,825,000.00	\$23,920,564.00	\$0.00

Project #	TRACS #	Sponsor	Project Type	Project Name	From	To	Length (Miles)	Lanes Before	Lanes After	Functional Classification	Federal Aid Type	Federal Funds	HURF Funds Needed	HURF Rate Cost	Local Match	Total Project Funds	Remaining Funds
TRANSPORTATION ENHANCEMENT PROGRAM																	
GIL 09-01T	SL692	GILA COUNTY / GLOBE	CONSTRUCTION	MAIN ST - (NEW PEDESTRIAN SIDEWALKS) - (Includes FY 21 STBG dollars)	US 60	GOLDEN HILL RD	FY 17					\$708,303.00	N/A	N/A	\$42,813.65	\$751,116.65	
												\$708,303.00	\$0.00	\$0.00	\$42,813.65	\$751,116.65	\$0.00
STATE BUDGET SURPLUS																	
Funded																	
GLB 22-02C		GLOBE	CONSTRUCTION	HILL ST IMPROVEMENTS - (FY 22)	US 60	"CONNIE'S BRIDGE"	FY 22					\$1,169,400.00	N/A	N/A	N/A	\$1,169,400.00	
Pending Funding by Priority																	
GLB 23-01C		GLOBE/ GILA COUNTY	CONSTRUCTION	GLOBE/GILA COUNTY SIDEWALK IMPROVEMENTS PHASE 1 & 2 (Priority 1 of 4 during FY22 RTAC Project List Submittals)	PHASE 1: SIX SHOOTER CANYON RD (Cherokee to Icehouse Bridge)		FY23					\$1,293,882.00	N/A	N/A	\$106,000.00	\$1,399,882.00	
WKL 23-01C		WINKELMAN/ HAYDEN	CONSTRUCTION	WINKELMAN/HAYDEN GOLF COURSE ROAD IMPROVEMENTS (Priority 2 of 4 during FY22 RTAC Project List Submittals)	GRIFFIN ST	GOLF COURSE MAINTENANCE RD	FY 23					\$951,644.00	N/A	N/A	\$0.00	\$951,644.00	
SUP 24-01C		SUPERIOR	CONSTRUCTION	SUPERIOR NEW BRIDGE ON PANTHER DRIVE (Priority 3 of 4 during FY22 RTAC Project List Submittals)	SOUTH OF US 60	OVER THE QUEEN CREEK WASH	FY24					\$2,245,526.00	N/A	N/A	\$235,799.00	\$2,481,325.00	
GLB 25-01C		GLOBE/ GILA COUNTY	CONSTRUCTION	GLOBE/GILA COUNTY SIDEWALK IMPROVEMENTS PHASE 3 & 4 (Priority 4 of 4 during FY22 RTAC Project List Submittals)	PHASE 3: HAGEN RD (Oil Circle Rd to Skate Park)		FY25					\$898,170.00	N/A	N/A	\$105,000.00	\$1,003,170.00	
												\$6,558,622.00	\$0.00	\$0.00	\$446,799.00	\$7,005,421.00	
FTA SECTION 5310 GRANTS																	
FY 2021																	
TRAN 21-01		CAG	N/A	CAG/SCMPO MOBILITY MANAGER OPERATIONS - (OCT 1, 2020 - SEP 30, 2021)	CARES ACT FUNDING				N/A		CARES ACT	\$68,750.00	N/A	N/A	\$0.00	\$68,750.00	
TRAN 21-02		CAG	N/A	CAG/SCMPO MOBILITY MANAGER OPERATIONS - (OCT 1, 2020 - SEP 30, 2021)	5310 FUNDING				N/A		5310	\$55,000.00	N/A	N/A	\$13,750.00	\$68,750.00	
TRAN 21-03		PAYSON SC	MAINTENANCE	PAYSON SENIOR CENTER - (5 VEHICLES) - (OCT 1, 2020 - SEP 30, 2021)	5310 FUNDING				PREVENTIVE / CAPITAL MAINTENANCE		5310	\$4,000.00	N/A	N/A	\$1,000.00	\$5,000.00	
TRAN 21-04		PAYSON SC	MAINTENANCE	PAYSON SENIOR CENTER - (5 VEHICLES) - (OCT 1, 2020 - SEP 30, 2021)	SUPPLEMENTAL 5310 FUNDING				PREVENTIVE / CAPITAL MAINTENANCE		5310	\$4,000.00	N/A	N/A	\$1,000.00	\$5,000.00	
												\$131,750.00	\$0.00	\$0.00	\$15,750.00	\$147,500.00	\$0.00
FY 2022																	
TRAN 22-01		CAG	N/A	CAG/SCMPO MOBILITY MANAGER OPERATIONS - (OCT 1, 2021 - SEP 30, 2022)	5310 FUNDING				N/A		5310	\$54,444.00	N/A	N/A	\$13,611.00	\$68,055.00	
TRAN 22-02		PAYSON SC	OPERATIONS	PAYSON SENIOR CENTER - (OPERATIONS)	AMERICAN RESCUE PLAN				OPERATIONS		ARP	\$4,553.00	N/A	N/A	\$0.00	\$4,553.00	
TRAN 22-03		PAYSON SC	OPERATIONS	PAYSON SENIOR CENTER - (OPERATIONS)	5310 FUNDING				OPERATIONS		5310	\$7,947.00	N/A	N/A	\$7,947.00	\$15,894.00	
TRAN 22-04		PAYSON SC	MAINTENANCE	PAYSON SENIOR CENTER - (YR 1 PREVENTATIVE MAINTENANCE)	5310 FUNDING				PREVENTIVE / CAPITAL MAINTENANCE		5310	\$6,000.00	N/A	N/A	\$1,500.00	\$7,500.00	
TRAN 22-05		PINAL HISPANIC COUNCIL	MAINTENANCE	PINAL HISPANIC COUNCIL - (YR 1 PREVENTATIVE MAINTENANCE)	5310 FUNDING				PREVENTIVE / CAPITAL MAINTENANCE		5310	\$10,000.00	N/A	N/A	\$2,500.00	\$12,500.00	
												\$82,944.00	\$0.00	\$0.00	\$25,558.00	\$108,502.00	\$0.00

