



Cobre Valley Comprehensive Transportation Study

Executive Summary
April 2013



ADOT

Prepared by:

JACOBS

101 N. 1ST Ave., Suite 3100 • Phoenix, AZ 85003
P: 602.253.1200 • F: 602.253.1202 • www.jacobs.com

TABLE OF CONTENTS

	<u>Page</u>
Purpose of the Study.....	1
Study Process.....	3
Transportation Issues.....	4
Comprehensive Transportation Plan	4
Short-Term Roadway Recommendations	4
Mid-Term Roadway Recommendations.....	4
Long-Term Roadway Recommendations.....	4
Transit Recommendations.....	22
Pedestrian, Bicycle, and Trail Facility Recommendations.....	22
Funding Sources.....	25
Implementation Actions	32



LIST OF TABLES

	<u>Page</u>
1: Short-Term Roadway Recommendations	6
2: Mid-Term Roadway Recommendations	11
3: Long-Term Roadway Recommendations	17
4: Recommended CVCT Improvements	22
5: Funding Sources	27

LIST OF FIGURES

	<u>Page</u>
1: Study Area	2
2: Study Process	3
3: Transportation Issues.....	5
4: Cobre Valley Short-Term Improvements	8
5: Globe Area Short-Term Improvements	9
6: Miami Area Short-Term Improvements	10
7: Cobre Valley Mid-Term Improvements	14
8: Globe Area Mid-Term Improvements.....	15
9: Miami Area Mid-Term Improvements.....	16
10: Cobre Valley Long-Term Improvements	19
11: Globe Area Long-Term Improvements.....	20
12: Miami Area Long-Term Improvements	21
13: Cobre Valley Transit Services.....	23
14: Pedestrian, Bicycle, and Trail Improvements.....	24
15: Restructured SAFETEA-LU Programs Under MAP-21.....	26



EXECUTIVE SUMMARY

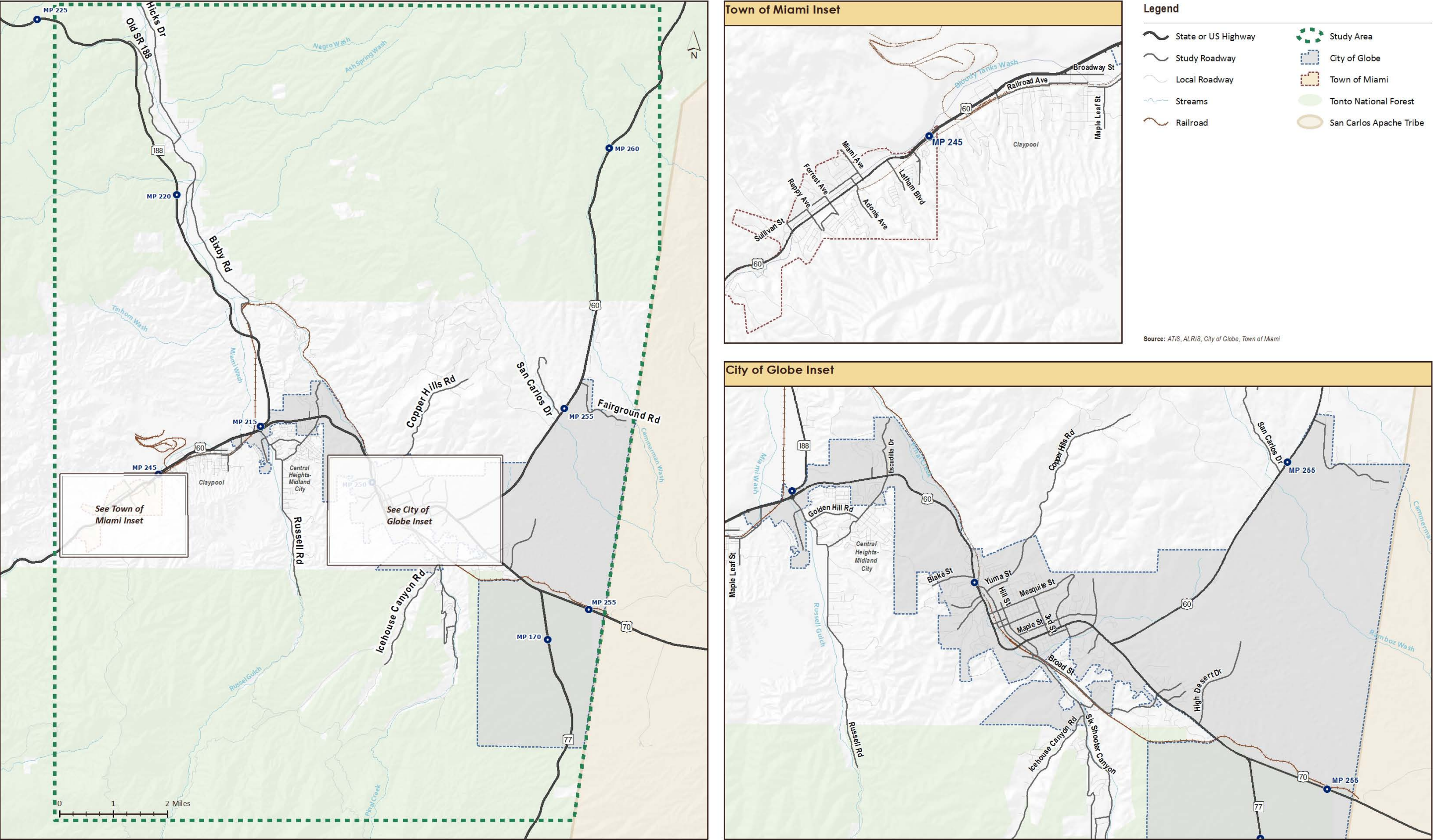
PURPOSE OF THE STUDY

The Cobre Valley Comprehensive Transportation Study is a joint effort by the City of Globe, Town of Miami, the Arizona Department of Transportation (ADOT), Gila County, and the Central Arizona Governments (CAG). The purpose of the study is to develop a long-range multimodal transportation plan that addresses the most critical current and future transportation needs of the Cobre Valley region. The study was funded by the Federal Highway Administration's (FHWA) State Planning and Research Program and administered through ADOT's Multimodal Planning Division.

Located approximately 80 miles east of Phoenix, Arizona, Cobre Valley is an important copper mining center in central Arizona. The Cobre Valley study area consists of approximately 160 square miles in Gila County, and includes the communities of Globe and Miami, which were originally established as mining camps for the area's abundant copper mines. The study area is within the CAG planning area. CAG is one of the six Council of Governments (COGs) established by the Governor's Executive Order 70-4 (1970) in an effort to create regional groupings for effective regional planning. Figure 1 shows the Cobre Valley study area boundary, which represents the limits of the Transportation Improvements Plan.



FIGURE 1: STUDY AREA



STUDY PROCESS

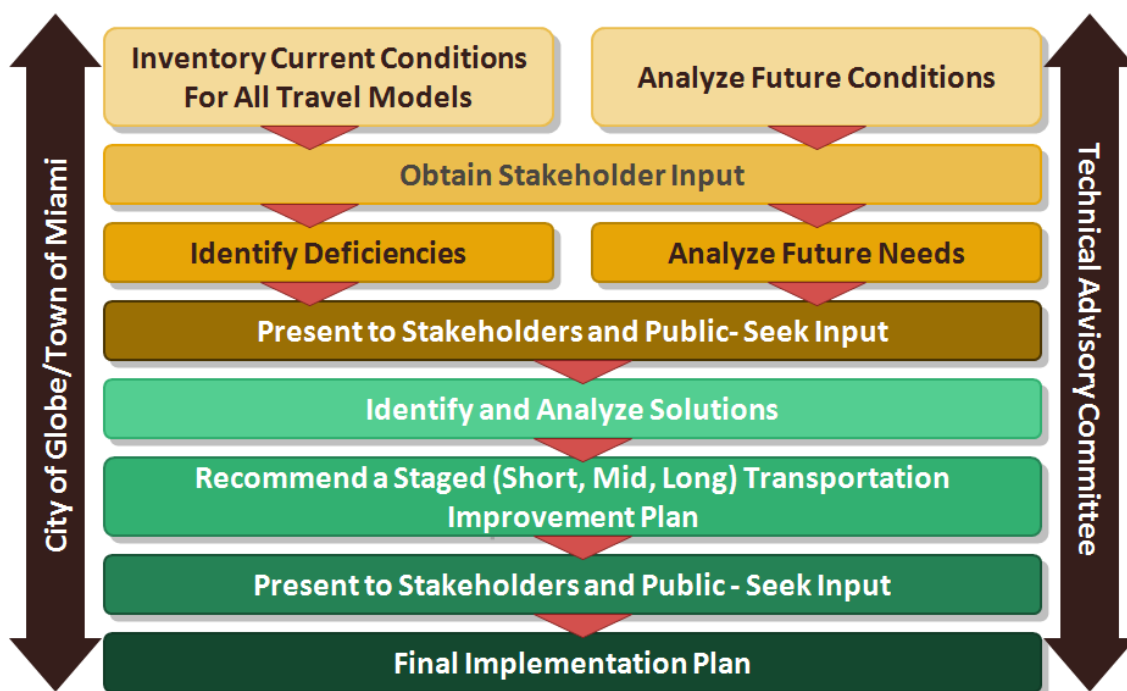
The study was guided by a TAC that included representatives from:

- City of Globe/Town of Miami
- Gila County
- ADOT – Multimodal Planning Division (MPD)
- ADOT – Globe District
- ADOT – Environmental Group
- ADOT – Communication and Community Partnerships (CCP)
- Central Arizona Governments (CAG)

The role of the TAC was to provide guidance, support, advice, suggestions, recommendations, and to perform document reviews throughout the study process. The study's process included developing two working papers to document study findings and conducting two public open houses to garner community input. Figure 2 illustrates the overall study process.

Working Paper 1: Existing and Future Conditions inventoried and analyzed the existing and future conditions in the study area, including existing transportation system deficiencies, issues, and needs. The first public open house was conducted in December 2011 to present existing and projected transportation conditions and issues. *Working Paper 2: Draft Transportation Plan* identified and prioritized improvement projects to address the needs and deficiencies identified in Working Paper 1. The second of two public open houses was held in September 2012 to present proposed roadway and multimodal transportation improvements.

FIGURE 2: STUDY PROCESS



TRANSPORTATION ISSUES

Transportation system deficiencies and issues were identified based on an inventory and analysis of existing conditions. These issues and deficiencies formed the basis for the next phase of the study which was the development of the comprehensive transportation plan. Figure 3 displays the transportation issues in the study area.

COMPREHENSIVE TRANSPORTATION PLAN

Short-Term Roadway Recommendations

Short-term phase projects are recommended to be completed as the study area reaches year 2015. Table 1 presents a comprehensive list of the transportation recommendations for this phase, as well as the project number*, location, description, and estimated costs for each project. Figures 4, 5, and 6 provide graphical representations of the short-term transportation recommendations for the Cobre Valley study area, City of Globe, and Town of Miami, respectively.

