

ARIZONA  
TRANSPORTATION  
ENHANCEMENT  
PROGRAM



Sponsored by

Arizona Department of Transportation

with support from

U.S. Department of Transportation  
Federal Highway Administration

Round Thirteen  
For projects anticipating construction in 36 months  
(Revised March 2005)

**PLEASE NOTE:**

**DUE TO THE LARGE NUMBER OF APPLICATIONS SUBMITTED, COMPLETED APPLICATIONS CAN NOT BE MORE THEN TWENTY (20) (SINGLE SIDED) PAGES TOTAL (local government resolution does not count as a page).**

**DO NOT CHANGE APPLICATION FORMAT**

**Twenty (20) copies of each application are due to ADOT by each MPO/COG (or sponsor for statewide applications) September 2, 2005 12:00 pm**

**IMPORTANT!!  
ROUND 13 APPLICATION CHANGES**

**Eligible Activities:**

Activity 3, is no longer eligible in Arizona.

**Dollar Limits on Federal Aid for Local and State Projects:**

The maximum federal aid for local projects remains at \$500,000; the maximum federal aid for state projects is now \$1,000,000.

**Application Limits per Metropolitan Planning Organizations (MPOs) and Councils of Governments (COGs):**

Each MPO/COG may submit to ADOT no more than \$6,000,000 total in local application federal aid requests and no more than \$3,400,000 total in state application federal aid requests.

**Application Evaluation Criteria:**

The application evaluation criteria have been modified to facilitate more uniform application ranking.

**Application Cost Estimate:**

The application cost estimate form has been revised to facilitate more accurate cost estimates. It is now in Excel 2000 format and is a separate document.

**Statewide Applications:**

Project applications which propose a statewide project shall be submitted directly to ADOT (not through a MPO/COG) and shall be presented by ADOT staff at the annual TERC ranking meeting.

**Projects Proposing Public Art:**

Project sponsors proposing a public art element are encouraged to contact the Arizona Commission on the Arts during the application phase.

All changes recommended by the Transportation Enhancement Review Committee on January 11, 2005 and approved by the State Transportation Board on March 18, 2005.

1. Please list the applicants applying for funding. All applications must be sponsored by a government agency. All projects which are 75% or more contained on the State Highway System right-of-way must have the ADOT District Engineers written support and ADOT is considered the sponsor.
2. List date application was completed.
3. List the project name or facility name. **The project must be transportation related.** If on a State Highway, list the route number and beginning milepost.
4. List mailing address of sponsoring agency.
5. List county where project is located. If there are additional counties, list starting county first.
6. List the Congressional District number. No name is required.
7. List contact person for project. This person must be from the sponsoring agency. An alternate person should also be listed. The appropriate District will sponsor projects on the State system. (No exceptions).
8. Person responsible for completing application form.

**APPLICANT INFORMATION**

1. APPLICANT AND SPONSOR (Must be ADOT if on ADOT right of way)	MPO / COG	2. DATE
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3. PROJECT/ROUTE/FACILITY NAME and BEGINNING MILEPOST
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4. MAILING ADDRESS
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CITY	ZIP CODE	5. COUNTY	6. CONGRESSIONAL DISTRICT
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7. CONTACT PERSON	TITLE	PHONE NO: FAX NO:
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ALTERNATE PERSON	TITLE	PHONE NO: FAX NO:
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8. FORM FILLED OUT BY:	TITLE	PHONE NO: FAX NO:
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List category applied for \_\_\_\_\_ (LIMIT 2)

Amount of Federal funds requested \$ \_\_\_\_\_ Total Project Cost \$ \_\_\_\_\_

**THE ELEVEN ELIGIBLE TRANSPORTATION ENHANCEMENT ACTIVITIES**

(The term 'Transportation Enhancement activities' means, with respect to any project or the area to be served by the project, any of the following activities if such activity relates to surface transportation)