Project #	TRACS #	Sponsor	Project Type	Project Name	From	To	Length (Miles)	Lanes Before	Lanes After	Functional Classification	Federal Aid Type	Federal Funds	HURF Funds Needed	HURF Rate Cost	Local Match	Total Project Funds	Remaining Funds
FTA SECTION 5311 GRANTS																	
FY 2021																	
TRAN 21-05		WMAT	ADMINISTRATION	FORT APACHE CONNECTION - (OCT 1, 2020 - SEP 30, 2021) - YR 1		5311 FUNDING				ADMINISTRATION	5311	\$40,000.00	N/A	N/A	\$10,000.00	\$50,000.00	
TRAN 21-06		WMAT	OPERATIONS	FORT APACHE CONNECTION - (OCT 1, 2020 - SEP 30, 2021) - YR 1		5311 FUNDING				OPERATIONS	5311	\$150,000.00	N/A	N/A	\$108,621.00	\$258,621.00	
TRAN 21-07		WMAT	CARES ACT FUNDING	FORT APACHE CONNECTION - (OCT 1, 2020 - SEP 30, 2021) - YR 1		CARES ACT FUNDING				CARES ACT	CARES ACT	\$154,310.00	N/A	N/A	\$0.00	\$154,310.00	
TRAN 21-08		SAN CARLOS	ADMINISTRATION	NNEE BICH'O NII TRANSIT - (OCT 1, 2020 - SEP 30, 2021) - YR 1		5311 FUNDING				ADMINISTRATION	5311	\$140,000.00	N/A	N/A	\$35,000.00	\$175,000.00	
TRAN 21-09		SAN CARLOS	INTERCITY	NNEE BICH'O NII TRANSIT - (OCT 1, 2020 - SEP 30, 2021) - YR 1		5311 FUNDING				INTERCITY	5311	\$222,000.00	N/A	N/A	\$160,759.00	\$382,759.00	
TRAN 21-10		SAN CARLOS	OPERATIONS	NNEE BICH'O NII TRANSIT - (OCT 1, 2020 - SEP 30, 2021) - YR 1		5311 FUNDING				OPERATIONS	5311	\$378,000.00	N/A	N/A	\$273,724.00	\$651,724.00	
TRAN 21-11		SAN CARLOS	MAINTENANCE	NNEE BICH'O NII TRANSIT - (OCT 1, 2020 - SEP 30, 2021) - YR 1		5311 FUNDING				PREVENTIVE / CAPITAL MAINTENANCE	5311	\$75,000.00	N/A	N/A	\$18,750.00	\$93,750.00	
TRAN 21-12		SAN CARLOS	CARES ACT FUNDING	NNEE BICH'O NII TRANSIT - (OCT 1, 2020 - SEP 30, 2021) - YR 1		CARES ACT FUNDING				CARES ACT	5311	\$604,741.00	N/A	N/A	\$0.00	\$604,741.00	
TRAN 21-13		PAYSON SR CENTER	ADMINISTRATION	BEELINE BUS - (OCT 1, 2020 - SEP 30, 2021) - YR 1		5311 FUNDING				ADMINISTRATION	5311	\$61,000.00	N/A	N/A	\$15,250.00	\$76,250.00	
TRAN 21-14		PAYSON SR CENTER	EXPANSION	BEELINE BUS - (OCT 1, 2020 - SEP 30, 2021) - YR 1		5311 FUNDING				30' BUS	5311	\$135,000.00	N/A	N/A	\$15,000.00	\$150,000.00	
TRAN 21-15		PAYSON SR CENTER	MAINTENANCE	BEELINE BUS - (OCT 1, 2020 - SEP 30, 2021) - YR 1		5311 FUNDING				PREVENTIVE / CAPITAL MAINTENANCE	5311	\$12,000.00	N/A	N/A	\$3,000.00	\$15,000.00	
TRAN 21-16		PAYSON SR CENTER	OPERATIONS	BEELINE BUS - (OCT 1, 2020 - SEP 30, 2021) - YR 1		5311 FUNDING				OPERATIONS	5311	\$85,500.00	N/A	N/A	\$61,914.00	\$147,414.00	
TRAN 21-17		PAYSON SR CENTER	CARES ACT FUNDING	BEELINE BUS - (OCT 1, 2020 - SEP 30, 2021) - YR 1		CARES ACT FUNDING				CARES ACT	5311	\$129,028.00	N/A	N/A	\$0.00	\$129,028.00	
TRAN 21-18		MIAMI	ADMINISTRATION	COBRE VALLEY COMMUNITY TRANSIT - (OCT 1, 2020 - SEP 30, 2021) - YR 1		5311 FUNDING				ADMINISTRATION	5311	\$80,000.00	N/A	N/A	\$20,000.00	\$100,000.00	
TRAN 21-19		MIAMI	OFFICE COMPUTERS	COBRE VALLEY COMMUNITY TRANSIT - (OCT 1, 2020 - SEP 30, 2021) - YR 1		5311 FUNDING				OFFICE COMPUTERS	5311	\$2,500.00	N/A	N/A	\$278.00	\$2,778.00	