Mid-Term Roadway Recommendations

Mid-term phase projects are recommended to be completed as the study area reaches year 2020. Table 2 presents a comprehensive list of the transportation recommendations for this phase, as well as the project number*, location, description, and estimated costs for each project. Figures 7, 8, and 9 provide graphical representations of the mid-term transportation recommendations for the Cobre Valley study area, City of Globe, and Town of Miami, respectively.

Long-Term Roadway Recommendations

Long-term phase projects are recommended to be completed as the study area reaches year 2030. Table 3 presents a comprehensive list of the transportation recommendations for this phase, as well as the project number*, location, description, and estimated costs for each project. Figures 10, 11, and 12 provide graphical representations of the long-term transportation recommendations for the Cobre Valley study area, City of Globe, and Town of Miami, respectively.

Estimated costs for each project are expressed in 2012 dollars and are general estimates. Actual costs for projects could vary at the time of implementation; therefore, a detailed analysis should be performed on a case-by-case basis to determine actual costs.

****The Project Identification Number (i.e. ST- 1) does not represent the priority of the project, rather is an identification number to track project progress in the future. The responsible agency will prioritize the projects once the study is complete.***

FIGURE 3: TRANSPORTATION ISSUES

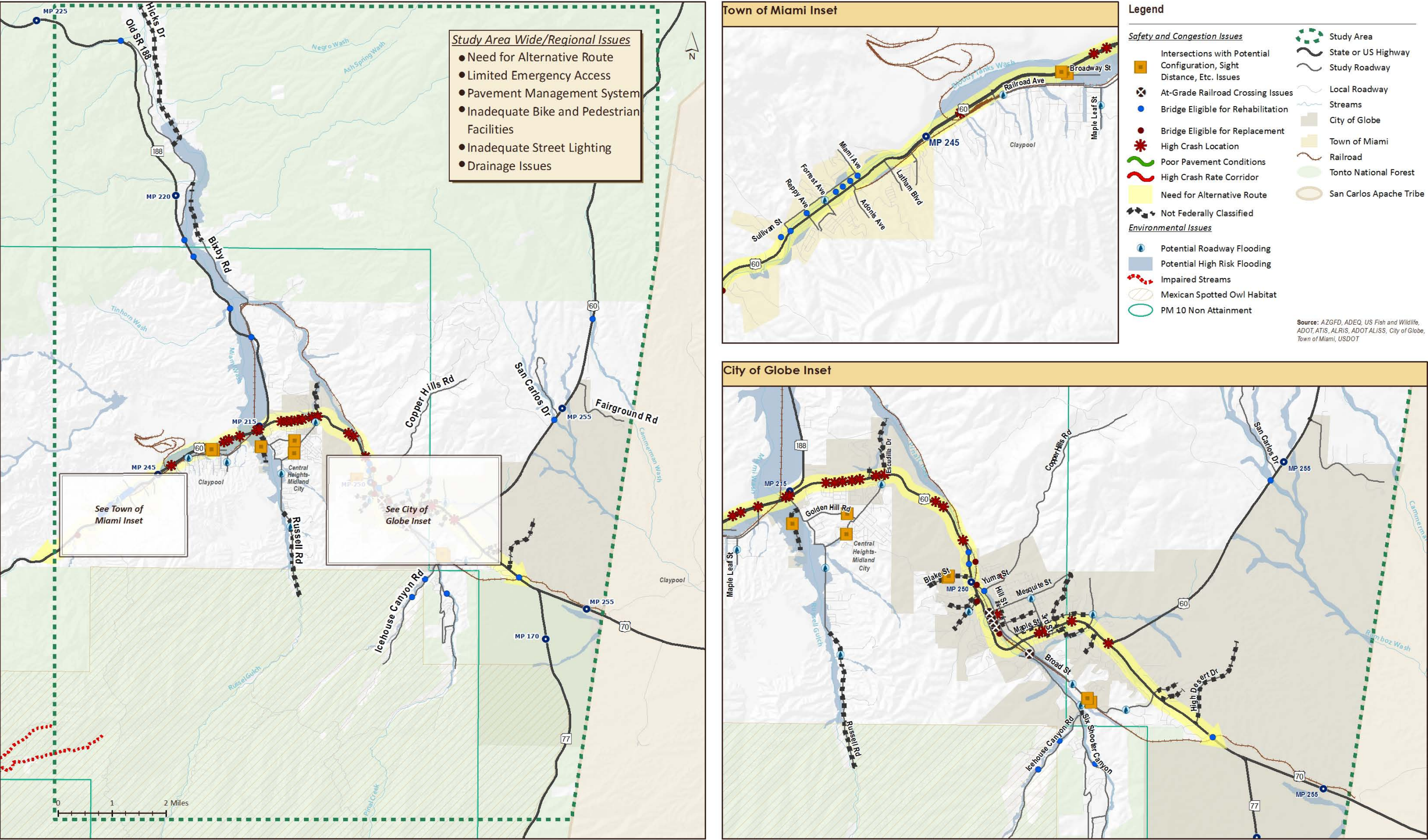


TABLE 1: SHORT-TERM ROADWAY RECOMMENDATIONS

ID	Project Location and Description	Cost	Agency
City of Globe			
ST-1	Copper Rim School Drive to Round Mountain Park Road Construct new sidewalk and bike lane with safety railing	\$125,000	Globe
ST-2	Broad Street at Pinal Creek Replace bridge	\$1,500,000	Globe
ST-3	Globe Street and Southern Pacific Railroad (SPRR) Intersection Replace bridge	\$600,000	Globe
ST-4	City of Globe Pavement Preservation Rehabilitate pavement		Globe
ST-5	Jesse Hayes Road and Broad Street Intersection Install railroad crossing gate	\$75,000	Globe/ Arizona Eastern Railway (AZER)
Town of Miami			
ST-6	Town of Miami Pavement Preservation Rehabilitate pavement		Miami
ST-7	Along Bloody Tanks Wash from Bullion Plaza to Mine Entrance Construct walking path along Bloody Tanks Wash from Bullion Plaza to Mine entrance	\$250,000	Miami
ST-8	Forrest Avenue: Sullivan Street to US 60 Install advanced low water crossing signs in conjunction with Flood Warning Signs to warn motorists of crossings	\$35,000	Miami
Gila County			
ST-9	Beer Tree Crossing: Jesse Hayes Road to Walliman Road Install advanced low water crossing signs in conjunction with Flood Warning Signs to warn motorists of crossings	\$35,000	Gila County
ST-10	Saguaro Drive and Daybreak Drive Intersection Install advanced low water crossing signs in conjunction with Flood Warning Signs to warn motorists of crossings	\$35,000	Gila County

TABLE.1: SHORT-TERM ROADWAY RECOMMENDATIONS (Continued)

ID	Project Location and Description	Cost	Agency
ADOT			
ST-11	US 60: Town of Miami to Junction SR 77 Evaluate the US 60 corridor to identify appropriate and safe speed limit zones between the Town of Miami and SR 77	\$25,000	ADOT
ST-12	US 70 and SR 77 Intersection Evaluate the need for a traffic signal or roundabout	\$700,000	ADOT
Multiple Jurisdictions			
ST-13	City of Globe Sign Inventory and Rehabilitation Through CAG, utilize Highway Safety Improvement Program (HSIP) funds to conduct a sign inventory and replace existing signs with new signs that have retro reflectivity readings	\$80,000	Globe/ CAG
ST-14	Town of Miami Sign Inventory and Rehabilitation Through CAG, utilize Highway Safety Improvement Program (HSIP) funds to conduct a sign inventory and replace existing signs with new signs that have retro reflectivity readings	\$40,000	Miami/ CAG
ST-15	Globe - Miami: Transit Service Implement new fixed route transit service based on recommendations presented in the Cobre Valley Community Transit Study		Globe/ Miami/Gila County/ PPP
ST-16	US 60: Ragus Road to Old Oak Street Conduct a traffic study to evaluate the ingress and egress along the corridor for operational and safety improvements	\$30,000	ADOT/ Globe
ST-17	Mackey Camp Bridge Replacement Construct new bridge on Mackey Camp Road over Bloody Tanks Wash	\$500,000	Miami/Gila County