- 1.) **PROVISION OF FACILITIES FOR PEDESTRIANS AND BICYCLES.**  
This does not include typical construction elements of a roadway such as; travel lanes, traffic signals, crosswalks, etc.
- 2.) **PROVISION OF SAFETY AND EDUCATIONAL ACTIVITIES FOR PEDESTRIANS AND BICYCLISTS**  
Activities must have a broad and preferably regional target audience.
- 3.) **ACQUISITION OF SCENIC EASEMENTS OR HISTORIC SITES - NOT ELIGIBLE IN ARIZONA**
- 4.) **SCENIC OR HISTORIC HIGHWAY PROGRAMS (INCLUDING THE PROVISION OF TOURIST AND WELCOME CENTER FACILITIES)**  
ADOT does have in place a Parkways, Historic, and Scenic Roads Program. This program does have a separate grant program for projects on those routes that have been designated by the State/ADOT. Any project under this activity must be on or within 2 miles of a State designated Scenic or Historic road.
- 5.) **LANDSCAPING AND OTHER SCENIC BEAUTIFICATION**  
This is for primarily plant landscaping activities. You can include site furniture such as benches, trash receptacles, etc. Stand-alone public art is not considered scenic beautification. You can include some art as part of a project but it is not eligible as a separate category under Transportation Enhancements. Public art has been included in the new Transit Enhancements funding program under the new TEA-21 legislation. Maintenance of landscaping does not qualify under this program.
- 6.) **HISTORIC PRESERVATION**  
Any work under this category must have a **strong** transportation link either past, present or future.

- 7.) REHABILITATION OF HISTORIC TRANSPORTATION BUILDINGS, STRUCTURES, OR FACILITIES (INCLUDING HISTORIC RAILROAD FACILITIES AND BRIDGES)
- 8.) PRESERVATION OF ABANDONED RAILWAY CORRIDORS (INCLUDING THE CONVERSION AND USE THEREOF FOR PEDESTRIAN OR BICYCLE TRAILS)
- 9.) CONTROL AND REMOVAL OF OUTDOOR ADVERTISING
- 10.) ARCHEOLOGICAL PLANNING AND RESEARCH
- 11.) ENVIRONMENTAL MITIGATION TO ADDRESS WATER POLLUTION DUE TO HIGHWAY RUNOFF OR REDUCE VEHICLE-CAUSED WILDLIFE MORTALITY WHILE MAINTAINING HABITAT CONNECTIVITY
- 12.) ESTABLISHMENT OF TRANSPORTATION MUSEUMS  
Please be aware that there are specific requirements for this category. Please contact your MPO, COG representative or ADOT TE Section staff for additional information.

**NOTE: THESE ARE THE ONLY ITEMS ELIGIBLE FOR TRANSPORTATION ENHANCEMENT FUNDING. INCLUDING ELEMENTS NOT LISTED ABOVE MAY RESULT IN THE DISQUALIFICATION OF THE ENTIRE APPLICATION. OTHER ELEMENTS MAY BE INCORPORATED INTO THE PROJECT IF THEY ARE IDENTIFIED AS SEPARATE FUNDING IN THE COST ESTIMATE. IF ITEMS THAT ARE ELIGIBLE FOR OTHER FUNDING SOURCES ARE TO BE INCLUDED IN THIS PROJECT APPLICATION, THEN THOSE SOURCE FUNDS MUST BE IDENTIFIED AND USED FOR THOSE ITEMS. FINAL DETERMINATION OF QUALIFICATION WILL BE DEFINED IN THE PROJECT SCOPING PHASE.**

**9. PROJECT CATEGORY - Check all boxes that apply. Circle primary category in which you wish to be evaluated.**

<p><input checked="" type="checkbox"/> <b>1. Provision of Facilities for Pedestrians and Bicycles.</b></p> <p><input type="checkbox"/> 2. Provision of Safety and Educational Activities for Pedestrians and Bicyclists</p> <p>3. NOT ELIGIBLE IN ARIZONA</p> <p><input type="checkbox"/> 4. Scenic Highway Programs Including the Provision of Tourist and Welcome Center Facilities</p> <p><input checked="" type="checkbox"/> <b>5. Landscaping and Other Scenic Beautification</b></p> <p><input type="checkbox"/> 6. Historic Preservation</p>	<p><input type="checkbox"/> 7. Rehabilitation of Historic Transportation Buildings, Structures, or Facilities (including historic railroad facilities and bridges)</p> <p><input type="checkbox"/> 8. Preservation of Abandoned Railway Corridors (including the conversion and use thereof for pedestrian or bicycle trails)</p> <p><input type="checkbox"/> 9. Control and Removal of Outdoor Advertising</p> <p><input type="checkbox"/> 10. Archeological Planning and Research.</p> <p><input type="checkbox"/> 11. Environmental Mitigation to Address</p>
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	Water Pollution Due to Highway Runoff or Reduce Vehicle-caused Wildlife Mortality While Maintaining Habitat Connectivity <input type="checkbox"/> 12. Establishment of Transportation Museums
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**10. PROJECT GENERAL DESCRIPTION: INCLUDE PROJECT CONCEPT, LENGTH, NUMBER OF ACRES, ETC.: DO NOT EXCEED 150 WORDS. List all key elements of the project scope**

PLEASE LIMIT THE FOLLOWING DESCRIPTION TO **200 WORDS OR LESS**

The Campbell Avenue corridor is a gateway route between the University of Arizona area neighborhoods and city limits. The one-mile segment between Grant Road and Fort Lowell Road is an existing model "main street" desired in "new urbanism" projects but, uniquely in the corridor, lacks safe and inviting pedestrian access.