TRAN 21-20		MIAMI	MAINTENANCE	COBRE VALLEY COMMUNITY TRANSIT - (OCT 1, 2020 - SEP 30, 2021) - YR 1		5311 FUNDING				PREVENTIVE / CAPITAL MAINTENANCE	5311	\$24,000.00	N/A	N/A	\$6,000.00	\$30,000.00	
TRAN 21-21		MIAMI	OPERATIONS	COBRE VALLEY COMMUNITY TRANSIT - (OCT 1, 2020 - SEP 30, 2021) - YR 1		5311 FUNDING				OPERATIONS	5311	\$153,000.00	N/A	N/A	\$110,793.00	\$263,793.00	
TRAN 21-22		MIAMI	CARES ACT FUNDING	COBRE VALLEY COMMUNITY TRANSIT - (OCT 1, 2020 - SEP 30, 2021) - YR 1		CARES ACT FUNDING				CARES ACT	CARES ACT	\$212,668.00	N/A	N/A	\$0.00	\$212,668.00	
												\$2,658,747.00	\$0.00	\$0.00	\$839,089.00	\$3,497,836.00	\$0.00
FY 2022																	
TRAN 22-06		CAG	N/A	CAG/SCMPO MOBILITY MANAGER OPERATIONS - (OCT 1, 2021 - SEP 30, 2022)		CARES ACT FUNDING				N/A	CARES ACT	\$35,556.00	N/A	N/A	\$0.00	\$35,556.00	
TRAN 22-07		PAYSON SR CENTER	OPERATIONS	BEELINE BUS - (YR 2 OPERATIONS)		5311				N/A	5311	\$17,100.00	N/A	N/A	\$12,382.76	\$29,482.76	
TRAN 22-08		PAYSON SR CENTER	MAINTENANCE	BEELINE BUS - (YR 2 PREVENTATIVE MAINTENANCE)		5311				N/A	5311	\$2,400.00	N/A	N/A	\$600.00	\$3,000.00	
TRAN 22-09		PAYSON SR CENTER	REPLACEMENT	BEELINE BUS - (BUS REPLACEMENT <30FT)		5311				N/A	5311	\$135,000.00	N/A	N/A	\$15,000.00	\$150,000.00	
TRAN 22-10		SAN CARLOS	ADMINISTRATION	NNEE BICH'O NII TRANSIT - (YR 2 ADMINISTRATION)		5311				N/A	5311	\$28,000.00	N/A	N/A	\$7,000.00	\$35,000.00	
TRAN 22-11		SAN CARLOS	INTERCITY	NNEE BICH'O NII TRANSIT - (YR 2 INTERCITY)		5311				N/A	5311	\$44,400.00	N/A	N/A	\$32,151.72	\$76,551.72	
TRAN 22-12		SAN CARLOS	OPERATIONS	NNEE BICH'O NII TRANSIT - (YR 2 OPERATIONS)		5311				N/A	5311	\$75,600.00	N/A	N/A	\$54,744.83	\$130,344.83	
TRAN 22-13		SAN CARLOS	MAINTENANCE	NNEE BICH'O NII TRANSIT - (YR 2 PREVENTATIVE MAINTENANCE)		5311				N/A	5311	\$15,000.00	N/A	N/A	\$3,750.00	\$18,750.00	
TRAN 22-14		SAN CARLOS	OPERATIONS	NNEE BICH'O NII TRANSIT - (OPERATIONS)		AMERICAN RESCUE PLAN				N/A	ARP	\$82,247.53	N/A	N/A	\$0.00	\$82,247.53	
TRAN 22-15		MIAMI	OPERATIONS	COPPER MOUNTAIN TRANSIT - (YR 2 OPERATIONS)		5311				N/A	5311	\$30,600.00	N/A	N/A	\$22,158.62	\$52,758.62	
TRAN 22-16		MIAMI	MAINTENANCE	COPPER MOUNTAIN TRANSIT - (YR 2 PREVENTAIVE MAINTENANCE)		5311				N/A	5311	\$4,800.00	N/A	N/A	\$1,200.00	\$6,000.00	
TRAN 22-17		WMAT	ADMINISTRATION	FORT APACHE CONNECTION - (YR 2 ADMINISTRATION)		5311				N/A	5311	\$8,000.00	N/A	N/A	\$2,000.00	\$10,000.00	
TRAN 22-18		WMAT	OPERATIONS	FORT APACHE CONNECTION - (YR 2 OPERATIONS)		5311				N/A	5311	\$30,000.00	N/A	N/A	\$21,724.14	\$51,724.14	
												\$508,703.53	\$0.00	\$0.00	\$172,712.07	\$681,415.60	\$0.00
OTHER FTA GRANTS																	
TRAN 21-23		PAYSON SR CENTER	BUS STOP IMPRV.	BUS ASSOCIATED TRANSIT IMPROVEMENTS / BUS SHELTERS		5339 FUNDING				BUS STOPS	5339	\$610,000.00	N/A	N/A	\$67,778.00	\$677,778.00	\$677,778.00