FIGURE 4: COBRE VALLEY SHORT-TERM IMPROVEMENTS

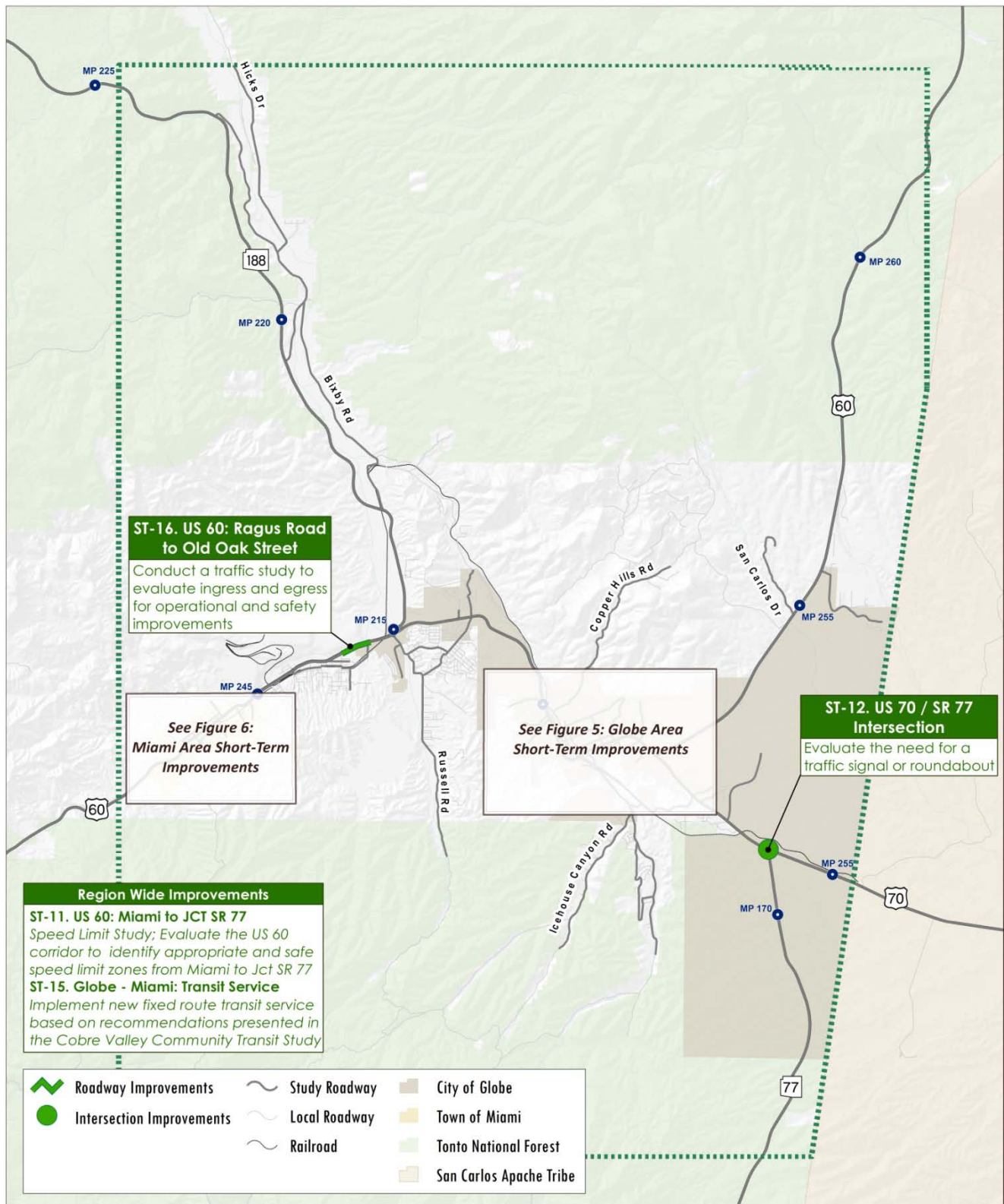


FIGURE 5: GLOBE AREA SHORT-TERM IMPROVEMENTS

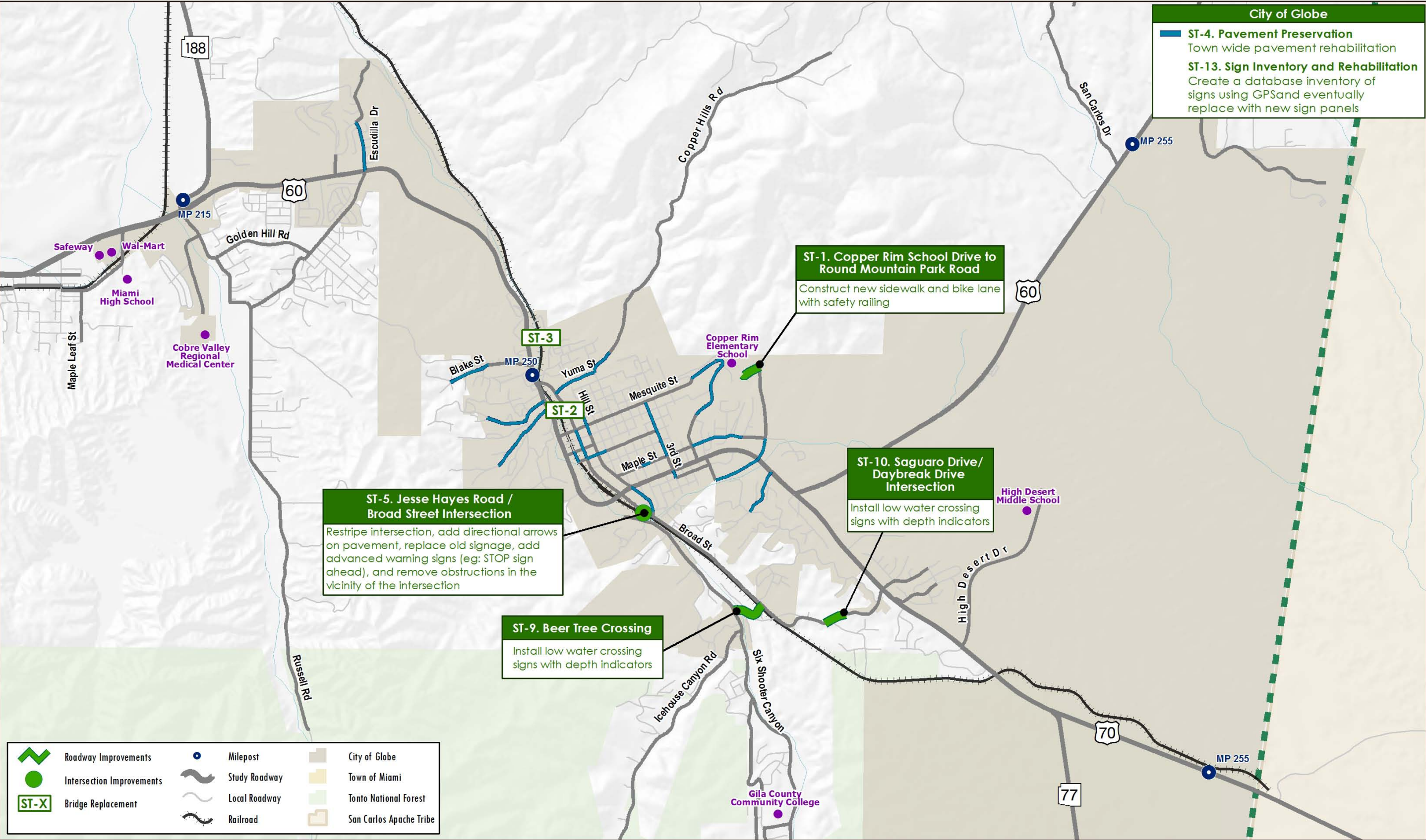


FIGURE 6: MIAMI AREA SHORT-TERM IMPROVEMENTS

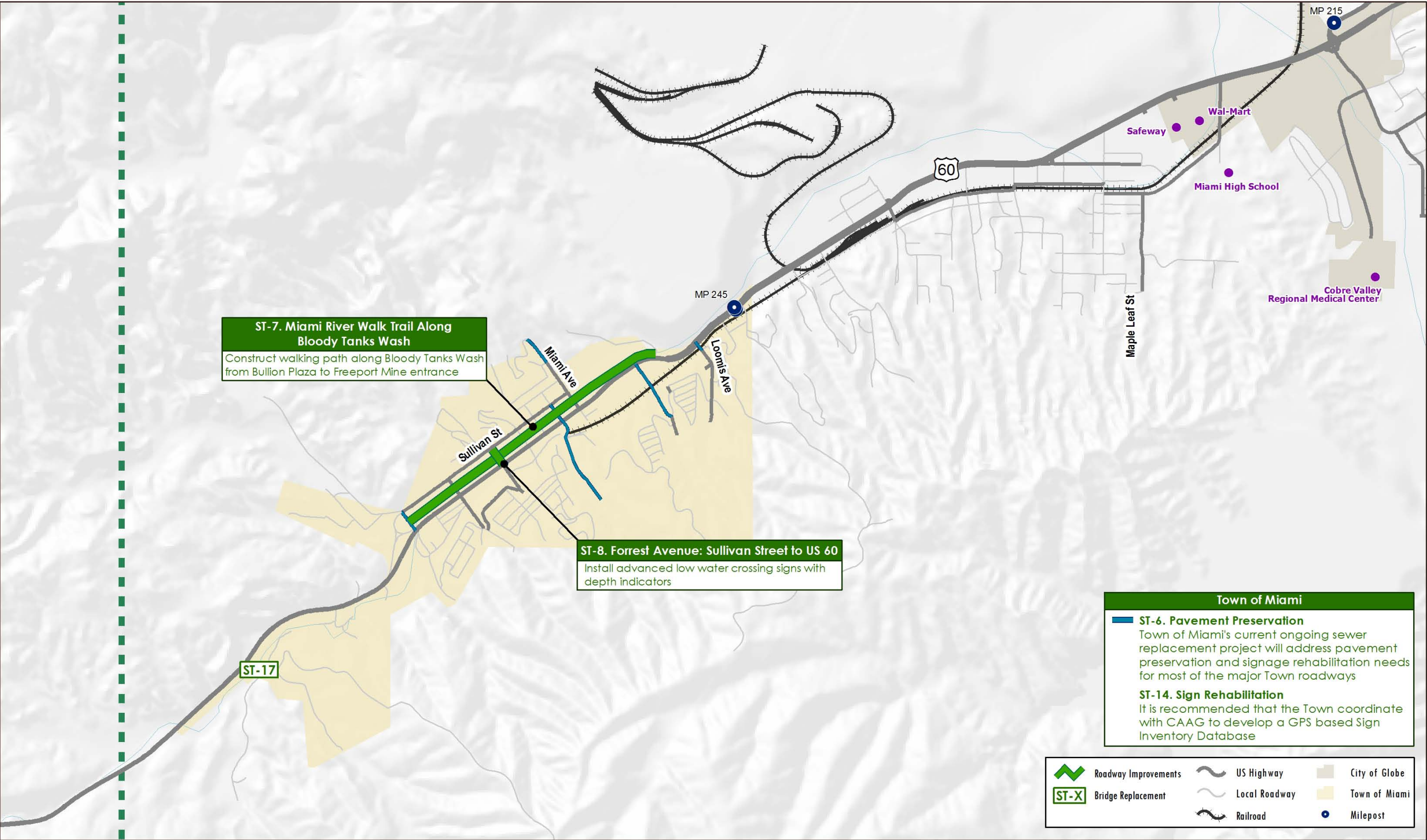


TABLE 2: MID-TERM ROADWAY RECOMMENDATIONS

ID	Project Location and Description	Cost	Agency
City of Globe			
MT-1	Round Mountain Park Road: Maple Street to Trailhead Reconstruct, pave, and add sidewalks to existing roadway	\$900,000	Globe
MT-2	Skyline Drive and Walliman Road Intersection Re-align intersection	\$250,000	Globe
MT-3	Pine Street: Sycamore Street to Bailey Street Redesign the corridor by enhancing the streetscape with pavers, shading trees, walking paths, etc. Also install railroad crossing gates at Cedar Street, Oak Street, Mesquite Street, and Sycamore Street	\$480,000	Globe
MT-4	Cottonwood Street at Pinal Creek Replace bridge	\$600,000	Globe
MT-5	Yuma Street at Pinal Creek Rehabilitate bridge to restore the structural integrity and correct any major safety defects	\$250,000	Globe
MT-6	Hackney Avenue at Graveyard Wash Replace bridge	\$600,000	Globe
MT-7	Haskins Road at Pinal Creek Replace bridge	\$600,000	Globe
MT-8	High Street at Copper Gulch Replace bridge	\$600,000	Globe
MT-9	Highland Drive at McMillen Wash Replace bridge	\$600,000	Globe
MT-10	Hill Street at Cottonwood Street Replace bridge	\$600,000	Globe
MT-11	New Roadway: Rim School Drive to 6th Street Construct new connector roadway	\$500,000	Globe
Town of Miami			
MT-12	US 60/Plaza Avenue/Canyon Avenue Intersection Re-design and re-align intersection to improve sight distance and other geometrics	\$500,000	Miami
MT-13	Sullivan Street: Plaza Avenue to Miami Avenue Redesign the corridor by enhancing the streetscape with pavers, shading trees, walking paths, etc.	\$200,000	Miami
MT-14	Cordova Avenue at Bloody Tanks Wash Rehabilitate bridge to restore the structural integrity and correct major safety defects	\$250,000	Miami
MT-15	Turner Street at Live Oak Canyon Rehabilitate bridge to restore the structural integrity and correct any major safety defects	\$250,000	Miami



TABLE 2: MID-TERM ROADWAY RECOMMENDATIONS (Continued)