As many as 40,000 persons per day will benefit. The segment has approximately 20,000 residents in the 8 adjoining mature neighborhoods. Of this population, 30.2% are over 65 or under 18; one third live below the federal poverty level. Other pedestrians include students and employees of the University of Arizona, of the Arizona Health Sciences Center, and of two high schools, as well as elderly residents at a retirement center and several large apartment complexes.

PAG TE funding will combine with a \$500,000 Federal Transportation allocation and \$150,000 Back to Basics (already invested) to complete the corridor's "missing tooth" of sidewalk connectivity.

**11. Describe the project.** Please answer all questions using the format outlined below.

A) Where is the project located? (Must attach map in appendix)

**The proposed project is a one-mile segment located within the city of Tucson along the east and west sides of Campbell Avenue between Grant Road and Fort Lowell Road.**

B) Is the project on a planned, existing, or under construction transportation corridor? If on a planned corridor under construction, what is the approximate or scheduled completion date for the corridor?

**This one-mile project is located on an existing transportation corridor and now represents the only missing link of connecting sidewalks in the Campbell Corridor. A project to the south, complete with sidewalks, landscaping and bike lanes was completed in 2004. Currently, a major resurfacing and sidewalk project**

immediately north of this segment between Prince Road and the Rillito River multi-use path will be completed by the end of June 2005.

C) What major construction, design, and right-of-way work does the project entail? Describe any need for major land modification, retaining walls, etc. and include in cost estimate.

The pedestrian and landscape project will include design and construction of sidewalk, benches, bike racks, installation of a High-Intensity Activated Crosswalk (H.A.W.K.), separately funded, at a heavily used pedestrian crossing across from a major grocery-shopping center, as well as addition of ADA ramps for handicap access. Landscaping will enhance these features. The site is generally flat and major land modification will not be required.

D) Can the project be constructed entirely within the project right-of-way (ROW)? Who owns the proposed project ROW? Are there any private landowners involved? If so please list. (List from the Study)  
What percent of the project area is on ADOT ROW?

The Sidewalks will be constructed within pedestrian easements dedicated to the City of Tucson, and the landscaping will be installed within the project right of way.

E) Are there drainage issues to consider? Describe any potential impacts to Waters of the U.S.

There are no drainage issues and no impacts to Jurisdictional Waters of the U.S.

F) Are utility relocations necessary?  
No utility relocations will be necessary in this project.

G) What is the proposed time frame for completion of the project?

The proposed time frame for this project is as follows:

Project Scoping:	12 months
Consultant Selection:	4 months
Design:	4 months
Contractor Selection:	4 months
Construction:	<u>4 months</u>
	28 months

PLEASE LIMIT RESPONSES TO THE FOLLOWING QUESTIONS TO 200 WORDS OR LESS

**12. How will the project be maintained?** All projects will require a signed Joint Project Agreement (JPA) prior to project construction. The following information is required for completing the JPA. Please answer all questions listed by describing how the project will be maintained and repaired after completion.

A) Organization(s) responsible for on-going maintenance and repairs of the TE project.

**The City of Tucson Transportation Department will be responsible for ongoing maintenance and repairs.**

B) Proposed on-going maintenance and repair program.

**The proposed on-going maintenance and repair program will include regular inspection and repair of the sidewalks as required. Landscape maintenance will be performed regularly.**

C) Source of funds for on-going maintenance and repairs.

**On-going maintenance and repairs will be funded through the State of Arizona Highway User Revenue Funds allocated to the City of Tucson.**

**13. If you are a local government, do you anticipate requesting self bid and administration based on the FHWA guidelines? (See TE handbook March 2005 for clarification).**

**TDOT to answer.**

**14. Is the proposed project listed on or does it meet criteria for any local, state, or federal, historic or scenic designations? If so, please identify the specific designation(s) and limits and briefly describe why the proposed project qualifies. If this is a rail corridor project is the corridor "rail banked" or is the abandonment authorized by or proceeding before the Interstate Rail Commission?**

**This segment is on a City of Tucson designated gateway route. (TDOT to answer).**

**15. Describe how the community was or will be involved in this project. Please include the following: Community involvement in the planning, scoping process, design process, or implementation. Is the project listed in any planning documents that had extensive public participation?**

In 2002, Council Member Kathleen Dunbar held meeting with adjacent neighborhoods and service providers in the area regarding Campbell Avenue issues. These meetings were held in order to protect and revitalize the Campbell Avenue corridor.