Project #	TRACS #	Sponsor	Project Type	Project Name	From	To	Length (Miles)	Lanes Before	Lanes After	Functional Classification	Federal Aid Type	Federal Funds	HURF Funds Needed	HURF Rate Cost	Local Match	Total Project Funds	Remaining Funds
PINAL REGIONAL TRANSPORTATION AUTHORITY - PINAL COUNTY																	
PRTA-01		PINAL COUNTY	CONSTRUCTION	CORDONES ROAD - FY 20			1.50	2(U)	2	MINOR ARTERIAL	PRTA	\$2,500,000.00	N/A	N/A	N/A	\$2,500,000.00	\$2,500,000.00
PINAL REGIONAL TRANSPORTATION AUTHORITY - TOWN OF SUPERIOR																	
				FY 2019 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2020 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2021 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2022 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2023 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2024 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2025 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2026 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2027 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2028 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2029 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2030 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2031 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2032 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2033 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2034 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2035 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2036 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2037 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2038 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00

Project #	TRACS #	Sponsor	Project Type	Project Name	From	To	Length (Miles)	Lanes Before	Lanes After	Functional Classification	Federal Aid Type	Federal Funds	HURF Funds Needed	HURF Rate Cost	Local Match	Total Project Funds	Remaining Funds
PINAL REGIONAL TRANSPORTATION AUTHORITY - TOWN OF KEARNY																	
				FY 2019 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2020 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2021 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2022 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2023 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2024 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2025 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2026 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2027 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2028 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2029 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2030 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
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				FY 2034 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2035 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2036 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2037 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2038 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
PINAL REGIONAL TRANSPORTATION AUTHORITY - TOWN OF MAMMOTH																	
				FY 2019 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2020 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2021 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2022 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2023 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2024 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2025 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2026 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2027 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2028 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2029 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2030 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2031 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2032 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2033 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2034 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2035 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2036 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2037 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2038 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00



SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP) APPLICATION

GENERAL PROJECT INFORMATION							
SPONSORING AGENCY:				DATE SUBMITTED:			
CONTACT NAME:				TITLE:			
EMAIL ADDRESS:				PHONE #:			
<input type="checkbox"/> ROADWAY IMPROVEMENT	Roadway Name:						
	Starting Location:						
	Ending Location:						
	Length (to the 0.1 of a mile):						
	# of Lanes (Before & After):			Before:		After:	
<input type="checkbox"/> INTERSECTION IMPROVEMENT	Roadway Name "A":						
	Roadway Name "B":						
<input type="checkbox"/> BRIDGE IMPROVEMENT	<input type="checkbox"/> Restoration/Operational			Bridge Sufficiency Rating (LINK to ADOT NBI Table)			
	<input type="checkbox"/> Replacement			Structurally Deficient?		<input type="checkbox"/> Yes	<input type="checkbox"/> No
	<input type="checkbox"/> Widening			Functionally Obsolete?		<input type="checkbox"/> Yes	<input type="checkbox"/> No
<input type="checkbox"/> OTHER	Description of project type:						
FEDERAL FUNCTIONAL CLASSIFICATION (LINK: FEDERAL FUNCTIONAL CLASSIFICATION MAPS):							
AVERAGE ANNUAL DAILY TRAFFIC (AADT) COUNT: (LINK: AADT COUNTS):					DATE OF AADT COUNT:		

COST ESTIMATE & PROJECT PROGRAMMING

<input type="checkbox"/> DESIGN	FY Program Year:		
	Funding Source Request:	<input type="checkbox"/> STBGP	<input type="checkbox"/> HURF Exchange
	Other Non-Local Funding Sources to be Utilized:	<input type="checkbox"/> _____	
	Total Cost Estimate:		
	Federal Share (STBGP or HURF Exchange):		
	Minimum Required Local Match (STBGP = 5.7%):		
NOTE: HURF Exchange provides 90% of costs up front. The remaining 10% will be reimbursed upon project completion.			
<input type="checkbox"/> CONSTRUCTION	FY Program Year:		
	Funding Source Request:	<input type="checkbox"/> STBGP	<input type="checkbox"/> HURF Exchange
	Other Non-Local Funding Sources to be Utilized:	<input type="checkbox"/> _____	
	Total Cost Estimate:		
	Federal Share (STBGP or HURF Exchange):		
	Minimum Required Local Match (STBGP = 5.7%):		
NOTE: HURF Exchange provides 90% of costs up front. The remaining 10% will be reimbursed upon project completion.			
<ul style="list-style-type: none"> If Utilizing STBGP dollars, ATTACH a completed <u>"ADOT Cost Estimate Tool"</u> document for your estimate. If Utilizing HURF Exchange dollars, ATTACH a completed <u>"HURF Exchange Scoping, Cost and Schedule"</u> document for your estimate. In the event that the proposed project within this application is considered ineligible or is not awarded with HURF Exchange dollars and would still like to be considered for STBGP funds, please fill out the "ADOT Cost Estimate Tool" document in addition to the "HURF Exchange Scoping, Cost and Schedule" document. <p style="text-align: center; color: red; font-weight: bold; margin-top: 10px;">Any application without the required attachment(s) will not be considered for funding.</p>			

PROJECT NEED

This section should clearly state why this project is one of the highest priorities within the CAG Region for which the use of the requested regional funds is the best option *(No more than one page long; Cambria size 10 minimum font)*.

PROJECT NEED:

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. *(No more than one page long; Cambria size 10 minimum font)*. **Please ATTACH a Project Vicinity/Project Location Map on a separate page as part of the overall application.**

PROJECT WORK DESCRIPTION:

ITEMS TO BE ADDRESSED

PROJECT INCLUSION IN PREVIOUS PLANS	Is the project included in previous plans?		<input type="checkbox"/> YES	<input type="checkbox"/> NO
	<input type="checkbox"/>	Regional Transportation Plan (RTP)	<input type="checkbox"/>	Pre-Scoping Studies
	<input type="checkbox"/>	Road Safety Assessment (RSA)	<input type="checkbox"/>	Comprehensive Economic Development Strategy (CEDS)
	<input type="checkbox"/>	Capital Improvement Program (CIP)	<input type="checkbox"/>	Local Comprehensive Plan / General Plan
	<input type="checkbox"/>	Local Transportation Plan	<input type="checkbox"/>	Other #1: _____
	<input type="checkbox"/>	Other #2: _____	<input type="checkbox"/>	Other #3: _____
COMMUNITY TRANSPORTATION BENEFITS	<p>Does the project provide multi-modal improvements?</p> <p>Yes or No and Why?</p>			
	<p>Does the project provide Community Investments and/or Economic Development benefits?</p> <p>Yes or No and Why?</p>			
SAFETY COUNTERMEASURES <i>(For Potential Use of HSIP funds)</i>	<p>Can you provide crash data, including fatalities over the last five (5) years?</p> <p>Yes or No? <i>(Cite Source of Crash Data)</i></p>			
	<p>Does the project primarily include any of the 44 safety countermeasures listed on the next page?</p> <p>FHWA safety countermeasures</p> <p>Yes or No?</p>			