ID	Project Location and Description	Cost	Agency
Gila County			
MT-16	Broadway Street/El Camino Road Intersection (Claypool) Construct curb, gutter, and delineate the intersection with striping	\$250,000	Gila County
MT-17	Abiquiu Trail at Six Shooter Canyon Road Rehabilitate bridge to restore the structural integrity and correct any major safety defects	\$250,000	Gila County
MT-18	Dickison Drive at Pinal Creek Rehabilitate bridge to restore the structural integrity and correct any major safety defects	\$250,000	Gila County
MT-19	Pinal View Drive at Icehouse Canyon Road Rehabilitate bridge to restore the structural integrity and correct any major safety defects	\$250,000	Gila County
ADOT			
MT-20	US 60: Reppy Avenue to Miami Avenue Restripe US 60 to a five-lane section with a center left turn lane and exclusive left-turn lanes at intersections	\$120,000	ADOT
MT-21	US 60: Miami to Globe Sidewalk Construct new sidewalks along the north side of US 60 between Globe and Miami	\$400,000	ADOT
MT-22	Southern Pacific Railroad at US 70 Rehabilitate bridge to restore the structural integrity and correct any major safety defects	\$250,000	ADOT
MT-23	SR 188 at Hicks Wash (0.20 mile north of MP 223) Rehabilitate bridge to restore the structural integrity and correct any major safety defects	\$250,000	ADOT
MT-27	SR 188 at Tinhorn Wash (0.43 mile south of MP 218) Rehabilitate bridge to restore the structural integrity and correct any major safety defects	\$250,000	ADOT
MT-28	SR 188 at Wash (0.22 mile south of MP 219) Rehabilitate bridge to restore the structural integrity and correct any major safety defects	\$250,000	ADOT
MT-29	US 60 at Pinal Creek (2.7 miles E of SR 88 Junction) Rehabilitate bridge to restore the structural integrity and correct any major safety defects	\$250,000	ADOT
MT-30	US 60 at Quartzite Wash (0.22 mile south of MP 257) Rehabilitate bridge to restore the structural integrity and correct any major safety defects	\$250,000	ADOT



TABLE 2: MID-TERM ROADWAY RECOMMENDATIONS (Continued)

ID	Project Location and Description	Cost	Agency
ADOT			
MT-31	US 60 at Wash (0.26 mile south of MP 255) Rehabilitate bridge to restore the structural integrity and correct any major safety defects	\$250,000	ADOT
MT-32	US 60 at Bloody Tanks Wash Rehabilitate bridge to restore the structural integrity, correct any major safety defects, and bring it up current standards for load carrying capacity	\$250,000	ADOT
MT-33	US 60 at Maple Street Replace bridge	\$1,600,000	ADOT
Multiple Jurisdictions			
MT-34	Mine Entrance/US 60 Intersection (Miami) Add exclusive turn lanes on cross-street to US 60	\$450,000	ADOT/ Miami/ Mine
MT-35	Latham Boulevard Reconstruct roadway and fix sight distance issues with US 60; Also address drainage issues	\$800,000	ADOT/ Miami
MT-36	US 70: High Desert Drive to SR 77 Intersection Widen roadway to four-lanes (two-lanes in each direction); Preliminary engineering has already been completed		ADOT