The Community Planning and Design Workshop at the University of Arizona College of Architecture, Planning and Landscape Architecture completed a corridor study in spring 2003. The planning process included five public meetings with the surrounding neighborhoods and service providers. A formal study was published with a recommendation for a phased implementation. Several presentations were made to neighborhood associations, as well as numerous community presentations to elected officials, service provider groups, and City of Tucson senior management. Collaborative work is ongoing.

Phase I of the Campbell Avenue Corridor revitalization project which included six improved pedestrian crossings and two H.A.W.K. pedestrian signals, was funded by \$150,000 in City of Tucson Back to Basics grants.

Funding provided through Federal Transportation allocation of \$500,000 would pay for two bus pullouts and an additional pedestrian crossing feature not eligible for funding under the TE grant rules. Partnerships among stakeholders that were formed in the community planning process will be expanded upon in the design phase.

16. Describe why the project is an enhancement and how it relates to the transportation infrastructure of the community, region and/or state. Describe how this project will benefit the community and improve existing conditions. Why should this project be funded? (Answer all three parts in detail).

There are a number of neighborhoods that come to the Campbell Avenue corridor to access the array of services. Many of these people are students and elderly who walk. By adding to and enhancing the sidewalks throughout the corridor, along with other safety enhancements, this will encourage the neighbors to walk to the services they need.

Two pedestrian deaths in recent years and a number of serious accidents involving pedestrians, stress the need for this project.

#### **Important Basic Criteria for all TE Projects**

- A. Project eligible under one or more of the 11  
Transportation Enhancement activities listed in TEA-21

- B. Proposed project is related to Surface Transportation
- C. Project over and above normal transportation project?  
(Typical mitigation type activities such as landscape restoration and permanent erosion control are a normal part of a transportation project and are ineligible)
- D. Project sponsored by a government entity
- E. Project is consistent with sponsoring agency's plans
- F. Project will be scheduled to go to bid within 3 years of acceptance
- G. Project matching funds available (Minimum 5.7%)
- H. Project sponsor has the resources available to develop the project  
(Including local project management)
- I. Completed project will meet applicable Federal, state and local requirements
- J. The completed project will be open to the public during normal business hours at no charge and meet the accessibility standards of the Americans with Disabilities Act
- K. Project will improve air quality or have a neutral air quality impact?

**17. Approval of Authorized Official (Sponsor)**

This project has the concurrence of the sponsoring agency, is consistent with the agency's plans and meets all of the basic criteria listed above, which are required by the state of Arizona's Transportation Enhancement Program.

Agency/Jurisdiction \_\_\_\_\_

Day: \_\_\_\_\_ By: \_\_\_\_\_

**State projects must be signed by the appropriate District Engineer.**

**NOTE:**

Projects that involve historic buildings or structures, or which are within or adjacent to historic districts, should be reviewed by the State Historic Preservation Office (SHPO), preferably before the application is submitted to the MPO/COG.

**18. Endorsement of Metropolitan Planning Organization/Council of Governments**

This project has been reviewed and endorsed by:

MPO/COG \_\_\_\_\_

Date:

**APPENDIX**

The following items are required and must be folded to 8 ½" X 11"

Local government resolution approving project application and cash match.

1 MAP OF PROJECT AREA (REQUIRED)

LETTERS OF SUPPORT (REQUIRED) At least one letter from the sponsoring agency and one from the District Engineer (if a state project). The maximum letters allowed is five.

**OPTIONAL ITEMS**

- Site Plan (and or profile)
- Artistic Renderings
- Newspaper Articles
- Other

**PLEASE SUBMIT NO MORE THAN SIX (6) PHOTOS WITH CAPTIONS OF THE EXISTING PROJECT SITE; AT LEAST ONE SET OF PHOTOS NEEDS TO BE COLOR. THE REMAINING MAY BE BLACK AND WHITE.**

(ORIGINAL PHOTOS OR COPIES ARE ACCEPTABLE. ALL PHOTOS SHOULD FIT ON NO MORE THAN THREE (3) PAGES. PHOTOS SHOULD BE A MINIMUM OF 3" X 5", MAXIMUM OF 4" X 6".)