SAFETY COUNTERMEASURE		Y or N
1. "Stop Ahead" pavement markings		
2. "Vehicles Entering When Flashing" (VEWF) system (advance post mounted signs on major and loops on minor)		
3. 12-inch signal heads all faces all directions		
4. Actuated advance warning dilemma zone protection system		
5. 3-inch yellow retroreflective sheeting to signal backplates		
6. Advance street name signs		
7. All red clearance interval new or existing signals		
8. All-way stop control (with flashing beacons)		
9. All-way stop control (without flashing beacons)		
10. Composite shoulders (5 feet minimum) on rural two lane roads		
11. 3-lane roadways with center turn lane		
12. Flashing lights and sound signals at Railroad grade crossings		
13. Gates with signs at railroad at grade crossings		
14. Improve 2-lane roadway to 4-lane divided roadway		
15. Improvements that include reducing 11 feet lanes to 9 feet		
16. Install shoulder rumble strips		
17. Install centerline rumble strips		
18. Install wide edgelines (6-inch min)		
19. Install a traffic signal (engineering study demonstrates meeting MUTCD Warrant 7)		
20. Install dynamic signal warning flashers		
21. Install dynamic speed feedback sign at high speed crash curve site with identified speeding problems		
22. Install Intersection Conflict Warning Systems (ICWS) for 4-lane at 2-lane intersections		
23. Install ICWS for 2-lane at 2-lane intersections		
24. Install ICWS with a combination of overhead and advanced post mounted signs (various messages) and flashers		
25. Install ICWS with overhead signs (various messages) and flashers at the intersection on minor; loop on major		
26. Install ICWS with post mounted signs (various messages) and flashers in advance of the intersection on major; loop on major		
27. Modern roundabout where a signalized intersection exists		
28. Roundabout at a high-speed 3 or 4 leg rural intersection		
29. Modify zero or negative left-turn lane offset to create positive offset		
30. New left-turn lanes with positive offset		
31. Pavement friction (Microsurfacing, Open Graded Friction Course, High Friction Surfacing)		
32. Pedestrian Hybrid Beacon (PHB or HAWK)		
33. Position offset left-turn lanes on both major road approaches		
34. Protected only left-turn signal equipment		
35. Protected-permissive left-turn signal equipment		
36. Raised median		
37. Right-turn lane geometry with increased line of sight		
38. Rural 2-lane roads with TWLTL (Two-Way Left Turn Lanes)		
39. Urban 2-lane road with TWLTL		
40. Safety edge treatment on rural highways		
41. Single- or multi-lane roundabout at a 2-way stop-controlled intersection		
42. Single- or multi-lane roundabout at existing signalized intersection		
43. 2-way stop control at uncontrolled neighborhood intersections		
44. Wet-reflective pavement markings		

OTHER CONSIDERATIONS

(Provide Any Supplemental Supporting Documentation - Optional)

ENVIRONMENTAL	<p>Are there any potential environmental impacts or challenges of the project that you can foresee?</p> <p>Yes or No and Why?</p> <p><i>(e.g. endanger species, cultural assets, hazardous materials sites, 4Fs, Title VI populations, wet lands that would be affected, etc.)</i></p>	
RIGHT-OF-WAY (ROW)	<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?)</i></p>	
DEVELOPMENT ACTIVITY	<p>Is there any planned or ongoing development activity that could impact the proposed project? If Yes, please explain.</p>	
UTILITIES	<p>Will the project include/require any utility relocation(s) by the project sponsor? If Yes, please explain.</p>	
DRAINAGE	<p>Are there any drainage issues and/or proposed improvements associated with this project?</p>	

LEVEL OF SERVICE (LOS):	Current:		After:	
<p>Level of Service "A" = Free-flow traffic with individual users virtually unaffected by the presence of others in the traffic stream.</p> <p>Level of Service "B" = Stable traffic flow with a high degree of freedom to select speed and operating conditions but with some influence from users.</p> <p>Level of Service "C" = Restricted flow that remains stable but with significant interactions with others in the traffic stream. The general level of comfort and convenience declines noticeably at this level.</p> <p>Level of Service "D" = High-density flow in which speed and freedom to maneuver are severely restricted and comfort and convenience have declined even though flow remains stable.</p> <p>Level of Service "E" = Unstable flow at or near capacity levels with poor levels of comfort and convenience.</p> <p>Level of Service "F" = Forced traffic flow in which the amount of traffic approaching a point exceeds the amount that can be served. LOS F is characterized by stop-and-go waves, poor travel times, low comfort and convenience, and increased accident exposure.</p>				