FIGURE 7: COBRE VALLEY MID-TERM/BRIDGE REHABILITATION IMPROVEMENTS

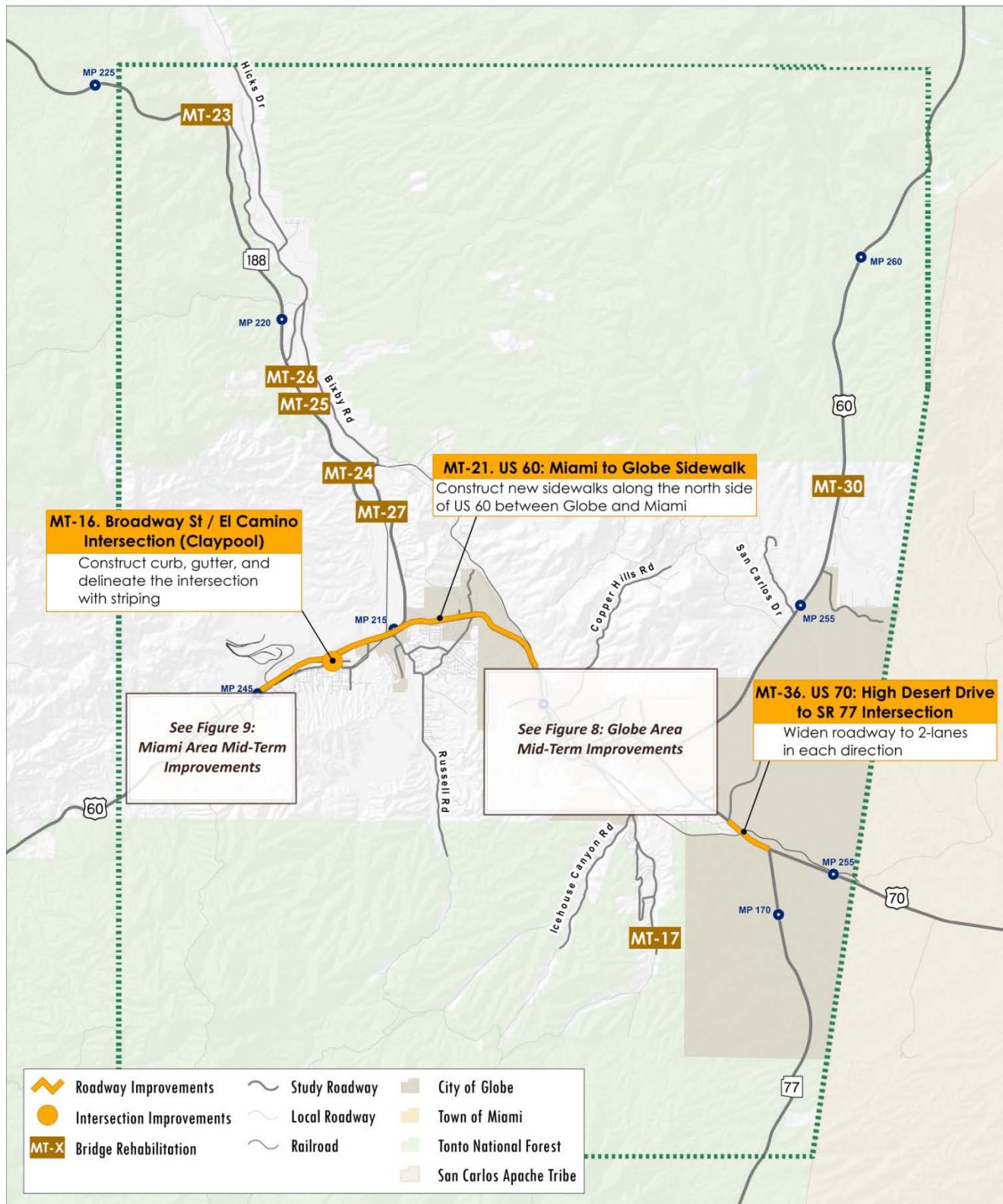


FIGURE 8: GLOBE AREA MID-TERM IMPROVEMENTS

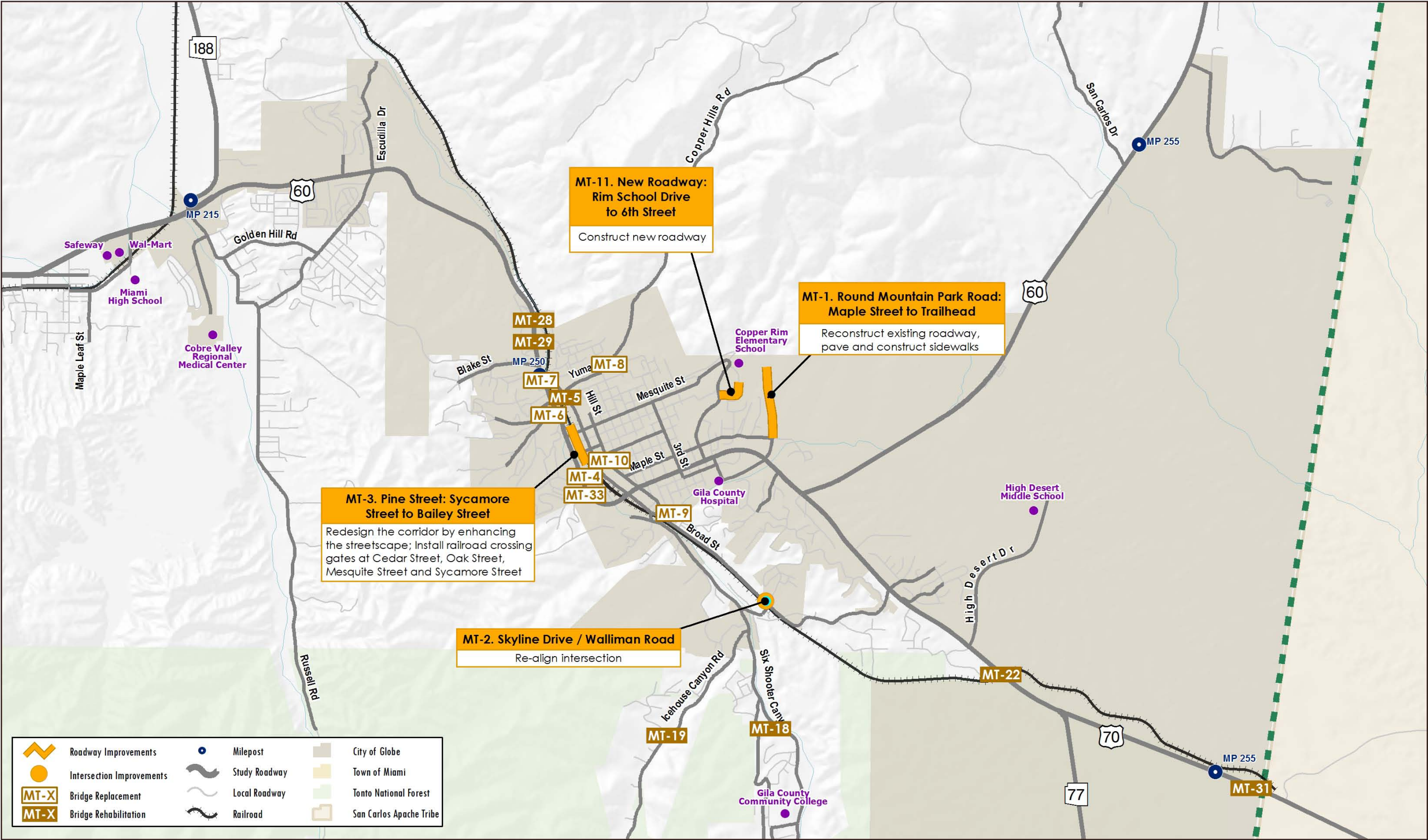


FIGURE 9: MIAMI AREA MID-TERM IMPROVEMENTS

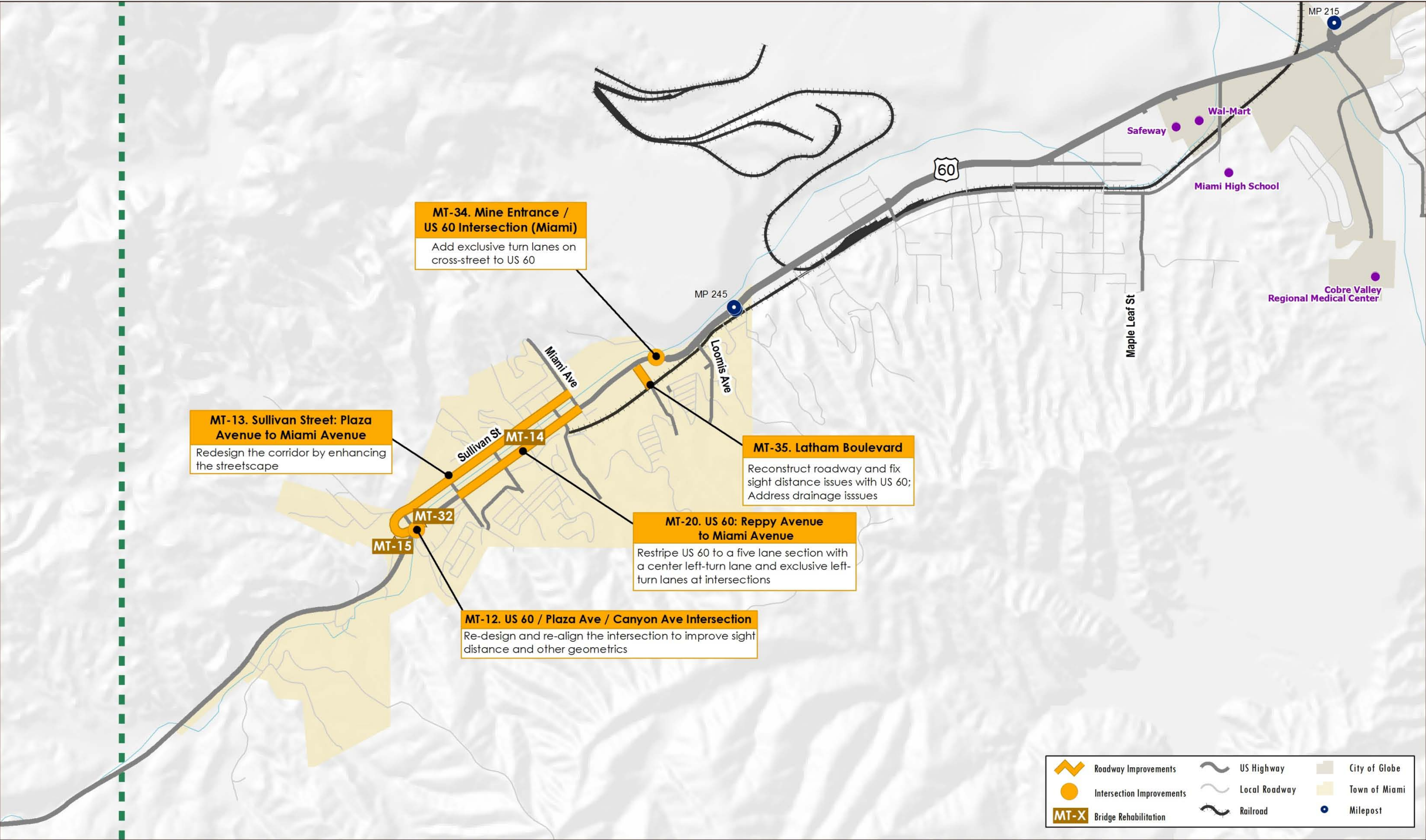


TABLE 3: LONG-TERM ROADWAY RECOMMENDATIONS

ID	Project Location and Description	Cost	Agency
City of Globe			
LT-1	New Roadway: Round Mountain Road to Rim School Drive Construct new connector roadway	\$700,000	Globe
LT-2	Pinal Creek Pedestrian Bridge Construct new pedestrian bridge	\$300,000	Globe
LT-3	Globe High School to Copper Rim Elementary School Construct new sidewalks	\$200,000	Globe
LT-4	Broad Street/Jesse Hayes Road Intersection Reconfigure intersection	\$600,000	Globe
LT-5	Carico Street/Highland Drive Intersection Reconfigure intersection	\$250,000	Globe
LT-6	Maple Street/Terrace Drive Intersection Adjust intersection profile and improve drainage	\$500,000	Globe
Town of Miami			
LT-7	Roosevelt Street: Keystone Avenue to Chisholm Avenue Construct retaining walls and address drainage issues to protect roadway from damage. The cost is an estimate for preliminary engineering only	\$250,000	Miami
Gila County			
LT-8	Extension of Railroad Avenue: Marion Street to Mill Street (Miami) Construct new roadway	\$250,000	Globe
Private			
LT-9	Re-establish Commercial Bus Service Establish commercial bus service to Phoenix and Tucson		Private
ADOT			
LT-10	US 60 Alternate Alignment Construct new limited access roadway; A DCR is in progress to determine the recommended location of the alternate route and associated costs		ADOT



TABLE 3: LONG-TERM ROADWAY RECOMMENDATIONS (CONTINUED)

ID	Project Location and Description	Cost	Agency
Multiple Jurisdictions			
LT-11	Miami-Globe-Cutter-Peridot Re-establish passenger rail or excursion rail service from Miami - Globe to Peridot	Cost varies based on type of service and route	Globe/ Miami/ Gila County/ AERR/PPP
LT-12	New Connector Road: Six Shooter to SR 77* Construct a new 3.2 mile connector road from Six Shooter Canyon Road to SR 77; * This corridor is only required if the proposed US 60 alternate route is not in place by year 2030	\$3,500,000	Gila County/ Tonto Forest
LT-13	Entrance to Town of Miami Evaluate and implement access management along US 60 corridor, and review the need of left-turn lanes on cross-streets and US 60	\$30,000	ADOT/ Miami
LT-14	US 60/Bluebird Mine Entrance Re-align intersection to improve sight distance	\$400,000	ADOT/ Mine
LT-15	Icehouse Canyon Road: Jesse Hayes Road to Pinal Creek Road Construct new bridge crossing over Pinal Creek that would provide additional emergency access	\$900,000	Globe/ Gila County
LT-16	Pinal Creek Corridor: Beer Tree Crossing to US 70* A DCR was completed several years ago, recommending the 1.75 mile new corridor parallel to the railroad; * This corridor is only required if the proposed US 60 alternate route is not in place by year 2030	\$6,000,000	Globe/ Gila County
LT-17	High Desert Drive: Current end point on High Desert Drive to US 60* Extend High Desert Drive up to US 60 to improve connectivity and serve as an alternate access route; * This corridor is only required if the proposed US 60 alternate route is not in place by year 2030	\$1,300,000	Gila County



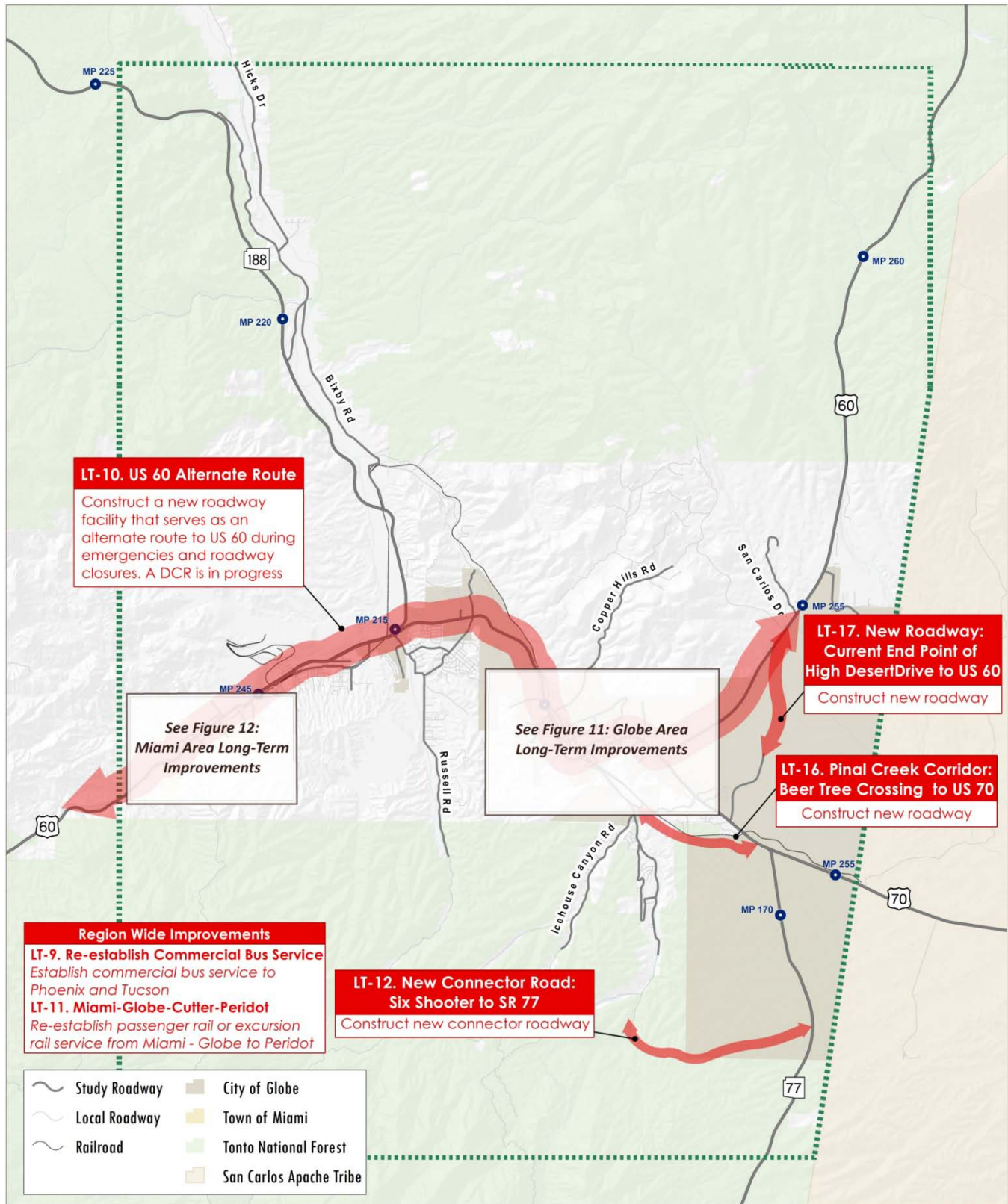
FIGURE 10: COBRE VALLEY LONG-TERM IMPROVEMENTS

FIGURE 11: GLOBE AREA LONG-TERM IMPROVEMENTS

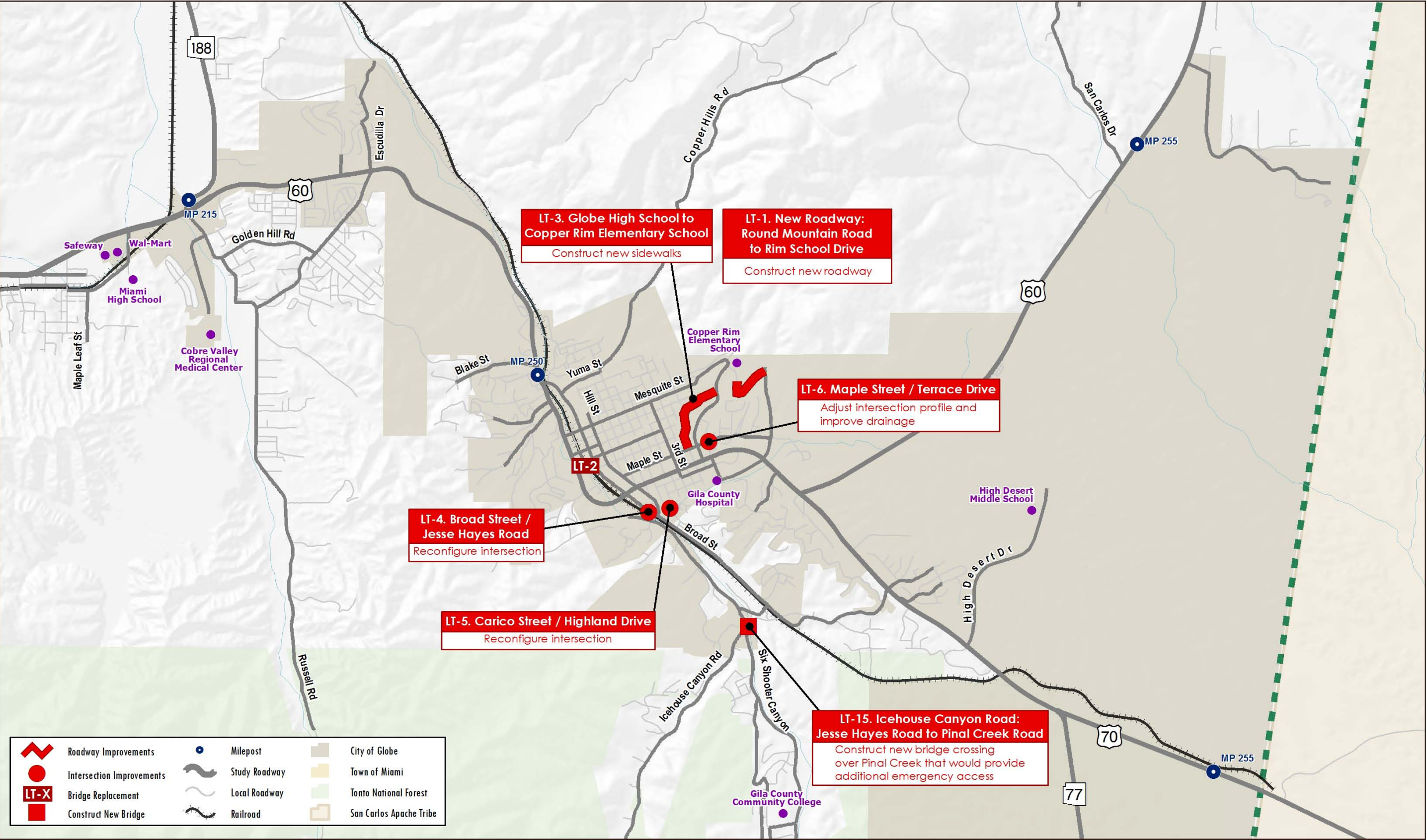
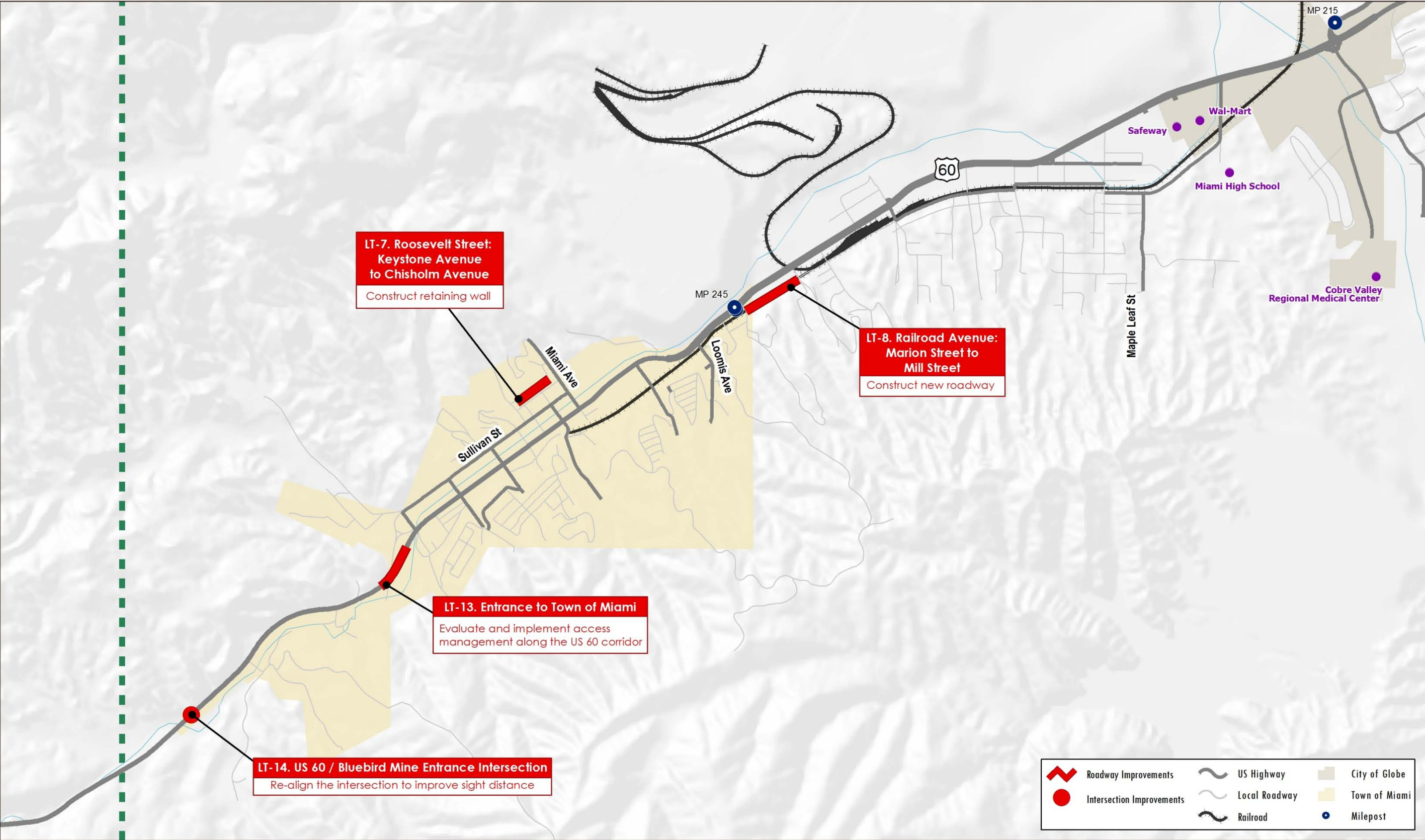


FIGURE 12: MIAMI AREA LONG-TERM IMPROVEMENTS



Transit Recommendations

The *Cobre Valley Community Transit Study*, conducted concurrently with this study, outlines specific transit recommendations for the area. The core recommendation from that study is the establishment of a deviated fixed route system with demand response support. The new system will also interface with the San Carlos Transit system at designated transfer points. Table 4 outlines the recommended short-term improvements per the *Cobre Valley Community Transit Study*. Figure 13 identifies the route, transfer locations, and stops along both of the newly identified deviated fixed routes.

TABLE 4: RECOMMENDED CVCT IMPROVEMENTS

Item	Description	Cost
Deviated fixed route system	Establish two new fixed routes with demand response support.	TBD
Enhance partnerships	Strengthen existing partnerships and seek to establish new support of the system.	TBD
Design and establish marketing strategy	A marketing strategy should be designed and started prior to the implementation of the new fixed route system.	\$3,000
Policy, procedure, and management systems update	Establish management practices, record keeping protocols and filing systems for program compliance.	TBD

Source: *Cobre Valley Community Transit Study*

Pedestrian, Bicycle, and Trail Facility Recommendations

Figure 14 illustrates the pedestrian, bicycle, and trail facility improvements recommended for the short-, mid-, and long-term phases. In conjunction with this study, the *Pinal Creek Trail Corridor Study* was conducted to develop a conceptual plan for the Pinal Creek Trail corridor to provide alternative modes of transportation to key educational and recreational areas in the Globe area. Recommendations from this study include developing/designating over seven miles of trail along Globe's local roadways, existing sidewalks, and through the Pinal Creek. When complete, the trail will provide access to residential neighborhoods, the Downtown area, recreational areas, and Globe Community College. For additional detailed information, please refer to the *Pinal Creek Trail Corridor Study*.