RANKING CRITERIA

(To be completed by TTAC members after Submittals are due)

CRITERIA		DEFINITIONS	POSSIBLE POINTS	SCORE
Cost Estimate & Project Programming	The intended purpose is to achieve that a sensible and reasonable cost estimate was provided in relation to the project need and work within an appropriate time being requested, within the available funding. A complete and reasonable cost estimate using the “ADOT Cost Estimate Tool” document or “HURF Exchange Scoping, Cost and Schedule” document.	HIGH – (15 pts) = Provides a justifiable and reasonable cost estimate. MED – (10 pts) = Moderate justification of the cost estimate. LOW – (5 pts) = Low justification of the cost estimate. NONE – (0pts) = No justification of the cost estimate.	15	
Project Need	The intended purpose is to achieve a clear and concise justification why CAG TTAC members should consider this project to be one of the highest priorities within the CAG Region for which the use of the requested regional funds is the best option.	HIGH – (30 pts) = Provides a clear and concise justification of the need. MED – (20 pts) = Moderate justification of the need. LOW – (10 pts) = Low justification of the need. NONE – (0pts) = Little, ambiguous, or no clear and concise justification of the need.	30	
Project Work Description	The intended purpose is to achieve a thorough description, that explains and describes the work to be performed, existing and/or proposed conditions, and benefits when compared to the overall cost estimate.	HIGH – (10 pts) = Provides a clear and concise description of the project. MED – (7 pts) = Moderate description of the project. LOW – (3 pts) = Minimal description of the project. NONE – (0pts) = Little, ambiguous, or no clear description of the project.	10	
Project Inclusion in Previous Plans	The intended purpose is to achieve accountability and implementation while incorporating performance measures of previous plans and studies.	HIGH – (3 pts) = Identified within a Regional Plan, and/or had a Pre-Scoping Study completed, and/or identified within five (5) or more plans total. MED – (2 pts) = Identified within two (2) to four (4) plans total. LOW – (1 pts) = Identified within one (1) plan total. NONE – (0pts) = Not Identified within any plans.	3	
Community Transportation Benefits	The intended purpose is to ascertain maximum socioeconomic benefits across all transportation modes catering to all income levels (total of 10 pts possible).			
	(a) Multi-modalism: Project improves accessibility, mobility, and connectivity for multiple modes such as pedestrians, bicyclists, transit and freight.	5		
	(b) Economic Development: Project provides accessibility and connectivity to/from employment centers and residential areas as zoned/approved in General Plans or through community investments.	5		

RANKING CRITERIA			
CRITERIA	DEFINITIONS	POSSIBLE POINTS	SCORE
Safety	The goal is to significantly reduce traffic crash fatalities, and/or improve emergency / evacuation routes.	10	
	HIGH (10 pts) = Projects which eliminate or drastically reduce an identified safety problem which is causing fatalities, severe injuries or high level of minor injuries and/or property damage. Project addresses either an intersection or a corridor that is on the current list of high crash locations or if the project is identified under the CAG Strategic Transportation Safety Plan.		
	MED (7 pts) = Projects which eliminate or reduce an identified safety problem which is causing a moderate amount of minor injuries and/or property damage. Project addresses security risks for transportation infrastructure on arterial network.		
	LOW (3 pts) = Projects which eliminate or reduce an identified safety problem which is causing some amount of minor injuries and/or property damage or addresses a potential future safety problem.		
	NONE (0 pts) = None		
Other Considerations	Projects that have less hurdles to encounter tend to allow the opportunity for a project to have less complications. Therefore, cost estimates would be, in comparison, more accurate and provide the best opportunity for a project to not have to request additional funds (total of 17 pts possible).		
	(a) Environmental: Level of potential environmental impacts or challenges of the project appearing to be problematic that may cause concern for project completion and not addressed in application.	3	
	(b) Right-of-Way (ROW): Level of potential ROW issues associated with the project and not addressed in application.	3	
	(c) Development Activity: Level of planned or ongoing development activity that could potentially impact the proposed project (positive or negative) and not addressed in application.	3	
	(d) Utilities: Level of potential utility issues/concerns that may require relocation by the applicant that is not addressed in the application.	3	
	(e) Drainage: Level of potential drainage issues and/or proposed improvements associated with the project and is not addressed in the application.	3	
	(f) Level of Service (LOS): Is there a level of improvement in the LOS? 2 pts = Two or more LOS change 1 pt = One LOS change 0 pts = No LOS change	2	
Completeness of Application	Have all applicable portions of the application, including the application form and required attachments been submitted?	5	
	MAXIMUM SCORE:	100	