FIGURE 13: COBRE VALLEY TRANSIT SERVICES

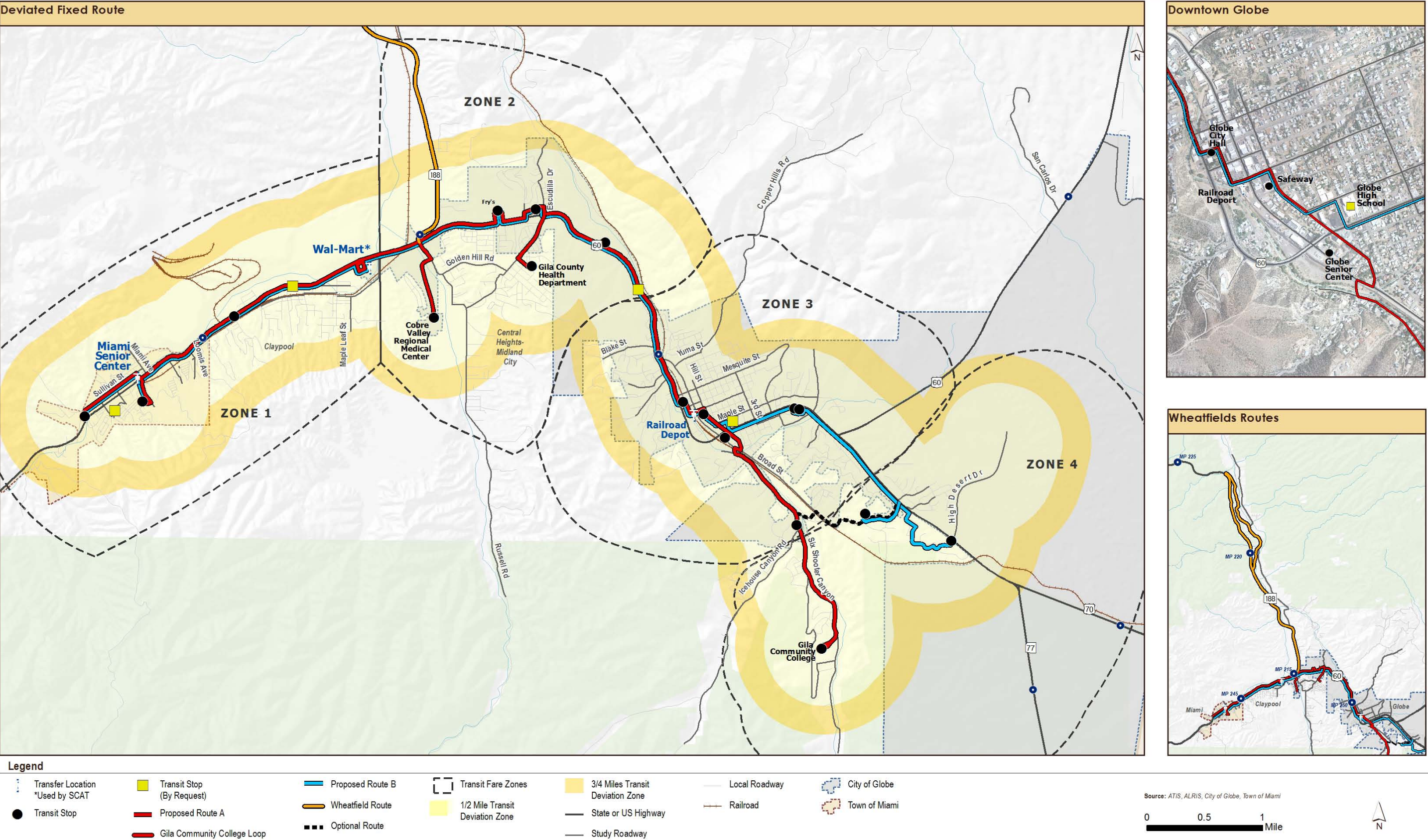
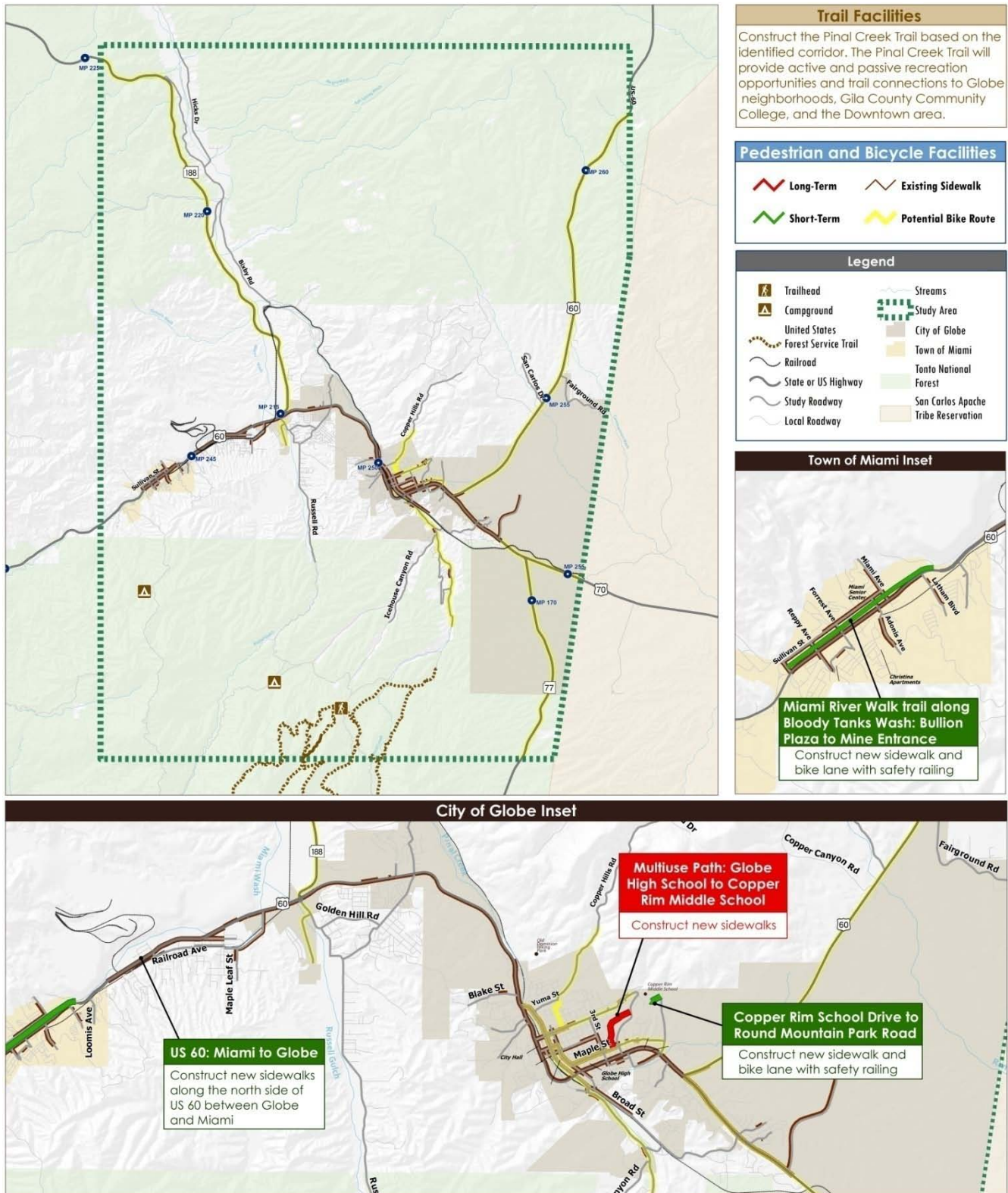


FIGURE 14: PEDESTRIAN, BICYCLE, AND TRAIL IMPROVEMENTS



Funding Sources

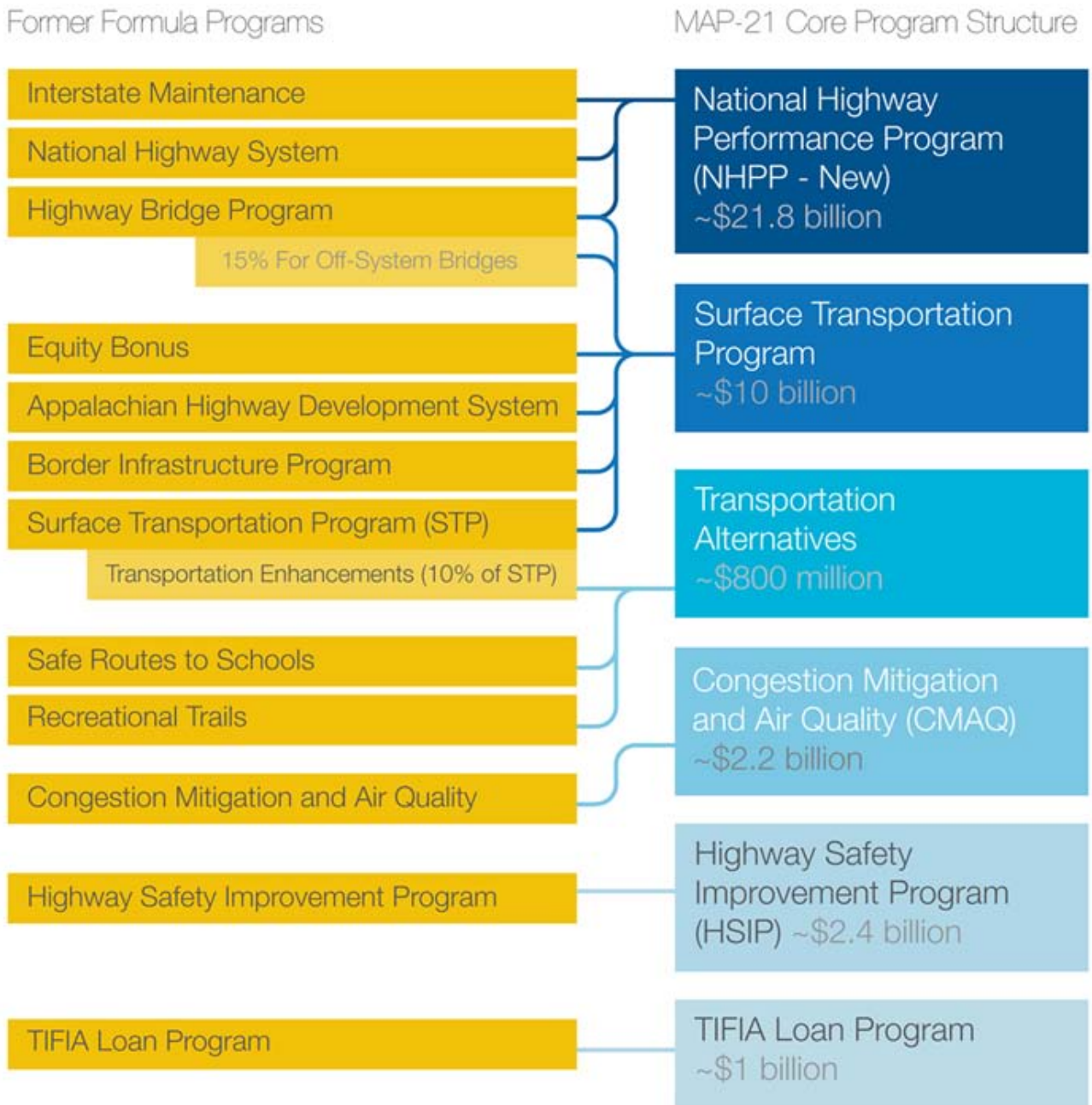
The successful implementation of the Cobre Valley Comprehensive Transportation Study is contingent upon the availability of funding for design and construction of the improvement projects. Primary funding sources for the area include Federal programs, ADOT, and other regional government agencies such as CAG. In July 2012, President Obama signed Moving Ahead for Progress in the 21st Century (MAP-21), reauthorizing surface transportation programs through fiscal year 2014. The program was enacted to create a streamlined, performance-based, and multimodal program to address the many challenges facing the Nation's transportation system. MAP-21 authorizes Federal-aid highway programs for the next two-years while maintaining current spending levels by consolidating core highway programs in the SAFETEA-LU. Figure 15 illustrates the restructured SAFETEA-LU programs under the new seven core groups of the MAP-21 as well as the apportioned funding for the next two fiscal years.

The seven core MAP-21 Programs include:

- National Highway Performance Program (NHPP)
- Surface Transportation Program (STP)
- Transportation Alternatives
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan Program

In addition, MAP-21 gives FTA significant new authority to strengthen the safety of public transportation systems throughout the United States. The Act aims to align Federal funding to progress towards the goals of restoring and replacing aged public transportation infrastructure, supporting development, and improving the efficiency of administering grant programs by consolidating and streamlining several programs. Table 5 is a comprehensive matrix of potential funding sources that the City of Globe, the Town of Miami, or Gila County can apply for funding of improvement projects identified in this study.

FIGURE 15: RESTRUCTURED SAFETEA-LU PROGRAMS UNDER MAP-21



All above programs are eliminated or consolidated except Highway Safety Improvement Program (HSIP), Congestion Mitigation and Air Quality (CMAQ) and the TIFIA loan program.

TABLE 5: FUNDING SOURCES

Program	Description	Eligible Uses
Federal		
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	The CMAQ program provides funding for projects that will relieve congestion and reduce pollution levels to help states and metro regions meet federal air quality standards.	Wide-range of projects, including: <ul style="list-style-type: none"> • Transit capital projects and improved transit services • Projects that improve traffic flow • Bicycle and pedestrian facilities • Fringe and corridor parking facilities • Projects that shift traffic demand to nonpeak hours or other transportation modes • Carpool and vanpool services
High Risk Rural Roads (HRRR)	MAP-21 legislation does not set aside funds for a high risk rural roads program. However, the Special Rule requires States with an increase in fatality rates on rural roads to obligate a specified amount of HSIP funds on HRRRs.	Variety of capital projects including: <ul style="list-style-type: none"> • Intersection safety improvements • Pavement and shoulder widening • Improving pedestrian and bicycle facilities • Improving highway signage and pavement markings • Traffic control devices • Installing guardrails and barriers • Construction of a traffic calming features • Railway-highway crossing safety features
Highway Research and Development Program	The Highway Research and Development Program funds strategic investment in research activities that address current and emerging highway transportation needs.	A broad range of research and development areas are eligible including: improving highway safety, infrastructure integrity, strengthening transportation planning and environmental decision making, reducing congestion, etc.
Highway Safety Improvement Program (HSIP)	The HSIP is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands.	Eligible projects include, but are not limited to: <ul style="list-style-type: none"> • Intersection improvements • Construction of shoulders • Traffic calming • Improvements for bicyclists, pedestrians, and individuals with disabilities. • Projects to maintain minimum standards of retro-reflectivity of traffic signs and pavement markings
National Highway Performance Program (NHPP)	The purpose of the NHPP is to provide support for the condition and performance of the National Highway System (NHS); to provide support for the construction of new facilities on the NHS; and to ensure that Federal-aid funds are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.	Eligible projects include, but are not limited to: <ul style="list-style-type: none"> • Construction, reconstruction, resurfacing, restoration, rehabilitation, and preservation of highways and bridges • Bridge and tunnel inspection and evaluation • Safety projects • Transit capital projects (under certain conditions) • Federal aid highway improvements • Environmental restoration and mitigation • Intelligent transportation systems (ITS) • Bicycle and pedestrian infrastructure

TABLE 5: FUNDING SOURCES (Continued)

Program	Description	Eligible Uses
National Priority Safety Program	Under MAP-21, Section 405 was renamed the National Priority Safety Program, which combines the impaired driving, occupant protection, traffic records and motorcyclist safety programs authorized under SAFETEA-LU and adds two new incentive programs – one for distracted driving and one for graduated driver licensing.	Programs include: <ul style="list-style-type: none"> • Section 405(b): Occupant Protection • Section 405(c): State Traffic Safety Information System Improvements • Section 405(d): Impaired Driving Countermeasures • Section 405(e): Distracted Driving • Section 405(f): Motorcyclist Safety • Section 405(g): State Graduated Driver Licensing Laws
Projects of National and Regional Significance (PNRS)	Supports large-scale transportation projects of national significance	The projects must be eligible to receive federal highway or public transportation funds (including freight rail) or be for infrastructure improvements that facilitate access to intermodal facilities, including ports. Eligible project costs include; preconstruction activities; construction, reconstruction, rehabilitations, acquisition of property, environmental mitigation, acquisition of equipment to improve system performance; operational improvements; and financing costs, including TIFIA subsidy costs.
Railway-Highway Crossings Program	This program funds safety improvements to reduce the number of fatalities, injuries, and crashes at public grade crossings.	All previous eligibilities under 23 USC 130 continue.
Recreational Trails Program	The Recreational Trails Program (RTP) provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses.	Eligible projects include, but are not limited to: <ul style="list-style-type: none"> • Maintenance and restoration of existing recreational trails • Development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails • Purchase and lease of recreational trail construction and maintenance equipment • Acquisition of easements for recreational trail corridors • Assessment of trail conditions
Surface Transportation Program (STP)	The Surface Transportation Program is the most flexible of all the highway programs and historically one of the largest single programs. States and metropolitan regions may use these funds for highway, bridge, transit (including intercity bus terminals), and pedestrian and bicycle infrastructure projects.	Eligible projects include, but are not limited to: <ul style="list-style-type: none"> • Highway and bridge construction and rehabilitation • De-icing of bridges and tunnels • Federal-aid bridge repair • Congestion pricing and travel demand management • Off-system bridge repair • Transit capital projects • Bicycle, pedestrian, and recreational trails

TABLE 5: FUNDING SOURCES (Continued)

Program	Description	Eligible Uses
Transportation Alternatives Program (TAP)	MAP-21 consolidated the Transportation Enhancements, Safe Routes to School (SRTS), and Recreational Trails into this new program. Instead of a state requirement to spend a percentage of funds, local applicants will compete for grants to fund a broad range of activities that provide transportation options, improve safety and enhance economic vitality.	Eligible projects include, but are not limited to: <ul style="list-style-type: none"> • Bicycle and pedestrian facilities • Safe routes projects for non-drivers • Construction of turnouts and overlooks • Community improvement activities including vegetation management, historic preservation, rails to trails, control of outdoor advertising • Archeological activities related to transportation projects • Environmental mitigation activity including NEPA compliance
Transportation Infrastructure Financing and Innovation Act (TIFIA)	The TIFIA program provides loans, loan guarantees, and standby lines of credit to highway, bridge, transit, and intermodal freight projects that have a dedicated source of revenue pledged toward repayment.	Eligible projects include, but are not limited to: <ul style="list-style-type: none"> • Highway, passenger rail, transit and certain intermodal projects • Certain freight rail facilities • Surface transportation infrastructure modifications necessary to facilitate direct intermodal transfer • Intelligent transportation systems • Intercity passenger bus or rail facilities and vehicles • Groups of related eligible transportation projects secured by a common pledge
State		
Community Development Block Grant Program (CDBG) - State Administered	States participating in the CDBG Program award grants only to units of general local government that carry out development activities.	Eligible projects include, but are not limited to: <ul style="list-style-type: none"> • Acquisition of property for public purposes • Construction or reconstruction of streets, water and sewer facilities, neighborhood centers, recreation facilities, and other public works • Rehabilitation of public and private buildings • Planning activities
Governor's Office of Highway Safety	Finances State and local government highway safety projects.	Inventories, need studies, engineering studies, system development, program implementation, or for purchasing equipment. Cannot be used for the construction, design, or maintenance of highways or for highway construction research papers.
Highway User Revenue Fund (HURF)	Funds derived from fuel taxes, vehicle license tax, registration fees and other fees.	Highway construction, improvements, and other related expenses



TABLE 5: FUNDING SOURCES (Continued)

Program	Description	Eligible Uses
State and Community Highway Safety Grant Program	The Section 402 program provides grants to states to improve driver behavior and reduce deaths and injuries from motor vehicle-related crashes.	Funds can be spent in accordance with national guidelines for programs such as reducing impaired driving; reducing speeding; encouraging the use of occupant protection; improving motorcycle safety; improving pedestrian and bicycle safety; improving enforcement of traffic safety laws; improving traffic records; and enhancing emergency services.
State Planning and Research Program	The funds are used to establish a cooperative, continuous, and comprehensive framework for making transportation investment decisions and to carry out transportation research activities throughout the State.	Eligible projects include, but are not limited to: <ul style="list-style-type: none"> • Engineering and economic surveys and investigations • Planning of future highway programs and local public transportation systems • Studies of the economy, safety, and convenience of surface transportation systems
Vehicle License Tax	Arizona tax paid by vehicle owners.	
Local and Private		
AAA Foundation for Traffic Safety	Funding for projects to discover the causes of traffic crashes, prevent them, and minimize injuries when they do occur.	Projects needed to evaluate new or existing traffic safety initiatives.
Development Impact Fees	Development impact fees are one-time charges applied to offset the additional public-service costs of new development. They are usually applied at the time a building permit is issued and are dedicated to provision of additional services, made necessary by the presence of new residents in the area.	
Development Stipulations	Developers dedicate appropriate ROW and build adjacent streets.	
Developer Exactions	Require developers to construct off-site facilities necessary to serve their development.	
Hotel Bed Tax	Tax added to hotel room charge that is paid to the state during tax returns and refunded to the local jurisdiction by the state of Arizona.	
Improvement or Road Districts	Improvement costs shared among residents and property owners within district.	
Regional Area Road Fund (RARF)	After voter approval, enacting a transportation excise tax.	Road construction improvements.
Sales Tax	Funds from a portion of a municipality's sales tax.	



TABLE 5: FUNDING SOURCES (Continued)

Program	Description	Eligible Uses
Transit		
Section 5303, 5304, and 5305. Metropolitan, Statewide, and Non-Metropolitan Planning Program	Provides funding and procedural requirements for multimodal transportation planning that is cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs of transportation investment priorities.	
Section 5307. Urbanized Area Formula Grants	These funds constitute a core investment in the enhancement and revitalization of public transportation systems.	Eligible projects include, but are not limited to: <ul style="list-style-type: none"> • Capital projects • Planning • Job access and reverse commute projects • Operating costs in areas with fewer than 200,000 in population
Section 5310. Enhanced Mobility of Seniors and Individuals with Disabilities	This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and complementary paratransit services.	
Section 5311. Non-Urbanized Area Program	This federal grant program provides funding for public transit in non-urbanized areas with a population fewer than 50,000 as designated by the Bureau of the Census. FTA apportions funds to governors of each State annually.	Funds may be used for capital, operating, planning or technical assistance projects. With these funds the mobility needs of rural transit users can be both supported and enhanced. Section 5311 Program grants are intended to provide access to employment, education and health care, shopping and recreation.
Section 5311(b)(3). Rural Transportation Assistance Program	Section 5311(b)(3) is formula funding for states to provide research, technical assistance, and training to improve the delivery of transit services in non-urbanized areas.	States may use RTAP funds to support non-urbanized transit activities in four categories: training, technical assistance, research, and related support services.
Section 5337. State of Good Repair Program	FTA's first stand-alone initiative written into law that is dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes	Eligible projects include, but are not limited to: <ul style="list-style-type: none"> • Capital projects to maintain a system in a state of good repair • Transit Asset Management Plan development and implementation
Section 5339. Bus and Bus Facilities Program	Provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.	Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities

Implementation Actions

The following action items are recommended for Cobre Valley region to successfully implement the Multimodal Transportation Plan.

- Present the Transportation Plan to the City of Globe and the Town of Miami Councils for approval and adoption.
- Conduct traffic counts on all study roadways that are not functionally classified. Identify roadways that meet the minimum requirements for reclassification to "collector" or a higher classification. Coordinate with CAG and ADOT to request change in functional classification of those roadways.
- Research and apply for funding sources for each project in the transportation plan.
- Include high-priority projects in the City/Town's Transportation Improvement Program (TIP).
- Develop policies and procedures to promote alternative modes of transportation. Review and update street design standards, develop comprehensive access management standards and detailed traffic impact guidelines and procedures.
- Create aesthetically appealing gateways into the City/Town at key roadway entry points.
- Increase communication, cooperation, and collaboration with ADOT, CAG, City of Globe, Town of Miami, Gila County, and neighboring jurisdictions. Work in partnership with each agency to address transportation needs and implement the plan.
- Offer opportunities for public involvement throughout the plan implementation process.
- Promote Public-Private partnerships between the City/Town and the private sector.
- Monitor progress on the transportation plan on a quarterly basis.
- Update the transportation plan on a five-year cycle.