Memorandum

To: CAG TTAC
From: CAG STBGP Application Working Group
Date: March 10, 2022
Subject: CAG STBGP Application Process Recommendations

The intent of this memo to provide the recommended process that guides the CAG Surface Transportation Block Grant Program (STBGP) Application for when a Call-for-Projects is announced to program STBGP funds within the CAG Transportation Improvement Program (TIP). The CAG STBGP Application Working Group met on March 8, 2022 and made the following recommendations:

1. **Go back to a 5-year TIP.**
2. **Request a project from each Agency to be pre-scoped utilizing TIP funds (or another funding source if available).**
 - a. CAG would supply the In-Kind Match
 - b. Intent is also to have consultant complete a draft TIP application for the project as well.
3. **Call-for-Projects process.**
 - a. Keep the same overall process of the competitive nature for all member agencies to apply within the same Call-for-Projects notice.
 - b. Understanding is that the pre-scoping opportunity would allow for smaller communities to receive help on cost estimates and assistance in completing sections of the application that they may need help on.
 - c. For project submittals outside of the pre-scoping opportunity, request to have the larger communities to offer assistance for the smaller communities in completing an application or review.
 - d. Provide and build in a timeframe for an optional Pre-Review of the application and/or cost estimates prior to the due date. The drafted application would be submitted to CAG to where CAG would do a pre-review. For a pre-review of the Cost Estimates, the application may be rerouted to another member agency not submitting a project, for comments.
 - e. If requesting for Design, you must ask for Construction too.
 - f. Any modifications and increases of an awarded project would need to be justified.
 - g. When scoring the overall projects, an applicant cannot score their own project(s).
 - h. After all score sheets are submitted, the average of the raw scores would be calculated. In addition, two additional alternative averages will be provided: 1) By throwing out the highest and lowest scores; 2) By throwing out the highest and lowest scores of each category. These adjustments will enable a fairer comparison to understand how the projects are ranked among each other and to provide multiple perspectives.
 - i. If all projects submitted cannot be funded within a given Call-for-Projects notice, those not awarded would have to reapply in future Call-for-Project notices.

Central Arizona Governments
2540 West Apache Trail, Suite 108
Apache Junction, Arizona 85120
www.cagaz.org

Tel: 480-474-9300
Toll Free: 800-782-1445
TDD: 480-671-5252
Fax: 480-474-9306

4. Presentation Criteria

- a. Purpose of presentation is to allow Committee members who did not provide ranking sheets to understand the projects and allow them an opportunity to vote on the project selection rankings that are being reported.
- b. A presentation is required at the specified TTAC meeting and **must** be present to be considered.
- c. PowerPoint presentation preferred (Optional).
- d. Permitted time for presentation is up to 15 minutes maximum with an additional 5 minutes for Questions and Answers.
- e. Presentation order will be done by random selection.
- f. Presentation should mirror application. No new information should be included. Exceptions may be warranted but would need to be approved by TTAC Chair with reasonable notice.

IN-KIND CONTRIBUTION OF TIME

NAME OF DONOR: (PLEASE PRINT)	ENTITY REPRESENTED & TITLE:
AGENCY RECEIVING CONTRIBUTION: Central Arizona Governments	
PROGRAM RECEIVING CONTRIBUTION: Transportation Department Matching Funds	
WHERE AND HOW WAS TIME CONTRIBUTED?	

Elected Official?	<input type="checkbox"/>	Yes	<input type="checkbox"/>	Percentage (%) of Time that is Federally Funded
	<input type="checkbox"/>	No	<input type="checkbox"/>	Percentage (%) of Time that is Non-Federally Funded

HOURS CONTRIBUTED:	
Council/Committee Meetings:	
Preparing for Meetings:	
Drive Time (Roundtrip):	
TOTAL HOURS:	

TO BE COMPLETED BY CAG STAFF:	
Total Hours:	
Hourly Value of Service:	
Total Hourly Value:	
Mileage:	miles x \$0.585 =
TOTAL VALUE OF PERSONAL SERVICES:	

I hereby certify that I have contributed the above stated hours of service on the above noted dates to the Federally funded program specified above. In addition, I certify that this time has not been reported as In-Kind Match under any other program, or reimbursed by any program or agency using Federal funds to make such reimbursement.

Signature of Donor:

Date: